

RESOLUTION NO. 990-2026

A RESOLUTION OF UNIVERSAL CITY, TEXAS ADOPTING A COMPREHENSIVE SAFETY ACTION PLAN, AFFIRMING SUPPORT FOR THE SAFE STREETS AND ROADS FOR ALL PROGRAM, AND ESTABLISHING A GOAL OF ZERO TRANSPORTATION RELATED FATALITIES AND SERIOUS INJURIES ON CITY-MAINTAINED STREETS BY 2050.

WHEREAS, a city-wide safety analysis was performed by evaluating historical crash data from 2020 to 2024 from the Texas Department of Transportation's Crash Records Information System; and

WHEREAS, a Safety Action Plan will serve as a resource to highlight safety concerns within Universal City and prioritize projects that improve safety for all users navigating throughout the City; and

WHEREAS, project implementation of the Safety Action Plan will be monitored through established City processes, with periodic reporting on progress; and

WHEREAS, Vision Zero is a nationwide initiative to reach zero traffic deaths or severe injuries, committing to a fundamental shift in how communities approach traffic safety; and

WHEREAS, the approach acknowledges that roadway safety and safe mobility result from a combination of factors, including roadway design, operating speeds, user behavior, vehicle technology, and supporting policies; and

WHEREAS, Universal City supports and encourages the efforts of its regional partner agencies to prioritize safety improvements for all roadway users, including pedestrians, bicyclists, motorists, older adults, children, and people with disabilities, through a proactive and data-driven approach; and

WHEREAS, the City Council of Universal City finds that it is in the best interest of the citizens of Universal City to adopt the Comprehensive Safety Action Plan and to establish a goal of zero transportation related fatalities and serious injuries on City-maintained and operated streets by the year 2050;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF UNIVERSAL CITY, TEXAS:

SECTION 1. The facts, findings, recitations contained in the preamble of this resolution hereby found and declared to be true and correct and are incorporated by reference herein and expressly made part hereof, as it copied herein verbatim.

SECTION 2. That the City Council hereby adopts a Comprehensive Safety Action Plan, as attached in "Appendix A", and commits the City to a goal zero for transportation related fatalities and serious injuries on city-maintained streets by 2050.

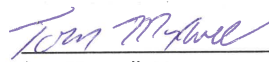
PASSED AND ADOPTED this 21st day of April, 2026.



ATTEST:

CITY OF UNIVERSAL CITY, TEXAS

APPROVED:


Tom Maxwell, Mayor


Maribel Garcia-Urbe, City Clerk

Universal City Safety Action Plan

Safety Task Force Meeting #1

September 2, 2025

2:00 – 4:00 PM

Kimley»»Horn

Agenda

- Introductions
- Project Overview
- Vision, Goals and Objectives
- Crash History
- Projects
- Network Screening
 - High-Injury Network
- Safety Countermeasures
- Next Steps

Introductions

- Name
- Organization

Road Safety Experience

- Why is safety a priority?
- What aspect of road safety interests you?
- What does a safe street look like?
- Name a safe street (or an unsafe street)

Safe Streets For All (SS4A) Grants

Planning and Demonstration



- Development of comprehensive safety action plans
- Supplemental planning
- Demonstration activities

Implementation



- Implementation of projects and strategies in an Action Plan
- Project-level planning, design and development
- Construction



Comprehensive Safety Action Plan

- First step in prioritizing and securing funding for safety improvements
- Follow a data-driven, stakeholder-informed process
- Align with USDOT's SS4A Framework
- Build upon the Safe Systems Approach
 - Aim to prevent crashes from happening, and minimize harm when they do
- Identify projects for implementation
- Improve transportation network safety
- Significantly reducing or eliminating roadway fatalities and serious injuries

Safety Action Plan Components



Leadership Commitment and Goal Setting

A **Vision Zero** resolution commits to support road safety projects.



Planning Structure

A **Safety Task Force** is established to oversee development of the Action Plan



Safety Analysis



Demographic Considerations



Engagement and Collaboration

Public input will be received through online and in-person engagement activities.



Strategy and Project Selections



Policy and Process Changes



Progress and Transparency

Role of the Safety Task Force

- Participate and provide input at meetings
- Answer questions and encourage dialogue at public meetings
- Oversee implementation of CSAP projects

Implementation Grant Activities

Low-Cost Safety Treatments

Applying low-cost roadway safety treatments system-wide, such as left- and right-turn lanes at intersections, rumble strips/stripes, road diets, and signage

Network Risk Reduction

Identifying and correcting common risks across a network, such as improving pedestrian crosswalks

Complete Streets

Transforming a roadway corridor on a high-injury network into a Complete Street

Pedestrian Safety Enhancements

Installing pedestrian safety enhancements and closing network gaps

Bike Network Development

A project to build off-road bicyclist and pedestrian facilities, including trails (if project addresses a safety need)

Intersection Improvements

Evaluating and improving the safety of intersections by considering innovative design changes

Non-Eligible Activities

The following activities are not eligible for funding under an SS4A Implementation Grant:

- Projects and strategies whose primary purpose is not roadway safety.
- Projects and strategies not identified in an existing, eligible Action Plan.
- Maintenance activities for an existing roadway primarily to maintain a state of good repair.
- Capital projects to construct new roadways used for motor vehicles.

Required Level of Detail

For an Implementation Grant application, DOT expects Action Plans to include the following level of detail:

- The locations/areas where safety risks have been identified. These should be primarily on the plan's high-injury network.
- A list of the types of projects and strategies to address the safety issue(s).

The safety problem(s), location(s) of interest, and the list of the types of projects/strategies within the Action Plan should have a logical connection to each other and be articulated in the Action Plan.

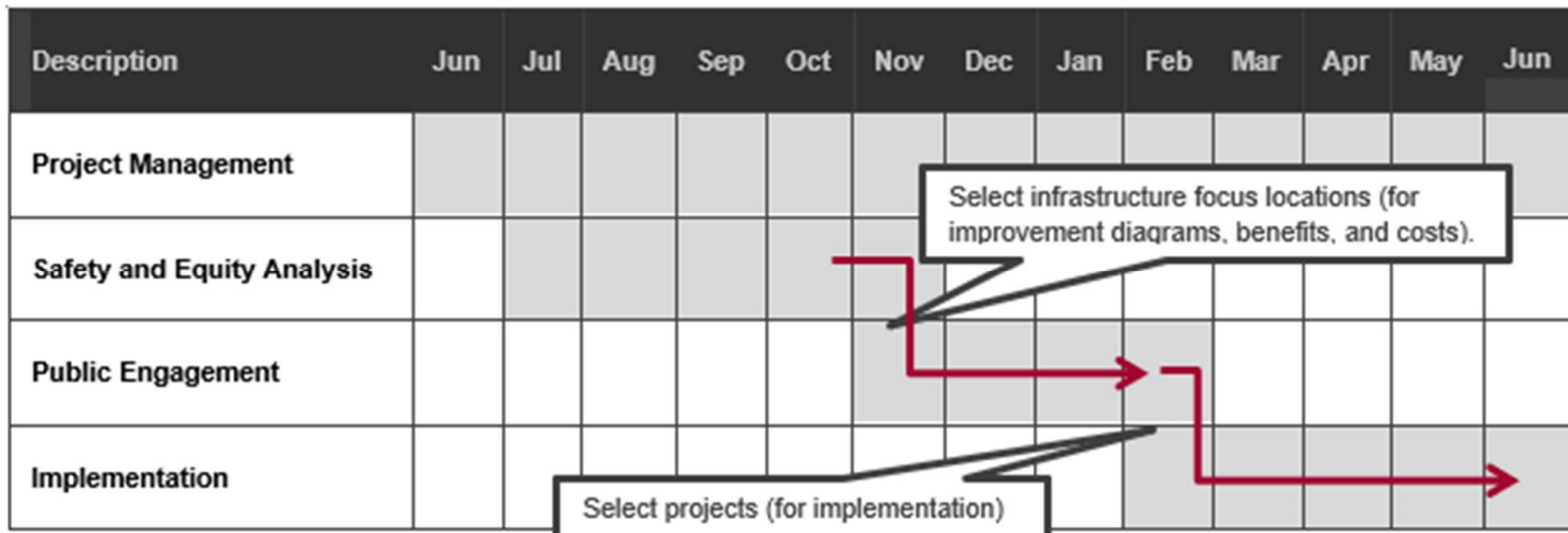
Applicants may apply to fund projects and strategies through Implementation Grants that address broad, programmatic safety recommendations and goals from Action Plans.

For example, if an Action Plan has an action item to review and address left-turn crashes that are resulting in fatalities throughout the jurisdiction, an appropriate Implementation Grant could be to study access restriction throughout the jurisdiction (or even a particular problem corridor) and install medians or make signal modifications that address the identified safety issue.

Other Funding Opportunities

Federal Funding Sources	State and Local Funding Sources
Highway Safety Improvement Program (HSIP)	TxDOT Programs
Congestion Mitigation and Air Quality (CMAQ)	MPO Funds
Transportation Alternative (TA)	Capital Improvement Programs (CIPs)
Surface Transportation Block Grant (STBG)	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	
Safe Routes to School (SRTS)	

Project Schedule



Vision, Goals & Objectives

What are the top three priorities for your organization?

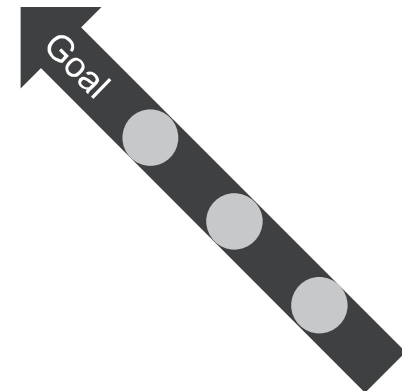
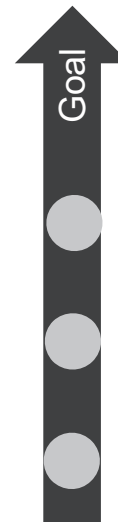
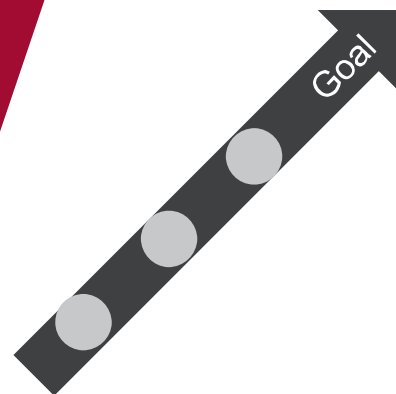
- What are your values/goals?
- What do you aim to accomplish?

What are your priorities for the Safety Action Plan?

- The CSAP is a success if... a failure if...
- The planning process should include...
- The deliverable should look like
- An outcome should be

● **Objective** – Measurable milestone or checkpoint, which supports the goals and vision

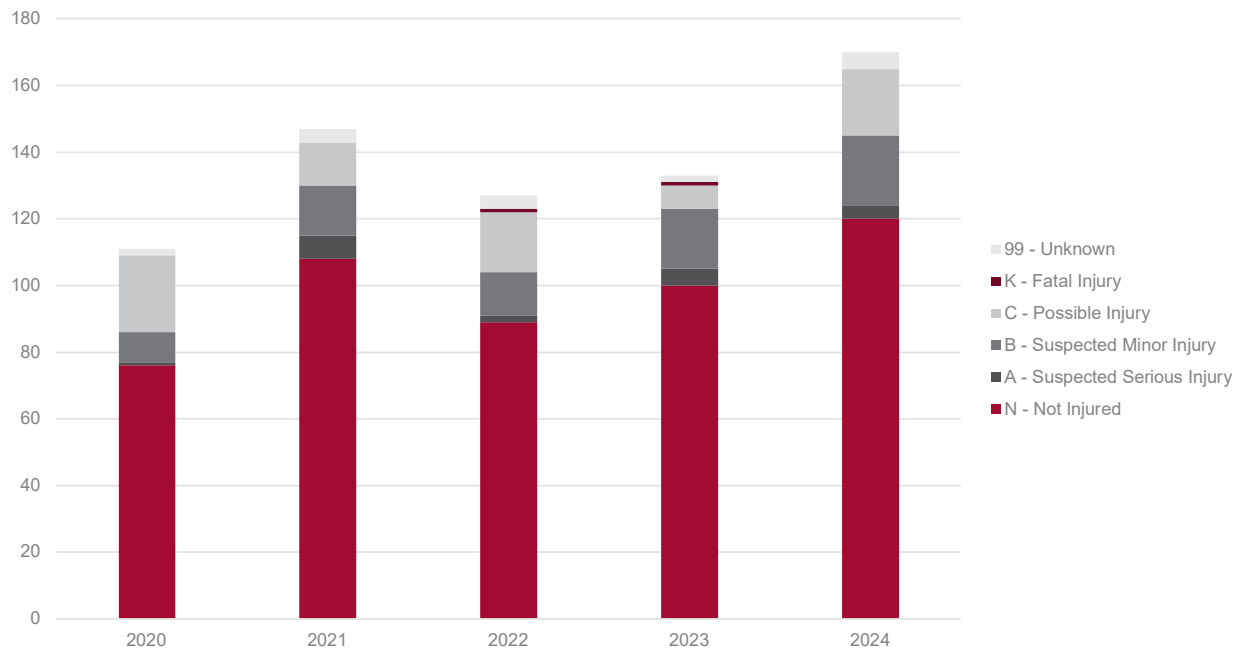
Vision: Eliminate roadway fatalities and serious injuries



Crash Cost



Crash Overview

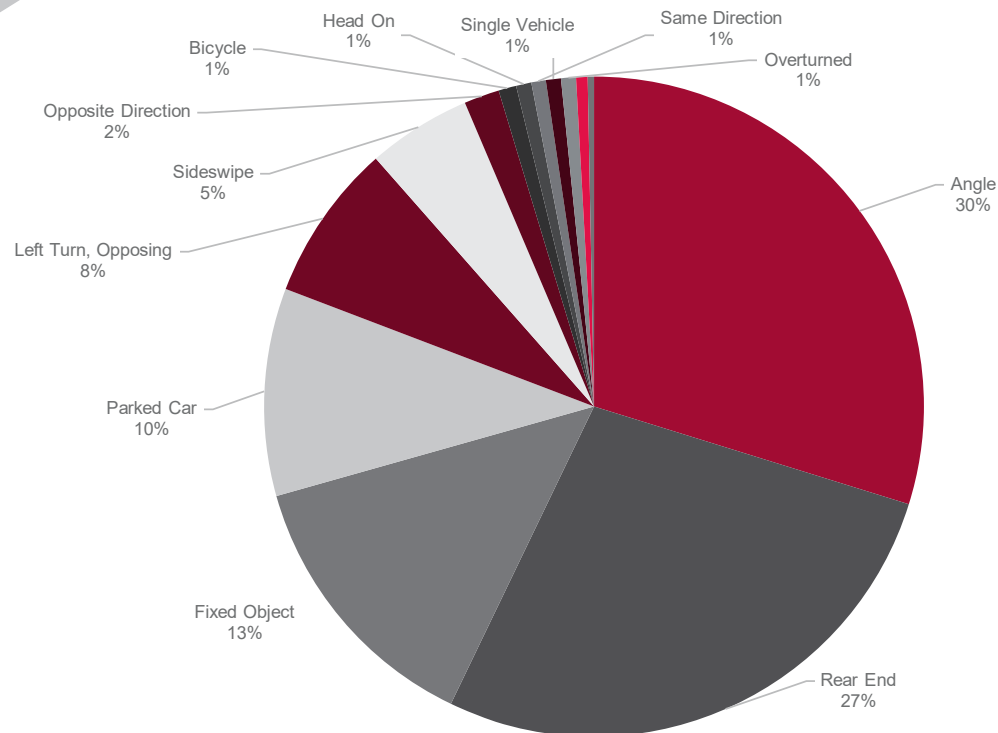


688
 reported crashes
 from 2020 to
 2024

21
 fatal and serious
 injury crashes

\$21.5M
 in crash costs
 annually

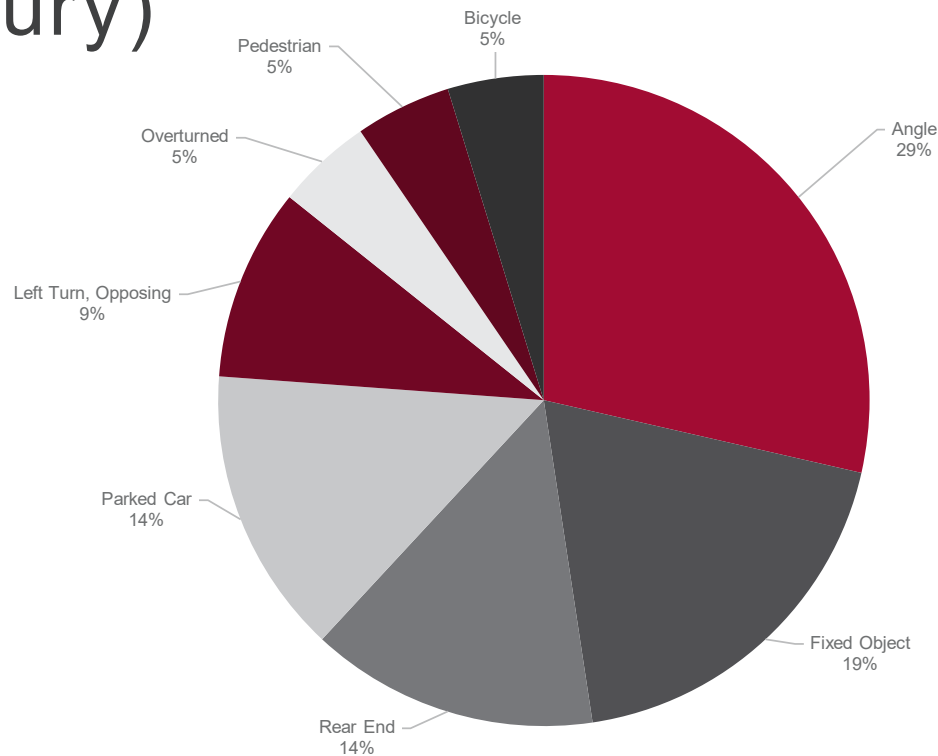
Crash Types (All Crashes)



44%
Intersection
Crashes

8
Bicycle and
Pedestrian
Crashes (1%)

Crash Types (Fatal, Serious & Minor Injury)



48.5%
Intersection
Crashes

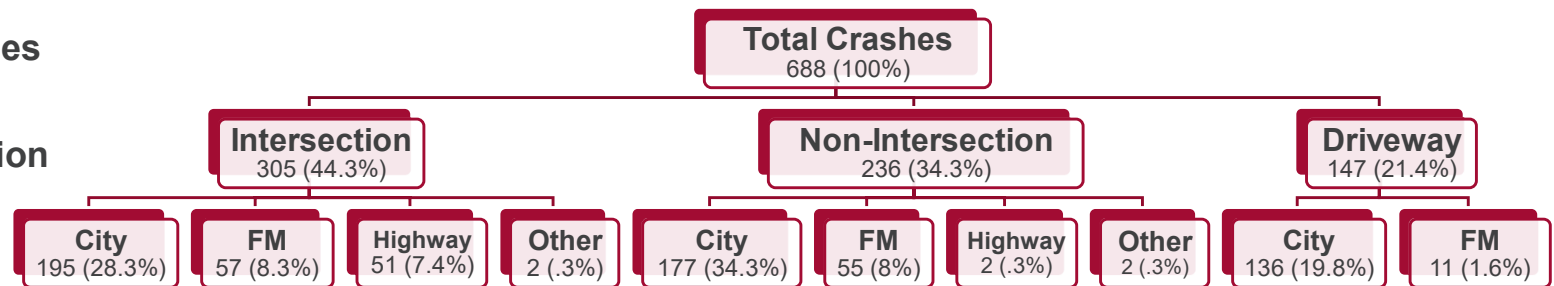
7
Bicycle and
Pedestrian
Crashes (88%)

Crash Tree

All Severity Crashes

Intersection Relation

Roadway Class

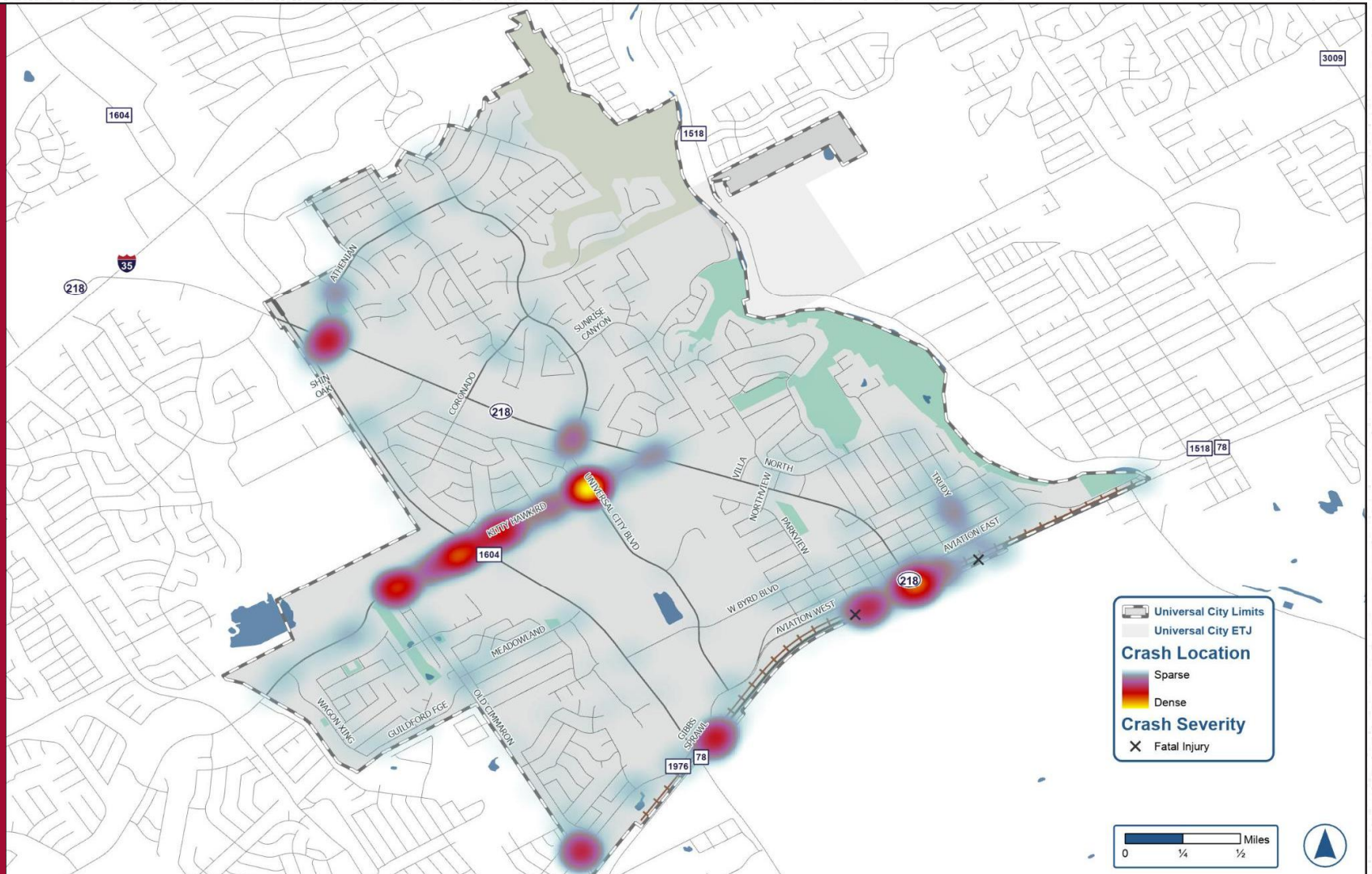


Needs and Projects

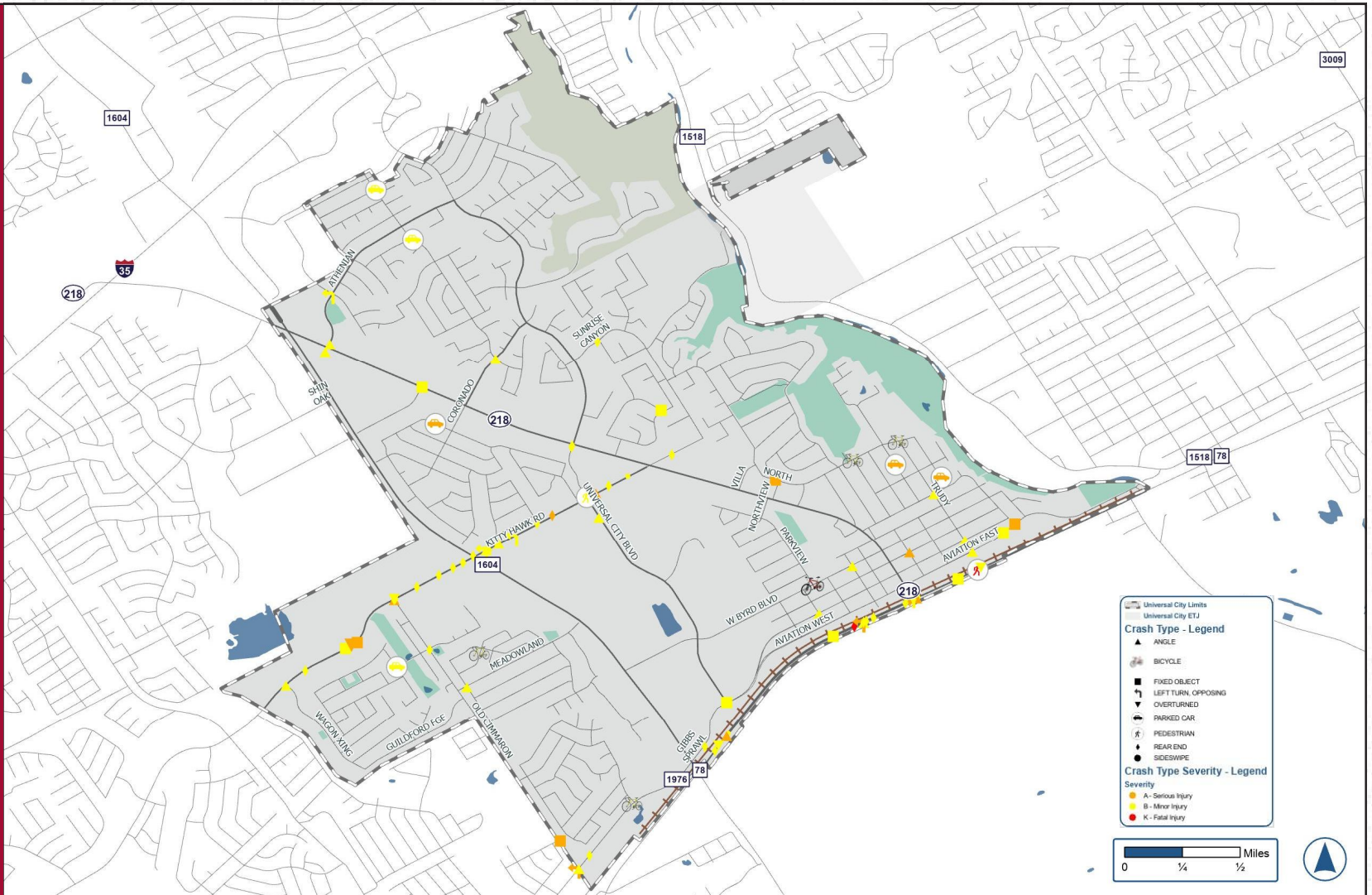
Where are the opportunities to implement road safety projects?

- Where are the high-crash locations?
- What is the problem?
- What is a potential solution?
- What is the challenge to implement the solution?

Crash Density



Crash Types

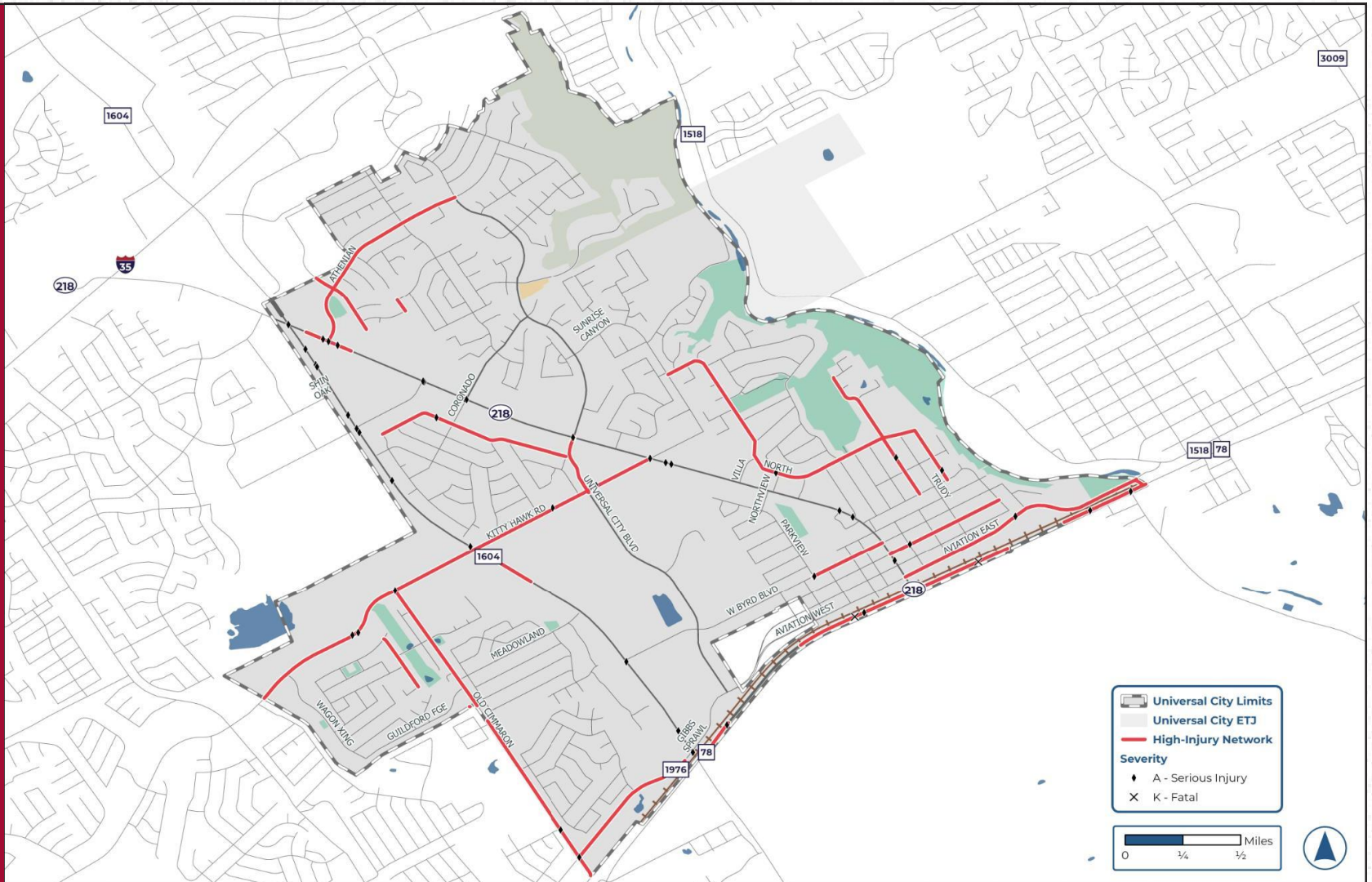


High-Injury Network

A High-Injury Network is

- A geospatial identification of higher-risk locations
- A subset of roadway segments which account for a high percentage of crashes
- A way to prioritize projects and future improvements based on whether the location is on the high-injury network
- Considered as part of implementation funding opportunities through SS4A

High-Injury Network



High-Injury Network Statistics

	Length (Miles)	Injury Crash Count				Total Crash Count
		KAB	K	A	B	
Within City Limits Network	74	97	2	19	76	688
High-Injury Network	12	80	2	19	59	452
High-Injury Network Percentage of Total	16%	82%	100%	100%	78%	66%

K = Fatal Crash | A = Serious Injury Crash | B = Minor Injury Crash

Systemic Countermeasures

What safety countermeasures would you like to deploy at several locations?

Intersection Safety

- Retroreflective Backplates
- Stop Controlled Intersection Improvement
- Optimize Signal Phasing (Left-Turn)
- Dedicated Turn Lanes
- Restricted Crossing U-Turn

Dark or Underlit

- Safety Lighting

Speed Related

- Safety Speed Cameras
- Dynamic Speed Feedback Signs
- Traffic Calming Measure

Pedestrian/Bicyclist

- Leading Pedestrian Interval
- Rectangular Rapid Flashing Beacon (RRFB)
- Crosswalk Visibility Enhancements

Roadway or Lane Departure

- Edge Line or Center Line Rumble Strips
- Wider Edge Lines
- Enhanced Delineation on Curves

Next Steps

September

- Pop-Up Meeting #1
 - Interactive Map
 - Introductory Survey
 - Priority Ranking Activity
- Survey Opens

October

- Safety Task Force Meeting #2
- Survey Closes

November

- Safety Task Force Meeting #3
- Pop Up Meeting #2
 - Project Selection



Universal City Safety Action Plan

Safety Task Force Meeting # 2

October 28, 2025

2:00 – 4:00 PM



Agenda

Project Schedule

Vision, Goals and Objectives

Implementation Plan Framework

Project Selection Activity

- Systemic Countermeasures
- Infrastructure
- Non-infrastructure

Pop-Up Meeting Debrief

Next Steps

Project Schedule

Description	2025							2026				
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Project Management												
Safety Equity Analysis												
Public Engagement												
Implementation												



STF Workshop
(Planning Structure)



Survey



Public Engagement
(Engagement and
Collaboration)



Project
Kick-Off



Planned Draft Action
Plan Available



Planned Action
Plan Adoption

CSAP Components

Objectives, goals, and visions will be presented to City Council.

Leadership commitment and goal setting

Complete. Used to develop list of potential projects and strategies.

Planning structure
Safety analysis
Equity considerations

The purpose of today's workshop is to select infrastructure projects and non-infrastructure activities to guide the development of the implementation plan.

Engagement and collaboration
Strategy and project selections
Policy and process changes
Progress and transparency

Vision, Goals, and Objectives

Reduce fatalities and serious injuries with the vision of ZERO fatalities on Universal City streets that includes safer speeds, more pedestrian infrastructure and high visibility for all.

Vision, Goals, and Objectives

- Enhance safety for all road users
- Improve emergency response times

Vision, Goals, and Objectives

- Identify high-crash locations
- Implement effective traffic calming devices
- Improve school routes by implementing improved school zones
- Prioritize upgrades within and around schools
- Improve lighting, signage, curb ramps and signals
- Encourage walking/biking, green infrastructure and education campaigns
- Implement enhanced crosswalk locations particularly around schools

Vision: Zero Fatalities. Safer Speeds. Visible for All.



● Objective – Measurable milestone or checkpoint, which supports the goals and vision

Implementation Plan Framework

Framework ≈ CSAP Components

Strategy and Project Selections



Implement infrastructure projects (location-specific and systemic projects).
Implement quick-build and safety planning projects.

Policy and Process Changes

Update design guidance to emphasize safety for all road users.
Incorporate the safe system approach into organization operating procedures.

Progress and Transparency (Next Meeting)



Organize an implementation process to identify, prioritize, and implement safety projects.
Monitor action plan progress and publish an implementation evaluation of outcomes and efforts.

Implementation Plan Framework

1. Infrastructure (Activity)
 - A. Focus Corridors
 - B. Focus Intersections
 - C. Systemic Projects
2. Non-Infrastructure (Activity)
 - A. Quick Build
 - B. Safety Planning
 - C. Design Guidance
 - D. Operating Procedures
3. Anything Else
 - Selections will structure the development of the draft implementation plan
 - Selections are not the final opportunity to provide input

Implementation Framework:

Our comprehensive approach to prevent roadway fatalities and serious injuries will include infrastructure and non-infrastructure solutions.

Infrastructure Activities

Systemic Countermeasures

The systemic approach selects low-cost countermeasures to deploy systemwide based on focus crash types.



Intersection Safety

- Retroreflective Backplates
- Stop Controlled Intersection Improvement
- Optimize Signal Phasing(Left-Turn)
- Dedicated Turn Lanes
- Emergency Preemption



Roadway or Lane Departure

- Edge Line or Center Line Rumble Strips
- Wider Edge Lines
- Enhanced Delineation on Curves



Speed Related

- Safety Speed Cameras
- Dynamic Speed Feedback Signs
- Traffic Calming Measure



Dark or Underlit

- Safety Lighting

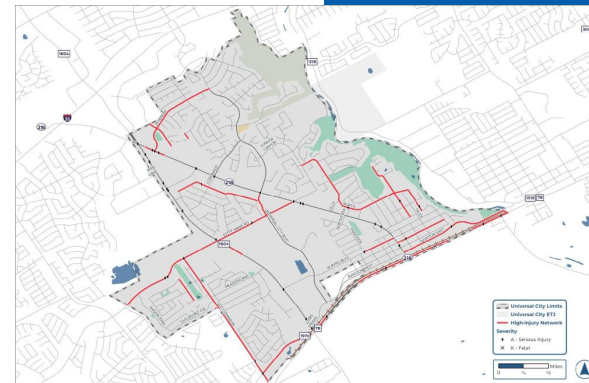


Pedestrian/Bicyclist

- Leading Pedestrian Interval
- Rectangular Rapid Flashing Beacon (RRFB)
- Crosswalk Visibility Enhancements
- Sidewalks

Focus Corridors

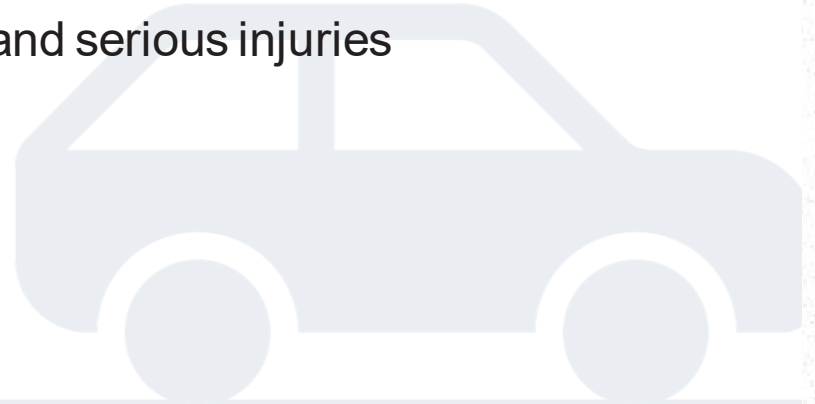
- 66% of crashes within Universal City occur on 16% of roadways (12 miles)
- 17 of the highest-crash corridors were evaluated and prioritized by the Safety Task Force, and focus corridors were identified
- Corridors account for 3 fatal crashes and 20 serious injury crashes



ID	Roadway	From	To	Classification	Length (Miles)	AADT	Crash Rate (per HMWMT)	Crash Cost (\$100K)		EPDO	Ped + Bike		Crash Count	K	A	B	Sum of K, A, B		Sum of K & A	Per Mile
								Total	Per Mile		Total	Per Mile					Total	Per Mile		
1	Athenian	SH 228	Universal City Blvd	Major Collector	0.87	4400	301	14.07	16.17	267	306	0 0.0	21	0	0	1	1	1.1	0	0.0
2	Aviation East	SH 228	FM 78	Major Collector	1.01	6180	396	41.88	41.47	840	832	1 1.0	44	1	2	5	8	7.9	3	3.0
3	Balboa Dr	Amistad Blvd	Universal City Blvd	Local	0.75	309	1439	15.32	20.43	287	383	0 0.0	6	0	1	0	1	1.3	1	1.3
4	Centerbrook	City Limits	End of Road	Local	0.3	456	9605	9.33	31.09	177	590	0 0.0	9	0	0	1	1	3.3	0	0.0
5	W Byrd Blvd	Parkview Dr	SH 228	Major Collector	0.3	1319	415	15.33	51.11	290	966	1 3.3	3	0	1	1	2	6.7	1	3.3
6	FM 1976	City Limits	SL 1604 Frontage Rd	Minor Arterial	0.59	12720	190	19.28	32.67	573	972	1 1.7	26	0	1	3	4	6.8	1	1.7
7	Old Omarron Trl	Kitty Hawk Rd	Guilford Cove	Major Collector	0.59	3040	733	33.61	57.31	644	1051	0 0.0	24	0	1	5	6	10.2	1	1.7
8	Old Omarron Trl	Anton Schumann Dr	City Limits	Major Collector	0.77	3135	340	22.45	29.36	769	999	0 0.0	15	0	2	1	3	3.9	2	2.6
9	Kitty Hawk Rd	City Limits	SL 1604	Minor Arterial	1.05	21735	206	38.18	36.36	1453	1384	0 0.0	86	0	2	8	10	9.5	2	1.9
10	Kitty Hawk Rd	SL 1604	SH 228	Minor Arterial	0.77	15939	266	45.54	59.67	1704	2213	1 1.3	60	0	2	7	9	11.7	2	2.6
11	North Blvd	Kitty Hawk Rd	National Blvd	Major Collector	1.53	1180	243	18.79	12.28	711	464	2 1.3	8	0	2	2	4	2.6	2	1.3
12	Universal City Blvd	SH 228	Kitty Hawk Rd	Minor Arterial	0.26	5420	1750	42.15	62.10	875	3085	1 3.8	45	0	0	8	8	30.8	0	0.0
13	Wynn Ave	Crystal Canyon	National Blvd	Local	0.61	309	291	12.55	20.57	237	389	0 0.0	1	0	1	0	1	1.6	1	1.6
14	FM 78	City Limits	Kelly Ave	Principal Arterial	0.15	26054	437	35.30	235.33	665	4634	0 0.0	30	0	1	3	4	26.7	1	6.7
15	FM 78	Universal Dr	City Limits	Principal Arterial	0.89	25054	197	19.59	134.36	759	8505	1 1.1	80	2	3	14	19	21.3	5	5.6
16	Shadow Ter	Colonial Blf	Carlini Cove	Local	0.24	309	2955	7.48	31.03	136	576	0 0.0	4	0	0	1	1	4.2	0	0.0
17	E Wright Blvd	SH 228	E Langley Blvd	Local	0.47	209	2789	13.18	28.05	248	528	0 0.0	5	0	1	0	1	2.1	1	2.1

Focus Intersections

- 44% of crashes within Universal City occur at intersections
- Intersection crashes are a TxDOT emphasis area
- 38% of intersection related crashes are rear ends
- 33% of intersection related crashes are angle crashes
- 3% of intersection related crashes are fatal and serious injuries



Infrastructure Activity Instructions

Rank	Project Type
	Systemic
	Corridors
	Intersections



Question: What infrastructure projects are the highest priority, and should be evaluated further as the implementation plan is developed?



Objective: Assign a priority to each infrastructure project. (see infrastructure matrix).



Project Types:

Systemic Projects
Focus Corridors
Focus Intersections



How were these projects developed?

1. Data driven (High-Injury Network, safety analysis, and equity analysis)
2. Informed by public input (online map, online survey, and in-person meetings)
3. Committee led (Safety Task Force)

Non-Infrastructure Activities

Non-Infrastructure Project Types

- Quick-Build | Projects utilizing low-cost construction materials (e.g., paint, plastic bollards, signs, and pavement markings) to pilot new materials/methods prior to constructing full-scale permanent infrastructure.
- Safety Planning | Projects or activity which develop projects, organize resources, and garner public support for safety (excluding engineering and design).
- Design Guidance | Design standards which incorporate safety countermeasures to remove potential roadway conflicts, separate vulnerable road users from traveling vehicles, and/or reduce crash kinetic energy if a crash does occur.
- Operating Procedures | Behavioral countermeasures, such as the E's (engagement, education, enforcement, and emergency services), as well as operational countermeasures, such as speed management strategies.

Quick-Build Projects

Title	Action
Temporary construction	Construct quick-build projects using low-cost, temporary materials that have the potential to inform future permanent projects. Examples include: • paint and plastic delineator posts to experiment with temporary roadway design changes • planters, temporary speed humps/bumps, and other removable safety and traffic calming improvements.
Engineering studies	Conduct engineering studies which evaluate the benefit of safety improvements, such as: • Bicycle crossing treatments • Mid-block crossing treatments (pedestrian hybrid beacon, rectangular rapid-flashing beacon) • Signal warrant analyses • Variable speed limits • Dynamic lane use signs or reversible lane control signs
Behavioral or operational programs	Pilot (temporarily test on a small scale) new programs for behavioral or operational activities, such as: • Education campaign's messaging • Safety demonstrations repurposing public spaces (e.g., open streets pilot events) • Community engagement (e.g., bus-stop engagements to collect feedback) • Training focused on equitable and effective enforcement to address the most dangerous driver behaviors (e.g., excessive speeding, impaired driving) • Ride share or alternative transportation program in impaired driving focus area • Safe Routes to School program that incentivizes parents to lead bike trains or walking buses • Emergency services process changes (including data collection, operational plans for crash response, or trainings for EMS staff responding to crashes)
Technology programs	Pilot (temporarily test on a small scale) new programs that demonstrate safety benefits of new technologies, such as: • Variable speed limits • Safety warnings for wrong-way driving alerts • Retrofitting public transit with dash cameras or Intelligent Speed Assist • Adaptive signal timing • Signal preemption for emergency vehicles • Vehicle-to-infrastructure technology

Safety Planning Projects

Title	Action
Road Safety Audits	Conduct road safety audits at a priority list of intersections and roadway segments based on collision rate, severity, and equity, to identify specific issues and determine appropriate countermeasures.
Corridor Study	Conduct a corridor study to evaluate existing conditions of heavily traveled and high-frequency crash corridors and identify safety and operational improvements.
Safety Plan	Develop plans focused on topics such as speed management, vulnerable road users, accessibility for individuals with disabilities, health equity, safety-focused intelligent transportation system implementation, roadway lighting, pedestrian-scale lighting, and/or micro-mobility.
Complete Streets Design Guide	Develop a complete streets design guide that reflects best practices in SS4A design, context-sensitive design (FYA guidance), active transportation facility design (LPI guidance), and placemaking principles.
Bicycle Design Guide	Develop context-sensitive guidance for bicycle facility selection and design.
Safety Data Collection	Develop roadway safety-related inventories such as sidewalk inventories, intersection database, or database of high-risk road features. Collect road user counts (such as pedestrian/bike counts). Create collision diagrams at high-crash locations.
Equity Analysis	Conduct equity analysis to quantify impact of crashes on underserved communities, assess the impacts of proposed projects and strategies (including equitable enforcement), establish prioritization criteria, and identify meaningful stakeholder engagement mechanisms.
Progress Reporting	Report progress of action plan implementation for transparency to local stakeholders (e.g., data dashboards, summary reports of projects and strategies implemented/to be implemented).
Stakeholder Engagement and Collaboration	Conduct stakeholder and community engagement activities such as community pop-up events, online survey, and online map of project comments.

Design Guidance

Title	Action	Supplemental Guidance
Sidewalks	Establish/update design guidelines for sidewalk and sidewalk buffer.	FHWA (see PSC) recommends a minimum width of five feet for sidewalks set back from the curb and six feet for sidewalks at the curb face.
Directional Ramps	Establish/update design guidelines for access ramps to be directional and align with the crosswalk.	USDOT prefers the use of perpendicular curb ramps over diagonal curb ramps. Diagonal curb ramps may make it difficult to locate the clear space at the bottom of diagonal curb ramps that is outside active traffic lanes and the orientation can mislead people with vision impairments.
Leading Pedestrian Interval (LPI)	Establish criteria for reducing pedestrian-vehicle conflict, and for when to implement an LPI.	FHWA (see PSC) recommends implementing an LPI of three to seven seconds to allow pedestrians to begin crossing before vehicles enter the intersection, particularly at intersections with high turning vehicle volumes.
Bike Lanes	Establish design guidelines for bicycle facilities along roadways, and at intersections.	FHWA (see Bikeway Selection Guide) provides guidance for different types of bikeway designs for various applications and provides factors to consider when selecting what type of bikeway to construct.
Left-Turn Signal	Establish criteria for left-turn phasing, signal indication, and signage.	FHWA (see Traffic Signal Operations Handbook) provides guidance for determining left-turn operational which considers crash history, speed, traffic volume, and other factors.
Lighting	Establish criteria for roadway lighting. Establish process for maintaining streetlights and tracking lighting outages. Establish process for the public to report issues and City to respond.	FHWA (see Lighting Handbook) provides roadway lighting design and application recommendations. This includes factors to consider from the AASHTO Roadway Lighting Design Guide Warranting System such as traffic volume and night-to-day crash ratio, as well as geometric and operational factors such as number of lanes, lane widths, turn lanes, and speed.
Traffic Impact Analysis (TIA)	Establish/update TIA guidelines to include safety analysis.	TxDOT's Traffic and Safety Analysis Procedures Manual documents state guidelines which may be adopted into local policy.
Access Management	Establish/update access management guidelines for driveway location/spacing, driveway design (width and radii), and turn lane requirements.	TxDOT's Access Management Manual and NCHRP Report 1032 document state and national guidelines which may be adopted into local policy, as appropriate.
Speed	Establish/update guidance to design streets to support and encourage the target speed.	FHWA recommends a target speed be determined which considers the safest vehicle speeds for all street users. Then, streets are designed to facilitate the target speed.

Operating Procedures

Title	Action
Engagement	Maintain publicly accessible platform for residents to report road safety risks (311 or comment map), and process to respond to comments.
	Organize an annual public event which commemorates road safety Citywide. Consider an event which celebrates non-vehicle modes such as a bike ride or street festival.
	At an Agency level, dedicate a bike-to-work day to celebrate non-vehicle mode transportation.
	Include public engagement within the Agency's standard project development process. Use data, research, and USDOT guidance to prioritize the most effective education/outreach strategies.
Education	Educate Agency employees on the Safe System Approach principles (e.g., create a brochure contrasting the traditional approach).
	Implement or expand Safe Routes to Places educational programming, to support pedestrian/bicycle infrastructure in close proximity to schools, parks, and transit stops.
	Require Vision Zero training for Agency drivers, such as fleet operators, field crews, and large vehicle operators to meet certain safety practices.
Enforcement	Focus enforcement on the most dangerous behaviors based on reliable data to ensure that this is communicated effectively to ensure public understanding.
Emergency Services	Install enhanced emergency vehicle warning systems to improve the dissemination of information to all road users.
	Operate signal priority for emergency vehicles to improve response times and for transit vehicles to increase efficiency and encourage transit use.
Speed	Establish/update a neighborhood traffic calming program to reduce the number and severity of crashes on residential streets. Emphasize safety for people walking and biking by implementing countermeasures to slow vehicle speeds. Focus projects/funds in underserved communities.

Non-Infrastructure Activity Instructions

Rank	Project Type
	Quick Build
	Safety Planning
	Design Guidance
	Operating Procedures



Question: What non-infrastructure projects are the highest priority, and should be evaluated further as the implementation plan is developed?



Objective: Assign a priority to each non-infrastructure project (see non-infrastructure matrix).



Project Types:

Quick Build
Safety Planning
Design Guidance
Operating Procedures



How were these projects developed?

SS4A Funding Eligibility (CSAP Components)
Safe Systems Approach and Pyramid
Vision Zero Toolkit (FHWA-SA-23-026)

Pop-Up Meeting Debrief

Universal City Comprehensive Safety Action Plan

Help us improve transportation safety for all residents and visitors! Your feedback is essential to shaping safer streets and roads for pedestrians, cyclists, and drivers.

Scan the QR code to the right to take the survey and share your input!



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PublicWorks@uctx.gov

<https://engagekh.mysocialpinpoint.com/universal-city-safe-streets>

Pop-Up Meeting Debrief

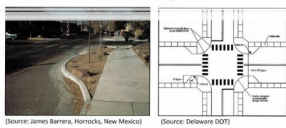


Public Comments:

- Pat Booker & 1604 –add an acceleration lane
- Pat Booker –sight distance issues along ROW
- Aviation & Trudy –signalize the Intersection
- Coronado Blvd & UC Blvd –busy intersection, cars cutting over
- Villa Dr & Pat Booker Rd –disregard for traffic light
- Athenian –lack of sidewalks
- FM 78 –faded pavement markings, unsafe left turn at Pat Booker Rd
- Kitty Hawk Rd & Wagon Crossing Rd –traffic signal

Pop-Up Meeting Debrief (cont.)

What Safety Improvements Matter to YOU?

Emergency Response  Vote: 3 blue, 1 red Comments:	Roadway Illumination  Vote: 2 blue Comments:	Illuminated Signage  Vote: 1 red, 2 blue Comments: I like the idea of having more illuminated signs.	Signal Improvements  Vote: 1 blue Comments: I like the idea of having more signal improvements.
Roundabout  Vote: 1 blue, 2 red Comments:	Enhanced Pedestrian Crossings  Vote: 1 red, 2 blue Comments:	Speed Reduction  Vote: 1 blue Comments: I like the idea of having more speed reduction measures.	Traffic Calming  Vote: 1 blue, 1 red Comments: I like the idea of having more traffic calming measures.

Public Comments:

- Relocate Sunrise Pedestrian Crossing to other side
- Speed reduction isn't always effective
- Right-turn lane on 1604 & Pat Booker



Next Steps

October

- Pop-Up Meeting # 1 – 10/04
 - UC Pumpkin Patch Heroes Day Event
- Safety Task Force Meeting #2 – 10/28
 - Project Selection

November

- Public Survey Closes – 11/4
- Safety Task Force Meeting # 3 – 11/20 (2:00 - 4:00 PM)
 - Implementation

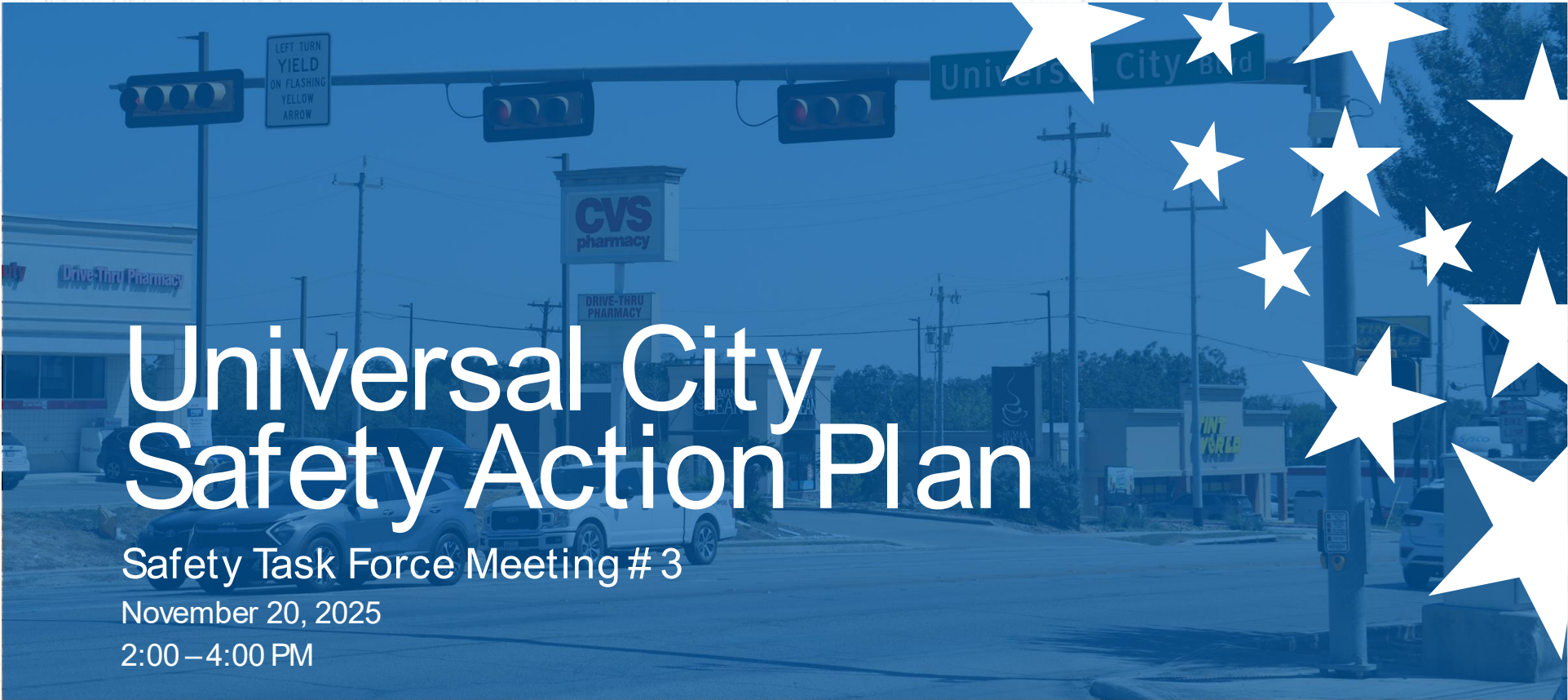
December

- Pop-Up Meeting # 2 – 12/02 - 6:00 PM
 - UC Tree Lighting Event





Thank you



Universal City Safety Action Plan

Safety Task Force Meeting # 3

November 20, 2025

2:00 – 4:00 PM

Agenda

Public Engagement Overview
Intersection Activity
Corridor Activity
Systemic Project Activity
Next Steps

Project Schedule

Description	2025							2026				
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Project Management												
Safety Equity Analysis												
Public Engagement												
Implementation												



STF Workshop
(Planning Structure)



Survey



Public Engagement
(Engagement and
Collaboration)



Project
Kick-Off



Planned Draft Action
Plan Available



Planned Action
Plan Adoption

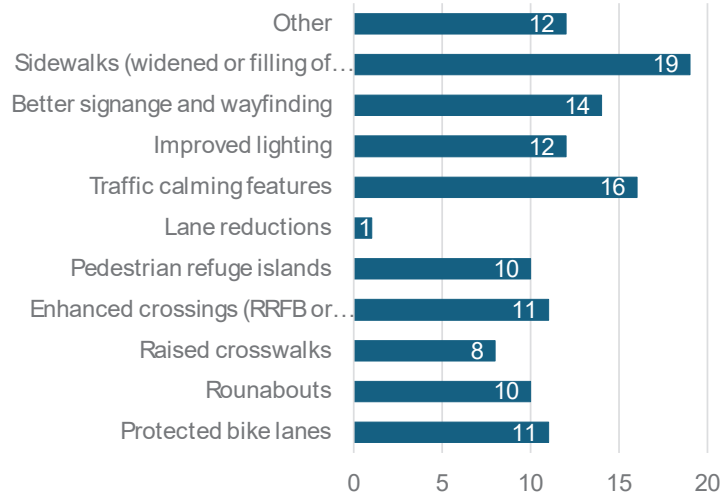
In-Person Public Engagement

- Safety Task Force Meetings
- Universal City Pumpkin Patch Pop-Up Meeting
- Universal City Safety Action Plan Survey

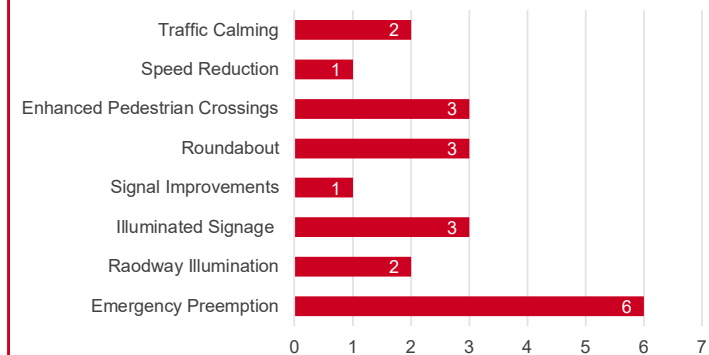


Engagement Results – Countermeasure Priorities

Survey Results



Pop-Up Votes

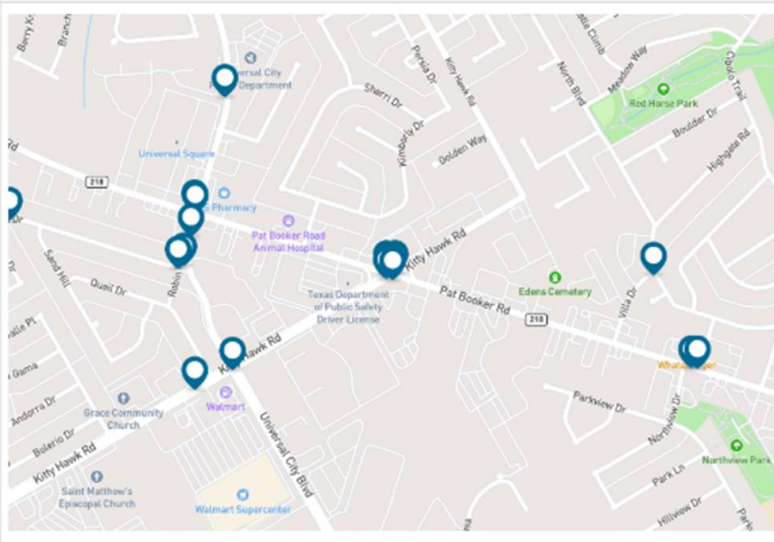


Engagement Results – Location Priorities

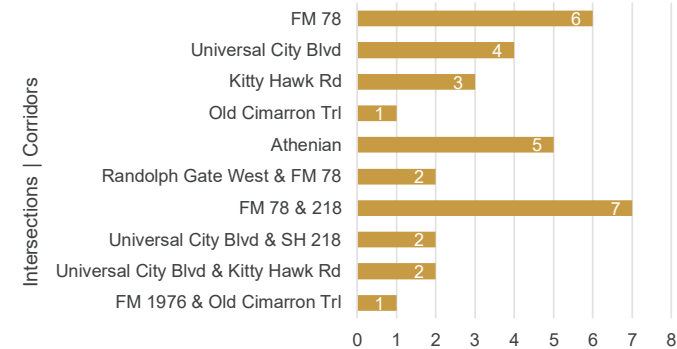
4. Are there any specific streets or intersections where you feel unsafe either driving, bicycling, walking, etc.?

Required

Map | Skipped: 0 | Answered: 41 (100%)



Votes



Intersection Assessment Activity

Athenian & Centerbrook



ON HIGH-INJURY NETWORK
IDENTIFIED AS A FOCUS INTERSECTION



OFF-SYSTEM
ALL-WAY STOP CONTROLLED
INTERSECTION

Contributing Factors

- *Distraction*
- *Disregard traffic control*
- *Speeding*



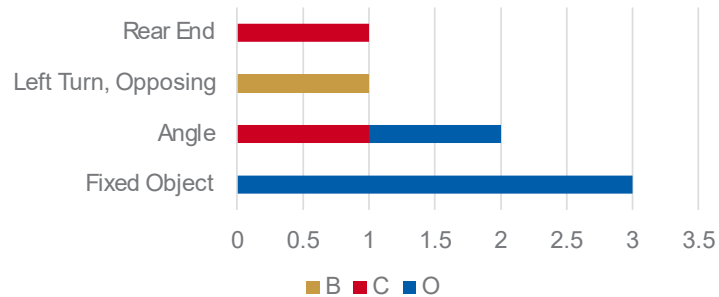
0 Pedestrian Involved Crashes
0 Bicycle Involved Crashes



7 Total Crashes
1 (B) Minor Injury Crash
2 (C) Possible Injury Crashes

267 Equivalent Property
Damage Only Crashes

Crash Types



Crash history from TxDOT Crash Records
Information System C.R.I.S. 2020-2024, based
on crashes reported within 250 ft of intersection
center.

UC Blvd & Sunrise Canyon Dr



OFF HIGH-INJURY NETWORK
IDENTIFIED BY THE PUBLIC



OFF-SYSTEM
TWO-WAY STOP CONTROLLED
INTERSECTION

Contributing Factors

- N/A



0 Pedestrian Involved Crashes
0 Bicycle Involved Crashes



0 Total Crashes
0 (B) Minor Injury Crash
0 (C) Possible Injury Crashes

0 Equivalent Property
Damage Only Crashes



PUBLIC ENGAGEMENT
Focus Intersection



Crash history from TxDOT Crash Records
Information System C.R.I.S. 2020-2024, based
on crashes reported within 250 ft of intersection
center.

Old Cimarron Trl & Kitty Hawk Rd



ON HIGH-INJURY NETWORK
IDENTIFIED AS A FOCUS INTERSECTION



OFF-SYSTEM
SIGNALIZED INTERSECTION

Contributing Factors

- Distraction
- Disregard traffic control
- Speeding



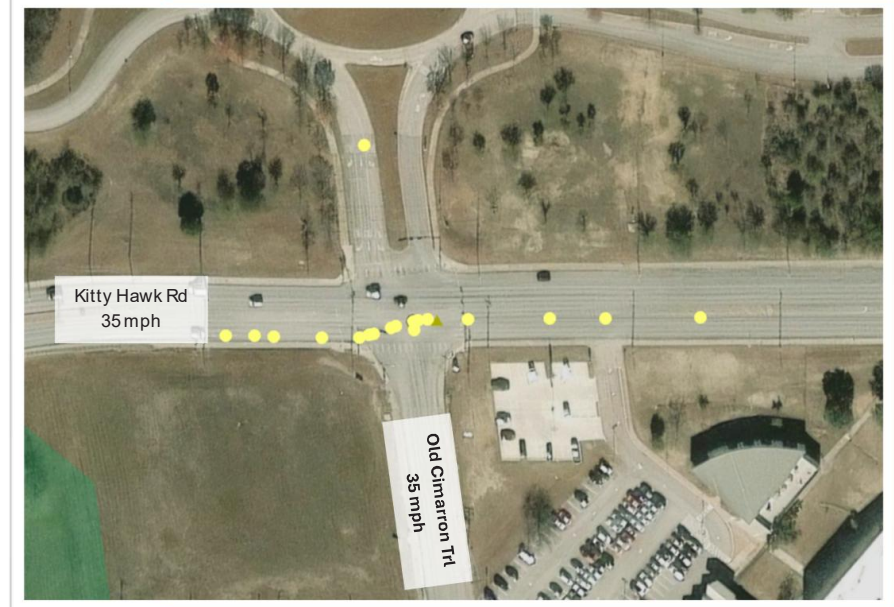
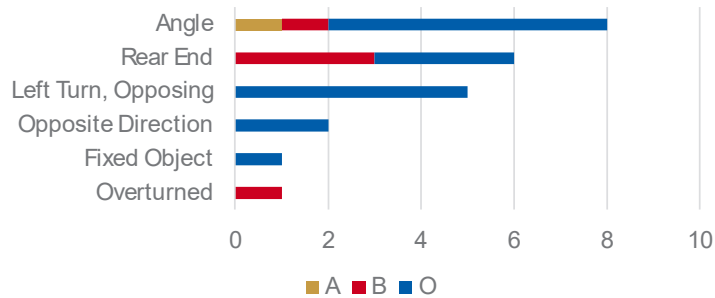
0 Pedestrian Involved Crashes
0 Bicycle Involved Crashes



23 Total Crashes
1 (A) Serious Injury Crash
5 (B) Minor Injury Crashes

487 Equivalent Property
Damage Only Crashes

Crash Types



Crash history from TxDOT Crash Records Information System C.R.I.S. 2020-2024, based on crashes reported within 250 ft of intersection center.

Corridor Assessment Activity

Athenian

Pat Booker Rd to Universal City Blvd



ON HIGH-INJURY NETWORK
IDENTIFIED AS A FOCUS LOCATION



OFF-SYSTEM
MINOR COLLECTOR
40' WIDE, VARYING CROSS-SECTION



301 Crashes
Per Hundred Million Entering Vehicles



21 Total Crashes
1 (B) Minor Injury Crash
3 (C) Possible Injury Crashes

267 Equivalent Property
Damage Only Crashes



0 Pedestrian Involved Crashes
0 Bicycle Involved Crashes

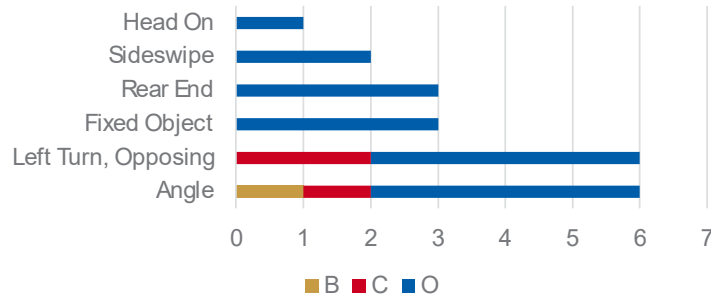


AADT 4,400
Vehicles Entering the
Intersection

Contributing Factors

- Distraction
- Failure to Yield ROW
- Changed lane when unsafe
- Unsafe turning

Crash Types



Crash history from TxDOT Crash Records
Information System C.R.I.S. 2020-2024, based
on crashes reported within 250 ft of intersection
center.

Universal City Blvd

Pat Booker Rd to Kitty Hawk Rd



ON HIGH-INJURY NETWORK
IDENTIFIED AS A FOCUS LOCATION



OFF-SYSTEM
MINOR ARTERIAL
2 LANES, ONE LANE EACH DIRECTION



1750 Crashes
Per Hundred Million Entering Vehicles



45 Total Crashes
8 (B) Minor Injury Crash
7 (C) Possible Injury Crashes

875 Equivalent Property
Damage Only Crashes



1 Pedestrian Involved Crashes
0 Bicycle Involved Crashes



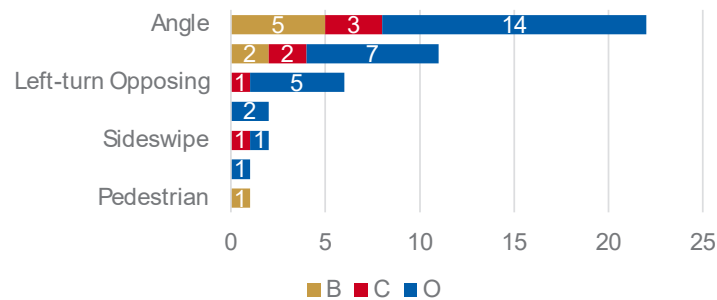
AADT 5,420
Vehicles Entering the
Intersection

Contributing Factors

- Distraction
- Disregard traffic control
- Failure to Yield ROW
- Changed lane when unsafe
- Unsafe turning
- Speeding
- Disregard signing or striping



Crash Types



Crash history from TxDOT Crash Records
Information System C.R.I.S. 2020-2024, based
on crashes reported within 250 ft of intersection
center.

Old Cimarron Trl

Kitty Hawk Rd to Aviation Blvd



ON HIGH-INJURY NETWORK
IDENTIFIED AS A FOCUS LOCATION



OFF-SYSTEM
MINOR COLLECTOR
3-LANES, ONE LANE EACH DIRECTION,
CENTER TWO-WAY LEFT-TURN LANE



502 Crashes
Per Hundred Million Entering Vehicles



39 Total Crashes
3 (A) Serious Injury Crashes
6 (B) Minor Injury Crashes
5 (C) Possible Injury Crashes

1,039 Equivalent Property
Damage Only Crashes



0 Pedestrian Involved Crashes
0 Bicycle Involved Crashes

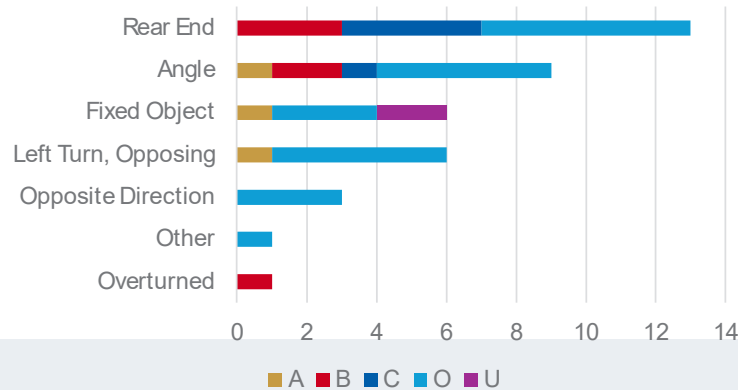


AADT 3,095
Vehicles Entering the
Intersection

Contributing Factors

- Distraction
- Disregard traffic control
- Failure to Yield ROW
- Unsafe turning
- Speeding
- Followed to close

Crash Types



Crash history from TxDOT Crash Records
Information System C.R.I.S. 2020-2024, based
on crashes reported within 250 ft of intersection
center.

Systemic Countermeasures

Systemic Projects

Systemic projects are low-cost safety improvements which can be deployed at various locations to address a particular crash type.



Stop Controlled Intersection Improvements

Improve existing unsignalized intersections through additional signs, enhanced pavement markings, retroreflective sheeting on signposts, and/or low-cost sight distance improvements



Signalized Intersection Improvements

Improve existing signalized intersections through enhanced pavement markings, additional signal heads and signs, and/or changes to phasing.



Backplates with Retroreflective Borders

Install backplates with retroreflective borders at existing signalized intersections



Pedestrian Signal Improvements

Install high visibility crosswalk markings, pedestrian signals, and APS push buttons at existing signalized intersections. Implement leading pedestrian intervals.



Lighting

Install or improve lighting



Curve Improvements

Install curve warnings signs and LED chevrons

High-Injury Network





Next Steps

- November
 - Public Survey Closes – 11/4
 - Safety Task Force Meeting # 3 – 11/20 (2:00 – 4:00 PM)
 - Implementation
- December
 - Pop-Up Meeting # 2 – 12/02 @6:00PM
 - UC Tree Lighting Event
- March
 - Planned Draft Action Plan Available
- May
 - Planned Action Plan Adopted



Thank you

Universal City Comprehensive Safety Action Plan

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Scan the QR code to the right to take the survey and share your input!



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<https://engagekh.mysocialpinpoint.com/universal-city-safe-streets>

Where Do You See Safety Concerns? Cast Your Vote!

Location	Image	Notes	Votes
FM 1976 & Old Cimarron Trl		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
Kitty Hawk Rd & Universal City Blvd		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
Universal City Blvd & Pat Booker Rd		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
Pat Booker Rd & FM 78		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
FM 78 & Randolph Gate West		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
Athenian (FM 218 to Universal City Blvd)		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
Old Cimarron Trl (Athenian to City Limits)		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
Kitty Hawk Rd (City Limits to SL 1604)		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
Kitty Hawk Rd (SL 1604 to SH 218)		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1
FM 78 (Universal City Blvd to City Limits)		Pat Booker Rd - 1st & 2nd - 1st & 2nd Pat Booker Rd - 1st & 2nd - 1st & 2nd	1

What Safety Improvements Matter to YOU?

Emergency Preemption

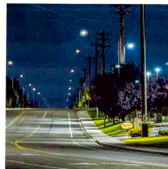


Vote



Comments

Roadway Illumination

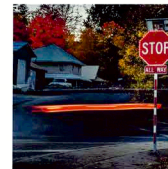


Vote



Comments

Illuminated Signage



Vote



Comments

that the sign is very visible at night (the pavement)

Signal Improvements



Vote



Comments

at the intersection of 1st and 2nd

Roundabout



Vote



Comments

Enhanced Pedestrian Crossings



Vote



Comments

Source:
pedestrian crossing
to other side
of intersection

Speed Reduction



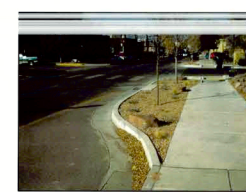
Vote



Comments

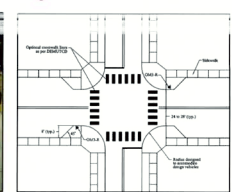
get through intersection

Traffic Calming



(Source: James Barrera, Horrocks, New Mexico)

Vote

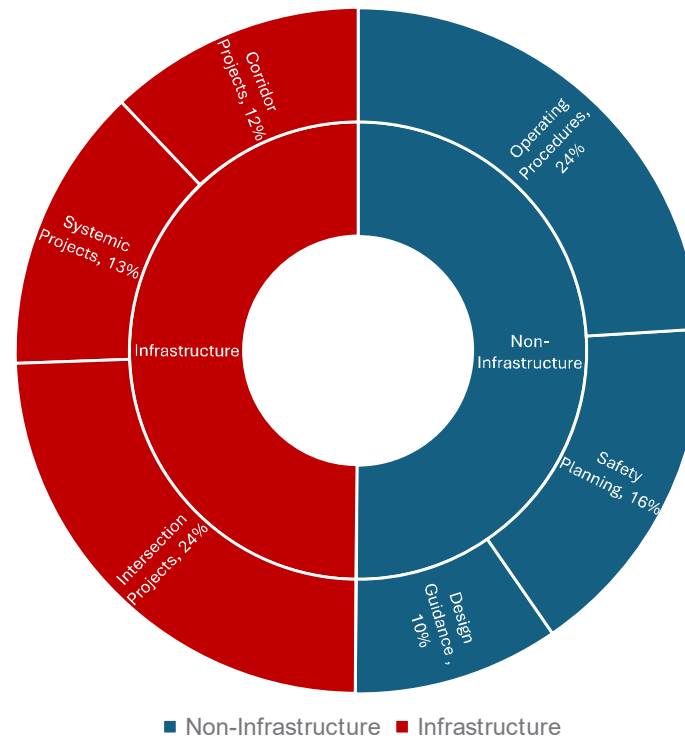


(Source: Delaware DOT)

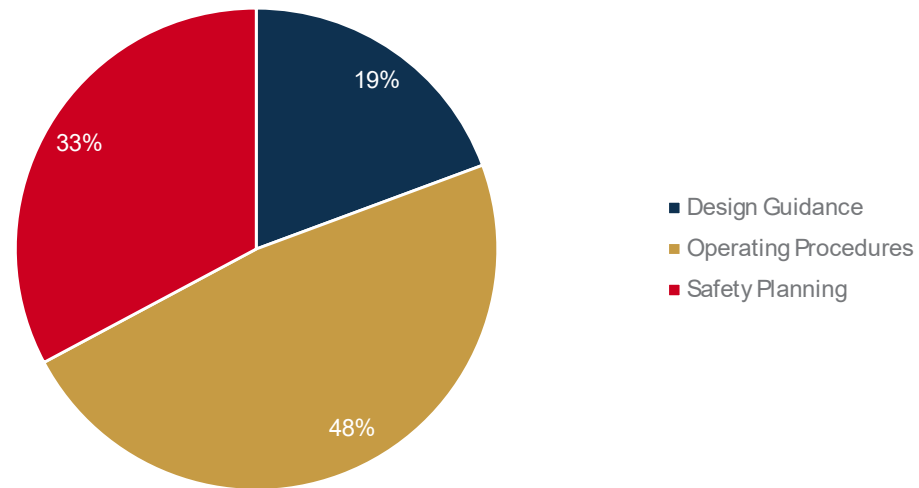
Comments

		Votes		% of Total	% of Sec.
Non-Infrastructure	Design Guidance	36	186	10%	19%
	Operating Procedures	89		24%	48%
	Safety Planning	61		16%	33%
Infrastructure	Systemic Projects	50	185	13%	27%
	Corridor Projects	45		12%	24%
	Intersection Projects	90		24%	49%
	Total	371			
	Est. Participants	93			

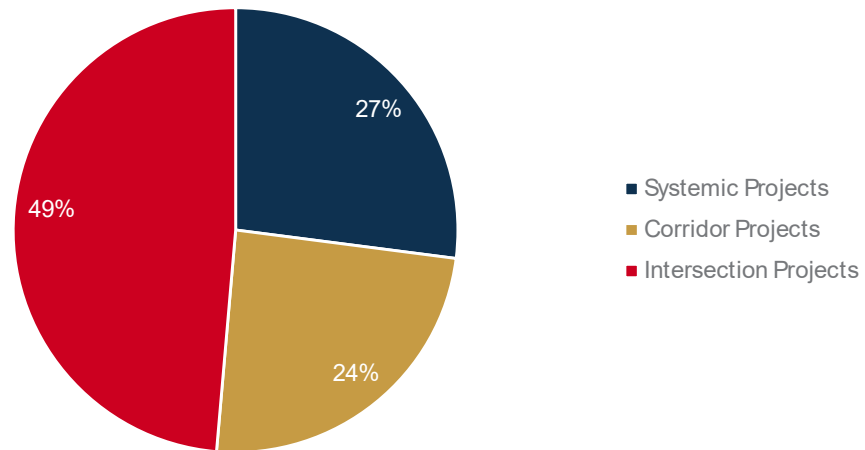
Ornament Votes Split



Non-Infrastructure Distributions



Infrastructure Distributions



Kimley-Horn Social Pinpoint

Form Results Summary

Oct 16, 2025 - Nov 13, 2025

Project: Universal City Safe Streets

Form: Universal City Safety Action Plan Survey

Tool Type: Form

Activity ID: 413

Exported: Nov 18, 2025, 10:24 AM

Exported By: WEmbertonJones

Filter By: No filters applied.

Closed

Universal City Safety Action Plan Survey
Universal City Safe Streets

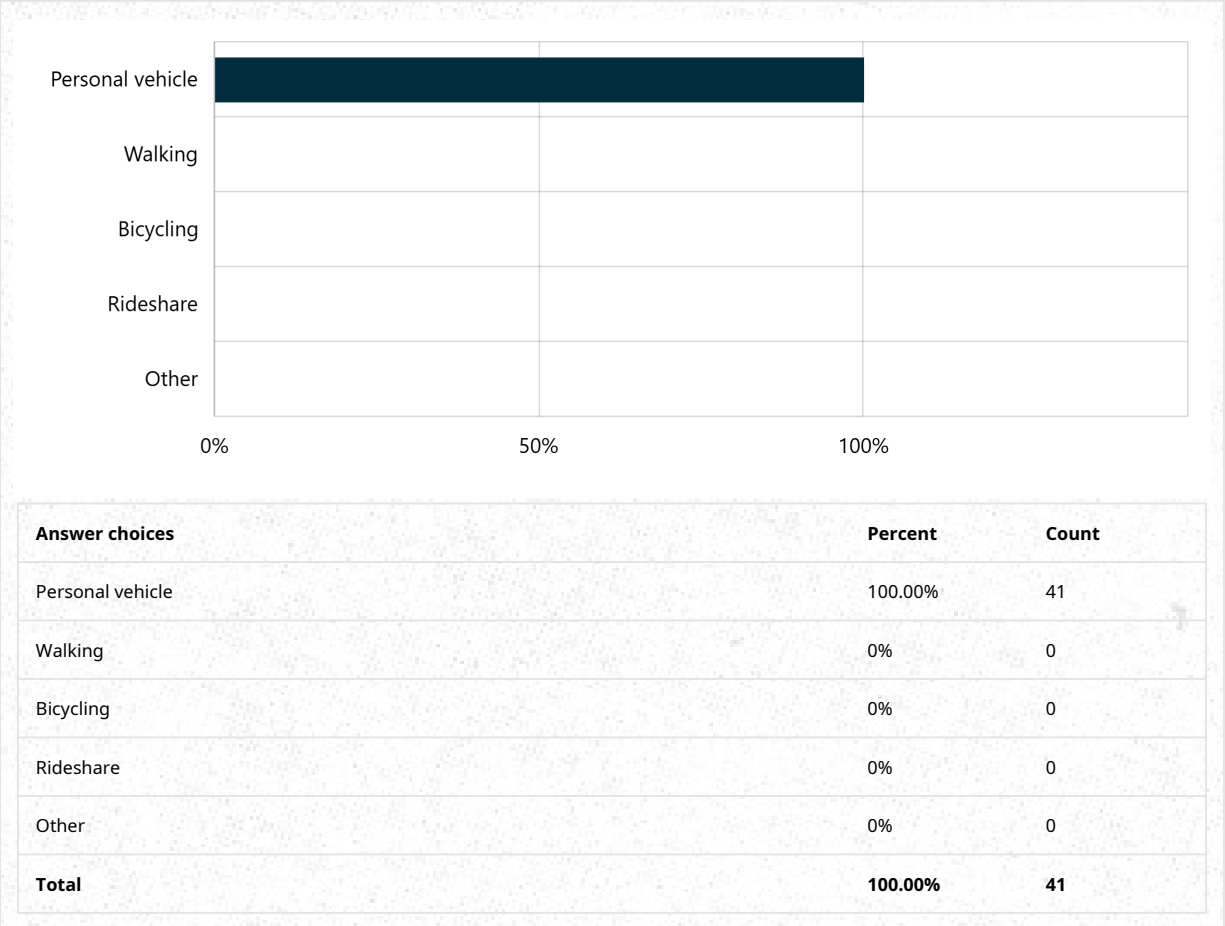
36
Contributors

41
Contributions

Contribution Summary

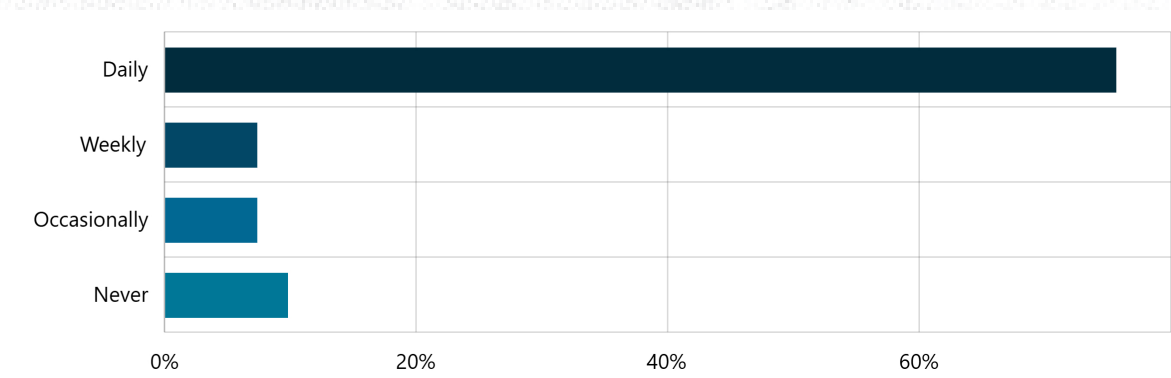
1. What is your primary mode of transportation? Required

Multi Choice | Skipped: 0 | Answered: 41 (100%)



2. How often do you use the following forms of transportation? (Walking, bicycling, driving, rideshare services) Required

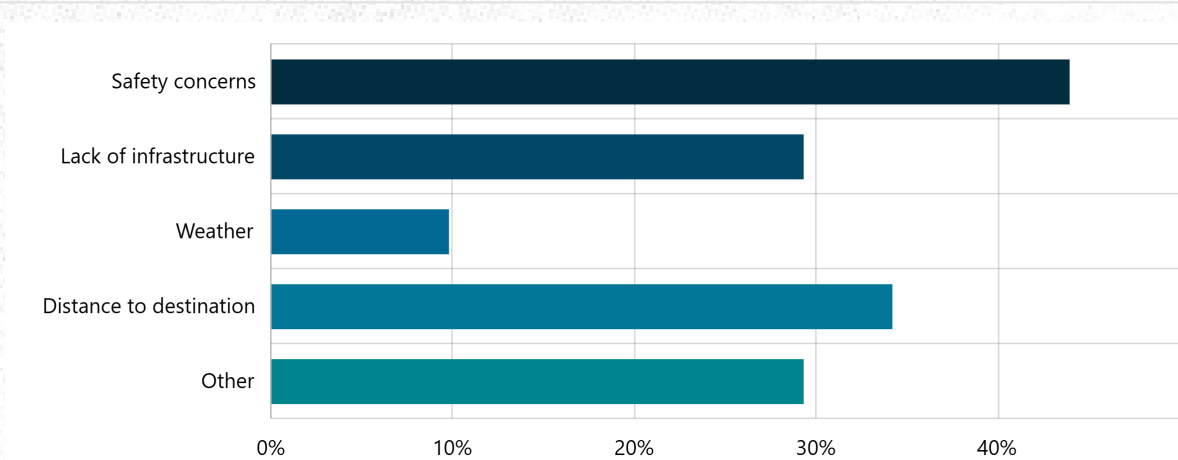
Multi Choice | Skipped: 0 | Answered: 41 (100%)



Answer choices	Percent	Count
Daily	75.61%	31
Weekly	7.32%	3
Occasionally	7.32%	3
Never	9.76%	4
Total	100.00%	41

3. What prevents you from walking or biking more often in Universal City? Required

Multi Choice | Skipped: 0 | Answered: 41 (100%)

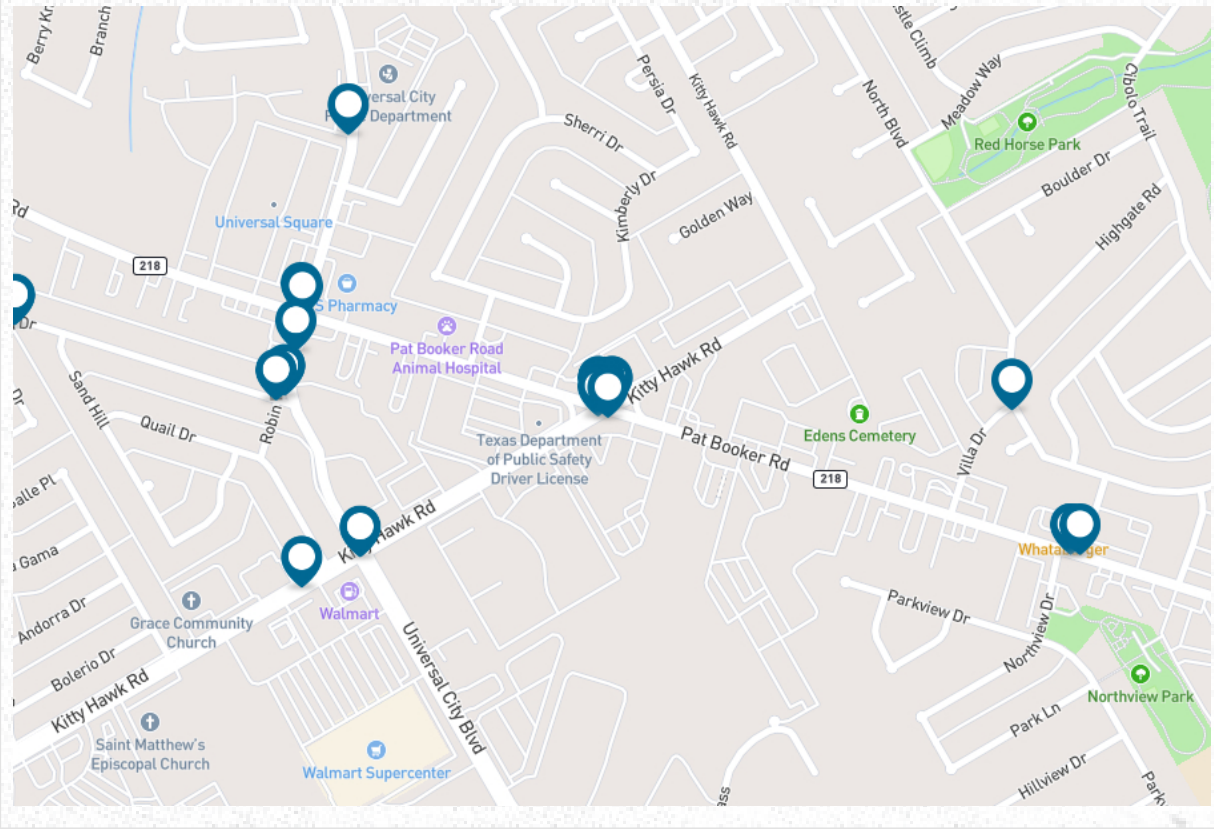


Answer choices	Percent	Count
Safety concerns	43.90%	18
Lack of infrastructure	29.27%	12
Weather	9.76%	4
Distance to destination	34.15%	14
Other	29.27%	12

4. Are there any specific streets or intersections where you feel unsafe either driving, bicycling, walking, etc.?

Required

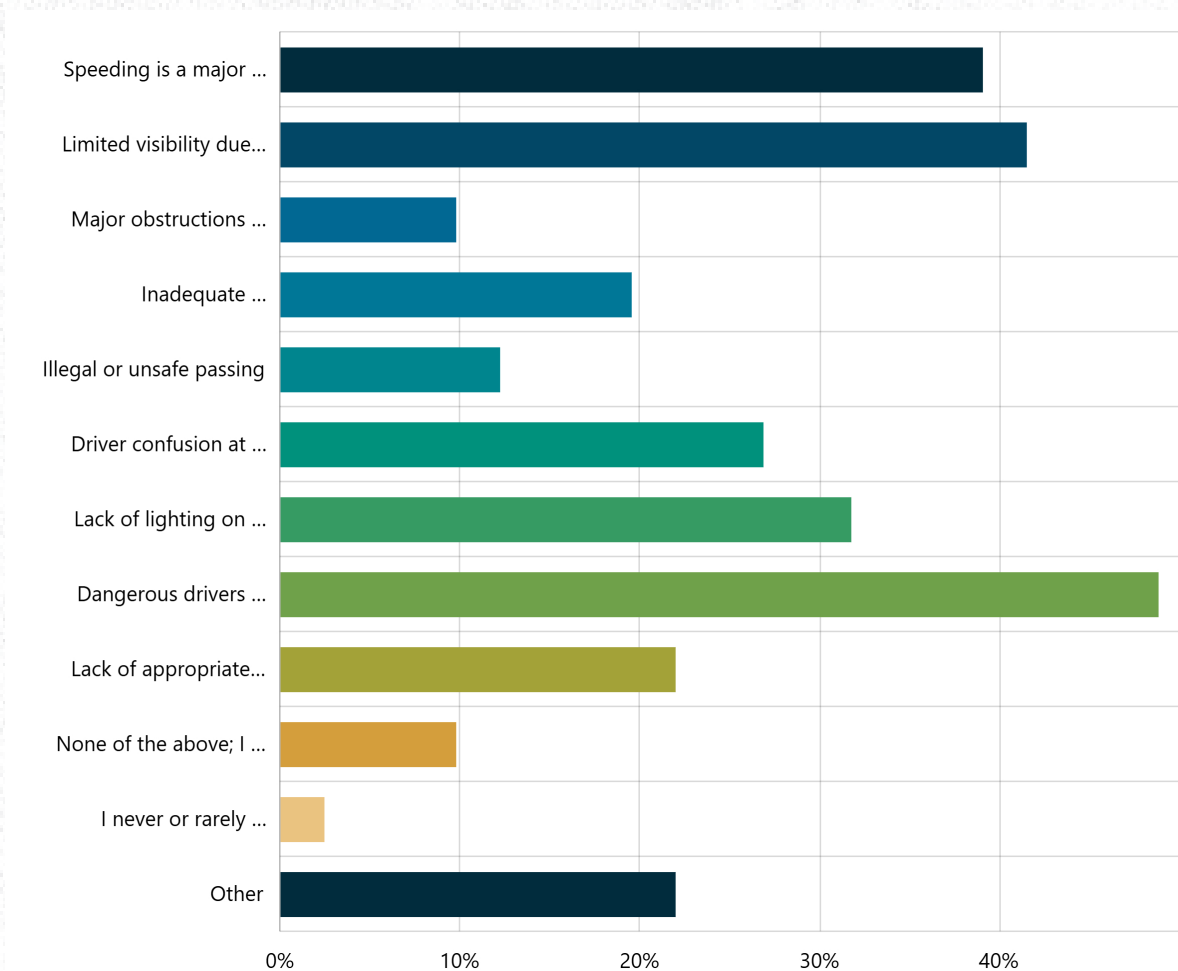
Map | Skipped: 0 | Answered: 41 (100%)



5. What are the major safety issues you encounter when you are driving? (Please select all that apply)

Required

Multi Choice | Skipped: 0 | Answered: 41 (100%)

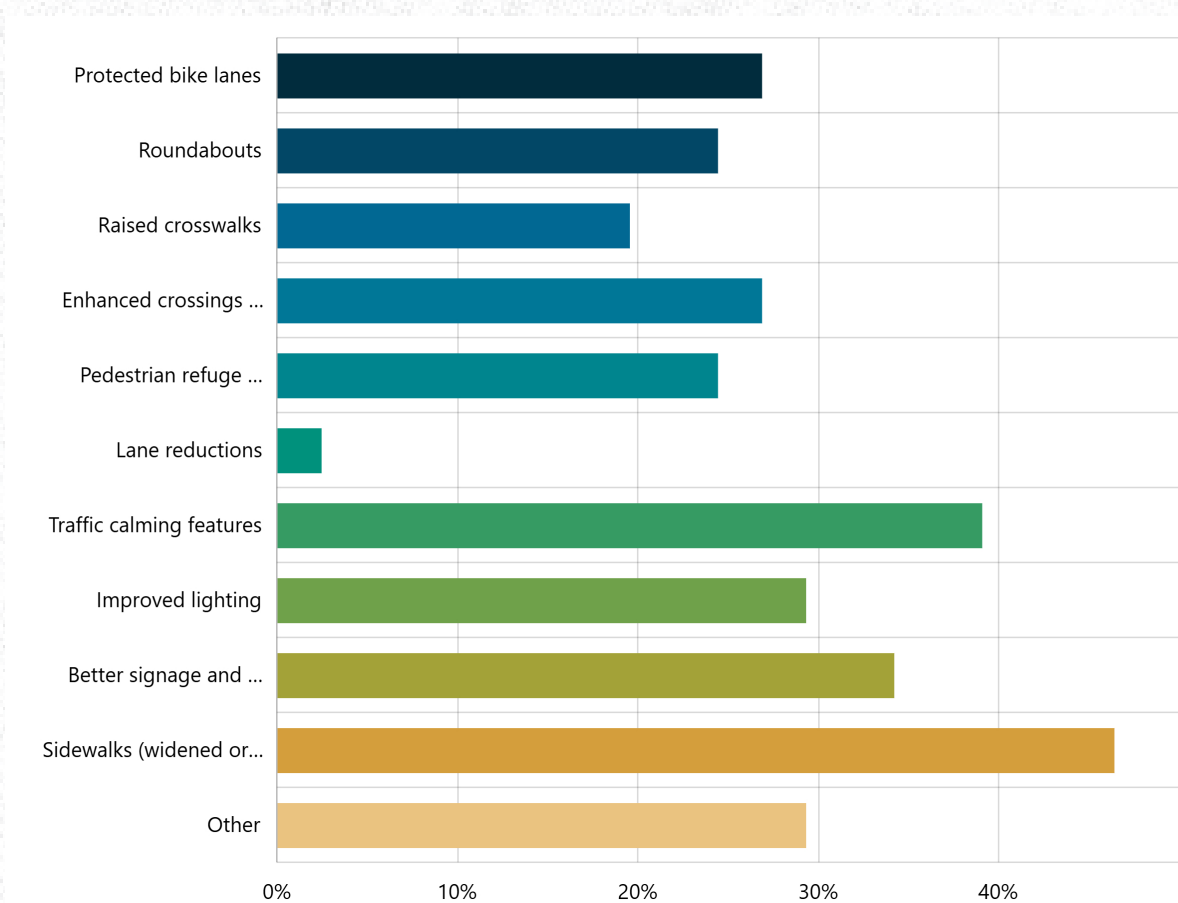


Answer choices	Percent	Count
Speeding is a major concern	39.02%	16
Limited visibility due to blind curves, on-street parking or hills are unsafe	41.46%	17
Major obstructions in roadway	9.76%	4
Inadequate maintenance of streets	19.51%	8
Illegal or unsafe passing	12.20%	5
Driver confusion at specific intersections or exits	26.83%	11
Lack of lighting on streets	31.71%	13

Dangerous drivers (texting, erratic, aggressive etc.)	48.78%	20
Lack of appropriate pavement markings or warning signage	21.95%	9
None of the above; I feel safe when driving to and from my daily destinations	9.76%	4
I never or rarely drive to my daily destinations	2.44%	1
Other	21.95%	9

**6. Which of the following improvements would make you feel safer when driving through Universal City?
(select all that apply) Required**

Multi Choice | Skipped: 0 | Answered: 41 (100%)

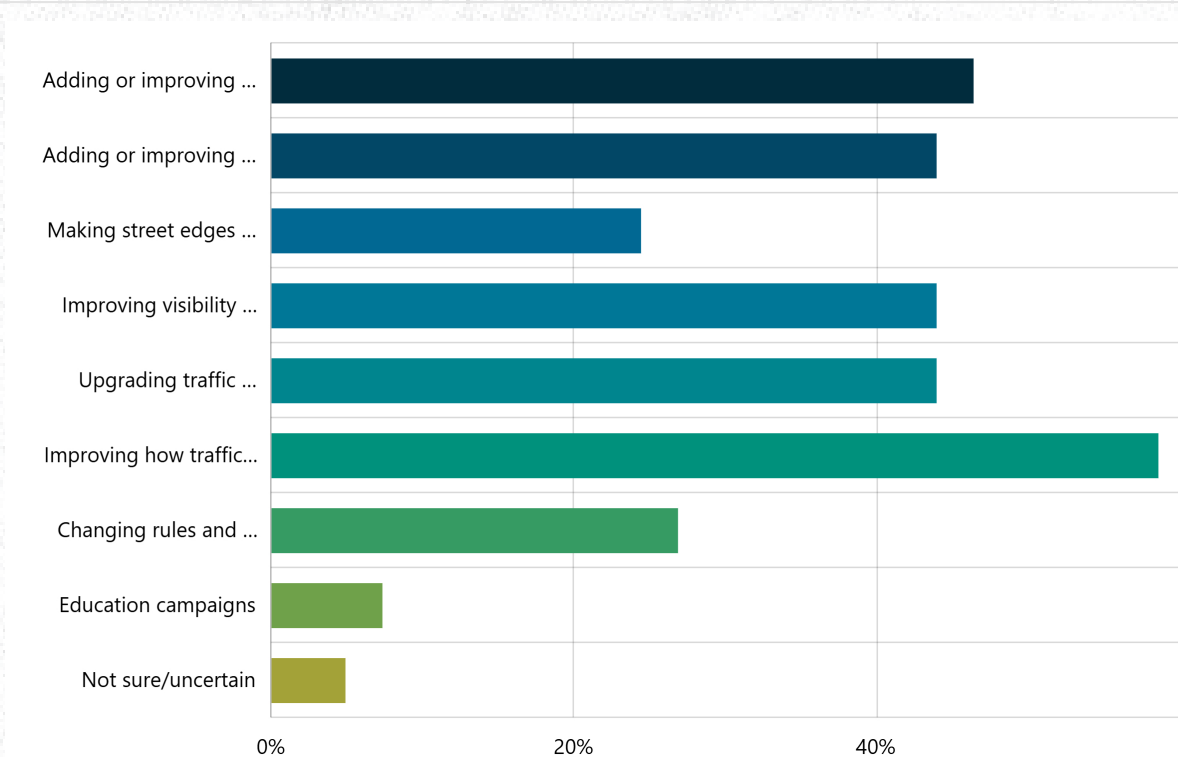


Answer choices	Percent	Count
Protected bike lanes	26.83%	11
Roundabouts	24.39%	10
Raised crosswalks	19.51%	8
Enhanced crossings (rectangular rapid flashing beacons or pedestrian hybrid beacons)	26.83%	11
Pedestrian refuge islands	24.39%	10
Lane reductions	2.44%	1
Traffic calming features	39.02%	16
Improved lighting	29.27%	12
Better signage and wayfinding	34.15%	14

Sidewalks (widened or filling of gaps)	46.34%	19
Other	29.27%	12

7. Given limited funding, which safety solutions are most important to you? Select three options from the list below. Required

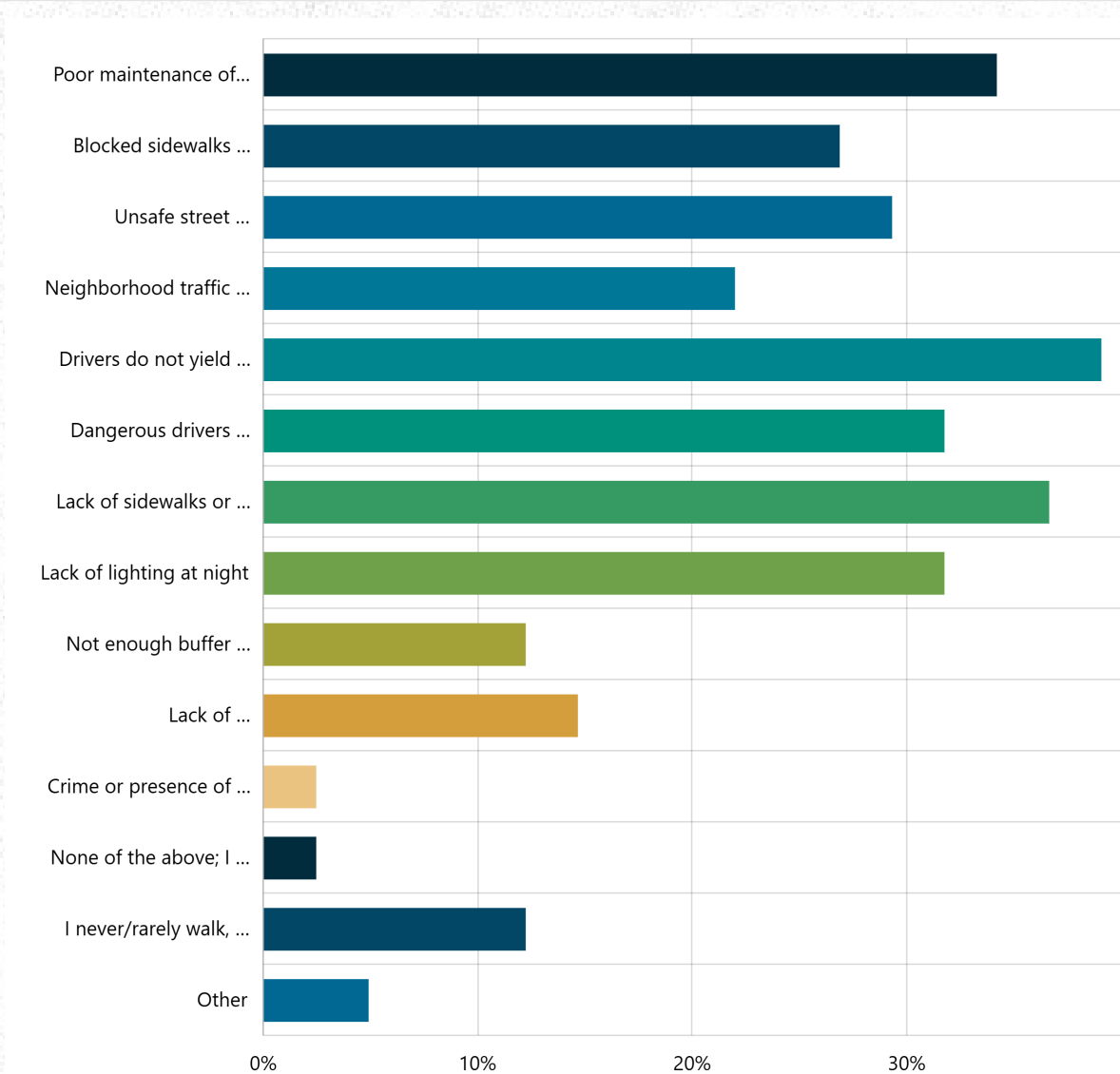
Multi Choice | Skipped: 0 | Answered: 41 (100%)



Answer choices	Percent	Count
Adding or improving sidewalks, bike lanes, or trail	46.34%	19
Adding or improving signs and pavement markings (speed limits, school zones, crosswalks)	43.90%	18
Making street edges safer with better striping, rumble strips, wider shoulders, and other methods	24.39%	10
Improving visibility (clear space at corner, large curves, flatter roads, lighting)	43.90%	18
Upgrading traffic control devices (traffic signals, signs, medians)	43.90%	18
Improving how traffic moves (adding turning lanes, improved traffic signal timing)	58.54%	24
Changing rules and enforcement to improve driver behavior	26.83%	11
Education campaigns	7.32%	3
Not sure/uncertain	4.88%	2

8. What are the major safety issues you encounter when you are walking or biking? (Please select all that apply)

Multi Choice | Skipped: 0 | Answered: 41 (100%)

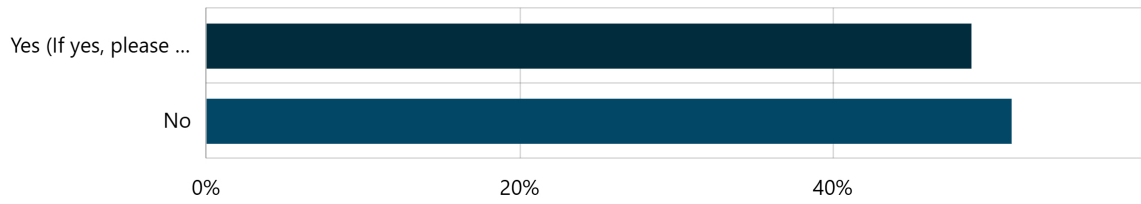


Answer choices	Percent	Count
Poor maintenance of sidewalks	34.15%	14
Blocked sidewalks (utility poles or lines, garbage cans, cars in lanes, other major obstructions)	26.83%	11
Unsafe street intersections (lack of crosswalks or signalization, crossing distance feels dangerous)	29.27%	12
Neighborhood traffic volumes are unsafe for pedestrians or bicyclists	21.95%	9

Drivers do not yield to bicyclists or pedestrians in crosswalks	39.02%	16
Dangerous drivers (texting, intoxicated, aggressive etc.)	31.71%	13
Lack of sidewalks or bicycle lanes	36.59%	15
Lack of lighting at night	31.71%	13
Not enough buffer between streets and sidewalks, greenways, or bike lanes	12.20%	5
Lack of ADA-accessible infrastructure (curb cuts are difficult to traverse, etc.)	14.63%	6
Crime or presence of illicit activities	2.44%	1
None of the above; I feel safe when biking or walking around the City	2.44%	1
I never/rarely walk, bicycle or use a wheelchair for transportation	12.20%	5
Other	4.88%	2

10. Do you think speed is a problem in your neighborhood or around schools?

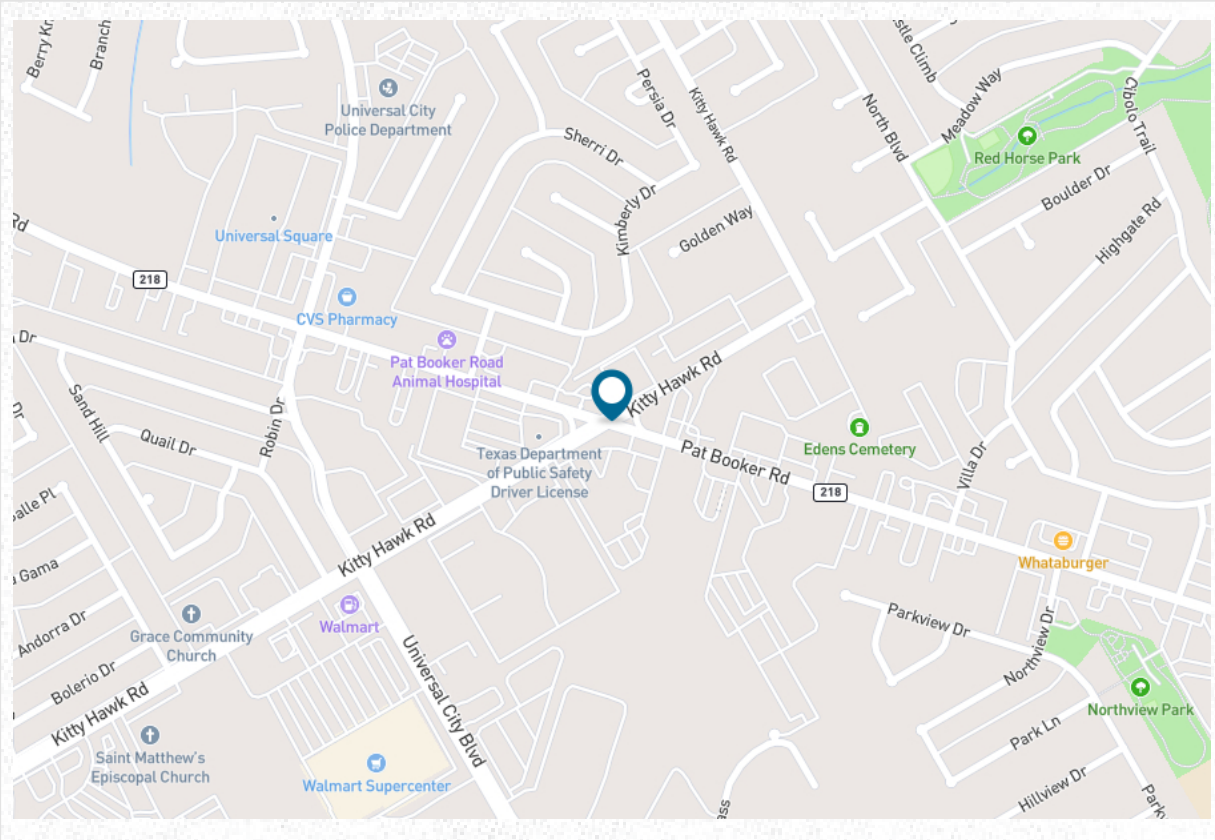
Multi Choice | Skipped: 2 | Answered: 39 (95.1%)



Answer choices	Percent	Count
Yes (If yes, please indicate where there are speeding concerns on the Interactive Map)	48.72%	19
No	51.28%	20
Total	100.00%	39

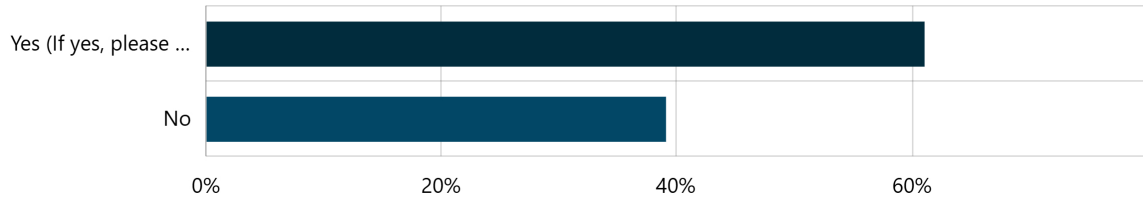
11. Please indicate where you feel there are speed problems on the map. Required

Map | Skipped: 37 | Answered: 4 (9.8%)



12. Have you experienced or witnessed a crash or near-miss in Universal City?

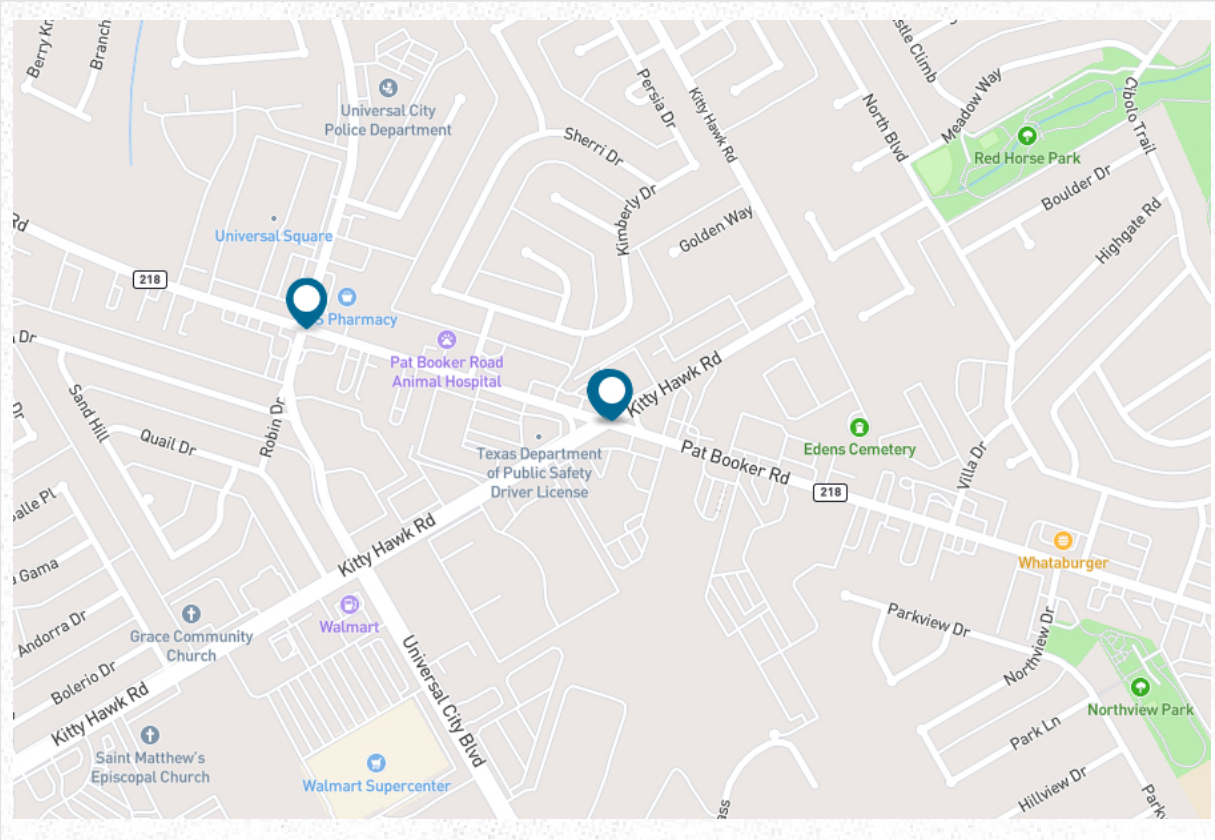
Multi Choice | Skipped: 0 | Answered: 41 (100%)



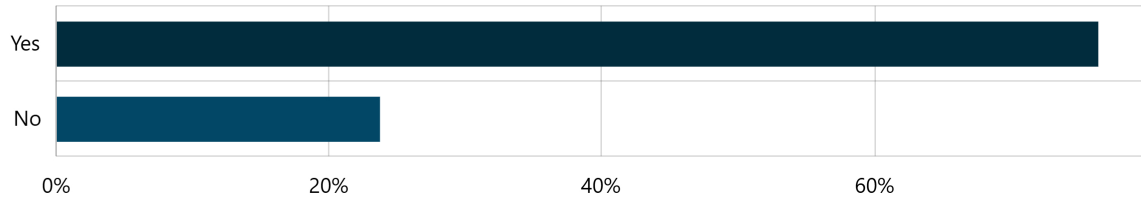
Answer choices	Percent	Count
Yes (If yes, please describe what you think contributed to the incident)	60.98%	25
No	39.02%	16
Total	100.00%	41

13. Please indicate where you have experienced or witnessed a crash or near miss on the map. Required

Map | Skipped: 35 | Answered: 6 (14.6%)



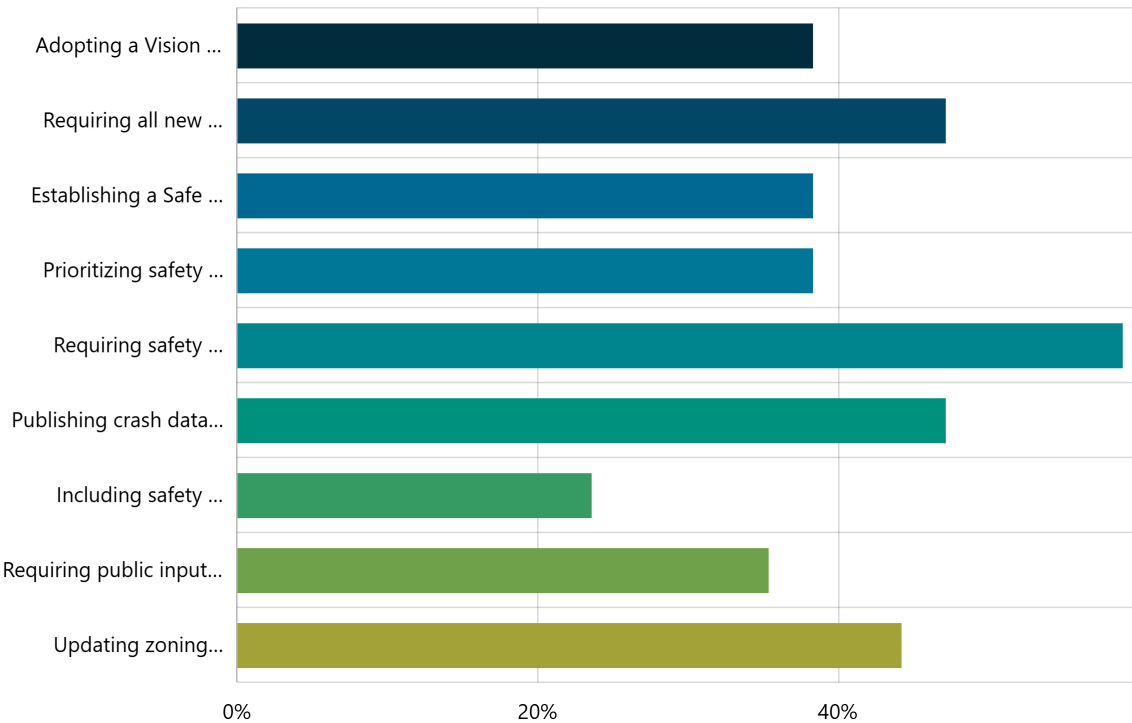
14. Should the City prioritize safety improvements even if it means reducing vehicular speeds or travel lanes?
 Multi Choice | Skipped: 3 | Answered: 38 (92.7%)



Answer choices	Percent	Count
Yes	76.32%	29
No	23.68%	9
Total	100.00%	38

**15. Which of the following policy changes would you support to improve traffic safety in Universal City?
(select all that apply)**

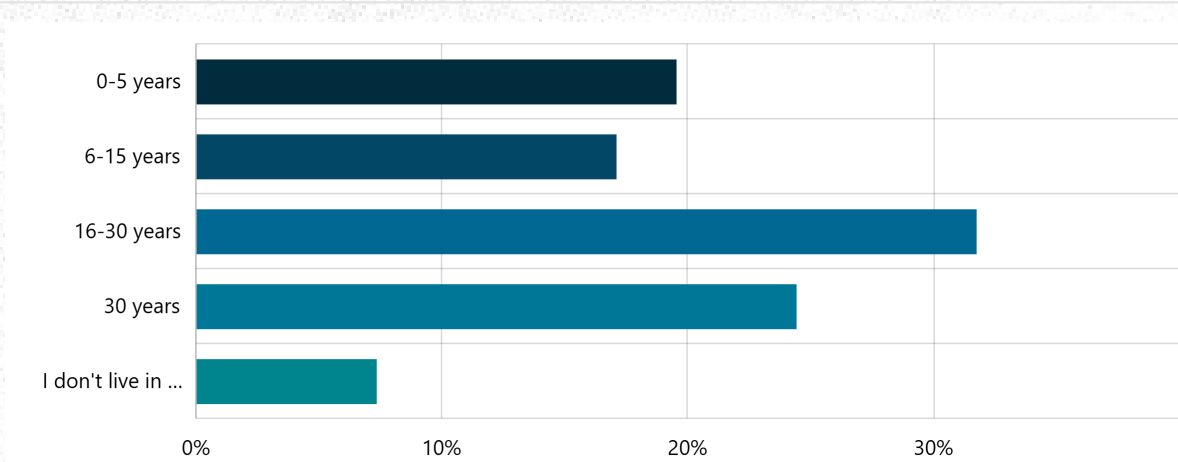
Multi Choice | Skipped: 7 | Answered: 34 (82.9%)



Answer choices	Percent	Count
Adopting a Vision Zero goal to eliminate traffic deaths and serious injuries	38.24%	13
Requiring all new streets to be designed for all users (Complete Streets policy)	47.06%	16
Establishing a Safe Routes to School Plan	38.24%	13
Prioritizing safety improvements in underserved neighborhoods	38.24%	13
Requiring safety audits for high-crash locations	58.82%	20
Publishing crash data and safety progress online	47.06%	16
Including safety scoring in infrastructure project selection	23.53%	8
Requiring public input for all major safety projects	35.29%	12
Updating zoning codes to require safe access for all modes of transportation	44.12%	15

16. How long have you lived in Universal City?

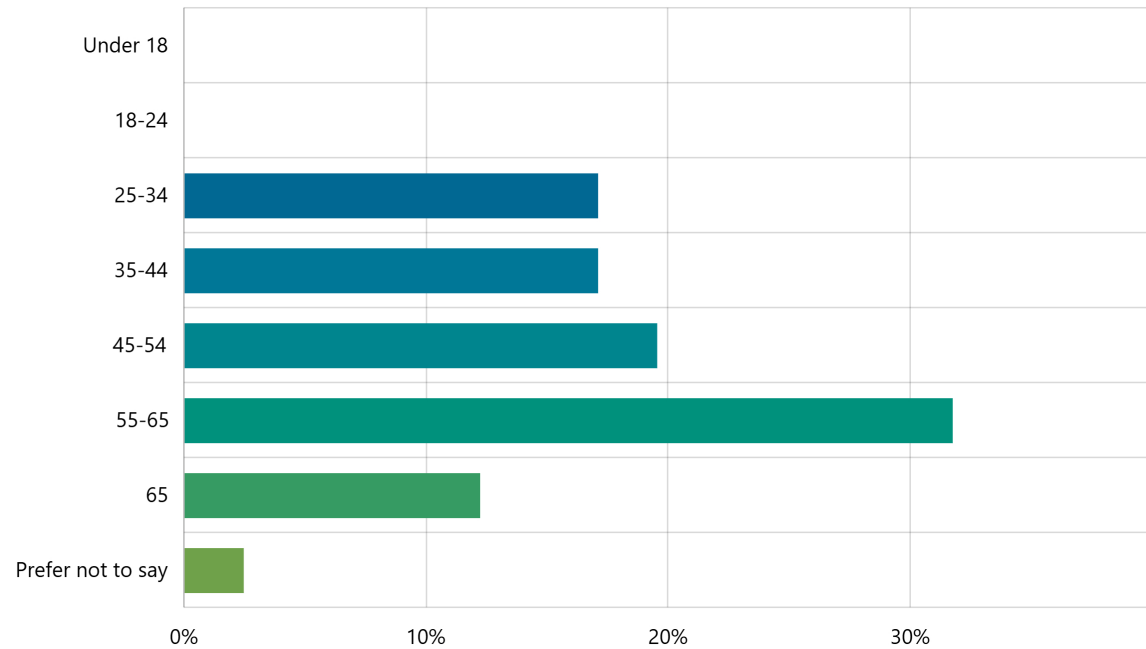
Multi Choice | Skipped: 0 | Answered: 41 (100%)



Answer choices	Percent	Count
0-5 years	19.51%	8
6-15 years	17.07%	7
16-30 years	31.71%	13
30 years	24.39%	10
I don't live in Universal City. I am a frequent visitor.	7.32%	3
Total	100.00%	41

17. What is your age?

Multi Choice | Skipped: 0 | Answered: 41 (100%)



Answer choices	Percent	Count
Under 18	0%	0
18-24	0%	0
25-34	17.07%	7
35-44	17.07%	7
45-54	19.51%	8
55-65	31.71%	13
65	12.20%	5
Prefer not to say	2.44%	1
Total	100.00%	41

18. What is your gender?

Short Text | Skipped: 6 | Answered: 35 (85.4%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

19. What other thoughts would you like to share about transportation safety in Universal City?

Long Text | Skipped: 22 | Answered: 19 (46.3%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

20. If you would like to receive updates for this Safety Action Plan, please include your email:

Short Text | Skipped: 25 | Answered: 16 (39%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Roadway	From	To	Classification	Length (Miles)	AADT	Crash Rate (M/MT)	Crash Cost (\$100k)		EPDO		Ped + bike		Crash Count	K	A	B	Sum of K, A, B		Sum of K & A	
								Total	Per Mile	Total	Per Mile	Total	Per Mile					Total	Per Mile	Total	Per Mile
1	Athenian	SH 218	Universal City Blvd	Major Collector	0.87	4400	3.01	14.07	16.17	267	306	0	0.0	21	0	0	1	1	1.1	0	0.0
2	Aviation East	SH 218	FM 78	Major Collector	1.01	6180	3.86	41.88	41.47	840	832	1	1.0	44	1	2	5	8	7.9	3	3.0
3	Balboa Dr	Amistad Blvd	Universal City Blvd	Local	0.75	309	14.19	15.32	20.43	287	383	0	0.0	6	0	1	0	1	1.3	1	1.3
4	Centerbrook	City Limits	End of Road	Local	0.3	456	36.05	9.33	31.09	177	590	0	0.0	9	0	0	1	1	3.3	0	0.0
5	WByrd Blvd	Parkview Dr	SH 218	Major Collector	0.3	1319	4.15	15.33	51.11	290	966	1	3.3	3	0	1	1	2	6.7	1	3.3
6	FM 1976	City Limits	SL 1604 Frontage Rd	Minor Arterial	0.59	12720	1.90	19.28	32.67	573	972	1	1.7	26	0	1	3	4	6.8	1	1.7
7	Old Cimarron Trl	Kitty Hawk Rd	Adolph Scheel Way	Major Collector	0.88	3040	8.02	33.81	38.60	956	1091	0	0.0	39	0	3	6	9	10.3	1	1.1
8	Old Cimarron Trl	Anton Schumann Dr	City Limits	Major Collector	0.77	3135	3.40	22.45	29.16	769	999	0	0.0	15	0	2	1	3	3.9	2	2.6
9	Kitty Hawk Rd	City Limits	SL 1604	Minor Arterial	1.05	21735	2.06	38.18	36.36	1453	1384	0	0.0	86	0	2	8	10	9.5	2	1.9
10	Kitty Hawk Rd	SL 1604	SH 218	Minor Arterial	0.77	15939	2.68	45.94	59.67	1704	2213	1	1.3	60	0	2	7	9	11.7	2	2.6
11	North Blvd	Kitty Hawk Rd	National Blvd	Major Collector	1.53	1180	2.43	18.79	12.28	711	464	2	1.3	8	0	2	2	4	2.6	2	1.3
12	Universal City Blvd	SH 218	Kitty Hawk Rd	Minor Arterial	0.26	5420	17.50	42.15	162.10	875	3365	1	3.8	45	0	0	8	8	30.8	0	0.0
13	Winn Ave	Crystal Canyon	National Blvd	Local	0.61	309	2.91	12.55	20.57	237	389	0	0.0	1	0	1	0	1	1.6	1	1.6
14	FM 78	City Limits	Kelly Ave	Principal Arterial	0.15	25054	4.37	35.30	235.33	665	4434	0	0.0	30	0	1	3	4	26.7	1	6.7
15	FM 78	Universal Dr	City Limits	Principal Arterial	0.89	25054	1.97	119.58	134.36	7569	8505	1	1.1	80	2	3	14	19	21.3	5	5.6
16	Shadow Ter	Colonial Blf	Carlito Cove	Local	0.24	309	29.55	7.45	31.03	138	576	0	0.0	4	0	0	1	1	4.2	0	0.0
17	EWright Blvd	SH 218	E Langley Blvd	Local	0.47	209	27.89	13.18	28.05	248	528	0	0.0	5	0	1	0	1	2.1	1	2.1
18	Athenian	Pat Booker Rd	Centerbrook	Major Collector	0.25	4400	13.16		0.00	0		0	0.0	26	0	0	2	2	8.1	0	0.0

Crashes from TxDOT's CRIS for 2020-2024 Crash Rate per million vehicle miles traveled (M/MT).

AADT = Average Daily Traffic | EPDO = Equivalent Property Damage Only

K = Fatal Crash | A = Suspected Serious Injury Crash | B = Suspected Minor Injury Crash

Roadway classification is based on the City of Boerne Major Thoroughfare Plan.

Crash Cost determined using "cost to society" metrics; created by National Safety Council, determined by TxDOT

ID	Roadway	From	To	Classification	Length (Miles)	AADT	Crash Rate (M/MT)	Crash Cost (\$100k)		EPDO		Ped + bike		Crash Count	K	A	B	Sum of K, A, B		Sum of K & A	
								Total	Per Mile	Total	Per Mile	Total	Per Mile					Total	Per Mile	Total	Per Mile
1	Athenian	SH218	Universal City Blvd	Major Collector	0.87	4400	3.01	14.07	16.17	267	306	0	0.0	21	0	0	1	1	1.1	0	0.0
2	Aviation East	SH218	FM78	Major Collector	1.01	6180	3.86	41.88	41.47	840	832	1	1.0	44	1	2	5	8	7.9	3	3.0
3	Balboa Dr	Amistad Blvd	Universal City Blvd	Local	0.75	309	14.19	15.32	20.43	287	383	0	0.0	6	0	1	0	1	1.3	1	1.3
4	Centerbrook	City Limits	End of Road	Local	0.3	456	36.05	9.33	31.09	177	590	0	0.0	9	0	0	1	1	3.3	0	0.0
5	WByrd Blvd	Parkview Dr	SH218	Major Collector	0.3	1319	4.15	15.33	51.11	290	966	1	3.3	3	0	1	1	2	6.7	1	3.3
6	FM1976	City Limits	SL1604 Frontage Rd	Minor Arterial	0.59	12720	1.90	19.28	32.67	573	972	1	1.7	26	0	1	3	4	6.8	1	1.7
7	Old Cimarron Trl	Kitty Hawk Rd	Adolph Scheel Way	Major Collector	0.88	3040	8.02	33.81	38.60	956	1091	0	0.0	39	0	3	6	9	10.3	1	1.1
8	Old Cimarron Trl	Anton Schumann Dr	City Limits	Major Collector	0.77	3135	3.40	22.45	29.16	769	999	0	0.0	15	0	2	1	3	3.9	2	2.6
9	Kitty Hawk Rd	City Limits	SL1604	Minor Arterial	1.05	21735	2.06	38.18	36.36	1453	1384	0	0.0	86	0	2	8	10	9.5	2	1.9
10	Kitty Hawk Rd	SL1604	SH218	Minor Arterial	0.77	15939	2.68	45.94	59.67	1704	2213	1	1.3	60	0	2	7	9	11.7	2	2.6
11	North Blvd	Kitty Hawk Rd	National Blvd	Major Collector	1.53	1180	2.43	18.79	12.28	711	464	2	1.3	8	0	2	2	4	2.6	2	1.3
12	Universal City Blvd	SH218	Kitty Hawk Rd	Minor Arterial	0.26	5420	17.50	42.15	162.10	875	3365	1	3.8	45	0	0	8	8	30.8	0	0.0
13	Winn Ave	Crystal Canyon	National Blvd	Local	0.61	309	2.91	12.55	20.57	237	389	0	0.0	1	0	1	0	1	1.6	1	1.6
14	FM78	City Limits	Kelly Ave	Principal Arterial	0.15	25054	4.37	35.30	235.33	665	4434	0	0.0	30	0	1	3	4	26.7	1	6.7
15	FM78	Universal Dr	City Limits	Principal Arterial	0.89	25054	1.97	119.58	134.36	7569	8505	1	1.1	80	2	3	14	19	21.3	5	5.6
16	Shadow Ter	Colonial Blf	Carlito Cove	Local	0.24	309	29.55	7.45	31.03	138	576	0	0.0	4	0	0	1	1	4.2	0	0.0
17	EWright Blvd	SH218	ELangley Blvd	Local	0.47	209	27.89	13.18	28.05	248	528	0	0.0	5	0	1	0	1	2.1	1	2.1
18	Athenian	Pat Booker Rd	Centerbrook	Major Collector	0.25	4400	13.16		0.00	0		0	0.0	26	0	0	2	2	8.1	0	0.0

Crashes from TxDOT's CRIS for 2020-2024 Crash Rate per million vehicle miles traveled (M/MT).

AADT = Average Daily Traffic | EPDO = Equivalent Property Damage Only

K = Fatal Crash | A = Suspected Serious Injury Crash | B = Suspected Minor Injury Crash

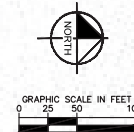
Roadway classification is based on the City of Boerne Major Thoroughfare Plan.

Crash Cost determined using "cost to society" metrics; created by National Safety Council, determined by TxDOT



LEGEND

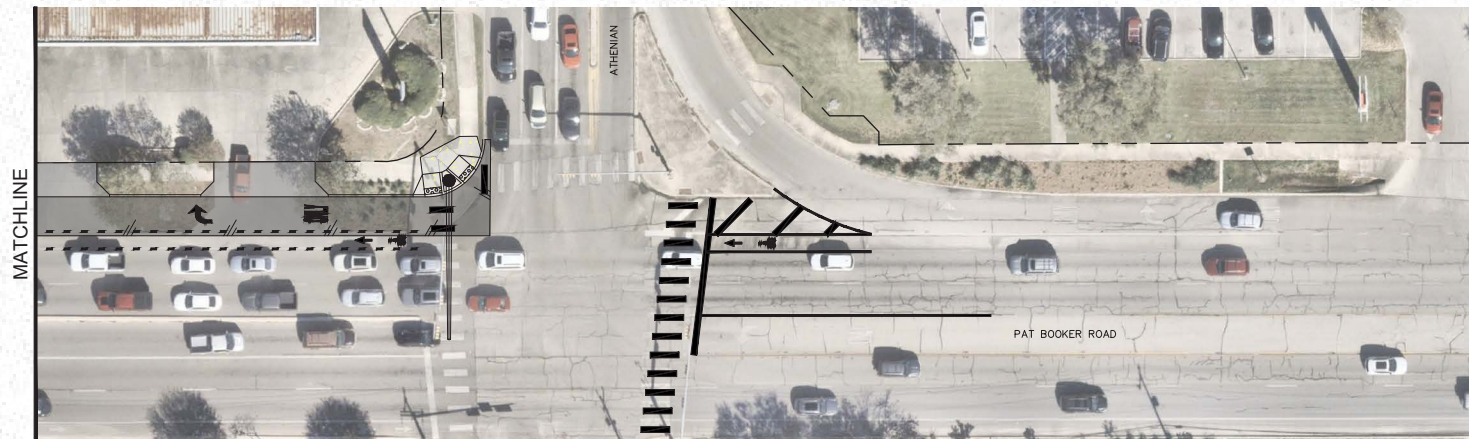
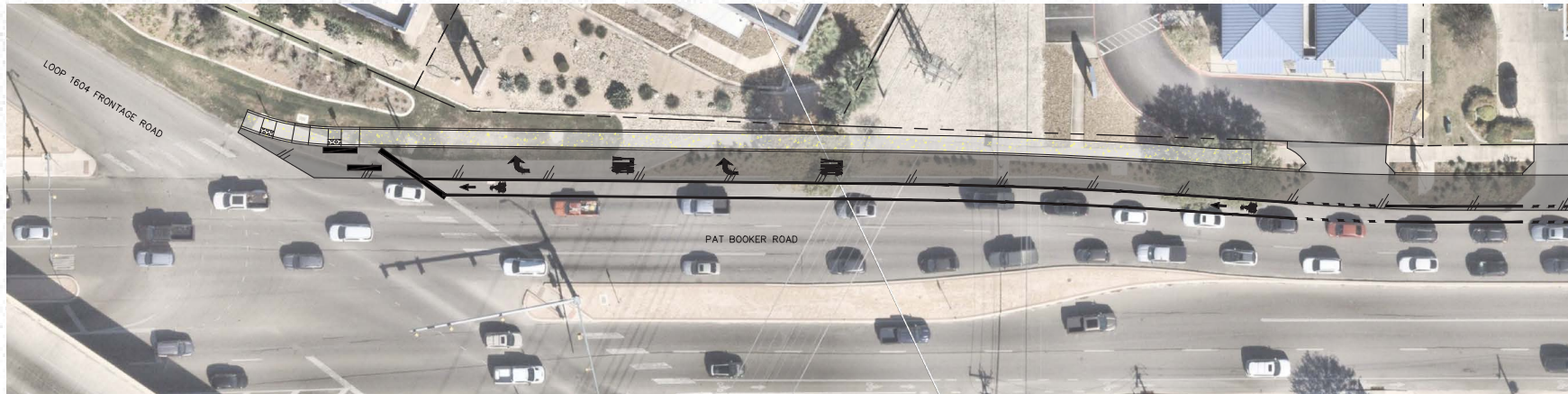
	CONCRETE MEDIAN
	DETECTABLE WARNING SURFACE



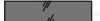
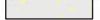
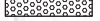
ATHENIAN
(PAT BOOKER RD
TO CENTERBROOK)



GRAPHIC SCALE IN FEET
0 10 20 40



LEGEND

-  ASPHALT PAVEMENT
-  CONCRETE DRIVEWAY
-  CONCRETE SIDEWALK
-  DETECTABLE WARNING SURFACE



Universal City
Comprehensive
Safety Action Plan

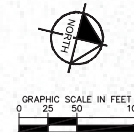


PAT BOOKER ROAD
RIGHT TURN LANE

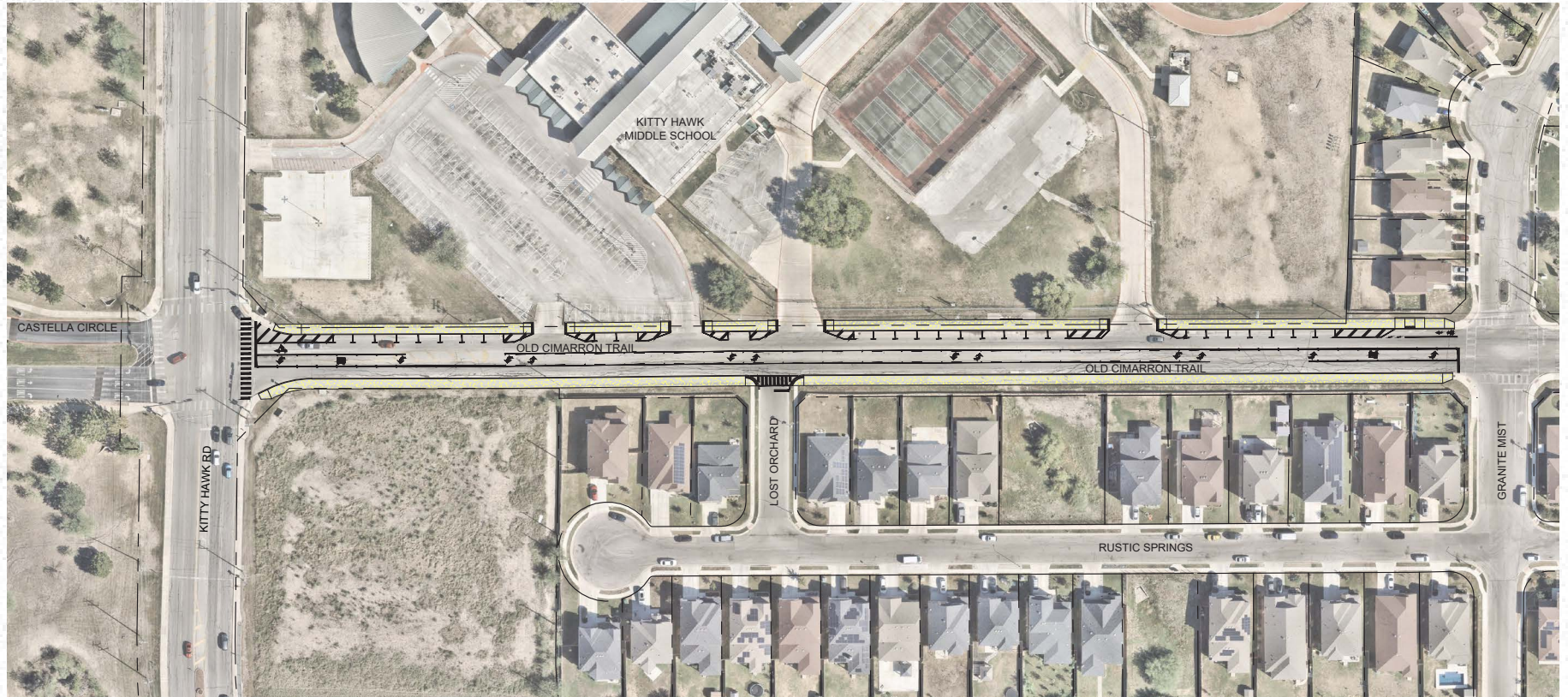


LEGEND

	CONCRETE MEDIAN
	DETECTABLE WARNING SURFACE
	PROPOSED SODDING
	ASPHALT PAVEMENT
	CONCRETE DRIVEWAY

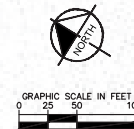


UNIVERSAL CITY BOULEVARD
(KITTY HAWK ROAD TO PAT
BOOKER RD)



LEGEND

	CONCRETE MEDIAN
	DETECTABLE WARNING SURFACE

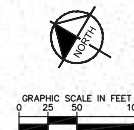


OLD CIMARRON
(KITTY HAWK TO
GRANITE MIST)



LEGEND

	CONCRETE MEDIAN
	DETECTABLE WARNING SURFACE



OLD CIMARRON
(GUILFORD COVE TO
ADOLPH SCHEEL WAY)

City of Universal City
Athenian Lane Reallocation
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 1/14/2026

Project Information:

Description:

Name: Athenian Lane Reallocation

Construction of median and striping improvements to reallocate existing lane configuration.

Limits: Pat Booker Road to Centerbrook

Right-of-Way Width (LF): Varies (52'-58')

Length (LF): 1,250

Proposed Lane Configuration: Three through lanes and a two-way double left turn lane

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	Asphalt Pavement Removal	130	SY	\$ 45.00	\$ 5,850
2	Concrete Curb Removal	60	LF	\$ 15.00	\$ 900
3	Concrete Removal	20	SY	\$ 20.00	\$ 400
4	Concrete Median	150	SY	\$ 200.00	\$ 30,000
5	Barrier Free Pedestrian Ramp - Type 1	2	EA	\$ 1,500.00	\$ 3,000
6	6" Solid White Pavement Marking	60	LF	\$ 3.00	\$ 180
7	6" Broken White Pavement Marking	220	LF	\$ 3.00	\$ 660
8	6" Solid Yellow Pavement Marking	2,390	LF	\$ 3.00	\$ 7,170
9	6" Broken Yellow Pavement Marking	340	LF	\$ 3.00	\$ 1,020
10	8" Solid White Pavement Marking	460	LF	\$ 4.00	\$ 1,840
11	8" Broken White Pavement Marking	50	LF	\$ 3.50	\$ 175
12	24" Solid White Pavement Marking	160	LF	\$ 8.00	\$ 1,280
13	24" Solid Yellow Pavement Marking	10	LF	\$ 10.00	\$ 100
14	White Symbol Word	16	EA	\$ 300.00	\$ 4,800
15	White Symbol Arrow	3	EA	\$ 300.00	\$ 900
16	Pavement Sealer (6")	3,010	LF	\$ 1.00	\$ 3,010
17	Pavement Sealer (8")	510	LF	\$ 2.00	\$ 1,020
18	Pavement Sealer (24")	170	LF	\$ 4.00	\$ 680
19	Pavement Sealer (Arrow)	3	EA	\$ 12.00	\$ 36
20	Pavement Sealer (Word)	16	EA	\$ 15.00	\$ 240
21	Reflective Pavement Marker TY I-C	48	EA	\$ 8.00	\$ 384
22	Reflective Pavement Marker TY II-A-A	86	EA	\$ 10.00	\$ 860

Roadway Construction Cost Subtotal: \$ 70,000

Major Construction Component Allowances:

Item Description	Notes	Allowance	Item Cost
☒ Mobilization		10%	\$ 7,000
☒ Site Preparation/Removals		5%	\$ 4,000
☒ Traffic Control		10%	\$ 7,000
☒ Signage		5%	\$ 4,000
☒ Erosion Control		5%	\$ 4,000
Other: None			

Allowance Subtotal: \$ 26,000

Construction Costs Subtotal \$ 96,000

Construction Contingency (+/-): 30% \$ 29,000

TOTAL Construction Cost: \$ 125,000

City of Universal City
Old Cimarron Trail Parking Improvements
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 1/14/2026

Project Information:

Description:

Name: Old Cimarron Trail Parking Improvements
Limits: Guilford Cove to Adolph Scheel Way
Right-of-Way Width (LF): Varies (62'-80')
Length (LF): 1,500
Proposed Lane Configuration: Two through lanes and a two-way double left turn lane

Construction of concrete curb, concrete shared use path, and striping improvements to reallocate existing lane configuration & add on-street parking.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	Concrete Curb Removal	1,870	LF	\$ 15.00	\$ 28,050
2	Concrete Sidewalk Removal	2,200	SY	\$ 20.00	\$ 44,000
3	Concrete Curb Type 1	1,870	LF	\$ 30.00	\$ 56,100
4	Concrete Shared Use Path (6")	2,200	SY	\$ 120.00	\$ 264,000
5	Barrier Free Pedestrian Ramp - Type 2 (10' Wide)	2	EA	\$ 2,500.00	\$ 5,000
6	Barrier Free Pedestrian Ramp - Type 10 (10' Wide)	9	EA	\$ 2,500.00	\$ 22,500
7	6" Solid Yellow Pavement Marking	2,930	LF	\$ 3.00	\$ 8,790
8	6" Broken Yellow Pavement Marking	720	LF	\$ 3.00	\$ 2,160
9	8" Solid White Pavement Marking	1,130	LF	\$ 4.00	\$ 4,520
10	24" Solid White Pavement Marking	60	LF	\$ 8.00	\$ 480
11	White Symbol Arrow	16	EA	\$ 300.00	\$ 4,800
12	White Symbol Bike	4	EA	\$ 250.00	\$ 1,000
13	Pavement Sealer (6")	3,650	LF	\$ 1.00	\$ 3,650
14	Pavement Sealer (8")	1,130	LF	\$ 2.00	\$ 2,260
15	Pavement Sealer (24")	60	LF	\$ 4.00	\$ 240
16	Pavement Sealer (Arrow)	16	EA	\$ 12.00	\$ 192
17	Pavement Sealer (Bike Symbol)	4	EA	\$ 10.00	\$ 40
18	Reflective Pavement Marker TY II-A-A	74	EA	\$ 10.00	\$ 740

Roadway Construction Cost Subtotal: \$ 450,000

Major Construction Component Allowances:

Item Description	Notes	Allowance	Item Cost
☒ Mobilization		10%	\$ 45,000
☒ Site Preparation/Removals		5%	\$ 23,000
☒ Traffic Control		10%	\$ 45,000
☒ Signage		5%	\$ 23,000
☒ Erosion Control		5%	\$ 23,000
☒ Landscaping	Sod & topsoil	3%	\$ 14,000
Other: None			

Allowance Subtotal: \$ 173,000

Construction Costs Subtotal \$ 623,000

Construction Contingency (+/-): 30% \$ 187,000

TOTAL Construction Cost: \$ 810,000

City of Universal City
Old Cimarron Trail Parking Improvements
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 1/14/2026

Project Information:

Description:

Name: Old Cimarron Trail Parking Improvements
Limits: Kitty Hawk Road to Granite Mist
Right-of-Way Width (LF): Varies (62'-80')
Length (LF): 1,250
Proposed Lane Configuration: Two through lanes, Two-way left turn lane, Parking

Construction of concrete curb, concrete shared use path, and striping improvements to reallocate existing lane configuration & add on-street parking.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	Concrete Curb Removal	2,250	LF	\$ 15.00	\$ 33,750
2	Concrete Sidewalk Removal	1,400	SY	\$ 20.00	\$ 28,000
3	Concrete Curb Type 1	2,250	LF	\$ 30.00	\$ 67,500
4	Concrete Shared Use Path (6")	2,300	SY	\$ 120.00	\$ 276,000
5	Barrier Free Pedestrian Ramp - Type 2 - 10' Wide	1	EA	\$ 2,500.00	\$ 2,500
6	Barrier Free Pedestrian Ramp - Type 10 - 10' Wide	9	EA	\$ 2,500.00	\$ 22,500
7	6" Solid Yellow Pavement Marking	2,430	LF	\$ 3.00	\$ 7,290
8	6" Broken Yellow Pavement Marking	360	LF	\$ 3.00	\$ 1,080
9	8" Solid White Pavement Marking	1,240	LF	\$ 4.00	\$ 4,960
10	8" Broken White Pavement Marking	10	LF	\$ 3.50	\$ 35
11	24" Solid White Pavement Marking	620	LF	\$ 8.00	\$ 4,960
12	White Symbol Word	2	EA	\$ 300.00	\$ 600
13	White Symbol Arrow	13	EA	\$ 300.00	\$ 3,900
14	White Symbol Bike	1	EA	\$ 250.00	\$ 250
15	Pavement Sealer (6")	2,790	LF	\$ 1.00	\$ 2,790
16	Pavement Sealer (8")	1,250	LF	\$ 2.00	\$ 2,500
17	Pavement Sealer (24")	620	LF	\$ 4.00	\$ 2,480
18	Pavement Sealer (Arrow)	13	EA	\$ 12.00	\$ 156
19	Pavement Sealer (Word)	2	EA	\$ 15.00	\$ 30
20	Pavement Sealer (Bike Symbol)	1	EA	\$ 10.00	\$ 10
21	Reflective Pavement Marker TY I-C	16	EA	\$ 8.00	\$ 128
22	Reflective Pavement Marker TY II-A-A	90	EA	\$ 10.00	\$ 900
Roadway Construction Cost Subtotal:					\$ 470,000

Major Construction Component Allowances:

Item Description	Notes	Allowance	Item Cost
☒ Mobilization		10%	\$ 47,000
☒ Site Preparation/Removals		5%	\$ 24,000
☒ Traffic Control		10%	\$ 47,000
☒ Signage		5%	\$ 24,000
☒ Erosion Control		5%	\$ 24,000
☒ Landscaping	Sod & topsoil	3%	\$ 15,000
Other:			
Culvert & Headwall Modification		LS	\$ 50,000
Allowance Subtotal:			\$ 231,000
Construction Costs Subtotal			\$ 701,000
Construction Contingency (+/-):			30% \$ 214,000
TOTAL Construction Cost:			\$ 915,000

City of Universal City
Pat Booker Road Turn Lane
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 1/14/2026

Project Information:	Description:
Name: Pat Booker Road Turn Lane Limits: Loop 1604 to Athenian Right-of-Way Width (LF): Varies (116'-124') Length (LF): 850 Proposed Lane Configuration: Four through lanes, with left and right turn lanes	Construction of pavement widening for a right turn lane, concrete sidewalks, driveways, & curb, and barrier free pedestrian ramps.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	Roadway Excavation	420	CY	\$ 25.00	\$ 10,500
2	Asphalt Pavement Removal	60	SY	\$ 45.00	\$ 2,700
3	Concrete Curb Removal	680	LF	\$ 15.00	\$ 10,200
4	Concrete Sidewalk Removal	270	SY	\$ 20.00	\$ 5,400
5	Concrete Driveway Removal	320	SY	\$ 45.00	\$ 14,400
6	Dense-Graded Hot-Mix Asphalt TY-C (PG 70-22) (4")	220	TON	\$ 250.00	\$ 55,000
7	Dense-Graded Hot-Mix Asphalt TY-B (PG 64-22) (8")	430	TON	\$ 225.00	\$ 96,750
8	Flexible Base (6")	930	SY	\$ 25.00	\$ 23,250
9	Concrete Driveway	150	SY	\$ 130.00	\$ 19,500
10	Concrete Curb Type 1	500	LF	\$ 30.00	\$ 15,000
11	Concrete Sidewalk (4")	250	SY	\$ 90.00	\$ 22,500
12	Integral Sidewalk Wall - C1 Curb	190	LF	\$ 150.00	\$ 28,500
13	Barrier Free Pedestrian Ramp - Type 1	2	EA	\$ 1,500.00	\$ 3,000
14	Barrier Free Pedestrian Ramp - Type 2	2	EA	\$ 1,500.00	\$ 3,000
15	8" Solid White Pavement Marking	1,030	LF	\$ 4.00	\$ 4,120
16	8" Broken White Pavement Marking	120	LF	\$ 3.50	\$ 420
17	24" Solid White Pavement Marking	310	LF	\$ 8.00	\$ 2,480
18	White Symbol Word	3	EA	\$ 300.00	\$ 900
19	White Symbol Arrow	3	EA	\$ 300.00	\$ 900
20	White Symbol Bike	4	EA	\$ 250.00	\$ 1,000
21	Pavement Sealer (8")	1,150	LF	\$ 2.00	\$ 2,300
22	Pavement Sealer (24")	310	LF	\$ 4.00	\$ 1,240
23	Pavement Sealer (Arrow)	3	EA	\$ 12.00	\$ 36
24	Pavement Sealer (Word)	3	EA	\$ 15.00	\$ 45
25	Pavement Sealer (Bike Symbol)	4	EA	\$ 10.00	\$ 40

Roadway Construction Cost Subtotal: \$ 330,000

Major Construction Component Allowances:

Item Description	Notes	Allowance	Item Cost
☒ Mobilization		10%	\$ 33,000
☒ Site Preparation/Removals		5%	\$ 17,000
☒ Traffic Control		10%	\$ 33,000
☒ Signage & Pavement Marking		5%	\$ 17,000
☒ Erosion Control		5%	\$ 17,000
☒ Utility Adjustments		5%	\$ 17,000
☒ Landscaping	Sod & topsoil	3%	\$ 10,000
Other:			
☒ Traffic Signal Work	New Signal Pole & Mast Arm, Push Button Relocations	LS	\$ 150,000

Allowance Subtotal: \$ 294,000

Construction Costs Subtotal \$ 624,000

Construction Contingency (+/-): 30% \$ 191,000

TOTAL Construction Cost: \$ 815,000

City of Universal City
Universal City Boulevard Lane Reallocation
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 1/14/2026

Project Information:

Description:

Name: Universal City Boulevard Lane Reallocation
Limits: Kitty Hawk Road to Pat Booker Road
Right-of-Way Width (LF): Varies (72'-86')
Length (LF): 1,200
Proposed Lane Configuration: Two through lanes and a two-way left turn lane

Construction of a two-way double left turn lane, concrete curb, concrete sidewalk, and pavement widening for a right turn lane.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
1	Roadway Excavation	450	CY	\$ 25.00	\$ 11,250
2	Asphalt Pavement Removal	90	SY	\$ 45.00	\$ 4,050
3	Concrete Curb Removal	1,650	LF	\$ 15.00	\$ 24,750
4	Concrete Sidewalk Removal	15	SY	\$ 20.00	\$ 300
5	Dense-Graded Hot-Mix Asphalt TY-C (PG 70-22) (4")	130	TON	\$ 250.00	\$ 32,500
6	Dense-Graded Hot-Mix Asphalt TY-B (PG 64-22) (8")	250	TON	\$ 225.00	\$ 56,250
7	Flexible Base (6")	530	SY	\$ 25.00	\$ 13,250
8	Concrete Driveway	70	SY	\$ 130.00	\$ 9,100
9	Concrete Curb Type 1	6	LF	\$ 30.00	\$ 180
10	Concrete Sidewalk (4")	920	SY	\$ 90.00	\$ 82,800
11	Barrier Free Pedestrian Ramp - Type 2	2	EA	\$ 1,500.00	\$ 3,000
12	6" Solid Yellow Pavement Marking	2,400	LF	\$ 3.00	\$ 7,200
13	6" Broken Yellow Pavement Marking	340	LF	\$ 3.00	\$ 1,020
14	8" Solid White Pavement Marking	550	LF	\$ 4.00	\$ 2,200
15	8" Broken White Pavement Marking	70	LF	\$ 3.50	\$ 245
16	24" Solid White Pavement Marking	315	LF	\$ 8.00	\$ 2,520
17	White Symbol Word	3	EA	\$ 300.00	\$ 900
18	White Symbol Arrow	14	EA	\$ 300.00	\$ 4,200
19	Pavement Sealer (6")	2,740	LF	\$ 1.00	\$ 2,740
20	Pavement Sealer (8")	620	LF	\$ 2.00	\$ 1,240
21	Pavement Sealer (24")	315	LF	\$ 4.00	\$ 1,260
22	Pavement Sealer (Arrow)	14	EA	\$ 12.00	\$ 168
23	Pavement Sealer (Word)	3	EA	\$ 15.00	\$ 45
24	Reflective Pavement Marker TY I-C	24	EA	\$ 8.00	\$ 192
25	Reflective Pavement Marker TY II-A-A	90	EA	\$ 10.00	\$ 900

Roadway Construction Cost Subtotal: \$ 270,000

Major Construction Component Allowances:

Item Description	Notes	Allowance	Item Cost
☒ Mobilization		10%	\$ 27,000
☒ Site Preparation/Removals		5%	\$ 14,000
☒ Traffic Control		10%	\$ 27,000
☒ Signage		5%	\$ 14,000
☒ Erosion Control		5%	\$ 14,000
☒ Utility Adjustments		5%	\$ 14,000
☒ Landscaping	Sod & topsoil	3%	\$ 9,000
Other: None			

Allowance Subtotal: \$ 119,000

Construction Costs Subtotal \$ 389,000

Construction Contingency (+/-): 30% \$ 121,000

TOTAL Construction Cost: \$ 510,000