



BOND
PROGRAM 2023

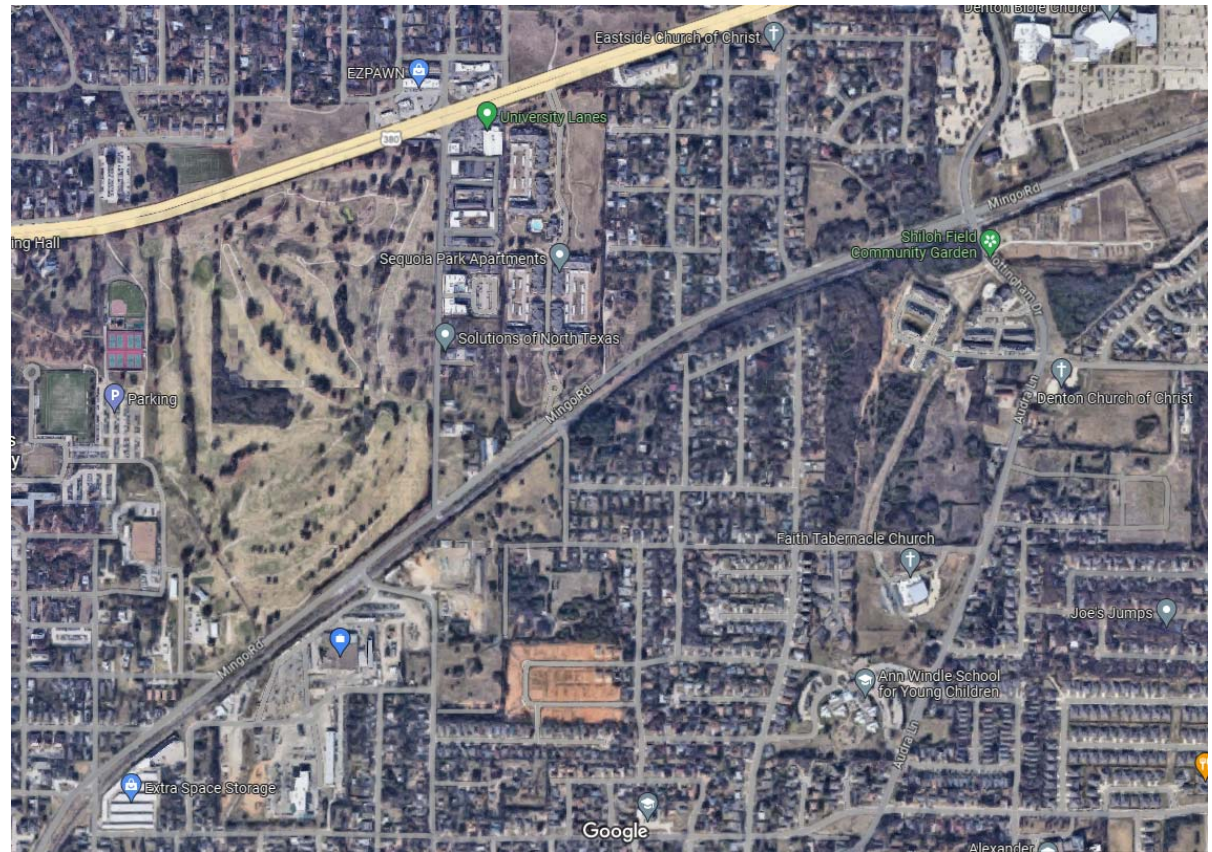


Mingo/Ruddell & Quiet Zones

Meeting #4
June 15, 2023

Project History

- Quiet Zones and Ruddell extension were included in 2014 Bond Election
- Both projects were insufficiently funded
- Bond Oversight Committee approved Staff's request to remove from 2014 Bond on May 20, 2022
- Bond Oversight Committee asked staff to reintroduce projects in 2023 Bond request



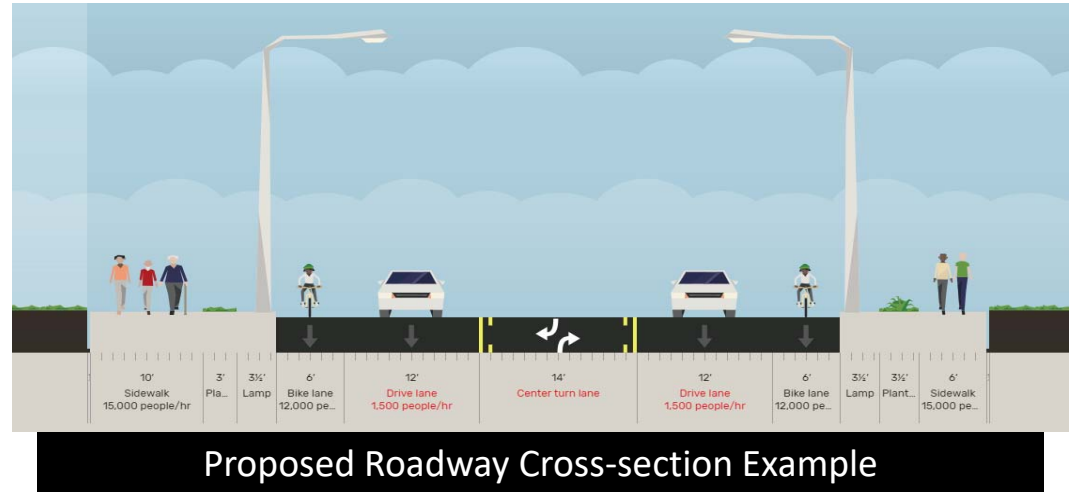
Ruddell/Mingo & Quiet Zones

- Current Roadway
 - 2 lane undivided roadway
 - No underground drainage system
 - No pedestrian/bike facilities
 - Limited right of way
 - 6 At grade Union Pacific Railroad (UPRR) crossings
 - Limited street lighting
 - Limited and aging utility infrastructure
 - No Union Pacific Quiet Zone
 - Portions were included in 2014 Bond Program



Mingo Road

- Proposed Project
 - 3 lane roadway (1 lane E/W & center turn lane)
 - Bike & pedestrian infrastructure
 - Installation of a drainage system
 - Street lighting
 - Replacement of aging utilities
 - Alignment with 2022 Mobility Plan update
 - Alignment with 2022 Parks, Recreation, and Trails System Master Plan

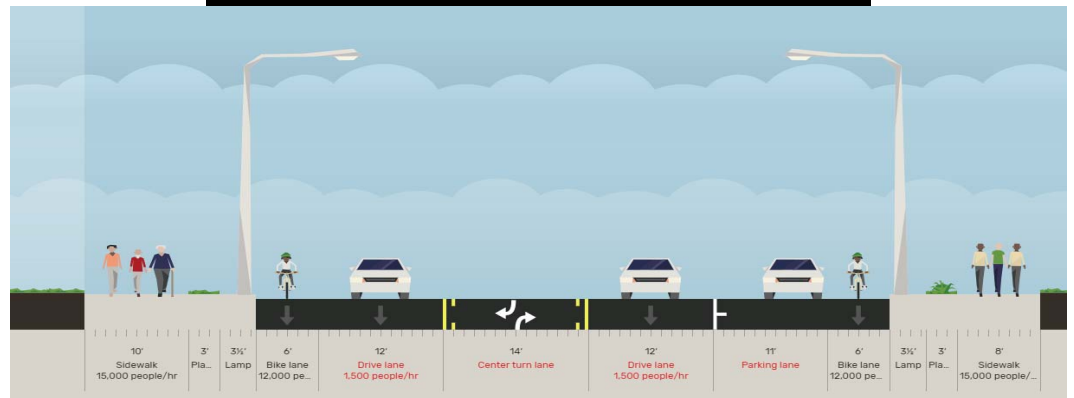


Ruddell Street

- Proposed Project
 - 3 lane roadway North of Mingo (1 lane E/W & center turn lane)
 - New alignment crossing UPRR south of Mingo
 - Includes closures of Willis St and Pertain St
 - Bike & pedestrian infrastructure
 - Street lighting
 - Replacement of aging utilities
 - Alignment with 2022 Mobility Plan update



Existing SB Ruddell (no pedestrian trail)

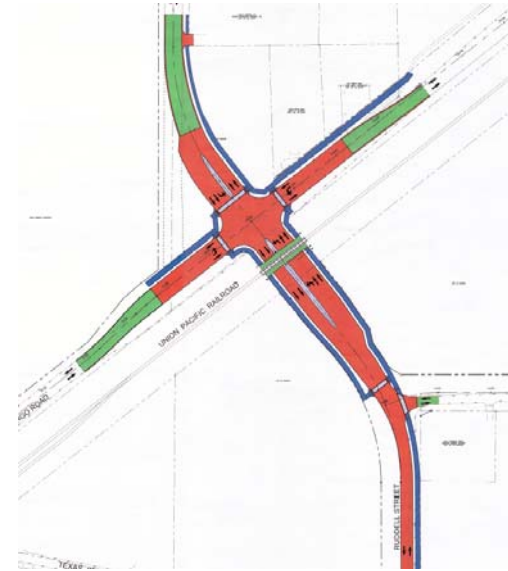


Proposed Roadway Cross Section Example



Ruddell Street Extension

- Proposed Project
 - New alignment crossing UPRR south of Mingo
 - Includes closures of Willis St. and Pertain St. railroad crossings
 - New traffic signal at Mingo and Ruddell
 - Bike & pedestrian infrastructure crossing UPRR
 - Street lighting
 - Alignment with 2022 Mobility Plan update



At Grade Crossing Example

Mingo Quiet Zones

- Proposed Project
 - Quiet zone implementation at UPRR crossings along Mingo from Mockingbird – Frame St.
 - Includes new lights, gates, raised medians, traffic signal preemption
 - Bike & pedestrian infrastructure crossing UPRR



Pertain St. Removal



Willis St. Removal

- Quiet zone locations
 - Mockingbird Lane (Addition)
 - Private Driveway (Addition)
 - Nottingham Road (Addition)
 - Ruddell Street (Addition)
 - Frame Street (Addition)
 - Pertain Drive (Removal)
 - Willis Street (Removal)



Project Benefits

- Increased Safety for vehicular, bicycle, and pedestrian traffic
- Providing walkability from Texas Woman's University, Downtown City of Denton, DCTA and near by residential properties.
- Bringing area into Quiet Zone compliance meaning the train would no longer be required to blow its whistle at crossings
- Removing and/or realigning dangerous UPRR crossings

<https://youtu.be/DiGAMT85row>

[Denton Mobility Plan 2022](#)

Estimated	January 2023
Design Costs	N/A
Construction Costs	\$35,000,000
Soft costs (Inspection, Project Management, Permitting, Etc)	\$3,000,000
Right of Way Acquisition	N/A
Total Project Cost	\$38,000,000



Capital Projects/Engineering/Public Works

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CBAC23-020