March 2026

Appendix C:

Multimodal Improvements Summary

Hurst Boulevard Vision – State Highway 10 Corridor Redevelopment Plan

Prepared for:

The North Central Texas Council of Governments

Prepared by:

halff

Introduction

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor travelling through the City of Hurst in order to enhance the experience of all users, including residents, business owners, pedestrians, cyclists and commuters. The plan process involved an analysis of the corridor, multiple community engagement opportunities, and catalytic site concepts. The plan will result in an actionable strategy for redevelopment in the area.

This multimodal improvement summary reviews the proposed improvements for sidewalks, sidepath, and on-street bicycle facilities within the study area, and safety countermeasures at intersections along the corridor. Additional details on the underlying mobility and safety assessments can be found in **Appendix B**: **Existing Conditions Diagnostic Report**.

Sidewalk Improvement Needs

OVERVIEW

Currently, there are 4.55 miles of existing sidewalk in the study area, mostly located in the vicinity of existing developments and major intersections. Many of the sidewalks along the corridor are narrow and disjointed, limiting access for pedestrian modes. In total there are 3.83 miles of gaps in the sidewalk network along both sides of the Hurst Boulevard corridor. Sidewalk connectivity improvements are needed so that pedestrian routes are continuous and comfortable.

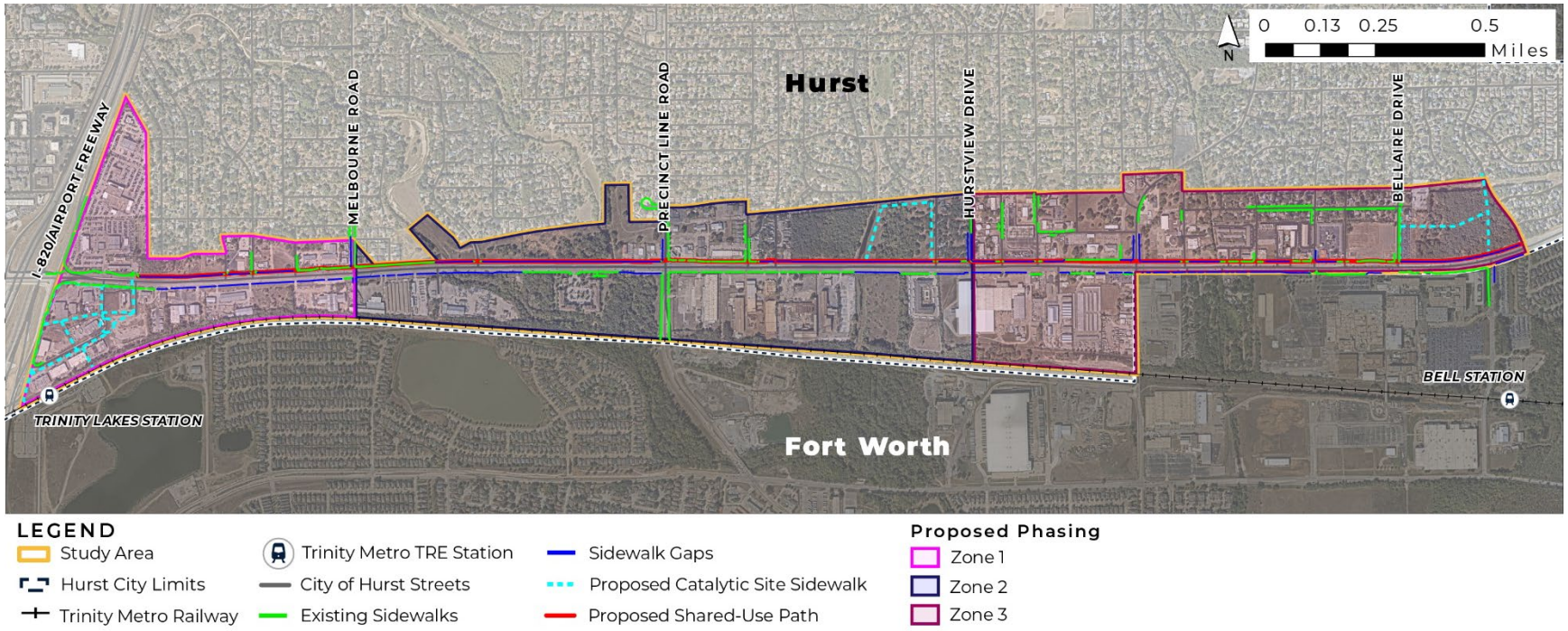
The proposed sidewalk improvements for the study area are categorized into three categories:

- **Constructing Existing Sidewalk Gaps:** Current city ordinances require sidewalks to be constructed with new development and redevelopment. Many of the existing developments along the Hurst Boulevard corridor were constructed prior to these requirements being enacted, so there are several instances of gaps in the existing sidewalk network. Filling in these sidewalk gaps can either occur over time as development or redevelopment occurs, or as city-initiated projects that could be partially funded by grants.
- **Proposed Pedestrian Connections within Catalytic Sites:** As redevelopment and new development occurs within the three catalytic sites, there are proposed connections to improve bicycle and pedestrian access. Across the three catalytic sites, the proposed pedestrian connections account for an additional 2.14 miles of proposed sidewalk, as shown in **Figure 1** on the following page.
- **Hurst Boulevard Sidepath:** To provide cyclists and pedestrians with safer and more comfortable access in the corridor, a 10’ sidepath totaling 2.98 miles in length is recommended on the north side of Hurst Boulevard. A conceptual layout of this corridor is shown on pages 22-31 of this memo highlighting areas where engineering review is needed within constrained areas.

PROPOSED SIDEWALK IMPROVEMENTS

Figure 1 on the following page depicts the proposed sidewalk improvements within the study area and three zones for proposed phasing of improvements. Zone 1 (IH-820 to Melbourne Road) represents the first priority for proposed improvements. Zone 2 (Melbourne Road to Hurstview Drive) represents the second priority for proposed improvements. Zone 3 (Hurstview Drive to Arwine Drive) represents the third priority for proposed improvements primarily due to the potential for public-private partnerships with Bell Helicopter.

Figure 1. Proposed Sidewalk Improvements



Zone 1: I-820 to Melbourne Road

- Sidewalk gaps: 0.74 Miles
- Proposed catalytic site pedestrian connections: 1.23 Miles
- Proposed sidepath: 0.46 Miles
- **Total: 2.43 Miles**

Zone 2: Melbourne Road to Hurstview Drive

- Sidewalk gaps:1.58 Miles
- Proposed catalytic site pedestrian connections: 0.38 Miles
- Proposed sidepath: 1.34 Miles
- **Total: 3.30 Miles**

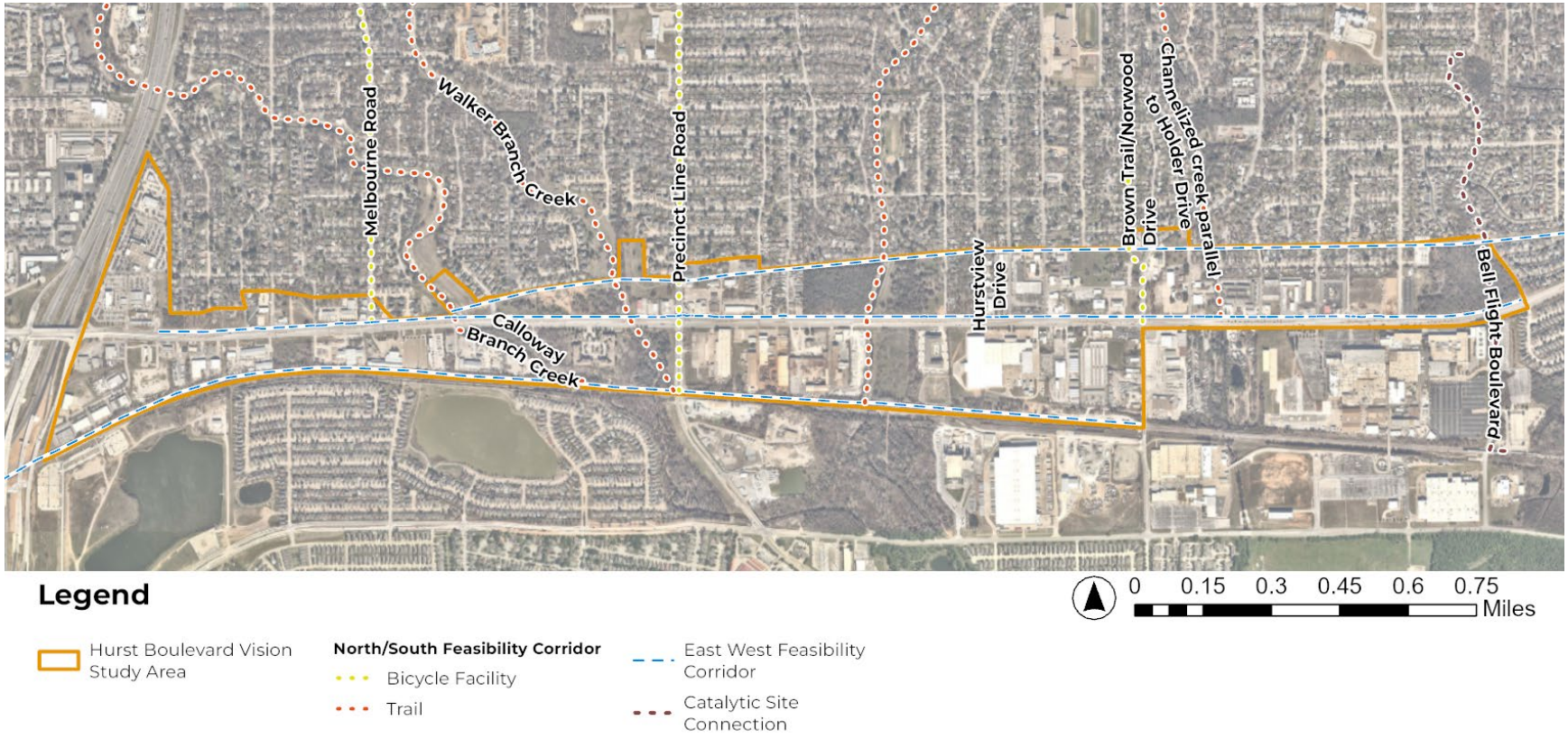
Zone 3: Hurstview Drive to Arwine Drive

- Sidewalk gaps: 1.51 Miles
- Proposed catalytic site pedestrian connections: 0.53 Miles
- Proposed sidepath: 1.19 Miles
- **Total: 3.23 Miles**

Trail and Bikeway Facilities

As part of the corridor redevelopment study, a series of corridors were assessed for potential feasibility as a future pedestrian and/or bicycle facility. A bikeway is a distinct space on a road, path, or facility that prioritizes bicycle travel. A trail can either be a sidepath that is adjacent to a road or an off-street shared-use path that is typically within an independent right-of-way such as along a creek or within a utility easement. In total, three east/west alignments and nine north/south alignments were assessed for feasibility as a future pedestrian and/or bicycle connection; these routes are shown in **Figure 2**.

Figure 2. Location of Trail/Bikeway Feasibility Corridors



FEASIBILITY CONSIDERATIONS

Existing Conditions: This portion of the assessment analyzes property ownership, floodplain, utilities, and topography that impact the likelihood of a trail or bikeway being developed in the corridor. Since the city or TxDOT does not own all the properties within the study area, property ownership is important to determine potential easements, access agreements, or right-of-way constraints. While trails can be built in the floodplain, it is important to avoid areas that flood consistently to extend the condition and useful life of the trail. The study area also has a significant number of overhead and subsurface utilities which can be costly to relocate in conjunction with construction costs. Finally, topography can impact accessibility compliance for steep slopes, whether retaining walls are necessary, or other trail and bikeway features that may be needed.

Implementation Considerations: In addition to the existing conditions, on-site factors are important for assessing the feasibility of potential trail and bikeway routes. This includes bridge or culvert crossings, environmental considerations, or conflict points. Bridge and culvert crossings add additional costs and limitations to construction depending on the size of the waterway or conduit. Environmental conditions to be cognizant of in the study area include dense vegetation, potentially contaminated sites, and floodplains. Conflict points are places along the potential routes where the right-of-way may be obstructed by existing structures, have limited under crossing clearing, or potential midblock crossings. Within the right-of-way of Hurst Boulevard, there are significant overhead and underground utilities that either need to be avoided or relocated to fit in a sidepath of 10 feet in width.

Pages 6-10 discuss the key findings from the feasibility assessment for each of the north/south and east/west corridors and pages 11-18 include the overall opportunity and constraint maps and summary tables (**Figures 3-11**).

EAST/WEST ROUTE FEASIBILITY

Electric Transmission Line Easement

Following the Oncor electric transmission line parallel to Hurst Boulevard, this route includes major constraints such as existing structures located within the easement, the need for multiple bridge structures, and a high number of mid-block crossings compared to the other potential east/west routes. The existing structures within the transmission line easement include business, residences, and parking lots. However, these powerlines are within the acceptable voltage for trail development. ***Based on these identified constraints, this corridor should not be a priority for future consideration for trail development.***

Today, businesses sit within the power line easement along West Ellen Avenue.

Hurst Boulevard ROW

The northern side of Hurst Boulevard was considered for a more continuous pedestrian facility due to the potential connections to businesses, neighborhoods, and catalytic sites. Constraints include limited right-of-way in some spots, presence of overhead and subsurface utilities, two bridge structures, and numerous driveways. This alignment has existing infrastructure in place to support pedestrian activities specifically at intersections. However, as indicated in **Figure 1** on page 3, there are significant gaps in the existing sidewalks. ***This route was determined to be the most feasible for near-term improvements***.

Power lines in the Hurst Boulevard right-of-way.

A conceptual layout of the sidepath and associated Opinion of Probable Construction Costs can be found on pages 22-36.

TRE Corridor ROW

This route falls within the north side of the Trinity Railway Express (TRE) right-of-way and includes major constraints such as steep slopes and inconsistent grades, narrow or constrained right-of-way, and environmental challenges. The TRE Corridor is adjacent to many active industrial uses and intersects with the regulatory floodway more than the other east/west routes. Additionally, any proposed trail within the rail right-of-way would need to be granted approval from Trinity Metro as well as the freight rail operators that utilize the corridor. Coordination would also be needed with the City of Fort Worth. ***Based on these identified constraints this corridor should not be a priority for future consideration for trail development.***

Example of the steep elevation change along the TRE Corridor ROW near the Trinity Lakes Station.

NORTH/SOUTH ROUTE FEASIBILITY

Melbourne Road

Other city planning efforts identified Melbourne Road as an on-street bikeway to connect North East Mall to the Trinity Lakes TRE station. The specific facility type along Melbourne is to be determined, but considerations should be given to the presence of parked cars along the corridor. ***Hurst Boulevard is a barrier along this proposed route, and crossing improvements are recommended for the signalized intersection at Melbourne and Hurst Boulevard (see page 43).***

Open space adjacent to Calloway Branch Creek (north of Hurst Boulevard).

Calloway Branch Creek

The Calloway Branch Creek north of Hurst Boulevard is within city-owned property and could provide a recreational trail connection from Hurst Boulevard to Melbourne Road. While trails can be built in floodplains, this route may necessitate additional design and construction costs associated with floodplain development. ***There does not appear to be enough vertical clearance to safely construct a trail where the creek crosses underneath Hurst Boulevard, so a proposed trail is just considered for north of Hurst Boulevard.***

Limited undercrossing clearance at Hurst Boulevard and Calloway Branch Creek.

Walker Branch Creek

This off-street alignment follows Walker Branch Creek and is in the Regulatory Floodway. Additional major constraints include limited right-of-way in parts of the corridor, dense vegetation, grade challenges, and limited vertical clearance where the creek crosses underneath Hurst Boulevard. ***Based on these identified constraints this corridor should not be a priority for future consideration for trail development.***

Dense vegetation along the Walker Branch Creek.

Precinct Line Road

Precinct Line Road is centrally located within the study area and serves as key vehicular connection from Fort Worth into Hurst. Current citywide plans for both Hurst and Fort Worth show on-street bikeways along Precinct Line Road. To the south of Hurst Boulevard in Fort Worth, there is potential for widening the existing sidewalks on Precinct Line Road to a sidepath (minimum 10'). ***Hurst Boulevard is a barrier along this proposed route, and crossing improvements are recommended for the signalized intersection at Precinct Line Road and Hurst Boulevard (see page 43).***

Existing sidewalk and available right-of-way facing south into Fort Worth along Precinct Line Road.

Channelized Creek between Anderson and Arthur Drives

This off-street connection is located within the channelized creek corridor between Anderson and Arthur Drives. Major constraints include the lack of feasible undercrossing at Hurst Boulevard, dense vegetation, and narrow or limited ROW availability north of the Oncor easement. ***The illustrative concept for the central catalytic site proposes trail on the eastern side of the channelized creek between Hurst Boulevard and the Oncor easement, but since the area is in the floodplain, that may necessitate additional design and construction costs associated with floodplain development.***

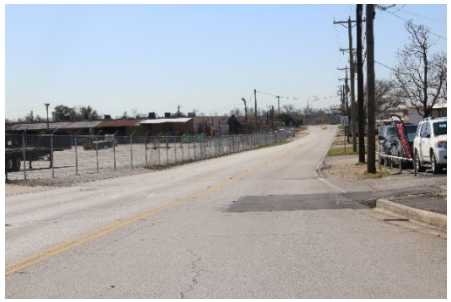
Powerlines constrain possible trail development along the west side of Hurstview Drive.

Hurstview Drive

Hurstview Drive was evaluated as a potential north/south connection. Currently, there are no bikeway or trail recommendations due to the limited extent within the study area. ***However, gaps in the sidewalk network and intersection improvements at Hurst Boulevard should be addressed for system-wide completion.***

Brown Trail/Norwood Drive

Brown Trail/Norwood Drive is another centrally located vehicular connection between Hurst and Fort Worth. This route features constrained right-of-way and rail crossings beyond the study area. Currently, there are no bikeway or trail recommendations due to the limited extent of the study area. ***However, gaps in the sidewalk network and intersection improvements at Hurst Boulevard should be addressed for system-wide completion.***



Limited right-of-way along Norwood Drive facing south.

Channelized Creek Parallel to Holder Drive

This off-street connection is located within the channelized creek channel parallel to Holder Drive. Major constraints include private property limits and location within the regulatory floodway. ***Based on these identified constraints this corridor should not be a priority for future consideration for trail development.***

Bell Flight Boulevard

This route was evaluated as an additional north/south connection along Bell Flight Boulevard and Arwine Drive between the Bell TRE Station and Wan-Ka-Kani Park going through the Eastern Catalytic Site area. This route could include a trailhead at Highway 10 Linear Park, but major constraints include the intersection with Hurst Boulevard, grade changes outside of the study area, dense vegetation, and Oncor property ownership. ***Coordination with the City of Fort Worth and Oncor would be needed for this connection to be possible.***

Trees and greenery encroach on the sidewalk along Bell Flight Boulevard just outside of the study area.

OPPORTUNITIES AND CONSTRAINTS MAPS

Figure 3. Opportunities and Constraints - Segment 1

Figure 4. Summary of Constraints - Segment 1

Corridor	Grade Challenges	Constrained ROW	Overhead Utilities
Hurst Boulevard ROW	•	•	•
TRE ROW	•	•	

Figure 5. Opportunities and Constraints - Segment 2

Figure 6. Summary of Constraints - Segment 2

Corridor	Grade Challenges	Constrained ROW	Floodplain	Overhead Utilities	Bridge Structure	Limited Vertical Clearance
Hurst Boulevard ROW		•		•		
TRE ROW	•	•	•			
Electric Transmission Line Easement			•	•	•	
Melbourne Road Bicycle Facility				•		
Calloway Branch Creek Trail	•		•			•

Figure 6. Opportunities and Constraints - Segment 3

Figure 7. Summary of Constraints - Segment 3

Corridor	Grade Challenges	Constrained ROW	Floodplain	Overhead Utilities	Bridge Structure	Limited Vertical Clearance	Mid-Block Crossings
Hurst Boulevard ROW		•	•	•			
TRE ROW	•	•					
Electric Transmission Line Easement		•	•	•	•		•
Walker Branch Creek	•		•		•	•	
Precinct Line Road			•	•			
Channelized Creek between Arthur and Anderson	•	•	•			•	

Figure 8. Opportunities and Constraints - Segment 4

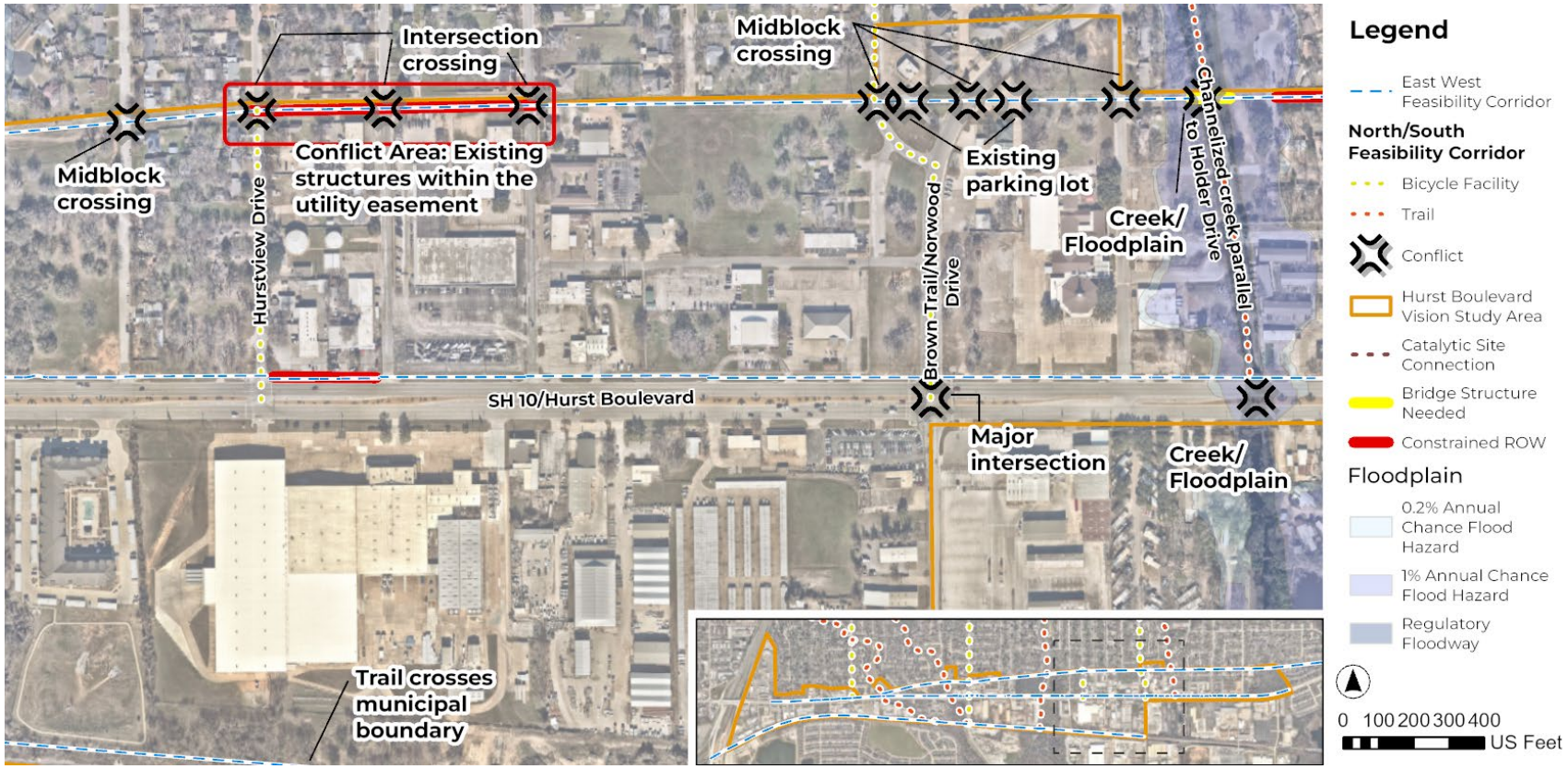


Figure 9. Summary of Constraints - Segment 4

Corridor	Constrained ROW	Floodplain	Overhead Utilities	Bridge Structure	Limited Vertical Clearance	Mid-Block Crossings
SH 10 ROW	•	•	•			
Electric Transmission Line Easement	•	•	•	•		•
Hurstview Drive			•			
Brown Trail/Norwood Drive	•		•			
Channelized Creek Parallel to Holder Drive	•	•			•	

Figure 10. Opportunities and Constraints - Segment 5

Figure 11. Summary of Constraints - Segment 5

Corridor	Constrained ROW	Floodplain	Overhead Utilities	Mid-Block Crossings
Hurst Boulevard ROW	•	•	•	
Electric Transmission Line Easement	•	•	•	•

CROSSING OPPORTUNITIES

Crossing the corridor as a cyclist or pedestrian is challenging given the width of the corridor and lack of designated crossing facilities. As described in the previous section, the north/south connection opportunities that follow creek or drainage corridors are likely infeasible due to the low vertical clearance underneath Hurst Boulevard. This section identifies the crossing opportunities at existing intersections. The overall trail and bikeway recommendations for the study area are depicted in **Figure 13** on the following page.

Based on the assessment of crash data and the high-level intersection audit, some combination of median refuge islands, crosswalk restriping, pedestrian signal upgrades, and cautionary signage are recommended at the signalized intersections along the Hurst Boulevard corridor. More discussion on these signalized intersection improvements is found in the Safety Countermeasures section of this memo.

Within each of the three project phasing zones, a priority intersection has been identified that would have the greatest impact on north/south mobility across the Hurst Boulevard corridor. This includes:

- **Zone 1: Melbourne Road.** Provides connection from the neighborhoods to the north and North East Mall to the western catalytic site and Trinity Lakes TRE station.
- **Zone 2: Precinct Line Road.** Provides connection from City of Fort Worth to Hurst within the central part of the study area. See **Figure 12** for an example intersection treatment.
- **Zone 3: Bell Flight Boulevard.** Provides connection from the Bell TRE station to the northern side of the corridor, facilitating employee and visitor movement to future proposed development at the eastern catalytic site.

Additionally, **Figure 13** on the following page depicts a future consideration for a pedestrian bridge connecting across Hurst Boulevard near Bell Helicopter headquarters. Additional feasibility needs to occur, particularly if this facility were to be open to the general public or just for Bell employees. Furthermore, since the Hurst Boulevard corridor is located on the Texas Highway Freight Network, additional vertical clearance would need to be accommodated.

Figure 12. Example Intersection Treatment at Precinct Line Road

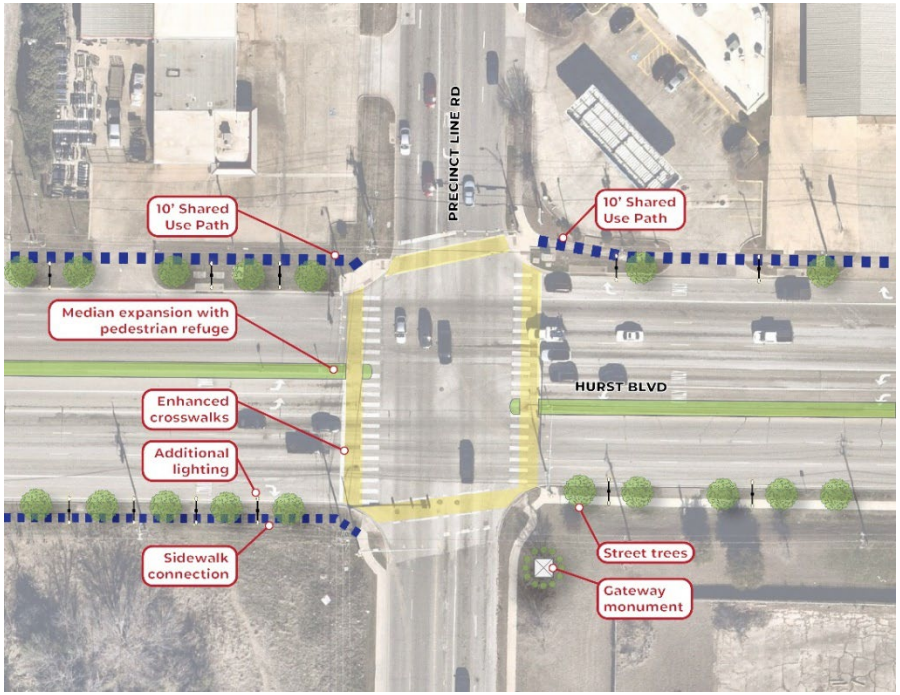
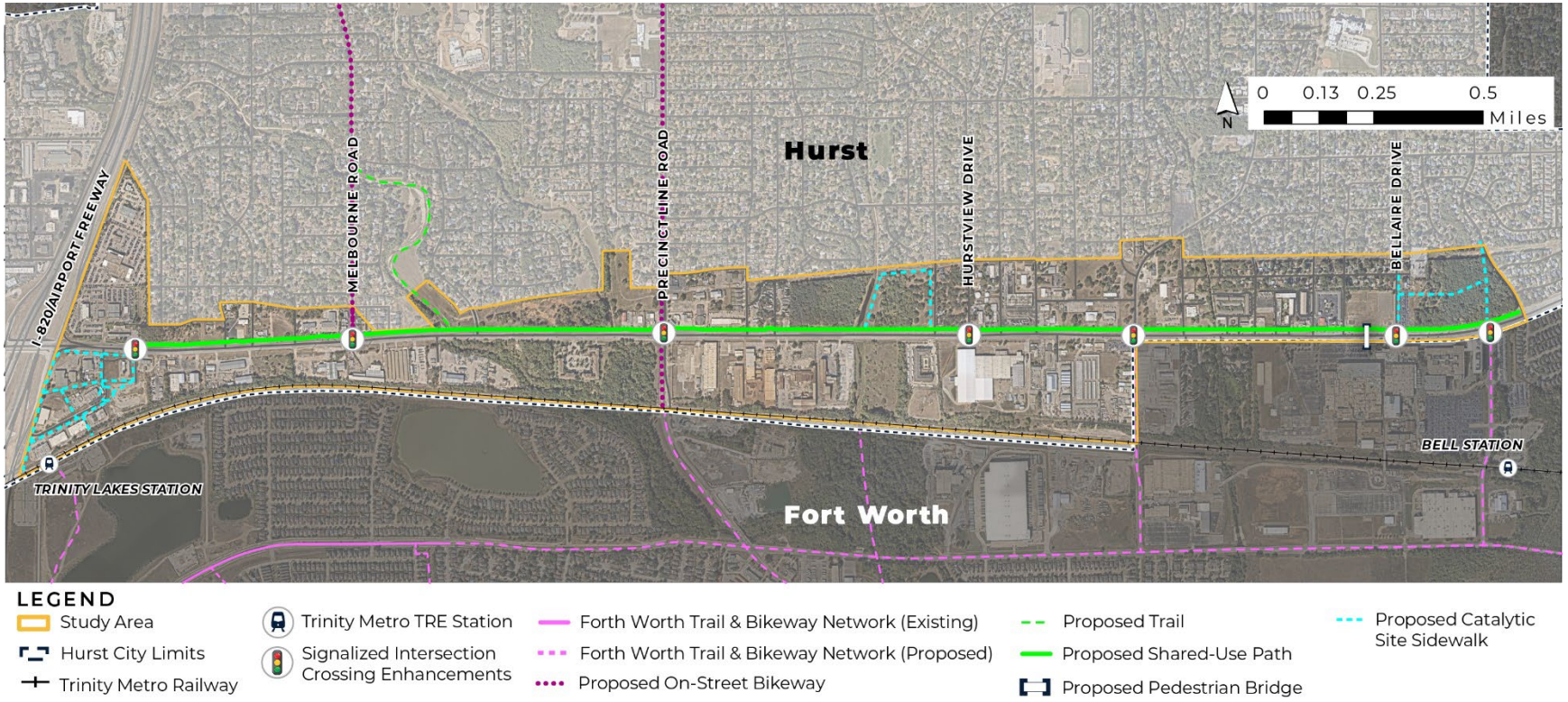


Figure 13. Corridor Trail and Bikeway Recommendations



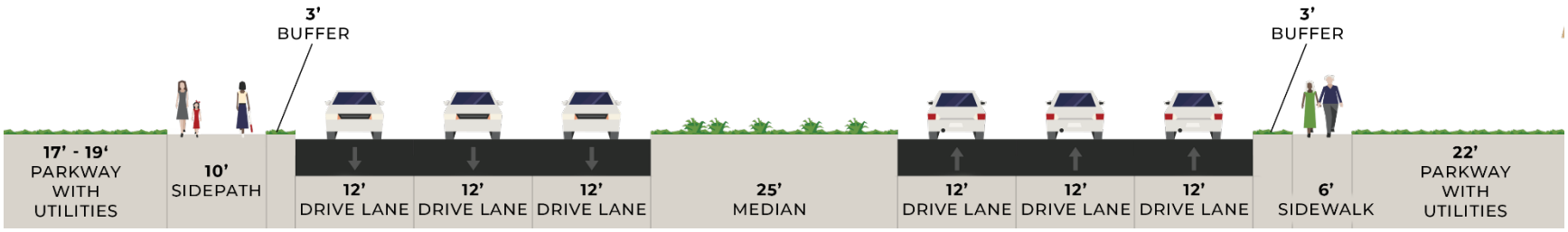
HURST BOULEVARD SIDEPATH CONCEPTUAL LAYOUT

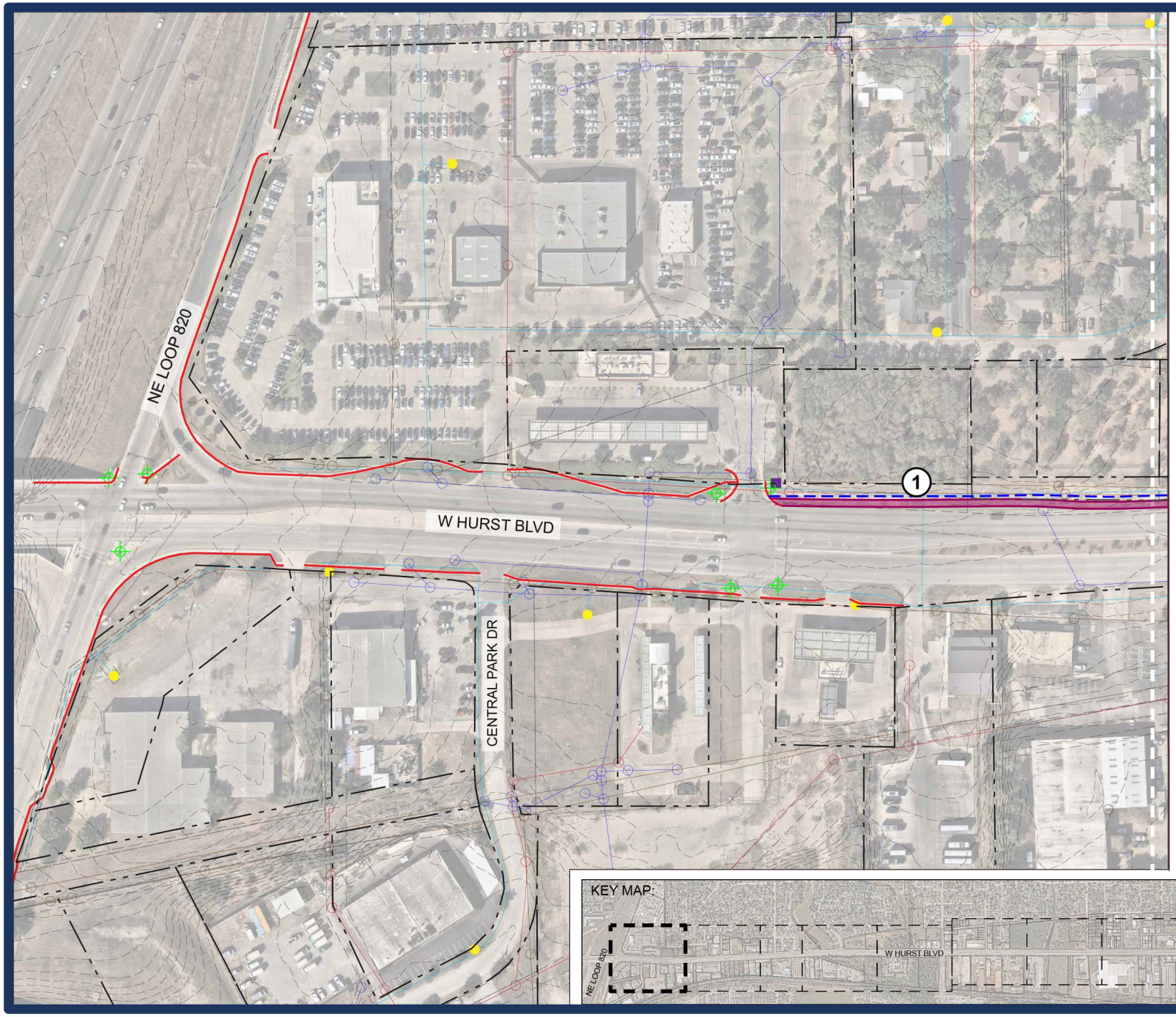
As discussed on page 6, the northern side of Hurst Boulevard is considered a priority for a more continuous pedestrian facility due to the potential connections to businesses, neighborhoods, and catalytic sites. In order to determine potential constraints along the corridor, a conceptual layout for the sidepath was developed as part of this study. Pages 22-31 represent the conceptual layout, which is subject to change as additional design and engineering occurs. The key points of conflict identified in these graphics include:

- **Utilities:** Data for subsurface and aboveground utilities and infrastructure along the corridor was requested, however without a utility investigation some utility locations are unknown. Subsurface utilities include water, storm sewer, sanitary sewer, gas, and fiber-optic. Aboveground utilities and infrastructure include overhead electrical lines, power poles, fire hydrants, and utility boxes. The exhibits on pages 22-32 show the available data but may not be comprehensive of all existing subsurface or aboveground utilities. As additional design and engineering occurs, utility coordination will be required. The utilities and other points of conflicts are identified as items 1-19 in the conceptual layout on pages 22-32.
- **Driveways, Street Crossings, and Intersections:** Along the corridor, there are 46 driveways, 11 unsignalized street crossings, and 7 signalized intersections. At each instance, ADA-compliant curb ramps will be needed. At the signalized intersections, updates to the pedestrian signals are needed. The driveways, street crossings, and signalized intersections are labeled A, B, and C in the conceptual layout on pages 22-32.
- **Constrained ROW:** Along the majority of the corridor, there is room within the TxDOT right-of-way (ROW) to fit a 10-foot “wide” sidepath. However, in some areas there are existing utilities that constrain the potential for a full 10' sidepath. Additional utility investigation and survey will be needed to identify solutions within these constrained areas to be able to fit a 10' sidepath. These areas are identified in purple in the conceptual layout on pages 22-32.

Figure 14 depicts a typical section of the proposed sidepath on the northern side of the roadway.

Figure 14. Proposed Hurst Boulevard Sidepath Typical Section





POINTS OF CONFLICT:

1. GRADING WILL BE REQUIRED
2. TWO-WAY STORM INLET
3. FIBRE-OPTIC LINE
4. EXISTING STREET LIGHT
5. SIGNAGE POLES
6. MANHOLE
7. SANITARY SEWER MANHOLE
8. IRRIGATION VALVES
9. FIRE HYDRANT
10. OVERHEAD TRANSMISSION POLE
11. PEDESTRIAN SAFETY RAILING WILL BE REQUIRED
12. FOUR-WAY STORM INLET
13. SWALE FOR STORM WATER CONVEYANCE
14. EXISTING CONDITIONS AT THE CURRENT LOCATION CANNOT ACCOMODATE A WIDE SIDEWALK WITHOUT SUBSTANTIAL UTILITY RELOCATIONS
15. EXISTING TREE
16. CULVERT DRAIN WILL BE NEEDED
17. IRRIGATION VALVES
18. JUNCTION BOX
19. UTILITY BOX

A. DRIVEWAY
B. STREET CROSSING
C. UPGRADED SIGNALIZED INTERSECTION

LEGEND:

- PROPERTY BOUNDARIES
- STORM SEWER LINE
- SANITARY SEWER LINE
- WATER MAIN
- GAS LINE
- EXISTING SIDEWALK
- FUTURE PLANNED TRAIL
- OVERHEAD ELECTRICAL LINE
- CITY LIMITS
- EASEMENT
- PROPOSED RETAINING WALL
- POWER POLE
- FIRE HYDRANT
- UTILITY BOX
- STATE SIGNAL
- 10' PROPOSED SIDEPATH
- CONSTRAINED AREA REQUIRING ADDITIONAL ENGINEERING EXPLORATION
- 500-YR FLOODPLAIN
- 100-YR FLOODPLAIN
- REGULATORY FLOODWAY

KEY MAP:

HURST BOULEVARD CORRIDOR STUDY

MARCH 2026

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SCALE IN FEET

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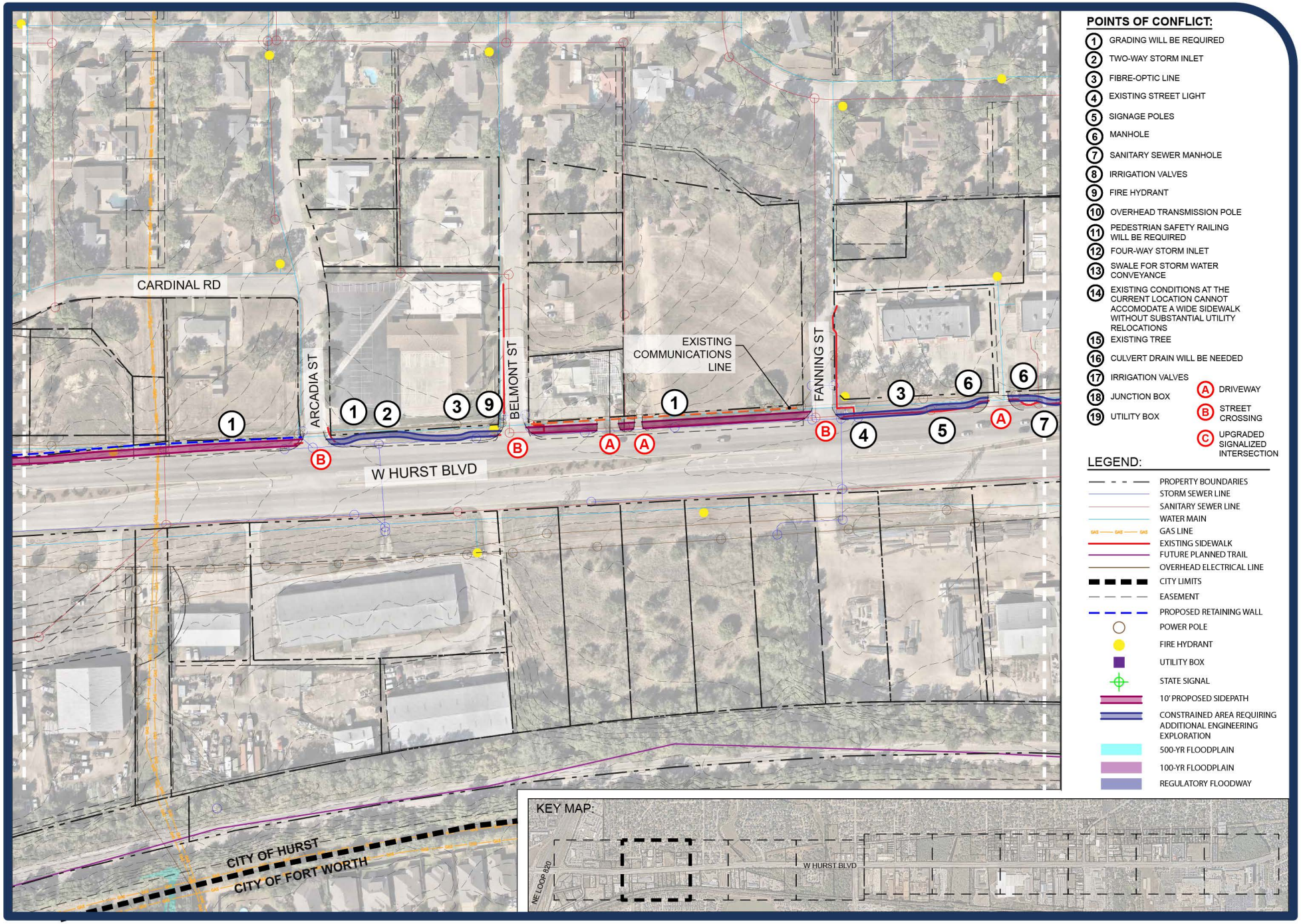
2380 PERORMANCE DRIVE
BLDG C, SUITE 150
RICHARDSON, TX 75081
TEL. (214) 346-6200



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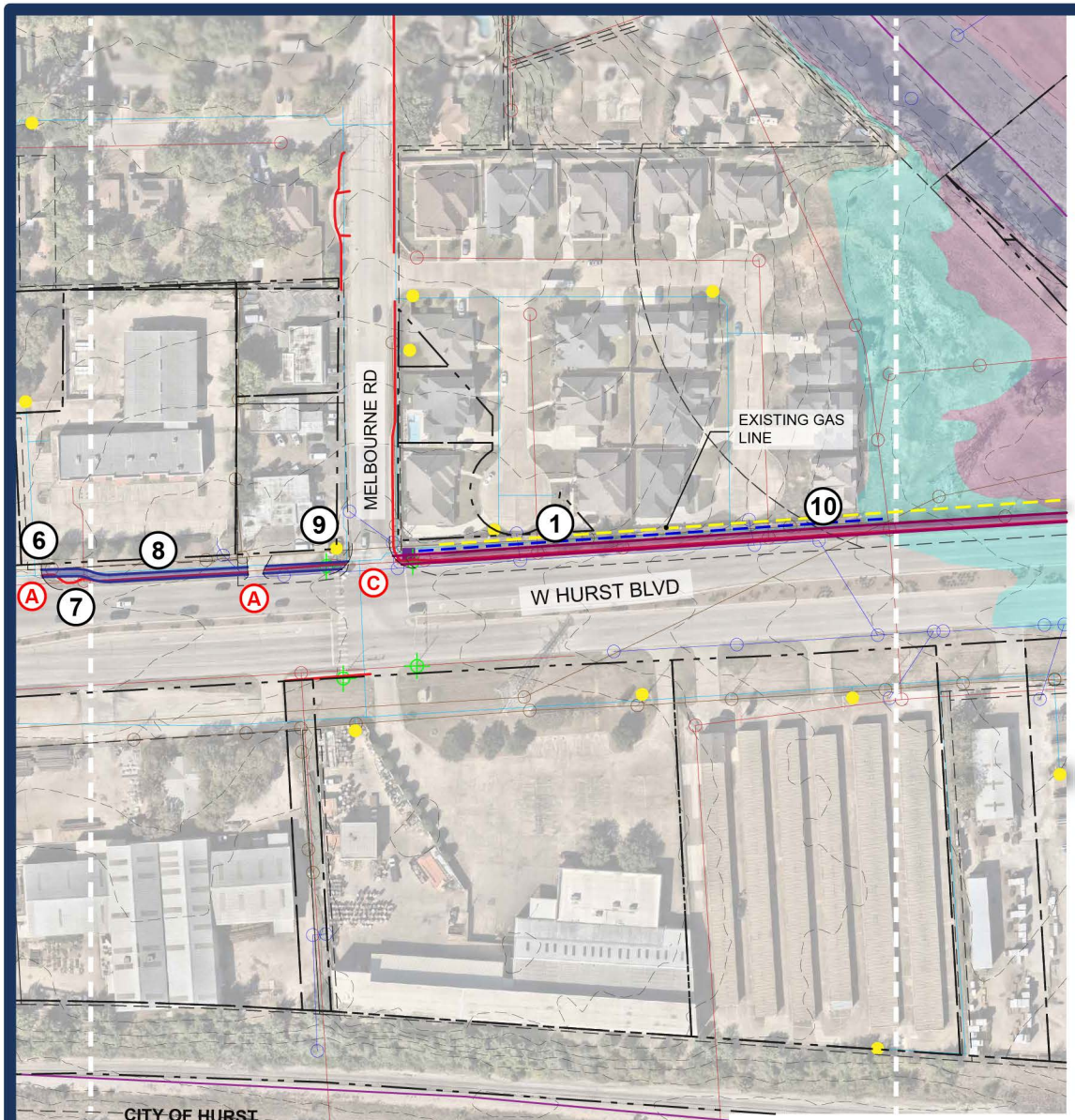

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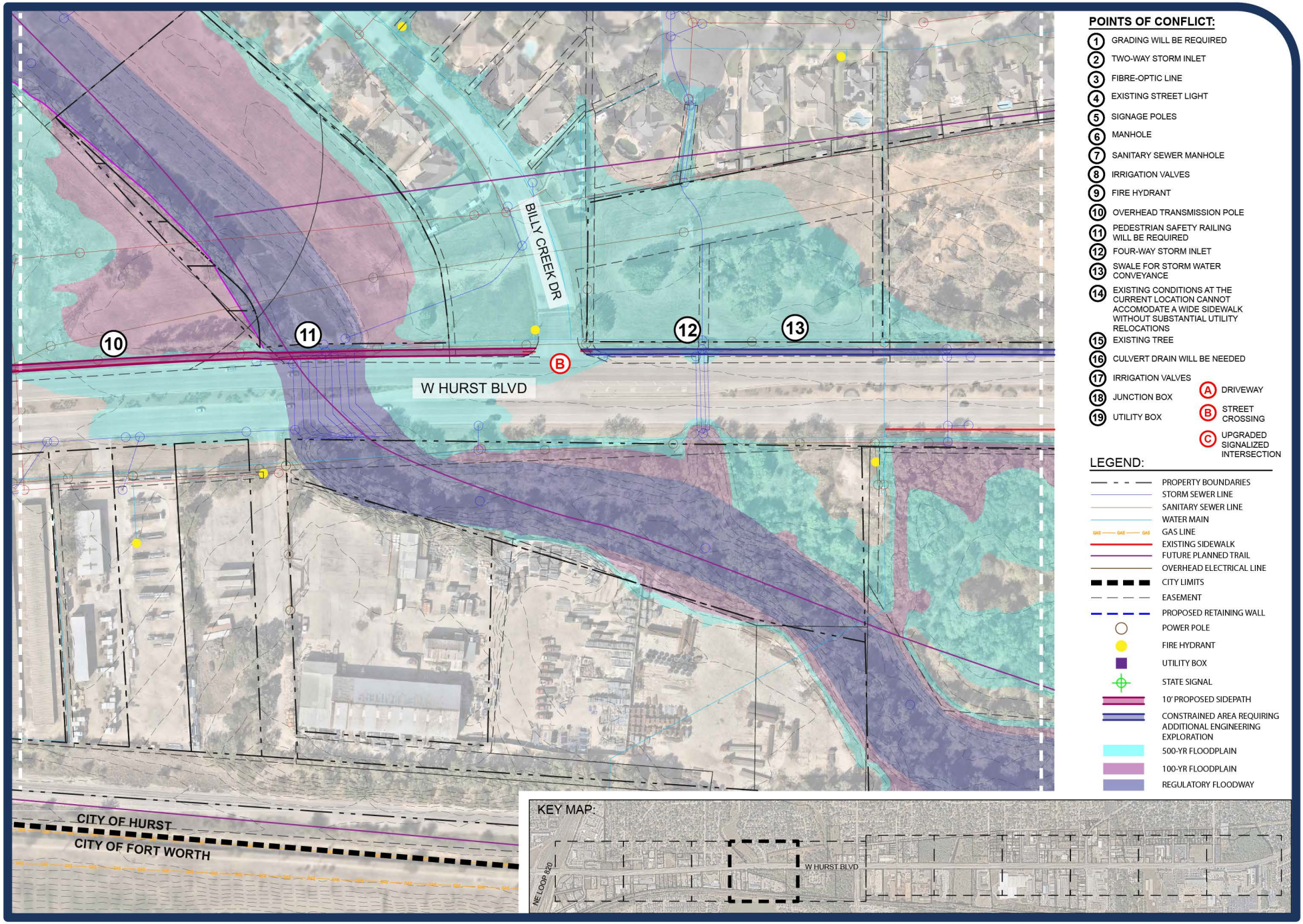

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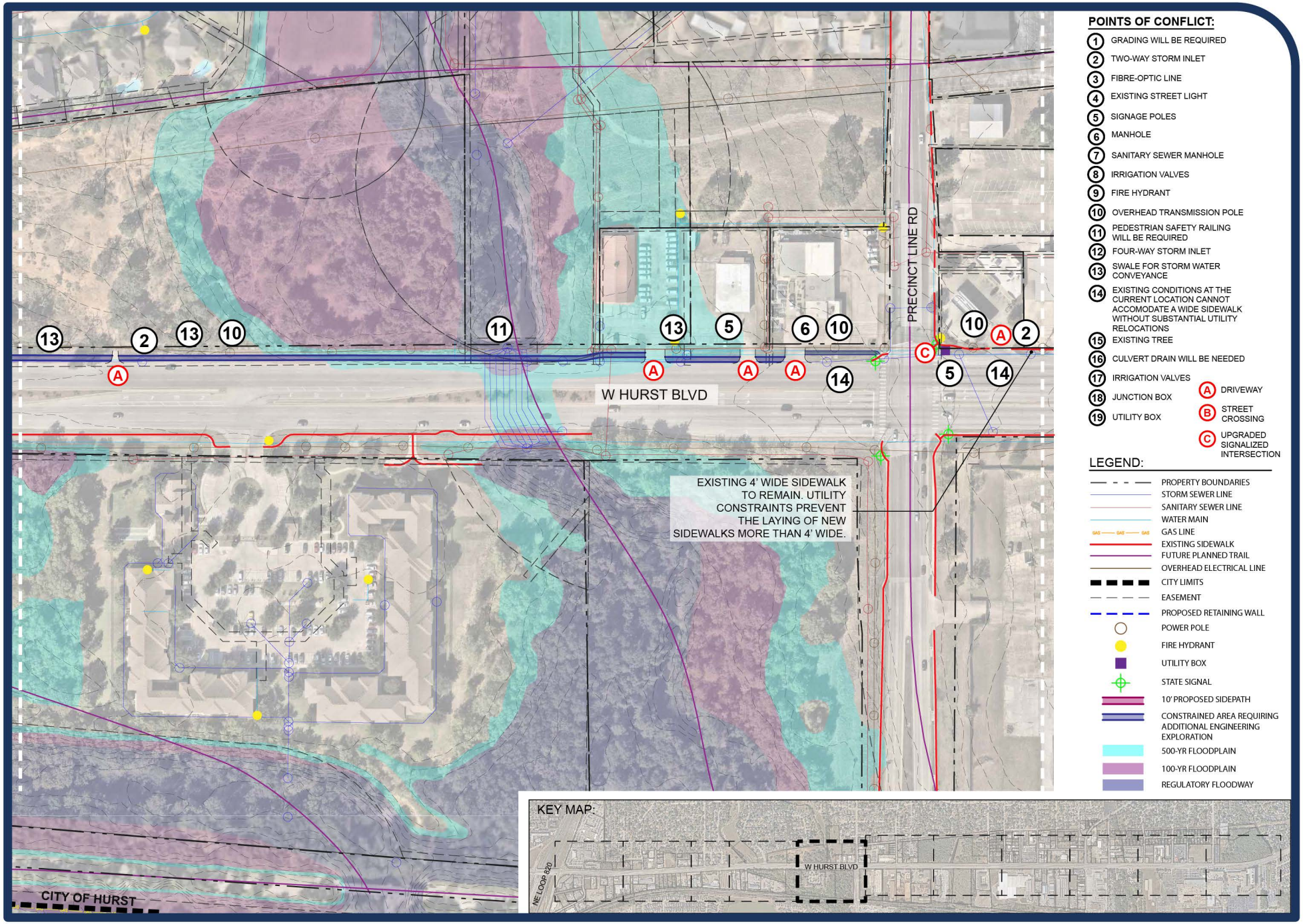
2380 PERORMANCE DRIVE
BLDG C, SUITE 150
RICHARDSON, TX 75081
TEL. (214) 346-6200



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16. CULVERT DRAIN WILL BE NEEDED
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18. JUNCTION BOX
19. UTILITY BOX

- A — DRIVEWAY
- B — STREET CROSSING
- C — UPGRADED SIGNALIZED INTERSECTION

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- 10' PROPOSED SIDEPATH
- CONSTRAINED AREA REQUIRING ADDITIONAL ENGINEERING EXPLORATION
- 500-YR FLOODPLAIN
- 100-YR FLOODPLAIN
- REGULATORY FLOODWAY

HURST BOULEVARD CORRIDOR STUDY

MARCH 2026

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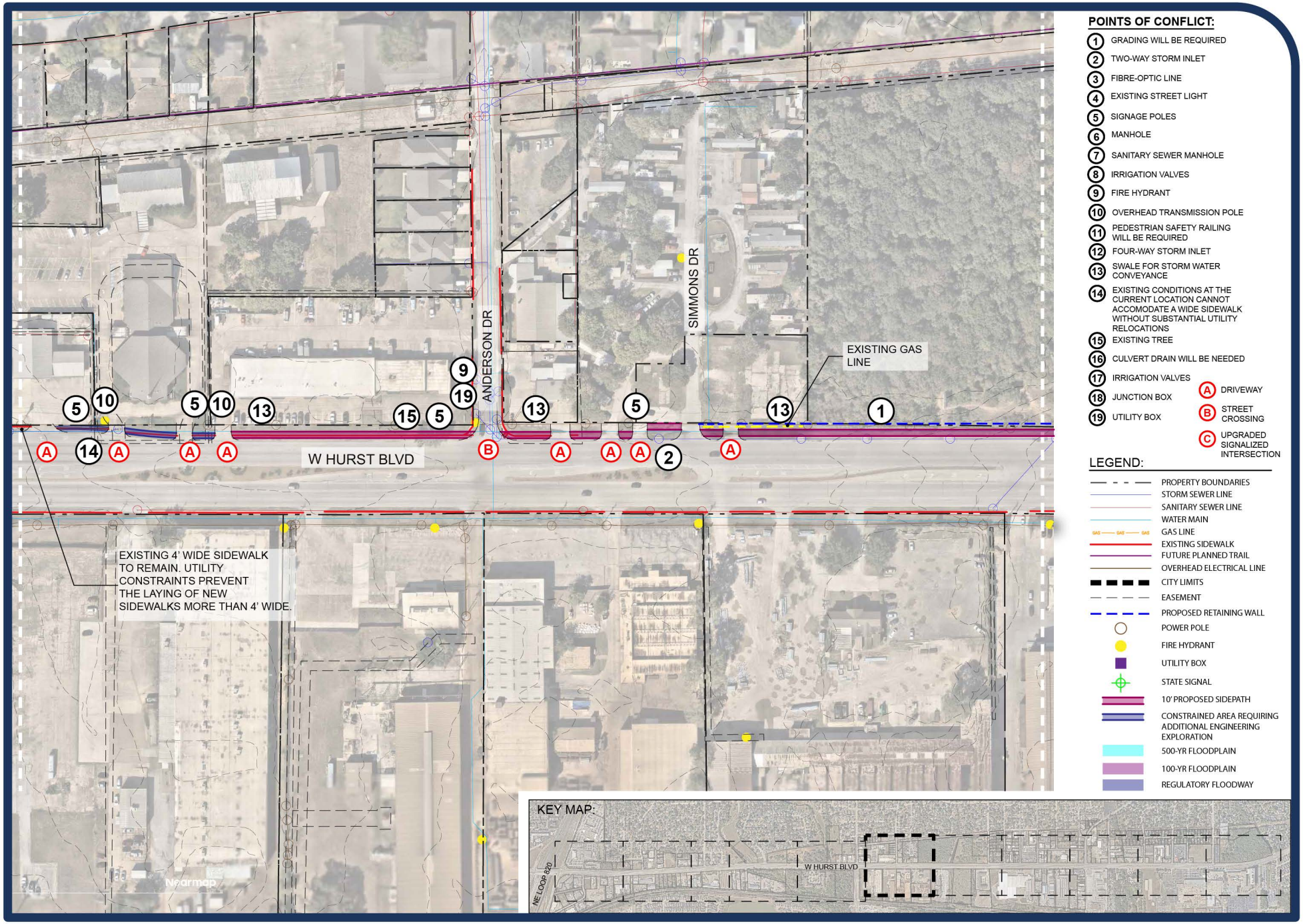

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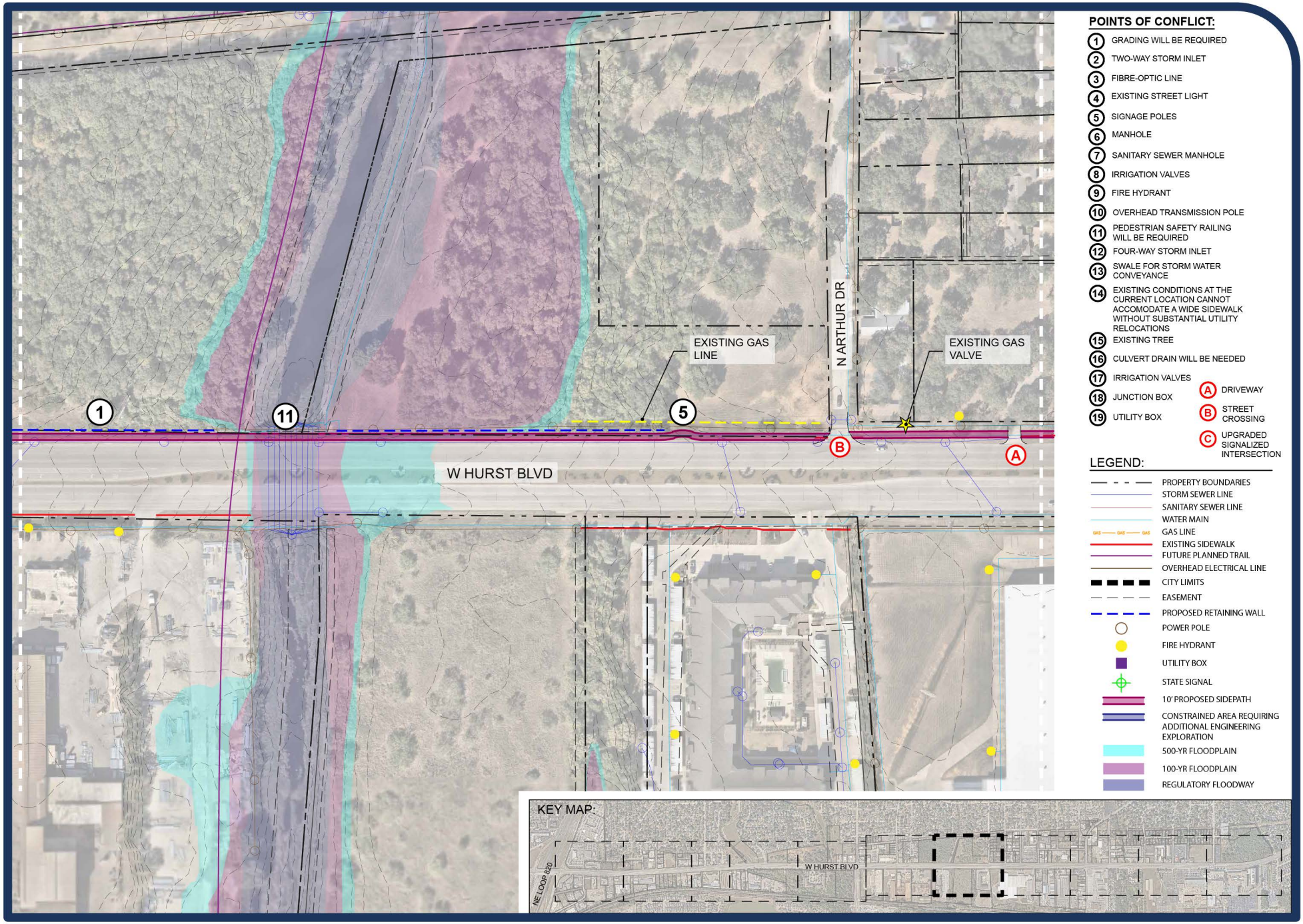

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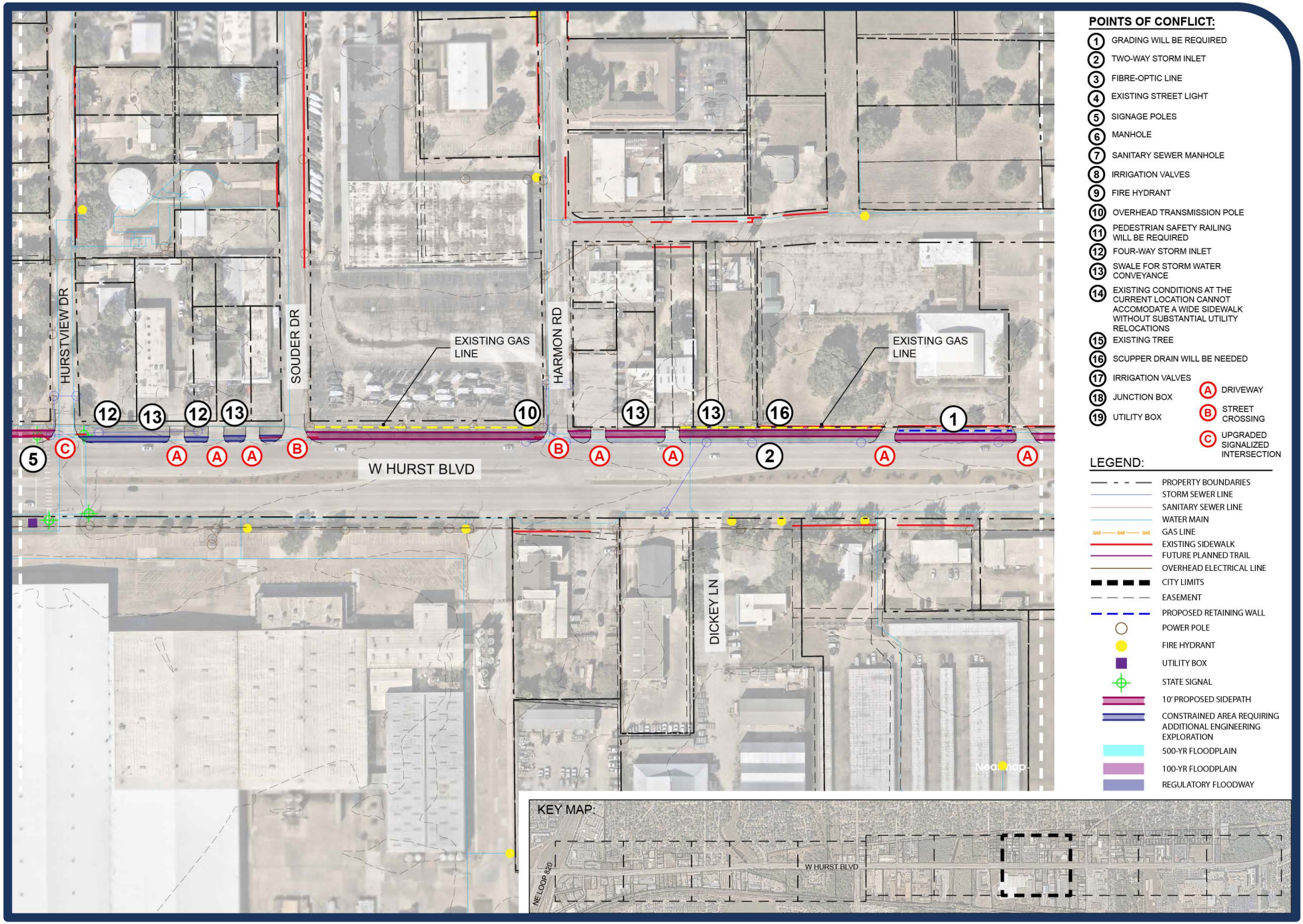

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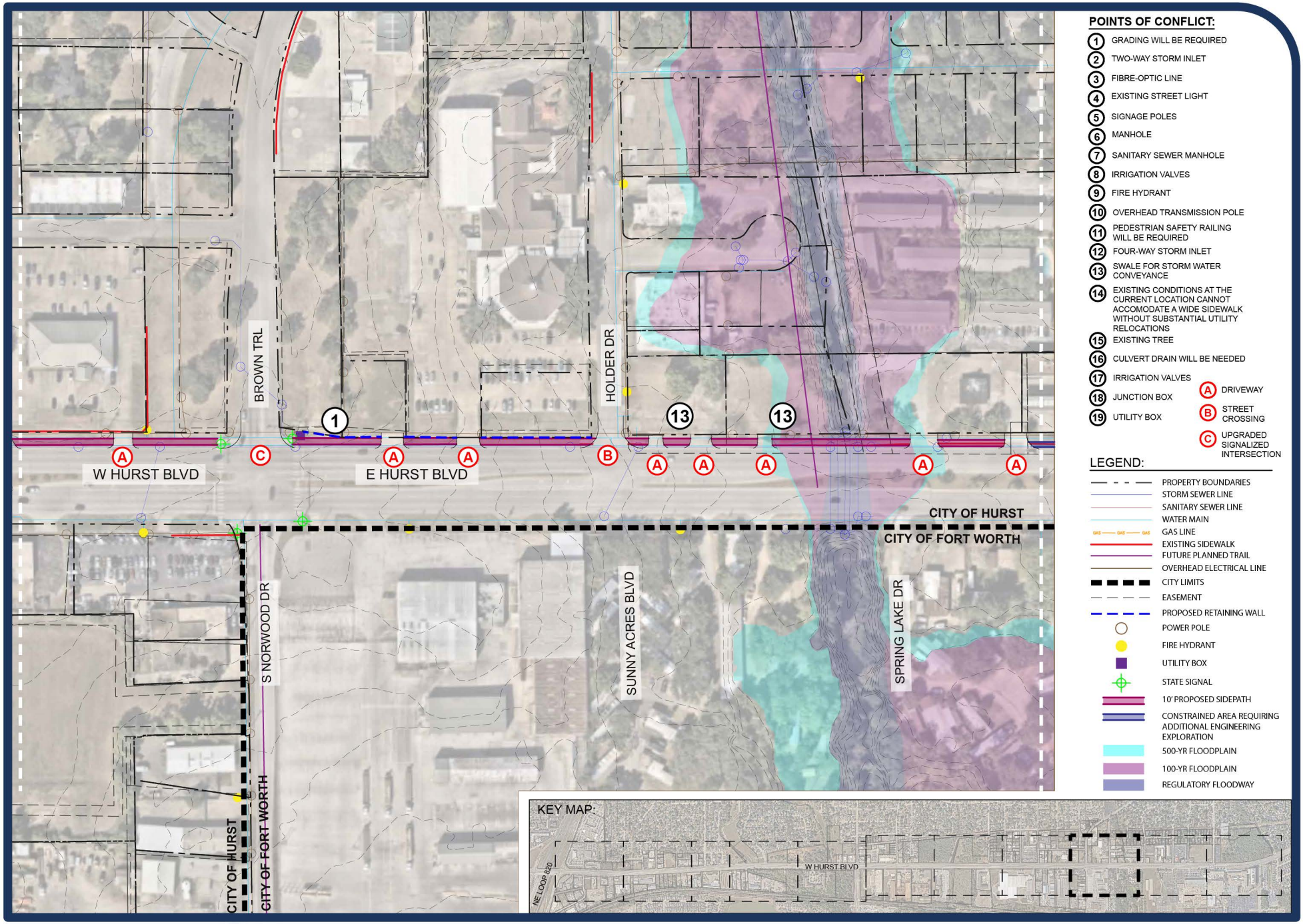

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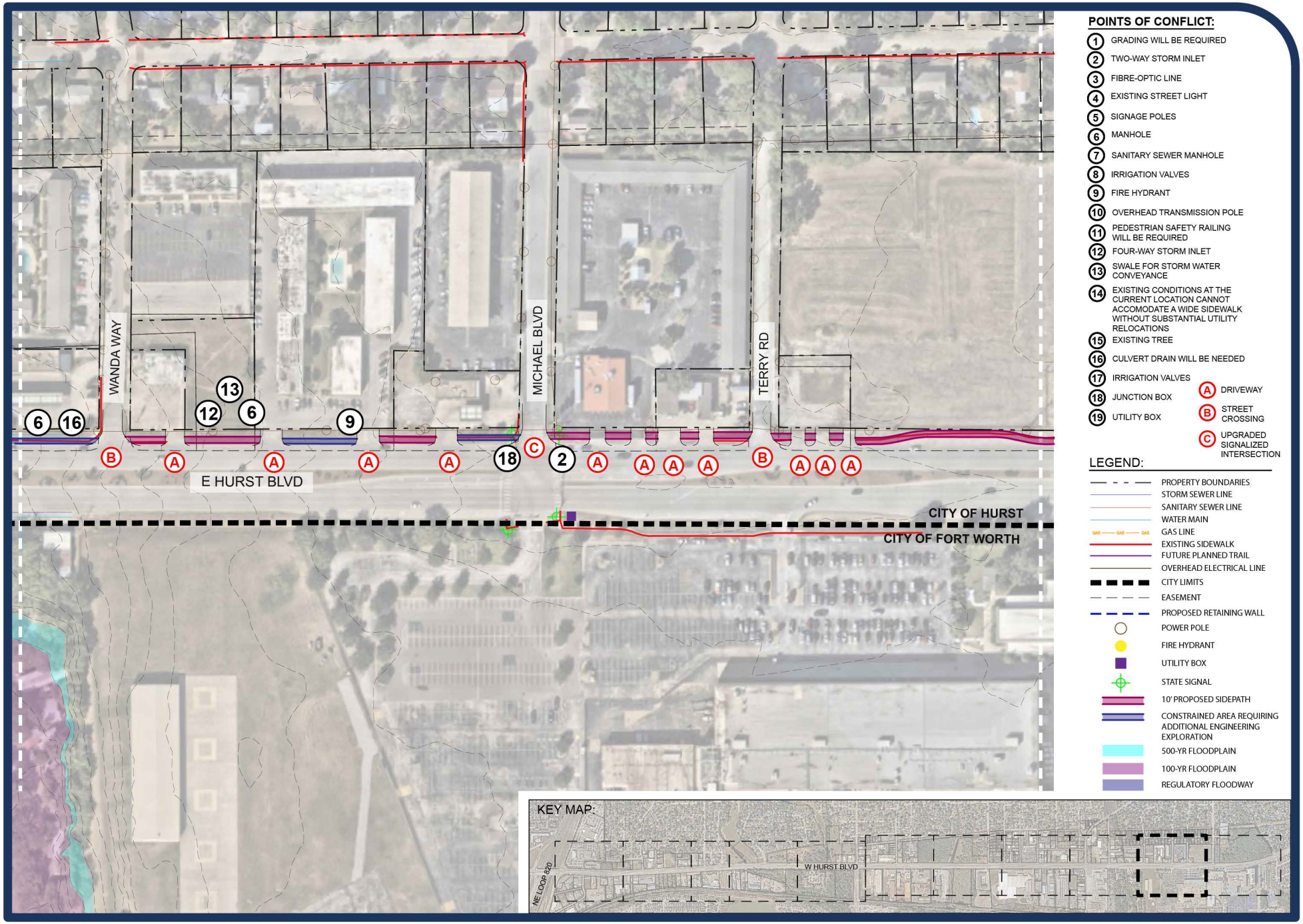

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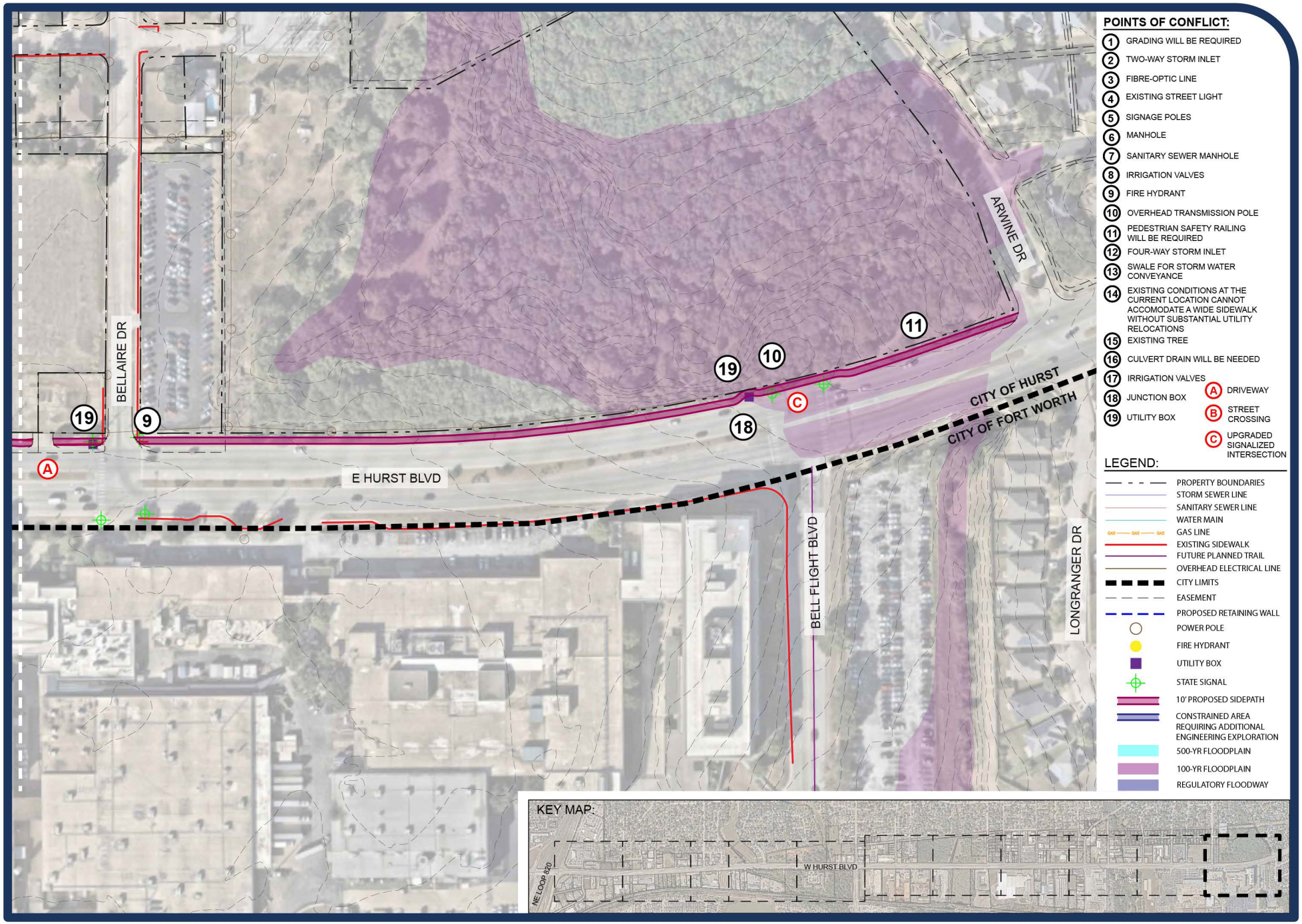

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Hurst Boulevard Sidepath Opinion of Probable Construction Costs

In order to help plan for future budgets, an opinion of probable construction costs for the conceptual layout was developed. The opinion of probable construction costs exclude detailed demolition, utilities (designed and/or relocated), detailed earthwork, detailed structures, detailed amenities, detailed landscaping, electric, and traffic/signal modification. All quantities and unit prices shown are preliminary and are subject to change based on further design development.

2380 Performance Drive, Building C Suite 150
Richardson, Texas 75082
(214) 346-6200
Fax (214) 739-0095

Project: SH 10 Corridor Study - PHASE 1
Owner/Client: NCTCOG
Halff AVO: 58503
Date: 03/11/2026

SH 10 Corridor Study - Opinion of Probable Construction Cost (OPCC)

PHASE 1: NE Loop 820 (NE corner of QT Intersection) - Melbourne Rd (2,200 ~ LF)

Base Bid

No.	Description	Quantity	Units	Unit Cost	Total
	General				
1	Mobilization (10%)	1	LS	$51,974	$ 51,974.27
2	SWPPP Controls and Maintenance (5%)	1	LS	$25,987	$ 25,987.13
	Subtotal General				**$ 77,961.40**
	Demolition				
3	Clearing, Grubbing & Tree Removal	22	STA	$ 1,200.00	$ 26,400.00
4	Remove Existing Sidewalk and Miscellaneous Concrete only	282	SY	$ 35.00	$ 9,862.22
	Subtotal Demolition				**$ 36,262.22**
	Paving				
5	8' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 827 LF	735	SY	$ 100.00	$ 73,511.11
6	10' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 1,371 LF	1,523	SY	$ 100.00	$ 152,333.33
7	ADA Ramp	7	EA	$ 3,500.00	$ 24,500.00
8	12' Wide, Solid White Crosswalk	188	LF	$ 7.00	$ 1,316.00
9	Retaining Walls	978	LF	$ 90.00	$ 88,020.00
10	Driveway Reconstruction (Existing Removal and Reconstruction)	4	EA	$ 7,500.00	$ 30,000.00
	Subtotal Paving				**$ 369,680.44**
	Amenities				
11	Pedestrian Signal Improvements at Signalized Intersections (at Melbourne Rd)	1		$ 15,000.00	$ 15,000.00
	Subtotal Amenities				**$ 15,000.00**
	Erosion Control				
12	Temporary Sediment Control Fence (Install)	4,400	LF	$ 2.00	$ 8,800.00
13	Temporary Sediment Control Fence (Remove)	4,400	LF	$ 0.50	$ 2,200.00
14	Inlet Protection (Install)	8	EA	$ 300.00	$ 2,400.00
15	Inlet Protection (Remove)	8	EA	$ 150.00	$ 1,200.00
16	Temporary Construction Entrance/Exit (Install)	1	EA	$ 4,000.00	$ 4,000.00
17	Temporary Construction Entrance/Exit (Remove)	1	EA	$ 1,000.00	$ 1,000.00
	Subtotal Erosion Control				**$ 19,600.00**
	Landscaping				
18	Sod	19,800	SF	$ 3.00	$ 59,400.00
	Subtotal Landscaping				**$ 59,400.00**
	Irrigation				
19	Temporary Irrigation	19,800	SF	$ 1.00	$ 19,800.00
	Subtotal Irrigation				**$ 19,800.00**

**** Exclusions - Detailed Demolition, Utilities, Detailed Earthwork, Structures, Amenities, Detailed Landscaping and Electrical. All quantities and unit prices shown are subject to change based on further design development.***

Overall Subtotal					***$ 597,704.07***
Contingency				*30%*	*$ 179,311.22*
Base Bid Total					***$ 777,015.29***
Estimated Annual Inflation (2026)				*6%*	***$ 823,636.20***
Estimated Annual Inflation (2027)				*3%*	***$ 848,345.29***
Estimated Annual Inflation (2028)				*3%*	***$ 873,795.65***
Estimated Annual Inflation (2029)				*3%*	***$ 900,009.52***
Estimated Annual Inflation (2030)				*3%*	***$ 927,009.80***
Estimated Design Fee (2026) (Including Agency, Entity, and/or Utility Franchise Coordination)				*15%*	***$ 116,552.29***

****NOTE: This statement was prepared utilizing standard cost and/or estimating practices as of February 2026. This statement excludes "soft" costs including, but not limited to, administrative costs and financing costs. It is understood and agreed that this is a statement of probable construction cost only, and the Engineer shall not be liable to the Owner or any Third Party for any failure to accurately estimate the cost and/or quantities for the project, or any part thereof.***

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Project: SH 10 Corridor Study - PHASE 2
Owner/Client: NCTCOG
Halff AVO: 58503
Date: 03/11/2026

SH 10 Corridor Study - Opinion of Probable Construction Cost (OPCC)

PHASE 2: Melbourne Rd - Hurstview Dr (6,190 ~ LF)

Base Bid No.	Description	Quantity	Units	Unit Cost	Total
	General				
1	Mobilization (10%)	1	LS	$153,469	$ 153,469.48
2	SWPPP Controls and Maintenance (5%)	1	LS	$76,735	$ 76,734.74
	Subtotal General				**$ 230,204.22**
	Demolition				
3	Clearing, Grubbing & Tree Removal	62	STA	$ 1,200.00	$ 74,400.00
4	Tree Protection (Install and Remove)	1	LS	$ 2,500.00	$ 2,500.00
5	Remove Existing Sidewalk and Miscellaneous Concrete only	840	SY	$ 35.00	$ 29,400.00
	Subtotal Demolition				**$ 106,300.00**
	Paving				
6	6' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 196 LF	131	SY	$ 100.00	$ 13,066.67
7	8' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 1,955 LF	1,738	SY	$ 100.00	$ 173,777.78
8	10' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 4,035 LF	4,483	SY	$ 100.00	$ 448,333.33
9	ADA Ramp	12	EA	$ 3,500.00	$ 42,000.00
10	12' Wide, Solid White Crosswalk	301	LF	$ 7.00	$ 2,107.00
11	Retaining Walls	1,911	LF	$ 90.00	$ 171,990.00
12	Pedestrian Safety Railing	477	LF	$ 350.00	$ 166,950.00
13	Driveway Reconstruction (Existing Removal and Reconstruction)	15	EA	$ 7,500.00	$ 112,500.00
	Subtotal Paving				**$ 1,130,724.78**
	Amenities				
14	Pedestrian Signal Improvements at Signalized Intersections (at Precinct Line Rd and Hurstview Dr)	2		$ 15,000.00	$ 30,000.00
	Subtotal Amenities				**$ 30,000.00**
	Erosion Control				
15	Temporary Sediment Control Fence (Install)	12,380	LF	$ 2.00	$ 24,760.00
16	Temporary Sediment Control Fence (Remove)	12,380	LF	$ 0.50	$ 6,190.00
17	Inlet Protection (Install)	20	EA	$ 300.00	$ 6,000.00
18	Inlet Protection (Remove)	20	EA	$ 150.00	$ 3,000.00
19	Temporary Construction Entrance/Exit (Install)	1	EA	$ 4,000.00	$ 4,000.00
20	Temporary Construction Entrance/Exit (Remove)	1	EA	$ 1,000.00	$ 1,000.00
	Subtotal Erosion Control				**$ 44,950.00**
	Landscaping				
21	Sod	55,680	SF	$ 3.00	$ 167,040.00
	Subtotal Landscaping				**$ 167,040.00**
	Irrigation				
22	Temporary Irrigation	55,680	SF	$ 1.00	$ 55,680.00
	Subtotal Irrigation				**$ 55,680.00**

**** Exclusions - Detailed Demolition, Utilities, Detailed Earthwork, Structures, Amenities, Detailed Landscaping and Electrical. All quantities and unit prices shown are subject to change based on further design development.***

Overall Subtotal					***$ 1,764,898.99***
Contingency				*30%*	*$ 529,469.70*
Base Bid Total					***$ 2,294,368.69***
Estimated Annual Inflation (2026)				*6%*	***$ 2,432,030.81***
Estimated Annual Inflation (2027)				*3%*	***$ 2,504,991.74***
Estimated Annual Inflation (2028)				*3%*	***$ 2,580,141.49***
Estimated Annual Inflation (2029)				*3%*	***$ 2,657,545.74***
Estimated Annual Inflation (2030)				*3%*	***$ 2,737,272.11***
Estimated Design Fee (2026) (Including Agency, Entity, and/or Utility Franchise Coordination)				*15%*	***$ 344,155.30***

****NOTE: This statement was prepared utilizing standard cost and/or estimating practices as of February 2026. This statement excludes "soft" costs including, but not limited to, administrative costs and financing costs. It is understood and agreed that this is a statement of probable construction cost only, and the Engineer shall not be liable to the Owner or any Third Party for any failure to accurately estimate the cost and/or quantities for the project, or any part thereof.***

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Project: SH 10 Corridor Study - PHASE 3
Owner/Client: NCTCOG
Halff AVO: 58503
Date: 03/11/2026

SH 10 Corridor Study - Opinion of Probable Construction Cost (OPCC)

PHASE 3: Hurstview Dr - Arwine Dr (5,100 ~ LF)

Base Bid

No.	Description	Quantity	Units	Unit Cost	Total
	General				
1	Mobilization (10%)	1	LS	$137,038	$ 137,038.22
2	SWPPP Controls and Maintenance (5%)	1	LS	$68,519	$ 68,519.11
	Subtotal General				**$ 205,557.33**
	Demolition				
3	Clearing, Grubbing & Tree Removal	51	STA	$ 1,200.00	$ 61,200.00
4	Remove Existing Sidewalk and Miscellaneous Concrete only	1,283	SY	$ 35.00	$ 44,920.56
	Subtotal Demolition				**$ 106,120.56**
	Paving				
5	8' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 574 LF	510	SY	$ 100.00	$ 51,022.22
6	10' Wide 4" Thick Light Broom Finish Concrete (Trail Pavement) - 4,522 LF	5,024	SY	$ 100.00	$ 502,444.44
7	ADA Ramp	20	EA	$ 3,500.00	$ 70,000.00
8	12' Wide, Solid White Crosswalk	385	LF	$ 7.00	$ 2,695.00
9	Retaining Walls	598	LF	$ 90.00	$ 53,820.00
10	Pedestrian Safety Railing	290	LF	$ 350.00	$ 101,500.00
11	Driveway Reconstruction (Existing Removal and Reconstruction)	27	EA	$ 7,500.00	$ 202,500.00
	Subtotal Paving				**$ 983,981.67**
	Amenities				
12	Pedestrian Signal Improvements at Signalized Intersections (at Brown Trl, Michael Blvd, Bellaire Dr, and Bell Flight Blvd)	4		$ 15,000.00	$ 60,000.00
	Subtotal Amenities				**$ 60,000.00**
	Erosion Control				
13	Temporary Sediment Control Fence (Install)	10,200	LF	$ 2.00	$ 20,400.00
14	Temporary Sediment Control Fence (Remove)	10,200	LF	$ 0.50	$ 5,100.00
15	Inlet Protection (Install)	14	EA	$ 300.00	$ 4,200.00
16	Inlet Protection (Remove)	14	EA	$ 150.00	$ 2,100.00
17	Temporary Construction Entrance/Exit (Install)	1	EA	$ 4,000.00	$ 4,000.00
18	Temporary Construction Entrance/Exit (Remove)	1	EA	$ 1,000.00	$ 1,000.00
	Subtotal Erosion Control				**$ 36,800.00**
	Landscaping				
19	Sod	45,870	SF	$ 3.00	$ 137,610.00
	Subtotal Landscaping				**$ 137,610.00**
	Irrigation				
20	Temporary Irrigation	45,870	SF	$ 1.00	$ 45,870.00
	Subtotal Irrigation				**$ 45,870.00**

**** Exclusions - Detailed Demolition, Utilities, Detailed Earthwork, Structures, Amenities, Detailed Landscaping and Electrical. All quantities and unit prices shown are subject to change based on further design development.***

Overall Subtotal				***$ 1,575,939.56***
Contingency			*30%*	*$ 472,781.87*
Base Bid Total				***$ 2,048,721.42***
Estimated Annual Inflation (2026)			*6%*	***$ 2,171,644.71***
Estimated Annual Inflation (2027)			*3%*	***$ 2,236,794.05***
Estimated Annual Inflation (2028)			*3%*	***$ 2,303,897.87***
Estimated Annual Inflation (2029)			*3%*	***$ 2,373,014.81***
Estimated Annual Inflation (2030)			*3%*	***$ 2,444,205.25***
Estimated Design Fee (2026) (Including Agency, Entity, and/or Utility Franchise Coordination)			*15%*	***$ 307,308.21***

****NOTE: This statement was prepared utilizing standard cost and/or estimating practices as of February 2026. This statement excludes "soft" costs including, but not limited to, administrative costs and financing costs. It is understood and agreed that this is a statement of probable construction cost only, and the Engineer shall not be liable to the Owner or any Third Party for any failure to accurately estimate the cost and/or quantities for the project, or any part thereof.***

Safety Countermeasures

The safety countermeasures developed for the Hurst Boulevard Corridor were developed using the Safe System Approach, which proactively addresses roadway safety through strategies and enhancements to prevent and/or reduce the severity of crashes. The approach leverages design redundancies with multiple layers of protection and prevention and considers human mistakes and physical vulnerabilities. Potential safety countermeasure impacts may be estimated using a crash reduction factor (CRF), which provides an estimate of how much a countermeasure may reduce the number of crashes after implementation. Estimated crash modification factors were taken from the Federal Highway Administration's (FHWA) Crash Modification Factor Clearinghouse.

It is important to note that although the safety countermeasures are designed to help reduce the risk and severity of crashes, additional policy and infrastructure enhancements may also be needed to enhance safety along the corridor. The following safety countermeasures were identified for potential implementation along the Hurst Boulevard Corridor. It is also important to note that the crash reduction factors provided below are only estimates. Safety countermeasures should be evaluated on a location-by-location basis and factor in the specific conditions of the site the countermeasure is being implemented in.

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

Safety Countermeasure Descriptions

Bicycle/Pedestrian Movements

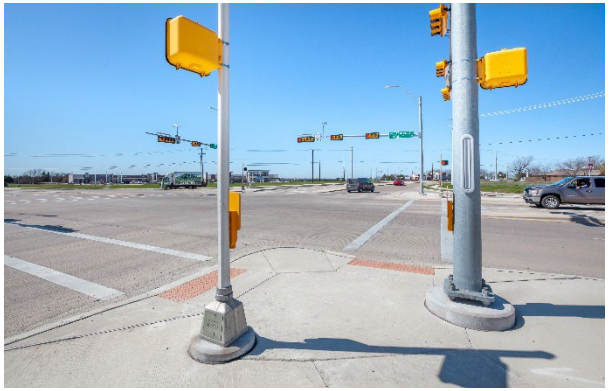
- **Median Refuge Island.** Median refuge islands provide a separated stopping point for pedestrians crossing divided roadways. They are typically ADA accessible and may include pedestrian signal push-buttons. Median refuge islands may reduce the frequency of crashes involving pedestrians and vehicles by up to 31 percent.

Example of a median refuge island to serve as a stopping point for pedestrians crossing divided roadways.

- **Maintain High Visibility Crosswalk Striping**. Painted striped crosswalks provide a visible and designated space for pedestrians and cyclists crossing the roadway. Maintaining the striping may help mitigate pedestrian-related crashes at intersections. A high-visibility crosswalk may reduce the frequency of crashes involving pedestrians and vehicles by up to 40 percent.
- **Mid-Block Crossing with HAWK or PHB Signal**. Mid-block crossings provide a designated space for pedestrians or cyclists to cross the road without traveling to the intersection. They may be beneficial along corridors with long blocks and high levels of pedestrian activity or a high incidence of pedestrians crossing the road mid-block. Including high intensity activated crosswalk (HAWK) beacons or pedestrian hybrid beacons (PHBs) alert drivers to pedestrians or cyclists crossing the road and stop traffic for them to cross. Installing mid-block crossings with PHBs or HAWK beacons may reduce the frequency of crashes involving both pedestrians and vehicles by up to 47 percent. Installing advanced yield or stop markings and signs may increase the crash reduction factor to nearly 57 percent.
- **Bicycle/Pedestrian Cautionary and Wayfinding Signage.** As improvements to bicycle and pedestrian facilities within the study area are implemented, there is a need for additional cautionary signs to alert motorists of the potential presence of these users. Cautionary signage is most effective approaching intersections where bicycle/pedestrian activity is anticipated. Additionally, wayfinding signage for cyclists and pedestrians can help improve awareness and confidence for non-motorized users.

ADA Accessibility

- **Align/Widen Ramps.** Some curb ramps and crosswalks are misaligned, causing those in mobility-assisted devices to be too close to traffic when crossing in intersections. As intersections are updated, all ramps should align with PROWAG standards.
- **ADA-Compliant Refuges.** If median refuge islands are implemented along the corridor, they should be ADA compliant and follow the latest PROWAG standards.
- **Pedestrian Signal Updates.** Some intersections along the corridor feature outdated are non-compliant pedestrian signals. As intersections are updated, all pedestrian signals should align with PROWAG standards.



Example of an intersection with aligned curb ramps and pedestrian signals in close proximity for ADA accessibility.

Access Management

- **Driveway Consolidation.** Consolidating or removing driveways along a road segment may improve congestion and reduce crash frequency by managing where and how frequently vehicles are able to enter and exit the roadway. As an example, reducing the number of driveways along Hurst Boulevard between Arthur Drive and Bellaire Drive from 48 driveways to below 24 driveways could reduce the frequency of crashes by up to 31 percent. If driveway consolidation does occur, the City should encourage cross-access easements and shared parking lots between adjacent businesses.

Visibility

- **Vehicular Lighting.** Stakeholders identified the lack of lighting as a safety concern along the corridor. Improving lighting for vehicles may make it easier for commuters to see pedestrians, cyclists, stalled vehicles, and signage along the corridor. Improving luminance and uniformed frequency of lights along a corridor may reduce crashes by up to 41 percent.
- **Shadow Striping.** Shadow striping involves adding black non-reflective material around the white pavement markings to improve the visibility of roadway striping during the daytime. This may reduce the frequency of vehicles drifting out of their lanes due to limited visibility at certain times of day given the east-to-west orientation of Hurst Boulevard.

Signalization Improvements

- **Leading Pedestrian Intervals.** Leading pedestrian intervals allow pedestrians to start crossing the road while the light is still red for vehicles travelling in the same direction. This gives pedestrians an opportunity to get ahead of right-turning vehicles and may help others get across the road before the cycle ends. Increasing the cycle length at pedestrian crossings may reduce crashes involving pedestrians and vehicles by up to 50 percent. Exclusive pedestrian phasing, where only pedestrians can cross during the phase of the cycle, could decrease vehicle and pedestrian by up to 35 percent.
- **Increased All-Red Clearance Interval.** The all-red clearance interval is the period of time in which all of the signals at an intersection are red. This countermeasure may be used at intersections with a high percentage of crashes caused by vehicles running red lights. Increasing the all-red clearance interval could reduce overall crashes by 20 percent, and crashes resulting in serious injury or fatalities by up to 40 percent.

Turning Movements

- **Protected-Only Left-turn Movements**. Converting protected/permissive signals to protected-only left-turn phasing may reduce the frequency of left-turn crashes by up to 66 percent. Protected left-turn phases may also reduce crashes involving pedestrians and vehicles by up to 31 percent.
- **Turn-Lane Striping/Channelization**. Turn lane striping or channelization may be beneficial at intersections with vehicles turning in multiple lanes simultaneously, high congestion, or during inclement weather conditions. The crash reduction factor varies depending on whether the turn-lane is striped with paint or separated by a physical barrier, number of turn lanes, and turning direction.

Example of turn-lane striping to better indicate turning movements within an intersection.

Speeding

- **Dynamic Messaging Signs**: Dynamic messaging signs may provide important travel information for pedestrians, cyclists, and automobiles traveling through a corridor. Dynamic Speed Monitoring Displays (DSMD), for instance, display vehicular travel speeds and alert drivers if they are traveling above the speed limit. Other signs may provide information on impending congestion, closed travel lanes, or the presence of maintenance workers. Advanced warning signs may help reduce crash frequency by up to 35 percent.

Safety Countermeasure Recommendations

Based on the high-level intersection audit and existing conditions assessment, a series of safety issues and recommended countermeasures were identified for the corridor. **Figure 15** represents the priority safety countermeasures. **Figure 17** represents safety improvements for future consideration. In both tables, the associated strategy reference column refers to the recommended strategies listed in **Chapter 4** of the summary report. **Figure 16** on page 43 depicts the location of the recommended countermeasures for the near-term safety issues.

Figure 15. Current Safety Issues to Address with Proposed Countermeasures

Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
IH 820	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	$15,000 *Eligible for RTC 2 Funds*
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign
Unnamed intersection by Sonic	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	$15,000 *Eligible for RTC 2 Funds*
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign
Melbourne Road	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	$60,000
	ADA Accessibility	Pedestrian Signal Updates	SA4	$15,000 *Eligible for RTC 2 Funds*
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign
Precinct Line Road	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	$15,000 *Eligible for RTC 2 Funds*
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign

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Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Hurstview Drive	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	$15,000 *Eligible for RTC 2 Funds*
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign
Brown Trail/ Norwood Drive	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	$2,300
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign
Michael Boulevard	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	$60,000
Bellaire Drive	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	$60,000
	Faded Crosswalk Striping	Maintain Crosswalk Striping	SA4	$2,300
	ADA Accessibility	Pedestrian Signal Updates	SA4	$15,000 *Eligible for RTC 2 Funds*
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign
Bell Flight Boulevard	Long Crossing Distances for Pedestrians	Median Refuge Island	SA8	$60,000
	ADA Accessibility	Pedestrian Signal Updates	SA4	$15,000 *Eligible for RTC 2 Funds*
	Pedestrian Awareness	Bicycle/Pedestrian Cautionary Signage	SA4	$1,400 per sign
Along the Corridor	Low Visibility	Vehicular Lighting	SA12	$16,300 per station

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Figure 16. Proposed Priority Safety Projects Map

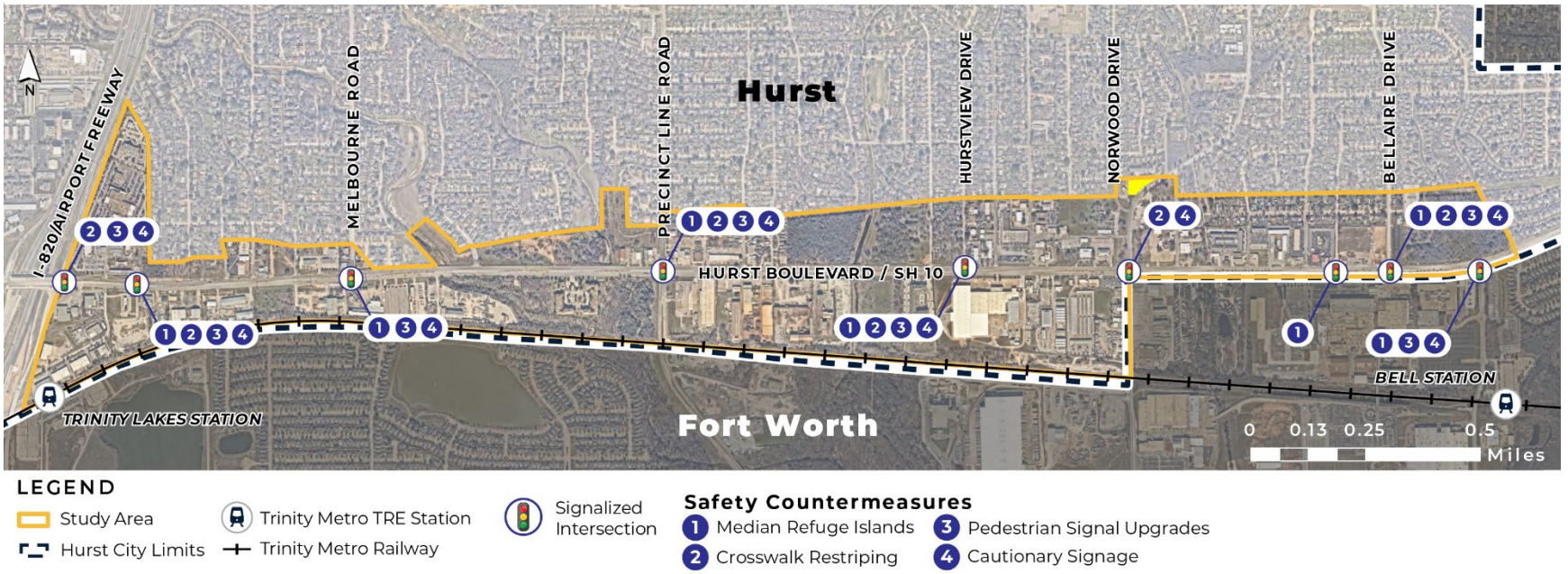

Figure 17. Future Considerations to Address Safety Countermeasures

Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Along the Corridor	Low Visibility	Shadow Striping	SA13	$100/Station/Lane Line or $61,000 for all broken lane striping
	Speeding	Dynamic Messaging Signs	SA1	$175,000 per sign
	ADA Accessibility	Align/Widen Ramps with Development of Future Sidewalks	SA5	$30,000 per crossing direction
Unnamed intersection by Sonic	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	$0/ Per Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	$0/ Per Intersection for increased all-red clearance (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
Melbourne Road	Traffic Signal Improvements	Increased All-Red Clearance	MC9	$0/ Per Intersection for increased all-red clearance (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
Precinct Line Road	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	$0/ Per Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	$0/ Per Intersection for increased all-red clearance (Hard Cost) *TxDOT effort anticipated for signal reprogramming*

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Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Hurstview Drive	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	$0/ Per Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Safer Turning Movements	Protected-Only Left-Turn Movements	SA6	$5,400/Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Safer Turning Movements	Turn Lane Striping/Channelization	SA11	$105,000 per intersection
Brown Trail/ Norwood Drive	Traffic Signal Improvements	Increased All-Red Clearance	MC9	$0/ Per Intersection for increased all-red clearance (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Safer Turning Movements	Protected-Only Left-Turn Movements	SA6	$5,400/Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Safer Turning Movements	Turn Lane Striping/Channelization	SA11	$105,000 per intersection
Michael Boulevard	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	$0/ Per Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	$0/ Per Intersection for increased all-red clearance (Hard Cost) *TxDOT effort anticipated for signal reprogramming*

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Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Bellaire Drive	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	$0/ Per Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	$0/ Per Intersection for increased all-red clearance (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
Bell Flight Boulevard	Short Crossing Times	Integrate Leading Pedestrian Intervals at Intersections	MC9	$0/ Per Intersection (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
	Traffic Signal Improvements	Increased All-Red Clearance	MC9	$0/ Per Intersection for increased all-red clearance (Hard Cost) *TxDOT effort anticipated for signal reprogramming*
Depending on Future Development: between Anderson and Aurthur	Long Distances Between Signalized Intersections	Mid-block Crossing with HAWK or PHB Signal	SA7	$215,000 per location
Dependent on future development between IH-820 to Belmont	Access Management	Consolidate Driveways	MC10	$13,000 per closure

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Corridor Location	Identified Safety Issue	Recommended Countermeasure	Associated Strategy Ref. #	Planning-Level Cost Estimate*
Dependent on future development west of Precinct Line Road to East of Anderson	Access Management	Consolidate Driveways	MC10	$13,000 per closure
Dependent on future development between Hurstview to Bellaire	Access Management	Consolidate Driveways	MC10	$13,000 per closure

**The planning-level cost estimates were prepared utilizing standard cost estimate practices. It is understood and agreed that this is an estimate only, and that Engineer shall not be liable to Owner or to a third party for any failure to accurately estimate the cost of the project, or any part thereof.*

Potential Funding Sources

In order to implement the multimodal improvements outlined in this memo, a variety of funding sources could be explored**. Figure 18** depicts federal, state, and local funding sources that could be pursued.

Figure 18. Multimodal Improvements Potential Funding Sources

Funding Opportunity	Agency	Local Match	Description
Safe Streets and Roads for All (SS4A)	USDOT	20%	A SS4A implementation grant is a federally funded program which covers the implementation of safety strategies identified in an adopted Comprehensive Safety Action Plan (CSAP). This program can fund any roadway or intersection improvements listed in the CSAP that enhances vehicle or pedestrian safety.
Highway Safety Improvement Program (HSIP)	TxDOT	10%	HSIP invests in construction and operational safety improvements for locations both on and off the state highway system. Typical improvements include traffic signal upgrades, sidewalks, lighting, signage and pavement markings, and signal detection upgrades.
Better Utilizing Investments to Leverage Development (BUILD)	USDOT	20%	BUILD is a highly competitive funding opportunity that invests in planning or construction of surface transportation infrastructure projects that improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness, including tourism; state of good repair; partnership and collaboration; and innovation.
Transportation Infrastructure Finance and Innovation Act (TIFIA)	USDOT	51%	Loan opportunity that funds 49% of costs for projects with a minimum project cost of $10 million. Projects eligible for funding can be bike and pedestrian facilities that connect to and are within 0.5-miles of a transit facility. This can be used to increase access and mobility for users.
Transportation Set-Aside (TA)	TxDOT NCTCOG	20%	TxDOT and NCTCOG fund projects that focus on bike and pedestrian facilities through the TA program.

Funding Opportunity	Agency	Local Match	Description
NCTCOG Regional Traffic Signal Program	NCTCOG	20%	There are various funding categories within the Regional Traffic Signal Program that specifically address safety-related traffic signal improvements. These categories may align with RSA identified traffic signal needs, including aging infrastructure, signal equipment upgrades, and operational or safety related signal modifications, provided the improvements meet the established eligibility and prioritization criteria.
City Bond and/or CIP Budgets	City of Hurst	N/A	Local City Bond programs and CIP budgets provide dedicated funding for roadway infrastructure projects, typically through voter-approved bonds and multi-year capital planning. These funds can be used for various roadway improvements, such as intersection upgrades, pedestrian facilities, and traffic signal enhancements.