



A SAFE SCHOOLS TRANSPORTATION STUDY

Eustis Elementary School Eustis, FL



WELCOME
PLEASE REMEMBER
AT THE BUS STOP:

SUPERVISION
IS PROVIDED
20 MINUTES
BEFORE AND AFTER
SCHOOL ONLY

December 2011



Eustis Elementary School Snapshot



Reviewed: April 19, 2011

Grades: Pre-Kindergarten - 5th

Total Students: 483

- Provided Bus Transportation: 140
- Buses in operation: 3

Students Living Within the "Walk Zone": 295

- Provided Transportation: 76
- Not Provided Transportation: 219

- Walkers: >60*
- Bike/Scooter Riders: 6
- Car Drop-off/Pick-up: 153*

*Estimated



- ✓ Eustis Elementary School website – Click [here](#)
- ✓ City of Eustis website – Click [here](#)
- ✓ Lake County Schools website – Click [here](#)



Findings:

- ✓ This historic school is centrally located within a neighborhood.
- ✓ More than 60% of the students live within the 2-Mile Parent Responsibility “Walk” Zone.

Recommendation:

- ✓ If school capacity expands, consider revising the attendance zone to capture the most potential “walkers”.

Eustis Elementary is a great example of a neighborhood school

Other Findings:

1. The school office is located at the front of the school along Citrus Avenue. Visitor parking is also located along Citrus Avenue.
2. Temporary barricades close Citrus Avenue between South Salem Street and South Prescott Street during arrival and dismissal times.



Eustis Elementary School Expansion Plans



**Existing
Campus**

**Proposed
Expansion**

- ✓ The campus is land-locked and Lake County Schools leases property to provide off-campus parking for staff.
- ✓ Lake County Schools is in the process of acquiring property for parking expansion. This will also provide the potential for future facility expansion.

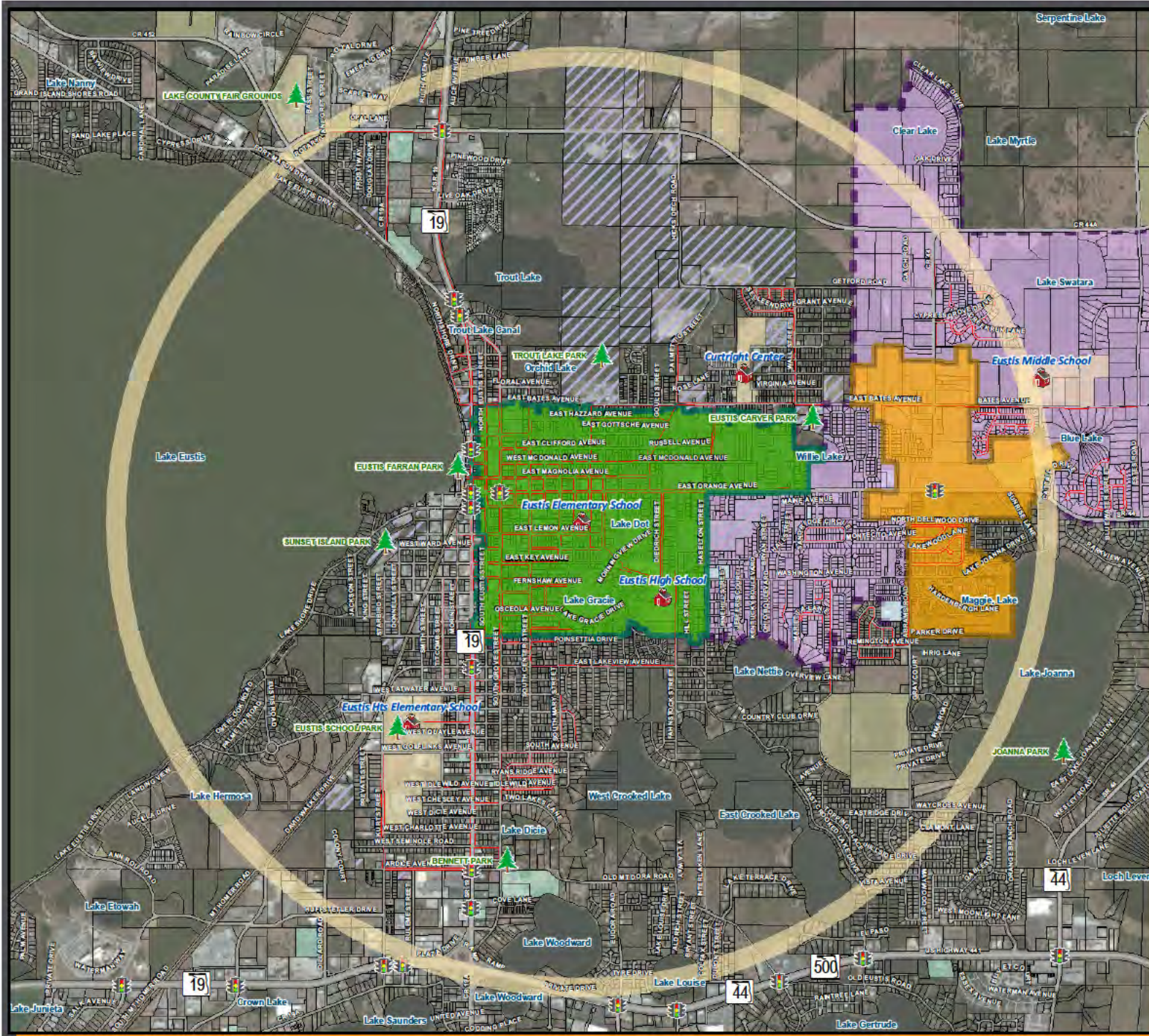


Off-site parking

- Parcel Acquisition
- 1 - 608 Citrus
 - 2 - 612 E. Citrus
 - 3 - 618 Citrus
 - 4 - 114 S. Sale
 - 5 - 116 Salem
 - 6 - 120 Salem
 - 7 - 153 S. Main
 - 8 - 121 Mary St

Parcel Acquisition

Eustis Elementary School: Attendance and 2-Mile "Walk" Zone Map



LEGEND

- SAS Schools Studied
- Parks
- Existing Sidewalks and Trails
 - Existing Sidewalks
 - Existing Trails
- Road System
 - Major Roads
 - Local Roads
- Other Layers
 - Eustis Elementary School Attendance Zone
 - Parent Responsibility Zone
 - Special Exception Area
 - 2-Mile Buffer of Eustis Elementary School
 - Parcels
 - School Property - Public
 - Church Owned Property
 - County Owned Property
 - City Owned Property
 - Railroad
 - LakeXpress Bus Route
 - Traffic Signal

Source: FDOT, Lake County Schools, Hoke Design, Inc, and TranSystems

This map is intended for planning purposes only



Map Date: December 2011

Arrival and Dismissal Schedule

- 7:30 am:** Breakfast Starts (100 students)
- 8:20 am:** School Starts
- 2:30-2:45 pm:** Kindergarten Students Dismissed
- 2:50 pm:** Walkers Dismissed
- 2:55 pm:** School Dismissal

Note: Approximately 65 students attend aftercare and 75-80 students have after school tutoring.





Findings:

- ✓ Three buses use the Prescott Street access.
- ✓ Children of staff members for this school are permitted to use this location as their bus stop for other schools (this benefit may no longer be available for the 2011-2012 school year).

Findings (continued):

- ✓ Buses travel south-bound along Prescott Street to access the short bus loop. Prescott Street is open for two-way traffic.
- ✓ Buses temporarily block Prescott Street while waiting to enter the bus loop. Some motorists pass the buses and increase potential for conflict.
- ✓ The bus loop access point is used by some parents to drop off students prior to bus arrival.
- ✓ Accessible parking is located near the bus loop.

Recommendations:

- ✓ If the number of buses increases in the future, review the possibility of creating a one-way, south-bound traffic pattern along Prescott Street.



A motorist passes the bus queue on Prescott St.

Findings:

- ✓ School visitors may have difficulty finding the accessible parking locations that are located near the bus loop.
- ✓ The accessible parking spaces are located somewhat away from the entrance to the courtyard.
- ✓ The accessible parking surface area is gravel and the signage does not meet current code.

Recommendations:

- ✓ Review the location and route for accessible parking when designing the school parking expansion plans.
- ✓ Consider relocating the accessible parking closer to the courtyard entrance and providing a new curb ramp and marked route.



Findings:

- ✓ Staff parking encroaches into Prescott Street right of way.
- ✓ An older sidewalk has been absorbed into the parking area.
- ✓ The school property fence appears to encroach into the Prescott Street right of way. There is no area to walk along the west side of Prescott Street.

Recommendations:

- ✓ Consider adding a sidewalk along the Prescott Street right of way when designing the school parking expansion plans. Locate the sidewalk to prevent conflicts with parking vehicles.
- ✓ As an interim measure, consider striping the area along the curb to create an area for pedestrians.



Student Drop-off & Pick-up



Arrows show the roadways impacted by the car line during arrival and dismissal times.

Findings:

- ✓ Motorists line up along Lemon Street waiting to turn north on Salem Street. Motorists also queue along Salem Street to Key Avenue.
- ✓ All streets surrounding the school campus are two-way with the exception of Salem Street. To accommodate the car line, Salem Street allows north-bound only traffic at all times.



Student Drop-off & Pick-up



Findings (continued):

- ✓ **Salem Street** serves as the car line area and is one-way from East Lemon Avenue to Citrus Avenue. The one-directional traffic flow increases efficiency and safety for all modes of transportation.



Findings (continued):

- ✓ The school has extended the drop-off area with cones to increase efficiency.
- ✓ The sidewalk only serves the original drop-off/pick-up area and does not continue south along Salem Street to Lemon Avenue.



Findings (continued):

- ✓ The fenced school drop-off and pick-up waiting area encroaches into Salem Street right of way and the sidewalk jogs out closer to the roadway where it connects to the road and school entrance.
- ✓ Salem Avenue may be vacated in the future to allow for school expansion plans.
- ✓ To avoid the car line, motorists drop-off and pick-up students at unauthorized locations. This procedure slows other traffic and may decrease student safety.





A motorist drops off students along Prescott Street to avoid the car line, forcing the bus to wait.



Recommendations:

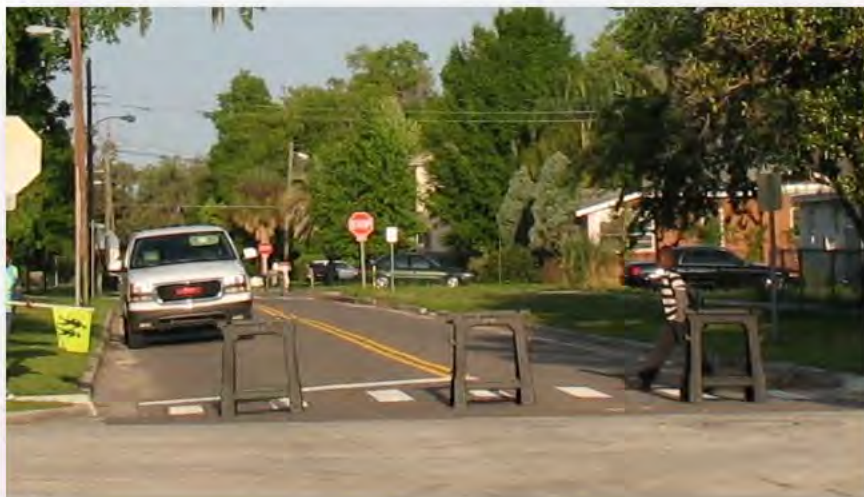
- ✓ Continue to educate parents and caregivers on school access safety. A video showing correct behaviors is a good option, and the East Central Florida Regional Planning Council (ECFRPC) is currently developing a video that may be used for this purpose.
- ✓ Review the possibility of implementing one-way traffic around the entire school campus.
- ✓ Consider closing the adjacent section of Salem Street for vehicle use. Depending on facility and security needs, consider providing a continuous sidewalk along this right of way to provide better connectivity to area sidewalks.
- ✓ If Salem Street is not vacated, consider continuing the sidewalk to Lemon Avenue on the east side of Salem Street.



Findings:

- ✓ FDOT recently provided new bicycle racks.
- ✓ The bicycle rack location is within the school courtyard and provides a good level of security.
- ✓ Pedestrian access is primarily through the front gates, although students accessed the school from Prescott Street and Salem Street.
- ✓ Student crossing guards assist walkers crossing at the Citrus Avenue and South Salem Street and Citrus Avenue and South Prescott Street intersections.





Barricade pictured is from Bunnell Elementary School in Flagler County

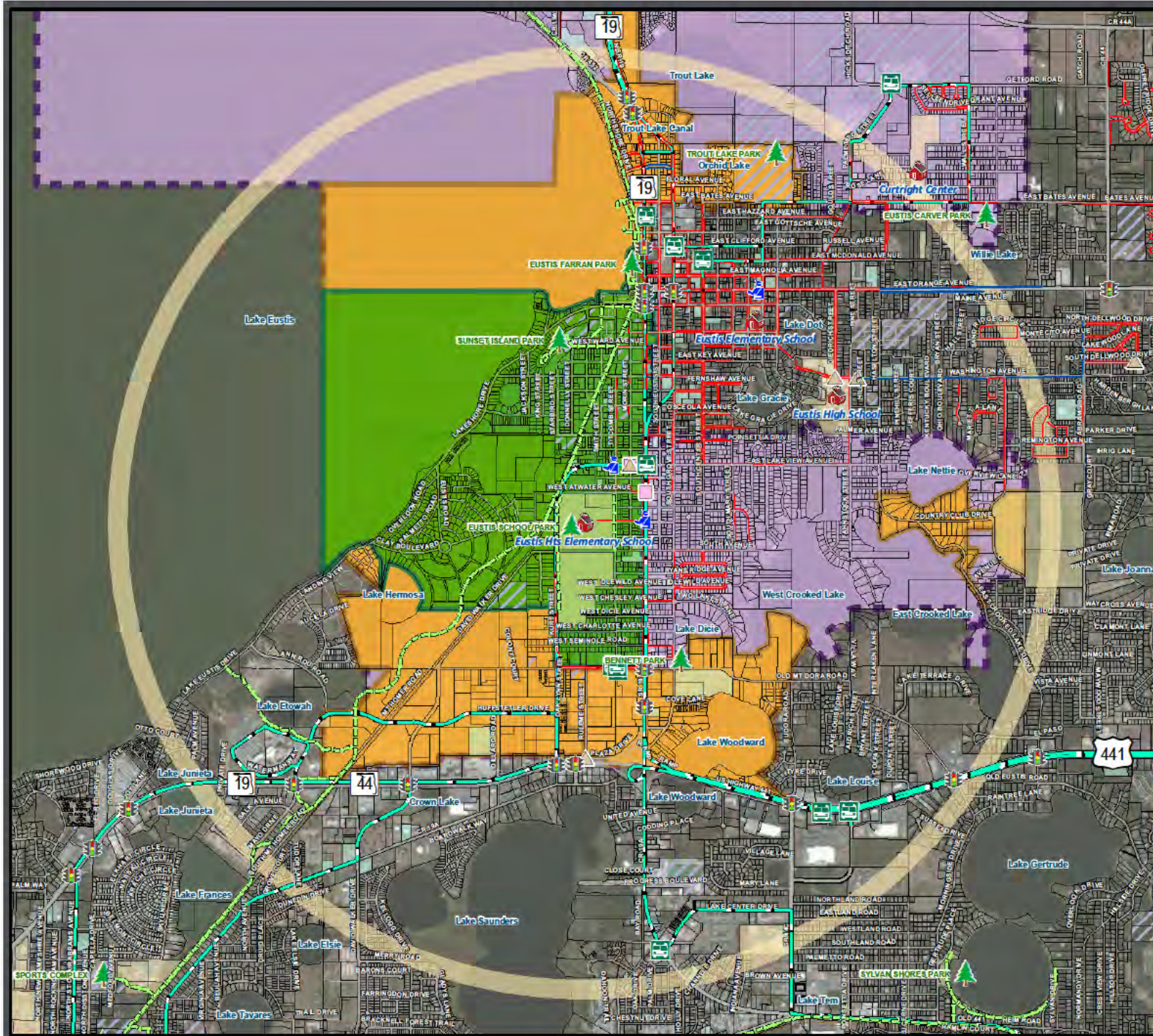
Findings (continued):

- ✓ Barricades on Citrus Avenue and the one-way travel on Salem Street increase safety for bicyclists and pedestrians. The barricade color is dark and may not be visible to motorists, especially when it is dark outside.

Recommendations:

- ✓ Review the possibility of implementing one-directional travel for the remaining streets around the school.
- ✓ As an interim measure, consider using more visible (and more portable) barricades – see Bunnell Elementary School example (left).
- ✓ If funding is not available for purchasing or constructing new barricades, consider increasing visibility of the existing barricades with orange spray paint or using orange traffic cones.
- ✓ Ensure that students are directing pedestrians and not controlling traffic.

Eustis Heights Elementary School: Existing Conditions Map



LEGEND

- SAS Schools Studied
- Library
- Crossing Guard Location
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (6:45-7:30 AM & 3:00-3:30 PM)
 - Bicyclist Involved
 - Pedestrian Involved
- Existing Sidewalk and Trail Network
 - Existing Sidewalks
 - Existing Trails
- Road System
 - Major Roads
 - Local Roads
- Other Layers
 - Eustis Heights Elementary School Attendance Zone
 - Special Exception Area
 - Parent Responsibility Zone
 - 2-Mile Buffer of Eustis Heights Elementary School
 - Parcels
 - School Property - Public
 - Church Owned Property
 - County Owned Property
 - City Owned Property
 - Railroad
 - LakeXpress Bus Route
 - LakeXpress Bus Stop
 - Traffic Signal

Source: FDOT, FDLE, Lake County Schools, Hobe Design, Inc, and TranSystems

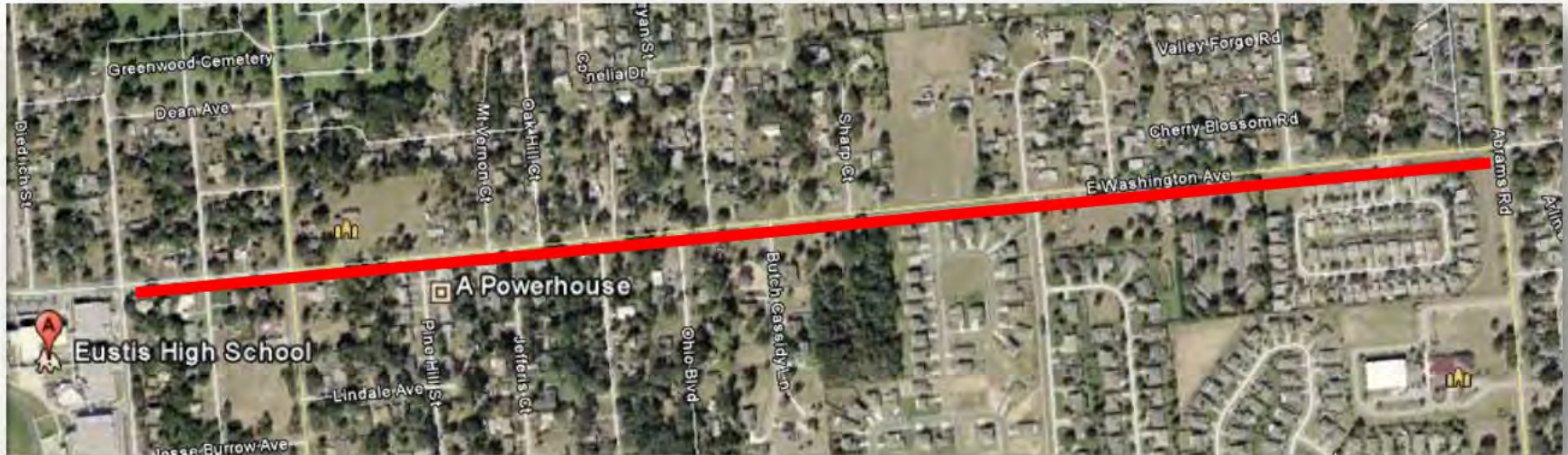
This map is intended for planning purposes only



SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumter **MPO**

Map Date: December 2011



Findings:

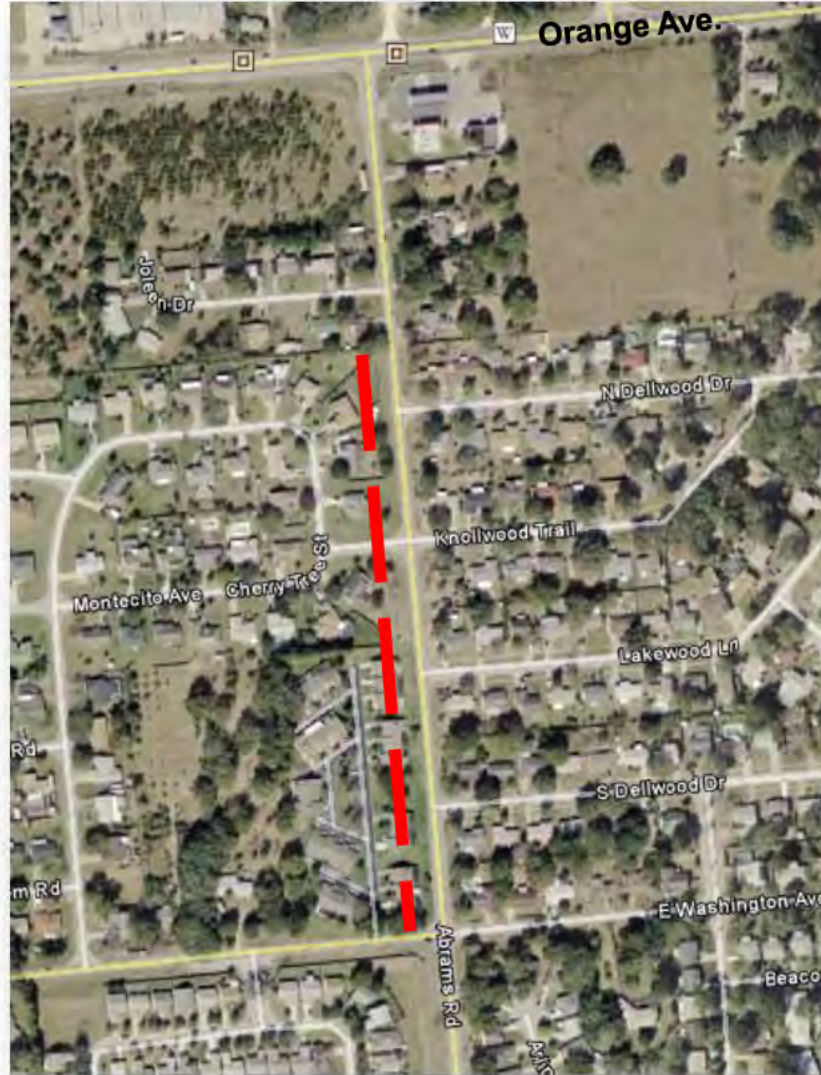
- ✓ Using Safe Routes to Schools (SRTS) funding, the City of Eustis recently constructed a sidewalk along the south side of Washington Avenue from Fahnstock Street to Abrams Road. This needed facility will serve many students and area residents.
- ✓ The addition of this sidewalk may increase the frequency of students crossing Washington Avenue at various locations to reach the new sidewalk.

Recommendations:

- ✓ Construct a sidewalk on the north side of Washington Avenue from Fahnstock Street to Abrams Road (see Priority Project #7 under Eustis Middle School).

Planned (Funded) Project

Abrams Road Sidewalk (West Side)



Findings:

- ✓ Lake County plans to construct a sidewalk along the west side of Abrams Road from Washington Avenue to near Joleen Drive. There is an existing two-way stop condition at Abrams Road and Washington Avenue, with through travel on Abrams Road. Sidewalks were recently constructed along the south side of Washington Avenue from Abrams Road to Fahnstock Street.

Recommendations:

- ✓ Continue to pursue the eventual connection of the sidewalk to Orange Avenue (further north).
- ✓ Review motorist and pedestrian sight distance when placing crossings over Abrams Road.
- ✓ Construct a sidewalk on the east side of Abrams Road from Orange Avenue to Washington Avenue to collect students living east of Abrams Road. Provide a four-way stop at Abrams Road and Washington Avenue (with crosswalks) to provide a crossing over Abrams Road.



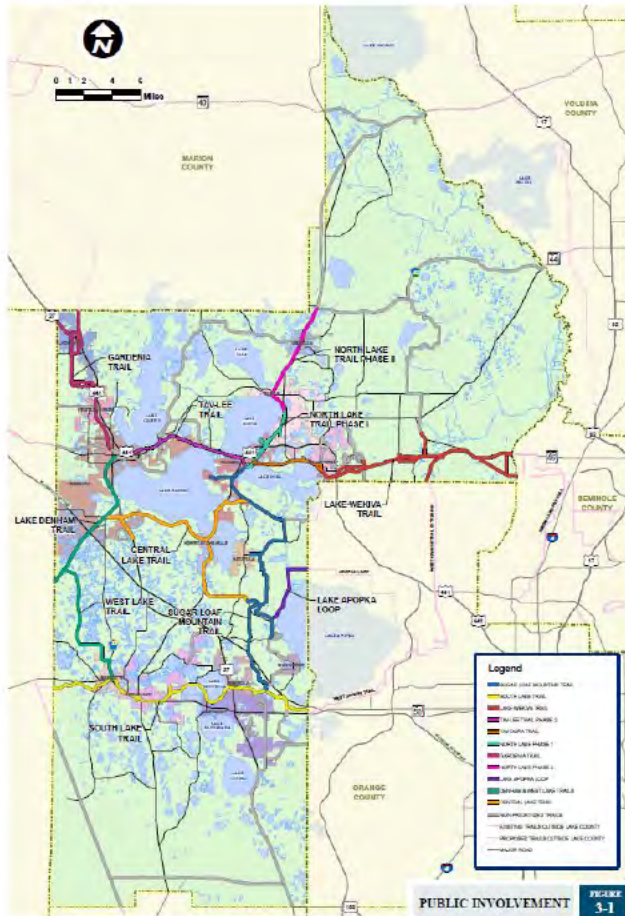
Findings:

- ✓ The City of Eustis has been awarded SRTS funding for sidewalks along both sides of Orange Avenue from Cricket Hollow Lane to Cardinal Lane.
- ✓ The City of Eustis has added the Orange Avenue Traffic Calming project to their Capital Improvements Plan (CIP).

Recommendations:

- ✓ Review the possibility of providing a signalized pedestrian crossing at Diedrich Street and Abrams Road (or C.R. 44).
- ✓ Traffic calming plans on Orange Avenue should include high-visibility crossings for access points serving all area students.

Eustis Elementary School



Finding:

✓ The Lake County Trails Master Plan calls for a rail/trail corridor through the City of Eustis.

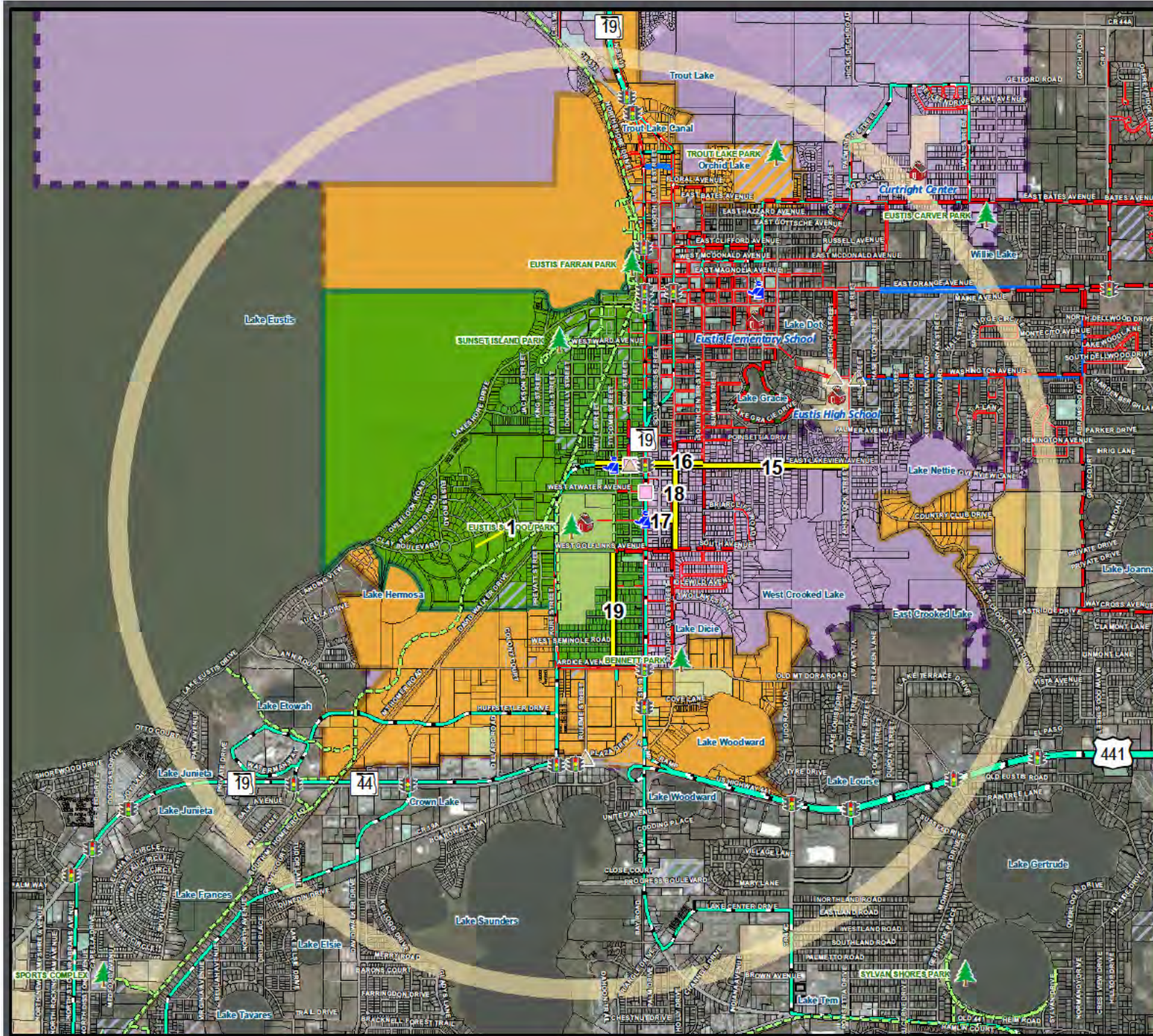
Recommendations:

✓ The City of Eustis should continue to work with area stakeholders to pursue funding to construct this trail.

✓ Provide connections from the trail to the school and include a pedestrian crossing over Kurt Street.



Eustis Heights Elementary School: Transportation Access Master Plan



LEGEND

- SAS Schools Studied
- Library
- Crossing Guard Location
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (6:45-7:30 AM & 3:00-3:30 PM)
 - Bicyclist Involved
 - Pedestrian Involved
- Existing/Planned Projects
 - Existing Sidewalks
 - Existing Trails
 - Planned Sidewalks (Funded)
 - Planned Trails Projects (Lake County 2008 Trails Master Plan)
- SAS Projects Identified
 - SAS Priority Projects (By Project ID#)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System
 - Major Roads
 - Local Roads
- Other Layers
 - Eustis Heights Elementary School Attendance Zone
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Map Date: December 2011

Eustis Elementary School

Eustis Elementary School (Recommended Projects)

PROJECT MAP ID #	Project Type	Street Name / Title	Side	Starting Point	Stopping Point	Status	Eustis Elem.
11	Sidewalk Placement	Washington Ave.	North	Fahnstock St.	Abrams Road	Priority	PRIORITY #1
6	Streetscape Improv.	McDonald / Palmetto 5-Point Intersection	Intersection	n/a	n/a	Priority	PRIORITY #2
12	Sidewalk Placement	Lake Gracie Trail / Sidewalk	n/a	East Key (south)	Washington Ave.	Priority	PRIORITY #3
13	Sidewalk Placement	Prescott Street	West	Lemon Ave.	Citrus Ave.	Priority	PRIORITY #4
14	Sidewalk Placement	Salem Street	East	Lemon Ave.	Car Line Sidewalk	Priority	PRIORITY #5

*Note: Please see full project list for all Eustis Area Schools by clicking [here](#)

Findings:

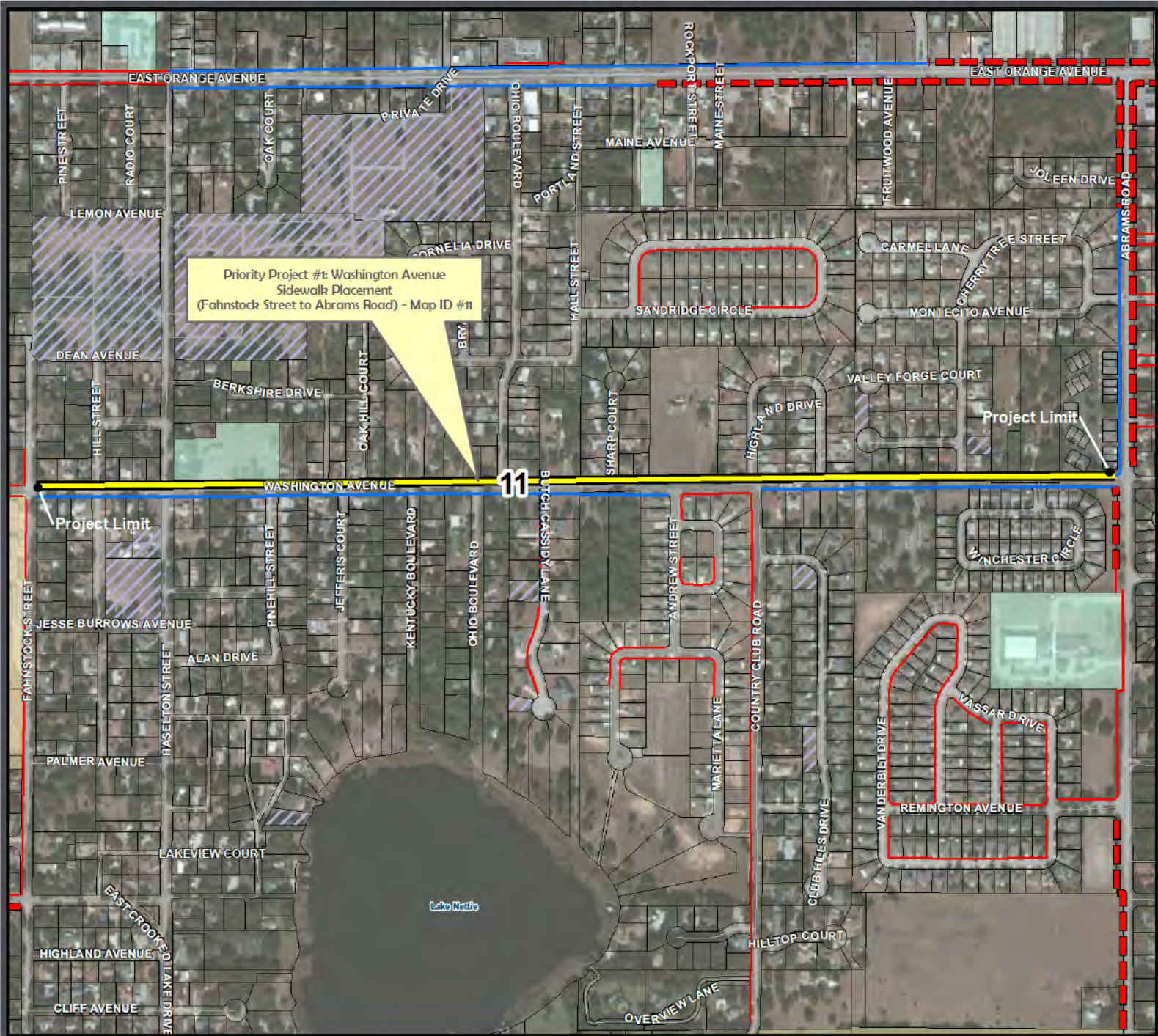
- ✓ Students living north of Washington Avenue may cross Washington Avenue at various locations to reach the newly constructed sidewalk on the south side of the street.
- ✓ The intersection of Washington Avenue and Fahnstock Street has a two-way stop condition with stop conditions on Fahnstock Street.

Recommendations:

- ✓ Construct a minimum five foot wide sidewalk on the north side of Washington Avenue from Fahnstock Street to Abrams Road.
- ✓ Consider a four-way stop condition at the intersection of Washington Avenue and Fahnstock Street.



Priority Project #1: Washington Ave (Fahnstock Street to Abrams Road) - ID #11



LEGEND

- SAS Schools Studied
- Library
- Crossing Guard Location
- Existing/Planned Projects**
 - Existing Sidewalks
 - Existing Trails
 - Planned Sidewalks (Funded)
 - Planned Trails Projects (Lake County 2008 Trails Master Plan)
- SAS Projects Identified - Eustis Elementary School**
 - Priority Project #1 (Map ID #11)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
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- Other Layers**
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Source: FDOT, Lake County Schools, Hole Design, Inc, and TranSystems

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Potential Construction Costs:

LONG RANGE ESTIMATE - WASHINGTON AVE (NORTH), EUSTIS FLORIDA

11 FROM FAHNSTOCK ST. TO ABRAMS ST

5198

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$28,000.00	\$28,000.00	\$28,980.00	\$28,980.00	\$32,057.20	\$32,057.20	\$34,301.20	\$34,301.20	\$36,702.29	\$36,702.29
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$23,000.00	\$23,000.00	\$24,810.00	\$24,810.00	\$26,332.70	\$26,332.70	\$28,175.99	\$28,175.99	\$30,148.31	\$30,148.31
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00	\$1,070.00	\$1,070.00	\$1,144.90	\$1,144.90	\$1,225.04	\$1,225.04	\$1,310.80	\$1,310.80
	DESIGN SURVEY	1	LS	\$10,000.00	\$10,000.00	\$10,700.00	\$10,700.00	\$11,449.00	\$11,449.00	\$12,250.43	\$12,250.43	\$13,107.98	\$13,107.98
	SIGNING & PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00	\$5,350.00	\$5,350.00	\$5,724.50	\$5,724.50	\$6,125.22	\$6,125.22	\$6,553.98	\$6,553.98
522-1	CONCRETE SIDEWALK, 4" THICK (8' WIDE)	2,898	SY	\$40.00	\$115,511.11	\$42.80	\$123,596.89	\$46.80	\$132,248.67	\$49.00	\$141,508.08	\$52.43	\$151,411.50
110-1-2	CLEARING & GRUBBING	0.00	AC	\$13,268.00	\$7,016.33	\$14,196.76	\$8,470.47	\$15,160.53	\$9,063.41	\$16,253.67	\$9,697.84	\$17,391.64	\$10,376.69
120-1	REGULAR EXCAVATION	983	CY	\$7.43	\$7,152.09	\$7.95	\$7,652.71	\$8.51	\$8,188.40	\$9.10	\$8,781.58	\$9.74	\$9,374.90
120-6	EMBANKMENT	983	CY	\$10.36	\$9,991.71	\$11.11	\$10,691.13	\$11.88	\$11,439.61	\$12.72	\$12,240.28	\$13.61	\$13,097.10
670- 1	SODDING	2,898	SY	\$3.50	\$10,107.22	\$3.75	\$10,814.73	\$4.01	\$11,571.78	\$4.29	\$12,381.78	\$4.59	\$13,248.51
	SUB- TOTAL				\$217,678.44		\$232,915.93		\$249,220.04		\$266,665.45		\$285,332.03
	CONTINGENCY (15%)				\$32,651.77		\$34,937.39		\$37,383.01		\$39,999.82		\$42,799.80
	DESIGN FEES (10%)				\$25,033.02		\$26,785.33		\$28,660.30		\$30,666.53		\$32,813.18
	CEI FEES (10%)				\$27,536.32		\$29,463.86		\$31,526.34		\$33,733.18		\$36,094.50
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$250,330.20		\$267,853.32		\$286,603.05		\$306,665.26		\$328,131.83

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.
- The mobilization costs are based on 15% of the construction cost
- Estimate includes maintenance of traffic costs (15% of construction costs).
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others
- 7% Yearly Escalation

Findings:

- ✓ The intersection of McDonald Road and Palmetto Avenue includes the intersection of Kensington Street, creating a complicated area for motorists, pedestrians and bicyclists.

Recommendations:

- ✓ Review the possibility of closing a portion of Kensington Street and relocating a driveway access for one property.
- ✓ Reconfigure crosswalks to encourage safe crossing behaviors.



Recommended Intersection Improvements

Priority Project #2: McDonald Rd/Palmetto Ave Intersection Improvement - ID #6



LEGEND

- SAS Schools Studied
- Library
- Crossing Guard Location
- Existing/Planned Projects**
 - Existing Sidewalks
 - Existing Trails
 - Planned Sidewalks (Funded)
 - Planned Trails Projects (Lake County 2008 Trails Master Plan)
- SAS Projects Identified (EHS-Curtright Campus)**
 - Priority Project #2 (Map ID#6)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - 2-Mile Buffer of Eustis Elementary School
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 - School Property - Public
 - Church Owned Property
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 - Railroad
 - LakeXpress Bus Route
 - Traffic Signal

Source: FDOT, Lake County Schools, Hole Design, Inc, and TranSystems

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SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumter MPO
Metropolitan Planning Organization

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TranSystems

Map Date: December 2011

Findings:

- ✓ Students walk to Lake Gracie as part of their physical education program. The sidewalk system is incomplete and students must use the roadway for part of their travel route.
- ✓ The parcels along Lake Gracie are privately owned.
- ✓ Steep grades in the area result in challenges for sidewalk implementation.



Recommendations:

- ✓ Construct wide sidewalks along the inside right of way of Lake Gracie Drive and construct five (5) foot wide sidewalks along the south side of Key Avenue and along the west side of Exeter Street to provide enhanced school connectivity. Review the intersection of Exeter Street and Lemon Avenue for a three-way stop.



Priority Project #3: Lake Gracie Connection (East Key to Washington Ave) - ID #12



LEGEND

- SAS Schools Studied
- Library
- Crossing Guard Location
- Existing/Planned Projects**
 - Existing Sidewalks
 - Existing Trails
 - Planned Sidewalks (Funded)
 - Planned Trails Projects (Lake County 2008 Trails Master Plan)
- SAS Projects Identified - Eustis Elementary School**
 - Priority Project #3 (Map ID #12)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
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SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumter MPO
Metropolitan Planning Organization

State of Florida
Department of Transportation

TranSystems

Map Date: December 2011

Potential Construction Costs:

LONG RANGE ESTIMATE - LAKE GRACIE TRAIL SIDEWALK, EUSTIS FLORIDA

12 FROM EAST KEY (SOUTH) TO
WASHINGTON AVE

5041

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$28,000.00	\$28,000.00	\$29,980.00	\$29,980.00	\$32,057.20	\$32,057.20	\$34,301.20	\$34,301.20	\$36,702.29	\$36,702.29
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$22,000.00	\$22,000.00	\$23,540.00	\$23,540.00	\$25,187.80	\$25,187.80	\$26,950.95	\$26,950.95	\$28,837.51	\$28,837.51
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00	\$1,070.00	\$1,070.00	\$1,144.90	\$1,144.90	\$1,225.04	\$1,225.04	\$1,310.80	\$1,310.80
	DESIGN SURVEY	1	LS	\$10,000.00	\$10,000.00	\$10,700.00	\$10,700.00	\$11,449.00	\$11,449.00	\$12,250.43	\$12,250.43	\$13,107.96	\$13,107.96
	SIGNING & PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00	\$5,350.00	\$5,350.00	\$5,724.50	\$5,724.50	\$6,125.22	\$6,125.22	\$6,553.98	\$6,553.98
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	2,801	SY	\$40.00	\$112,022.22	\$42.80	\$119,883.78	\$45.80	\$128,254.24	\$49.00	\$137,232.04	\$52.43	\$146,838.28
110-1-2	CLEARING & GRUBBING	0.58	AC	\$13,268.00	\$7,677.23	\$14,198.76	\$8,214.83	\$15,190.53	\$8,789.86	\$16,253.87	\$9,404.93	\$17,391.84	\$10,083.28
120-1	REGULAR EXCAVATION	934	CY	\$7.43	\$8,938.04	\$7.95	\$7,421.57	\$8.51	\$7,941.08	\$9.10	\$8,496.95	\$9.74	\$9,091.74
120-6	EMBANKMENT	934	CY	\$10.38	\$9,699.92	\$11.11	\$10,368.22	\$11.88	\$11,093.99	\$12.72	\$11,870.57	\$13.81	\$12,701.51
570- 1	SODDING	2,801	SY	\$3.50	\$9,801.94	\$3.75	\$10,488.08	\$4.01	\$11,222.25	\$4.29	\$12,007.80	\$4.59	\$12,848.35
	SUB- TOTAL				\$212,127.36		\$226,976.27		\$242,864.61		\$259,865.13		\$278,055.69
	CONTINGENCY (15%)				\$31,819.10		\$34,046.44		\$36,429.69		\$38,979.77		\$41,708.35
	DESIGN FEES (10%)				\$24,394.65		\$26,102.27		\$27,929.43		\$29,884.49		\$31,976.40
	CEI FEES (10%)				\$26,834.11		\$28,712.50		\$30,722.37		\$32,872.94		\$35,174.05
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$243,946.46		\$261,022.71		\$279,294.30		\$298,844.90		\$319,764.05

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.
- The mobilization costs are based on 15% of the construction cost
- Estimate includes maintenance of traffic costs (15% of construction costs).
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others
- 7% Yearly Escalation

Findings:

- ✓ The school district is planning to acquire adjacent property for expansion.
- ✓ There is no sidewalk on the west side of Prescott Street from the bus loop entrance to Lemon Avenue.
- ✓ The right of way may be constrained or the school may encroach into the right of way.

Recommendations:

- ✓ If possible, school expansion plans should include the construction of a minimum five foot wide sidewalk along the west side of Prescott Street from the existing sidewalk near the bus loop entrance to Lemon Avenue.
- ✓ Coordinate sidewalk construction with the bus loop, staff parking and service access.
- ✓ Connect the sidewalk to the courtyard to increase school accessibility for people of all abilities.



Priority Project #4: Prescott Street (Lemon Ave to Citrus Ave) - ID #13



LEGEND

- SAS Schools Studied
- Library
- Crossing Guard Location
- Existing/Planned Projects**
 - Existing Sidewalks
 - Existing Trails
 - Planned Sidewalks (Funded)
 - Planned Trails Projects (Lake County 2008 Trails Master Plan)
- SAS Projects Identified - Eustis Elementary School**
 - Priority Project #4 (Map ID #13)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - Eustis Elementary School Attendance Zone
 - 2-Mile Buffer of Eustis Elementary School
 - Parcels
 - School Property - Public
 - Church Owned Property
 - County Owned Property
 - City Owned Property
 - Railroad
 - LakeXpress Bus Route
 - Traffic Signal

Source: FDOT, Lake County Schools, Hole Design, Inc, and TranSystems

This map is intended for planning purposes only



SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY



Map Date: December 2011

Potential Construction Costs:

LONG RANGE ESTIMATE - PRESCOTT (WEST), EUSTIS FLORIDA

13 FROM LEMON TO CITRUS

505

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$7,000.00	\$7,000.00	\$7,490.00	\$7,490.00	\$8,014.30	\$8,014.30	\$8,575.30	\$8,575.30	\$9,175.57	\$9,175.57
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$4,000.00	\$4,000.00	\$4,280.00	\$4,280.00	\$4,579.90	\$4,579.90	\$4,900.17	\$4,900.17	\$5,243.18	\$5,243.18
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00	\$1,070.00	\$1,070.00	\$1,144.90	\$1,144.90	\$1,225.04	\$1,225.04	\$1,310.90	\$1,310.90
	DESIGN SURVEY	1	LS	\$10,000.00	\$10,000.00	\$10,700.00	\$10,700.00	\$11,449.00	\$11,449.00	\$12,250.43	\$12,250.43	\$13,107.96	\$13,107.96
	SIGNING & PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00	\$5,350.00	\$5,350.00	\$5,724.50	\$5,724.50	\$6,125.22	\$6,125.22	\$6,553.98	\$6,553.98
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	281	SY	\$81.33	\$22,817.58	\$87.02	\$24,414.81	\$93.11	\$26,123.95	\$99.63	\$27,952.52	\$106.81	\$29,909.20
110-1-2	CLEARING & GRUBBING	0.06	AC	\$13,298.00	\$769.09	\$14,196.76	\$922.93	\$15,190.53	\$880.53	\$16,253.87	\$942.17	\$17,391.84	\$1,008.12
120-1	REGULAR EXCAVATION	94	CY	\$7.43	\$694.84	\$7.95	\$743.48	\$8.51	\$795.53	\$9.10	\$851.21	\$9.74	\$910.80
120-6	EMBANKMENT	94	CY	\$10.30	\$970.72	\$11.11	\$1,030.67	\$11.00	\$1,111.30	\$12.72	\$1,199.10	\$13.81	\$1,272.42
570- 1	SODDING	281	SY	\$5.00	\$1,402.78	\$5.35	\$1,500.97	\$5.72	\$1,606.04	\$6.13	\$1,718.48	\$6.55	\$1,838.78
	SUB-TOTAL				\$53,655.02		\$57,410.87		\$61,429.63		\$65,729.71		\$70,330.78
	CONTINGENCY (15%)				\$8,048.25		\$8,611.63		\$9,214.44		\$9,859.46		\$10,549.62
	DESIGN FEES (10%)				\$6,170.33		\$6,602.25		\$7,064.41		\$7,558.92		\$8,088.04
	CEI FEES (10%)				\$6,787.36		\$7,262.48		\$7,770.85		\$8,314.81		\$8,896.84
	TOTAL ESTIMATED CONSTRUCTION COST (2011):				\$61,703.27		\$66,022.50		\$70,644.08		\$75,589.16		\$80,880.40

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.
- The mobilization costs are based on 15% of the construction cost
- Estimate includes maintenance of traffic costs (15% of construction costs).
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others
- 7% Yearly Escalation

Findings:

- ✓ The School District is planning to acquire adjacent property for expansion and Salem Street may be vacated.
- ✓ There is no sidewalk on the east side of Salem Street from the pick-up/drop-off sidewalk to Lemon Avenue.
- ✓ There are two crosswalks over Salem Street.

Recommendations:

- ✓ If school expansion plans do not include the closing of Salem Street, a continuous sidewalk should be constructed along the east side of the road along school property. In either circumstance, a pedestrian connection should be considered to maintain neighborhood connectivity.
- ✓ Provide a more visible crosswalk over Salem Street that doubles as a traffic calming measure and has a curb ramp to provide barrier-free access.
- ✓ Consolidate crosswalks into one crossing.



Priority Project #5: Salem Street (Lemon Ave to Car Line Sidewalk) - ID #14



LEGEND

- SAS Schools Studied
- Library
- Crossing Guard Location
- Existing/Planned Projects**
 - Existing Sidewalks
 - Existing Trails
 - Planned Sidewalks (Funded)
 - Planned Trails Projects (Lake County 2008 Trails Master Plan)
- SAS Projects Identified - Eustis Elementary School**
 - Priority Project #5 (Map ID #14)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - Eustis Elementary School Attendance Zone
 - 2-Mile Buffer of Eustis Elementary School
 - Parcels
 - School Property - Public
 - Church Owned Property
 - County Owned Property
 - City Owned Property
 - Railroad
 - LakeXpress Bus Route
 - Traffic Signal

Source: FDOT, Lake County Schools, Hole Design, Inc, and TranSystems

This map is intended for planning purposes only



SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY



Map Date: December 2011

Potential Construction Costs:

LONG RANGE ESTIMATE - SALEM ST (EAST), EUSTIS FLORIDA

14 FROM LEMON TO CAR LINE SIDEWALK

374

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
101- 1	MOBILIZATION	1	LS	\$8,000.00	\$8,000.00	\$6,420.00	\$6,420.00	\$8,869.40	\$8,869.40	\$7,350.26	\$7,350.26	\$7,884.78	\$7,884.78
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$3,000.00	\$3,000.00	\$3,210.00	\$3,210.00	\$3,434.70	\$3,434.70	\$3,675.13	\$3,675.13	\$3,932.39	\$3,932.39
104- 20	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00	\$1,070.00	\$1,070.00	\$1,144.90	\$1,144.90	\$1,225.04	\$1,225.04	\$1,310.80	\$1,310.80
	DESIGN SURVEY	1	LS	\$10,000.00	\$10,000.00	\$10,700.00	\$10,700.00	\$11,449.00	\$11,449.00	\$12,250.43	\$12,250.43	\$13,107.96	\$13,107.96
	SIGNING & PAVEMENT MARKING	1	LS	\$5,000.00	\$5,000.00	\$5,360.00	\$5,360.00	\$5,724.50	\$5,724.50	\$6,126.22	\$6,126.22	\$6,553.98	\$6,553.98
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	208	SY	\$81.33	\$16,898.57	\$87.02	\$18,081.47	\$93.11	\$19,347.17	\$96.83	\$20,701.47	\$109.81	\$22,150.57
110-1-2	CLEARING & GRUBBING	0.04	AC	\$13,268.00	\$590.59	\$14,198.76	\$609.46	\$15,190.53	\$652.12	\$16,253.87	\$667.77	\$17,391.64	\$746.61
120-1	REGULAR EXCAVATION	69	CY	\$7.43	\$514.80	\$7.95	\$550.62	\$8.51	\$589.16	\$9.10	\$630.40	\$9.74	\$674.53
120-6	EMBANKMENT	69	CY	\$10.38	\$716.91	\$11.11	\$769.23	\$11.88	\$823.08	\$12.72	\$880.70	\$13.61	\$942.35
570- 1	SODDING	208	SY	\$5.00	\$1,038.80	\$5.35	\$1,111.81	\$5.72	\$1,180.42	\$6.13	\$1,272.86	\$6.55	\$1,361.77
	SUB-TOTAL				\$44,740.56		\$47,872.39		\$51,223.45		\$54,809.10		\$58,645.73
	CONTINGENCY (15%)				\$6,711.08		\$7,180.86		\$7,683.52		\$8,221.36		\$8,796.86
	DESIGN FEES (10%)				\$5,145.16		\$5,505.32		\$5,890.70		\$6,303.05		\$6,744.26
	CEI FEES (10%)				\$5,659.68		\$6,055.86		\$6,479.77		\$6,933.35		\$7,418.69
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$51,451.63		\$55,053.25		\$58,906.97		\$63,030.46		\$67,442.59

ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.
- The mobilization costs are based on 15% of the construction cost
- Estimate includes maintenance of traffic costs (15% of construction costs).
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others
- 7% Yearly Escalation

Findings:

- ✓ Many students travel to school with their parents or caregivers.
- ✓ The school supports walks to Lake Gracie and the library.
- ✓ The school has participated in Walk to School Day.

Recommendations:

- ✓ This school should continue to partner with the Department of Health to establish a Walking School Bus program.



Parent Comments from the Safe Routes to School Application

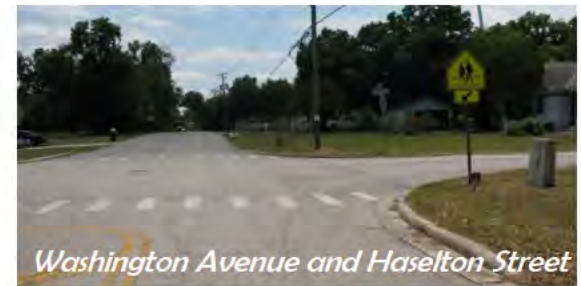
“We love to ride our bikes to school, would love to see more kids, since so many families live within 2 miles or less of the school.”

Findings:

- ✓ Some school area intersections may allow through traffic on one street making it more difficult for students to cross. These intersections include:
 - ✓ Lemon Avenue and Exeter Street
 - ✓ Lemon Avenue and Center Street
 - ✓ Washington Avenue and Fahnstock Street
 - ✓ Washington Avenue and Haselton Street
(Lake County Schools recommends a crossing guard at this location)
 - ✓ Washington Avenue and Abrams Road

Recommendations:

- ✓ Review the feasibility of creating full stop conditions for these intersections. If implemented, add crosswalks, curb ramps and signage as needed.



Findings:

- ✓ The City does an excellent job adding to their sidewalk network and pursuing funding for additional construction.
- ✓ Some sidewalks do not include crosswalks.
- ✓ At least one sidewalk (Prescott Street and McDonald Street) has the curb ramp for street access located before the stop bar.
- ✓ Some older sidewalks do not include curb ramps.

Recommendations:

- ✓ Review sidewalk plans for connectivity to the surrounding sidewalk infrastructure. Be aware of storm grate locations, stop bars, utilities and connecting curb ramps.



Findings:

- ✓ Some area sidewalks have vegetation encroaching into the sidewalk area.
- ✓ The City of Eustis was provided with a list of areas where vegetation encroached into the sidewalk or created sight distance problems. The City responded immediately to the list.

Recommendations:

- ✓ Continue to review sidewalks and roadways for vegetation growth that may impede sidewalk movement or create visibility problems for sidewalk users, bicyclists or motorists.



This website represents an ongoing commitment to increase safe access to schools within the Lake~Sumter Metropolitan Planning Organization Planning Area.

Updates to data, and suggestions for programming and project ideas are welcome from all agencies and the general public.

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*Promoting Regional
Transportation Partnerships*