



# Hazardous Walking Site Review Checklist

(To assist in determining eligibility for school transportation based on hazardous walking conditions in accordance with section 1006.23, Florida Statutes)

## Walkways Parallel To The Road

- | <u>YES</u> | <u>NO</u> |  |
|------------|-----------|--|
| _____      | <u>X</u>  | 1. Is the location in a residential area with little or no traffic? Is the location in a residential area and on a road or street that is not used as a major artery or cut-through?   |
| _____      | <u>X</u>  | 2. Is the location on a road where the traffic volume is fewer than 180 vehicles per direction per hour at 6:00 am - 9:00 am and 2:00 pm - 4:00 pm? <b>Note: If the traffic count during the times students must walk is <u>180 vehicles per hour or more, in either direction</u>, the answer to this question is "no."</b> |
| _____      | <u>X</u>  | 3. Is the area located in a residential area and on a road that has a posted speed limit of 30 miles per hour or less?   |

**If the answer to either 1., 2. or 3. is "YES," the area does not qualify as a hazardous walking location.  
If the answers to 1., 2. and 3. are all "NO," continue to next question.**

**If the posted speed limit is less than 50 mph:**

- |       |          |   |
|-------|----------|---|
| _____ | <u>X</u> | 4. Is there an area at least four feet wide with a "surface upon which students may walk" that prevents the students from having to walk on the road? <b>Note: The surface does not have to be a sidewalk, but simply a surface upon which the students may walk. Weeds, tall grass or flooding may be temporary maintenance problems that do not constitute a hazardous walking area. A walking surface does not include drainage ditches, sluiceways, swales or channels. A paved area contiguous with the paved roadway or extended shoulder (also known as a "breakdown lane"), with no separation from the driving area or raised curb, is <u>not</u> a walkway.</b> |
|-------|----------|---|

**If the posted speed limit is 50 mph or greater:**

- |            |            |   |
|------------|------------|---|
| <u>N/A</u> | <u>N/A</u> | 5. Is the road uncurbed with a four-foot wide walking surface (as defined in 4. above) separated from the road by an additional three or more feet? |
| <u>N/A</u> | <u>N/A</u> | 6. Is the road curbed with at least a four-foot wide walking surface (as defined in 4. above)?  |

**If the answer to 4., 5. or 6. is "YES," the area does not qualify as a hazardous walking location.**

# Walkways Crossing Over The Road

*(When students must cross the road)*

A. For an “uncontrolled crossing site” (no crossing guard, traffic enforcement officer, stop sign or other traffic control signal present during student walk times):

YES

NO

N/A

N/A

1. Does the traffic volume exceed 360 vehicles per direction, per hour (either direction, including all lanes in each direction)?

N/A

N/A

2. Does the road have a posted speed limit of 50 MPH or greater?

N/A

N/A

3. Does the road have six or more lanes (not including turning lanes)?

**If the answers to the above questions are “NO,” the area does not qualify as a hazardous walking location. If the answer to any of the above questions is “YES,” the area would qualify as a hazardous walking location.**

B. For an intersection or crossing site controlled by a stop sign or other traffic control signal, but without crossing guards or traffic enforcement officers during the times students must walk:

N/A

N/A

1. Does the total traffic volume (total of both directions) exceed 4,000 vehicles per hour?

**If the answer is “NO,” the area does not qualify as a hazardous walking location.**

C. Any intersection or other crossing site with a crossing guard or other traffic enforcement officer does not qualify as a hazardous walking location, regardless of the posted speed limit.

D. Comments/Notes/Diagrams:

See attached materials.

# Hazardous Walking Site Review - Documentation and Authorization

School District: Lake Site Review Date: 03/10/2016

Hazard Location: Johns Lake Road

Hazard Location Is:  Parallel to the road Traffic Count: 799 (afternoon)

Crossing over the road Traffic Count: \_\_\_\_\_

Hazard Jurisdiction:  Municipal (Identify: \_\_\_\_\_)  County  State

Permanent Hazard?  Yes  No If no, anticipated correction date: \_\_\_\_\_

School District Representative: William C. Davis

*Print Name*

*Signature*

Email: davisw@lake.k12.fl.us Phone: 352-253-6527

Roadway Jurisdiction Representative: Seth Lynch

*Print Name*

*Signature*

Agency/Entity: Lake County Public Works Title: Engineer III

Email: slynch@lakecountyfl.gov Phone: 352-253-9052

Law Enforcement Representative: \_\_\_\_\_

*Print Name*

*Signature*

Agency/Entity: Lake County Sheriff's Office Title: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

Metropolitan Planning

Organization Representative: Michael F. Woods

*(If applicable)*

*Print Name*

*Signature*

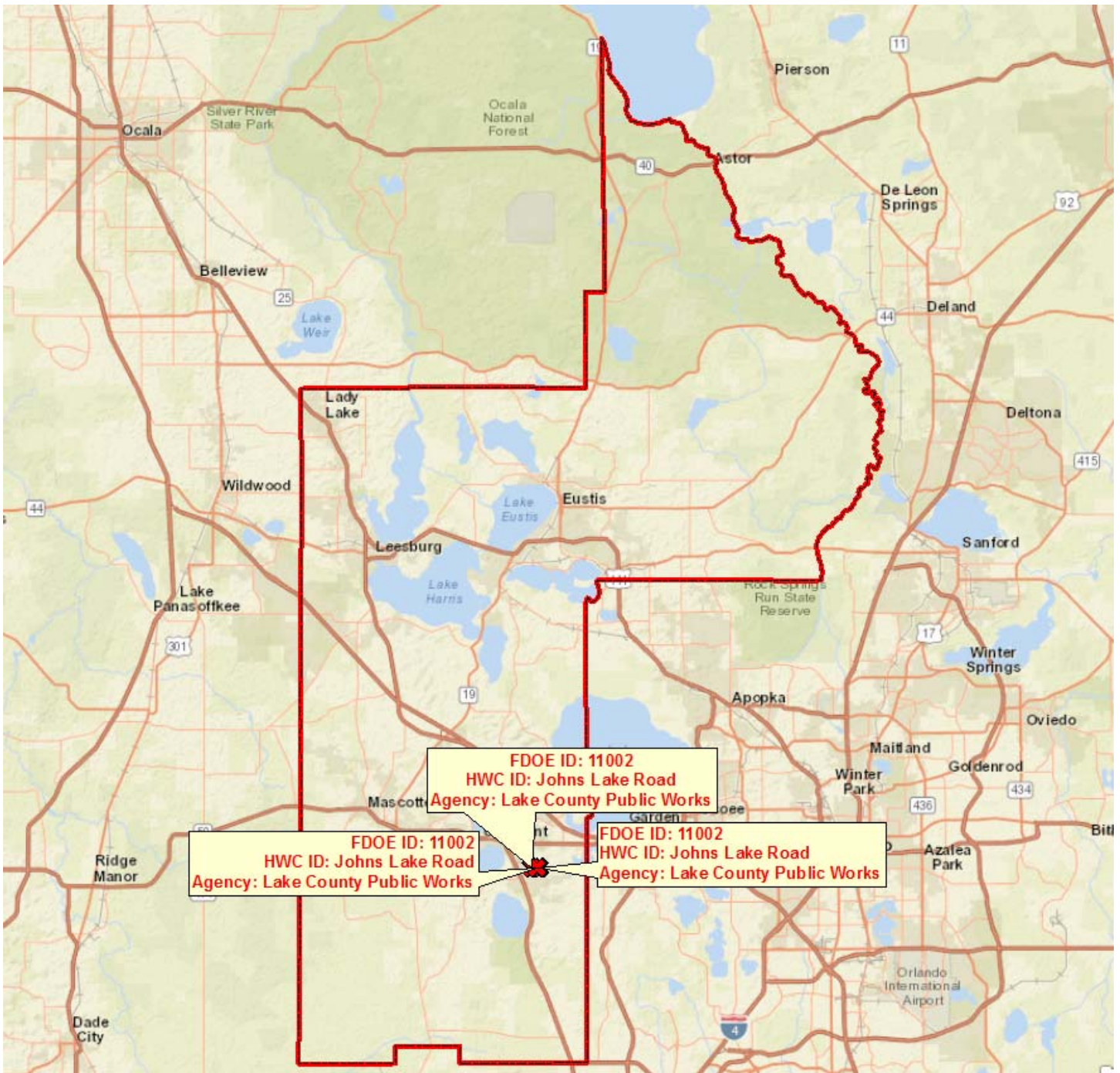
Agency/Entity: Lake-Sumter MPO Title: Transportation Planner

Email: mwoods@lakesumtermpo.com Phone: 352-315-0170

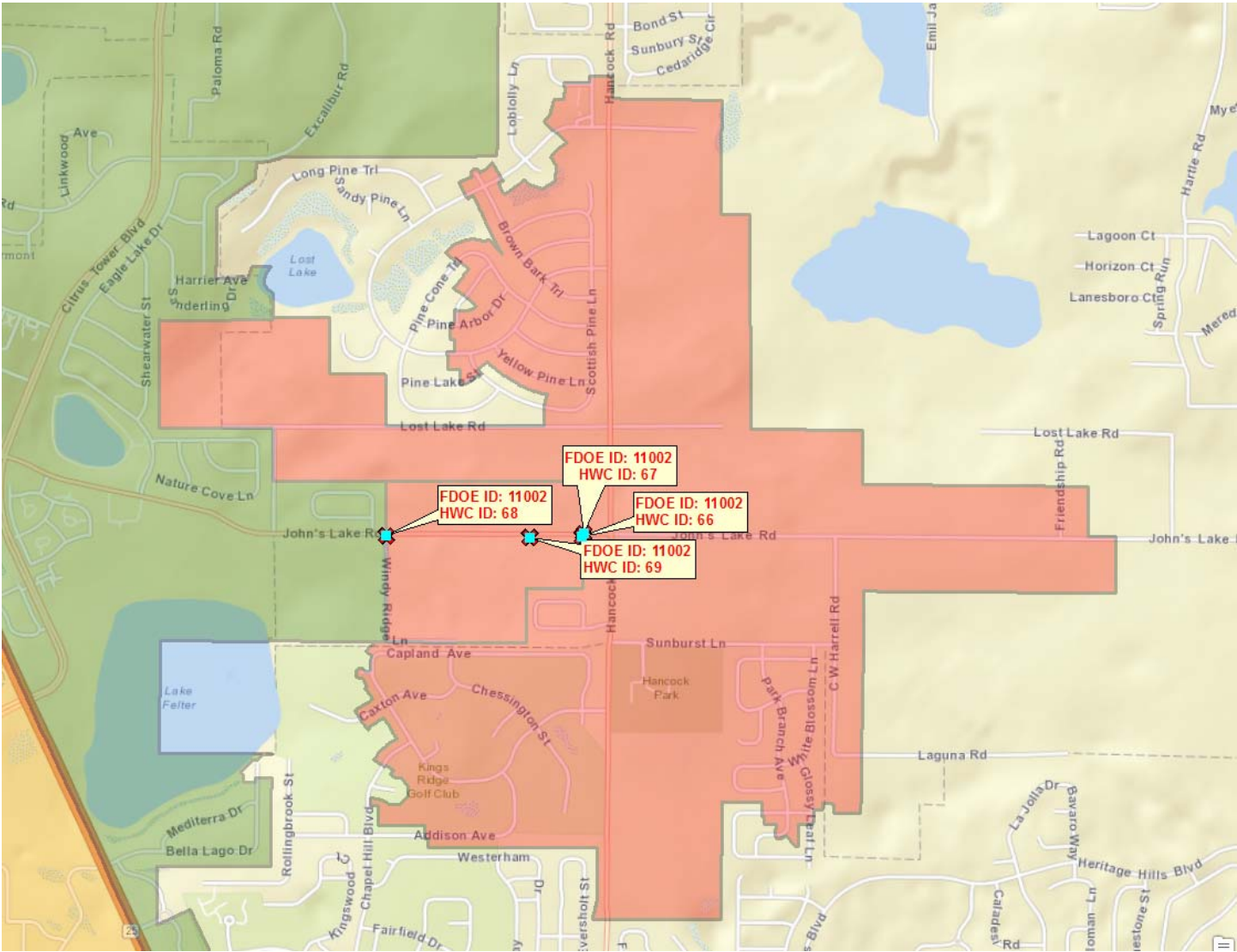
Assigned FDOE Hazardous Walking Database Location Code: 110002 Date Entered: 10/08/2015

Staff assigning and entering hazardous walking location into the database: William C. Davis

# FDOT HWC# 110002









**Legend**

|  |   |
|--|---|
| <p>Elementary Students from May 23rd, 2016</p> <p>☆</p>  | <p>Elementary 2-Mile FTE Walk Zones</p> <p>■ FDOE Submitted Hazardous Walking Condition</p> <p>■ Parent Responsibility Zone (PRZ)</p> <p>■ A Local Hazardous Condition</p> <p>■ Non-Student Impact FDOE Hazardous Walking Condition</p> |
| <p>Status of 2016 Hazardous Walking Condition Locations</p> <p>■ NO -- Does Not Meet FDOE HWC Requirements</p> <p>■ YES -- Meets FDOE HWC Requirements</p> |   |

Station Name:2015\_LC#170\_Johns lake Road  
 Site ID:T30000000000  
 Station Num:000000LC#170  
 Description:LC#170 Johns Lk Rd .34Mi E of US27  
 City:  
 County:Lake  
 Start Date/Time:05-20-2015 12:00  
 End Date/Time:05-21-2015 00:00

| 05-20-2015                   |     | Lane 1 (North) |       |     |                         |     |     |     |     |                              |     |     |      |
|------------------------------|-----|----------------|-------|-----|-------------------------|-----|-----|-----|-----|------------------------------|-----|-----|------|
| End Time                     | 00  | 01             | 02    | 03  | 04                      | 05  | 06  | 07  | 08  | 09                           | 10  | 11  |      |
| 15                           | 6   | 8              | 6     | 4   | 8                       | 6   | 18  | 50  | 81  | 71                           | 57  | 70  |      |
| 30                           | 3   | 2              | 2     | 2   | 0                       | 6   | 17  | 42  | 60  | 69                           | 59  | 81  |      |
| 45                           | 1   | 5              | 0     | 2   | 2                       | 15  | 23  | 56  | 60  | 50                           | 75  | 77  |      |
| 00                           | 3   | 0              | 2     | 2   | 1                       | 3   | 36  | 52  | 58  | 69                           | 72  | 79  |      |
| <b>Hr Total</b>              | 13  | 15             | 10    | 10  | 11                      | 30  | 94  | 200 | 259 | 259                          | 263 | 307 |      |
| End Time                     | 12  | 13             | 14    | 15  | 16                      | 17  | 18  | 19  | 20  | 21                           | 22  | 23  |      |
| 15                           | 91  | 85             | 81    | 99  | 108                     | 85  | 109 | 87  | 70  | 57                           | 49  | 15  |      |
| 30                           | 81  | 69             | 129   | 106 | 81                      | 91  | 103 | 71  | 55  | 64                           | 30  | 14  |      |
| 45                           | 93  | 98             | 116   | 130 | 102                     | 110 | 81  | 110 | 68  | 58                           | 30  | 9   |      |
| 00                           | 111 | 116            | 100   | 115 | 108                     | 129 | 103 | 79  | 58  | 56                           | 12  | 8   |      |
| <b>Hr Total</b>              | 376 | 368            | 426   | 450 | 399                     | 415 | 396 | 347 | 251 | 235                          | 121 | 46  |      |
| <b>24 Hour Total :</b>       |     |                | 5301  |     |                         |     |     |     |     |                              |     |     |      |
| <b>AM Peak Hour Begins :</b> |     |                | 10:45 |     | <b>AM Peak Volume :</b> |     |     | 300 |     | <b>AM Peak Hour Factor :</b> |     |     | 0.93 |
| <b>PM Peak Hour Begins :</b> |     |                | 15:15 |     | <b>PM Peak Volume :</b> |     |     | 459 |     | <b>PM Peak Hour Factor :</b> |     |     | 0.88 |
| 05-20-2015                   |     | Lane 2 (South) |       |     |                         |     |     |     |     |                              |     |     |      |
| End Time                     | 00  | 01             | 02    | 03  | 04                      | 05  | 06  | 07  | 08  | 09                           | 10  | 11  |      |
| 15                           | 9   | 7              | 3     | 1   | 12                      | 11  | 26  | 84  | 90  | 86                           | 57  | 70  |      |
| 30                           | 9   | 4              | 7     | 5   | 3                       | 5   | 42  | 78  | 81  | 107                          | 80  | 96  |      |
| 45                           | 5   | 4              | 8     | 3   | 5                       | 23  | 60  | 68  | 76  | 62                           | 101 | 89  |      |
| 00                           | 6   | 3              | 1     | 3   | 13                      | 28  | 77  | 99  | 98  | 88                           | 86  | 81  |      |
| <b>Hr Total</b>              | 29  | 18             | 19    | 12  | 33                      | 67  | 205 | 329 | 345 | 343                          | 324 | 336 |      |
| End Time                     | 12  | 13             | 14    | 15  | 16                      | 17  | 18  | 19  | 20  | 21                           | 22  | 23  |      |
| 15                           | 103 | 81             | 118   | 79  | 70                      | 103 | 101 | 89  | 67  | 60                           | 44  | 25  |      |
| 30                           | 78  | 109            | 119   | 89  | 79                      | 115 | 76  | 78  | 68  | 58                           | 27  | 16  |      |
| 45                           | 82  | 81             | 96    | 89  | 79                      | 103 | 89  | 73  | 55  | 49                           | 19  | 24  |      |
| 00                           | 81  | 102            | 96    | 92  | 90                      | 107 | 115 | 88  | 62  | 41                           | 16  | 12  |      |
| <b>Hr Total</b>              | 344 | 373            | 429   | 349 | 318                     | 428 | 381 | 328 | 252 | 208                          | 106 | 77  |      |
| <b>24 Hour Total :</b>       |     |                | 5653  |     |                         |     |     |     |     |                              |     |     |      |
| <b>AM Peak Hour Begins :</b> |     |                | 08:30 |     | <b>AM Peak Volume :</b> |     |     | 367 |     | <b>AM Peak Hour Factor :</b> |     |     | 0.86 |
| <b>PM Peak Hour Begins :</b> |     |                | 13:45 |     | <b>PM Peak Volume :</b> |     |     | 435 |     | <b>PM Peak Hour Factor :</b> |     |     | 0.91 |

Station Name:2015\_LC#170\_Johns lake Road  
 Site ID:T30000000000  
 Station Num:000000LC#170  
 Description:LC#170 Johns Lk Rd .34Mi E of US27  
 City:  
 County:Lake  
 Start Date/Time:05-20-2015 12:00  
 End Date/Time:05-21-2015 00:00

| 05-20-2015                   |     | All Lanes |       |     |     |                         |     |     |     |     |     |                              |    |  |      |
|------------------------------|-----|-----------|-------|-----|-----|-------------------------|-----|-----|-----|-----|-----|------------------------------|----|--|------|
| End Time                     | 00  | 01        | 02    | 03  | 04  | 05                      | 06  | 07  | 08  | 09  | 10  | 11                           |    |  |      |
| 15                           | 15  | 15        | 9     | 5   | 20  | 17                      | 44  | 134 | 171 | 157 | 114 | 140                          |    |  |      |
| 30                           | 12  | 6         | 9     | 7   | 3   | 11                      | 59  | 120 | 141 | 176 | 139 | 177                          |    |  |      |
| 45                           | 6   | 9         | 8     | 5   | 7   | 38                      | 83  | 124 | 136 | 112 | 176 | 166                          |    |  |      |
| 00                           | 9   | 3         | 3     | 5   | 14  | 31                      | 113 | 151 | 156 | 157 | 158 | 160                          |    |  |      |
| Hr Total                     | 42  | 33        | 29    | 22  | 44  | 97                      | 299 | 529 | 604 | 602 | 587 | 643                          |    |  |      |
| End Time                     | 12  | 13        | 14    | 15  | 16  | 17                      | 18  | 19  | 20  | 21  | 22  | 23                           |    |  |      |
| 15                           | 194 | 166       | 199   | 178 | 178 | 178                     | 188 | 210 | 176 | 137 | 117 | 93                           | 40 |  |      |
| 30                           | 159 | 178       | 248   | 195 | 160 | 206                     | 179 | 149 | 123 | 122 | 57  | 30                           |    |  |      |
| 45                           | 175 | 179       | 212   | 219 | 181 | 213                     | 170 | 183 | 123 | 107 | 49  | 33                           |    |  |      |
| 00                           | 192 | 218       | 196   | 207 | 198 | 236                     | 218 | 167 | 120 | 97  | 28  | 20                           |    |  |      |
| Hr Total                     | 720 | 741       | 855   | 799 | 717 | 843                     | 777 | 675 | 503 | 443 | 227 | 123                          |    |  |      |
| <b>24 Hour Total :</b>       |     |           | 10954 |     |     |                         |     |     |     |     |     |                              |    |  |      |
| <b>AM Peak Hour Begins :</b> |     |           | 10:30 |     |     | <b>AM Peak Volume :</b> |     |     | 651 |     |     | <b>AM Peak Hour Factor :</b> |    |  | 0.92 |
| <b>PM Peak Hour Begins :</b> |     |           | 13:45 |     |     | <b>PM Peak Volume :</b> |     |     | 877 |     |     | <b>PM Peak Hour Factor :</b> |    |  | 0.88 |



## Looking East



## Looking West





## Looking East



## Looking East



## Looking West





**Hazardous Walking Condition ID: 110002**  
**Field Inspection Photos**



Date & Time: 2016:05:17 11:09:01 / Photo Direction of View: 274°



Date & Time: 2016:05:17 11:09:19 / Photo Direction of View: 274°



**Hazardous Walking Condition ID: 110002**  
**Field Inspection Photos -- Continued**



Date & Time: 2016:05:17 11:09:50 / Photo Direction of View: 93°



Date & Time: 2016:05:17 11:13:04 / Photo Direction of View: 93°



**Hazardous Walking Condition ID: 110002**  
**Field Inspection Photos -- Continued**



Date & Time: 2016:05:17 11:13:23 / Photo Direction of View: 249°



Date & Time: 2016:05:17 11:15:37 / Photo Direction of View: 300°

**Hazardous Walking Condition ID: 110002**  
**Field Inspection Photos -- Continued**



Date & Time: 2016:05:17 11:16:12 / Photo Direction of View: 273°