

Eustis High School Curtright Campus Eustis, FL

EARLY RELEASE 8-9
LEAVE ON WA
STAY ON DIXIE

EUSTIS HIGH SCHOOL
CURTRIGHT CAMPUS

December 2011

Eustis High School – Curtright Campus



Reviewed : June 7, 2011

9th Grade

Total Students:

353

- Transportation Provided:
- Transportation Not Provided:

278

74

Students Living within the “Walk Zone”:

137

- Provided Transportation:
- Transportation Not Provided:
 - Walkers/Bike Riders
 - Car Drop-off/Pick-up

89

47

30*

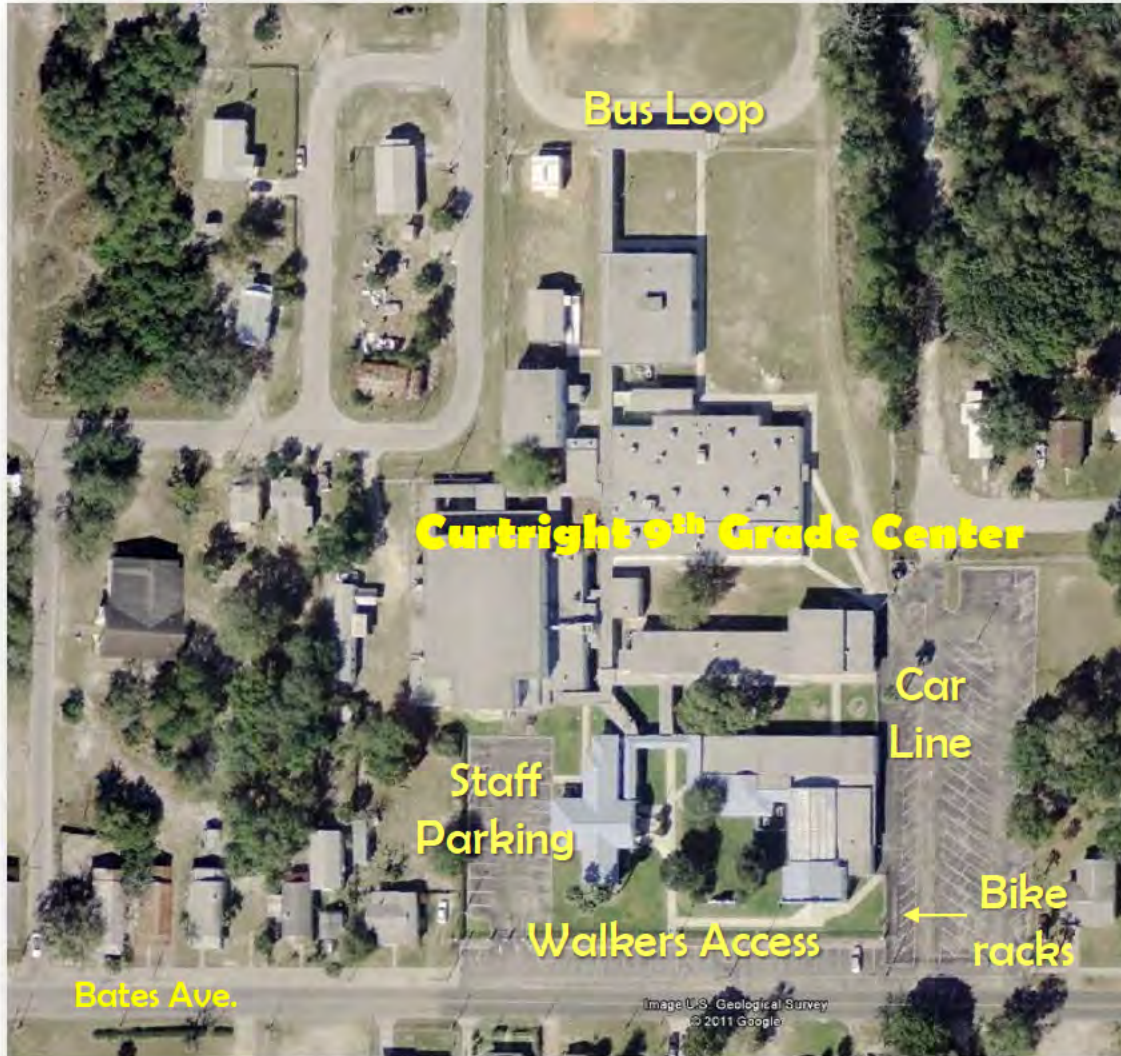
17*

*Estimated



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

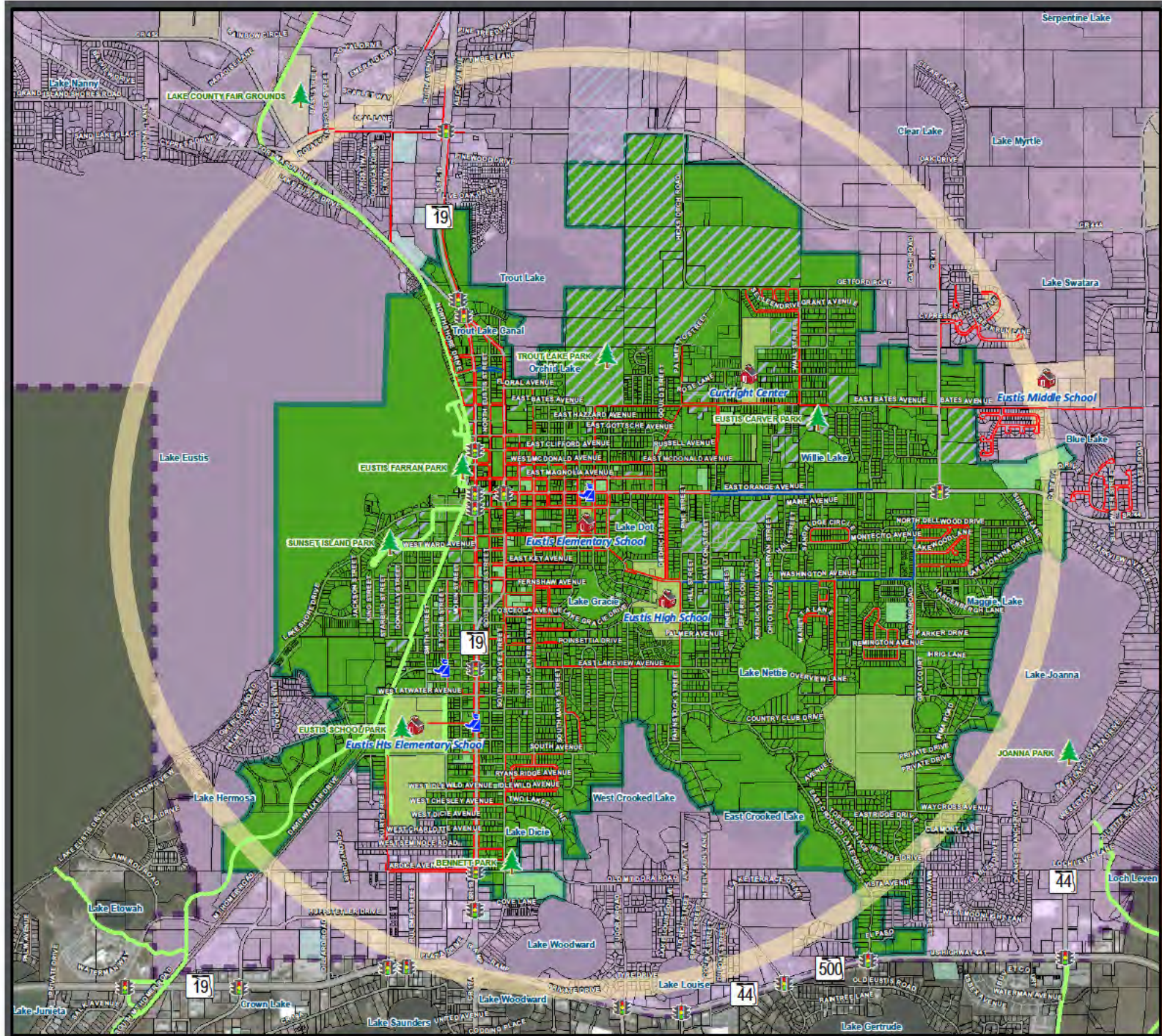
Eustis High School – Curtright Campus



Field Review General Findings:

- ✓ Eustis High School is separated into two campus locations:
 1. Main Campus for 10th-12th grade.
 2. Curtright Center for 9th grade only.
- ✓ Shuttle buses transport students between the two campus locations twice daily.
- ✓ The school is located within a residential area with low traffic volumes.
- ✓ Bates Avenue sidewalks provide the primary walking route for students and area residents

EHS - Curtright Campus: Attendance and 2-Mile "Walk" Zone Map



LEGEND

- SAS Schools Studied
- Parks
- Existing/Planned Projects**
 - Existing Sidewalks
 - Existing Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - EHS - Curtright Campus Attendance Zone
 - Parent Responsibility Zone
 - 2-Mile Buffer of EHS-Curtright Campus
 - 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

Lake-Sumter
MPO
Metropolitan Planning Organization

TranSystems

Map Date: December 2011

Arrival and Dismissal Schedule

Start Time: 7:20 am

Release Time: 2:26 pm

Note: Students are released one hour early on Wednesdays



Findings:

- ✓ 17 buses use the rear bus loop while late running buses and the shuttle buses use the parking area along Bates Avenue.
- ✓ One student was observed using the LakeXpress transit stop in front of the school.

Recommendations:

- ✓ Review the possibility of expanding student and staff use of LakeXpress transit opportunities.
- ✓ Provide an enhanced transit stop area to increase awareness and better serve riders. (The Lake County Public Transportation Division Bus Stop Site ADA Assessment and Shelter Placement Site Recommendations Report can be found [here](#) for more information)



Eustis High School – Curtright Campus

Findings:

- ✓ The designated student drop-off area is co-located with the parking area on the east side of the school.
- ✓ This school serves only 9th grade students and student parking is not provided.
- ✓ Many motorists use the Bates Avenue right of way to drop off or pick up students. This area is completely paved (“massphalt”) with no defined area for pedestrians or bicyclists.

Recommendations:

- ✓ Consider replacing pull-in parking with parallel parking to reduce pedestrian, bicyclist, bus and motorist conflicts (See Streetscape Improvement Concept – Priority Project #1 at the end of this report).



Findings:

- ✓ Students access the school through the pedestrian gate and staff parking lot.
- ✓ There is no sidewalk along Bates Avenue in front of the school on either side of the road.
- ✓ Pull-in parking and unauthorized drop-off procedures decrease safety for students accessing the school.
- ✓ Safety is reduced for pedestrians or bicyclists traveling through the area using the Bates Avenue right of way.

Recommendations:

- ✓ Consider replacing pull-in parking with parallel parking to reduce pedestrian, bicyclist, bus and motorist conflicts (see Streetscape Improvement Concept – Priority Project #1 at the end of this report).
- ✓ As an interim measure, mark the pavement to provide a continuous sidewalk connection on the north side of Bates Avenue (place sidewalk in front of vehicle parking).



Findings (North side of School):

- ✓ Students who walk or ride bicycles are permitted to use the bus loop as an access point (none observed). There is no sidewalk connection in this location.
- ✓ Some students living north of Bates Avenue and west of the school may prefer to use a back entrance to the school if the route is shorter or feels safe.
- ✓ Informal pedestrian paths create connections between Suanee, Hollywood and Virginia Avenues.

Recommendations (North side of School):

- ✓ Although traffic volume is light and students can share the bus access drive, it is preferable to provide a sidewalk connecting the neighborhood to the rear entrance of the school.
- ✓ An un-opened City right of way exists adjacent to the school property that may be considered for a future trail or sidewalk connection to the school. The majority of this right of way may be wetlands, making the area unsuitable for any on-grade development. If constructed, increased visibility (less vegetation) and lighting may be needed to increase safety.

Recommendations Continued (North side of School):

- ✓ Review the need and security impact of adding a gate to the fence just west of the bus loop entrance.
- ✓ Add a crosswalk over Dixie Avenue to the neighboring housing complex.



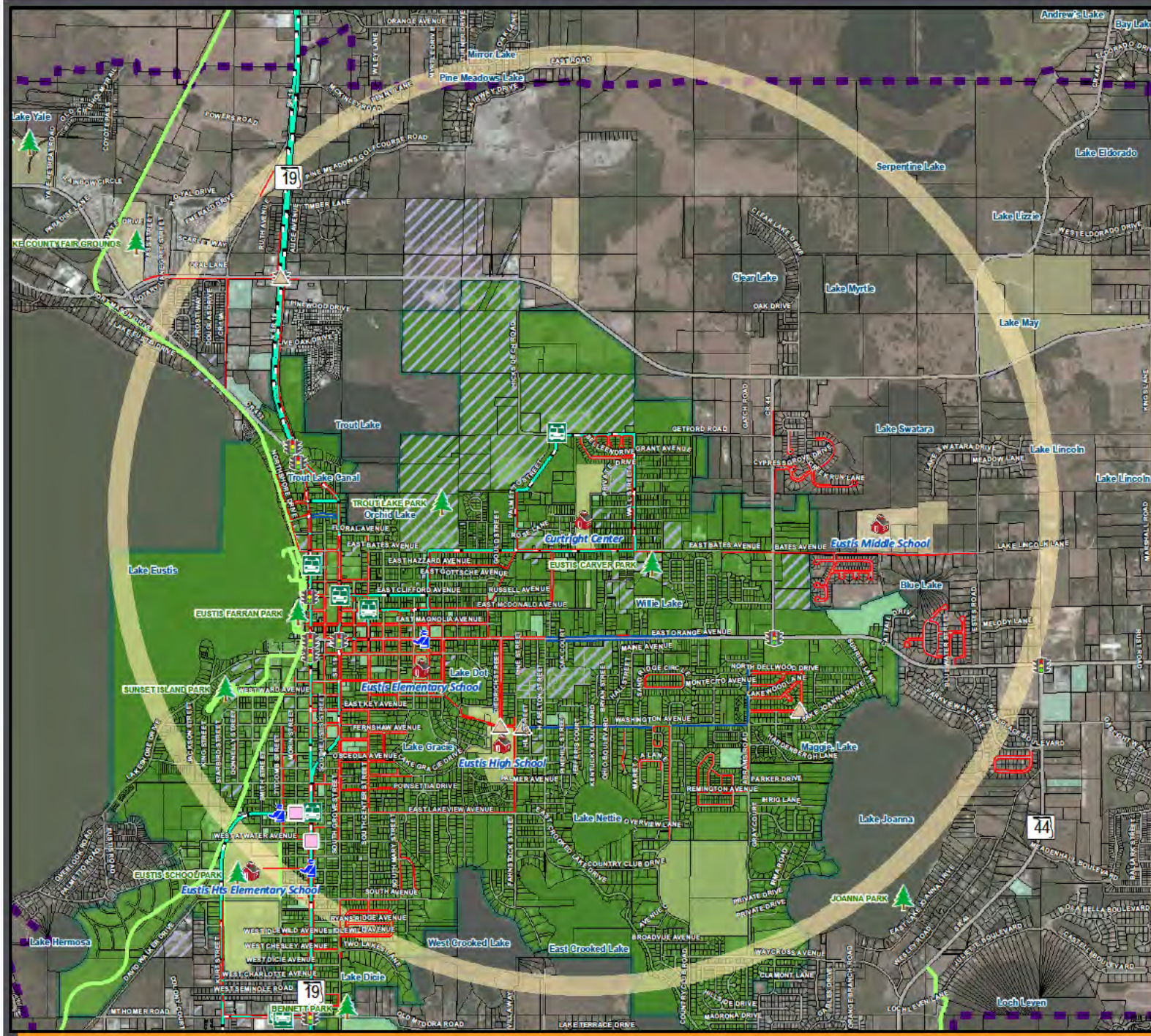
Bicycle/ Skateboard Findings:

- ✓ No students were observed bicycling to or from school. Vice Principal Owens feels that students may perceive riding bicycles as “un-cool”.
- ✓ Bicycle racks are provided in the eastern parking area and students may feel that their bikes are susceptible to theft. Students may also store skate boards in the office.
- ✓ Some of the sidewalks are too narrow to serve bicyclists and pedestrians simultaneously and there are no bicycle lane connections to the school.
- ✓ The City has recently added sidewalks along the south side of Bates Avenue to the east of the school. The right of way along Bates Avenue is constrained and many parcels do not have a clear title.

Recommendations:

- ✓ If possible, relocate the bicycle racks closer to the school office. Having bicycle racks in a more visible location may increase the perception of bike security (newer bicycle racks may be available through FDOT District Five).
- ✓ Continue to work to make Bates Avenue a “complete street” (<http://www.completestreets.org/>) with continuous sidewalks and bikeways.
- ✓ Provide bicycle safety education.
- ✓ Provide bicycles, helmets and bike safety gear, including lights whenever feasible. Consider multiple sources: Rotary, Wal-Mart, recycled bicycles, thrift stores, grants, etc.

EHS - Curtright Campus: Existing Conditions Map



LEGEND

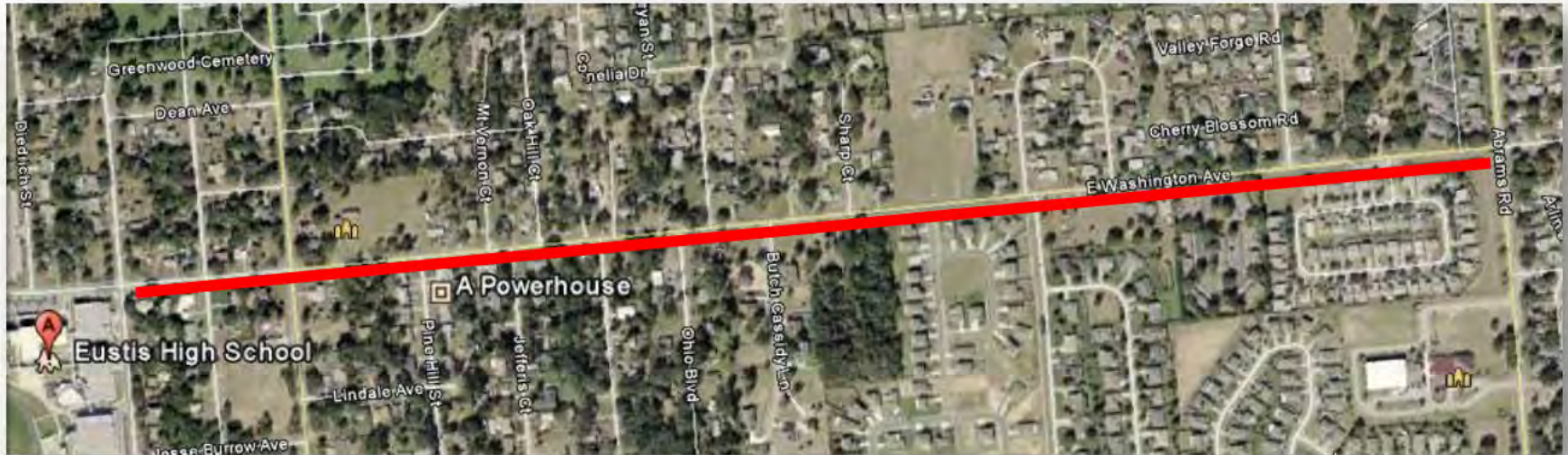
- SAS Schools Studied
- Library
- Crossing Guard Location
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (6:50-7:20 AM & 2:26-3:30 PM)
 - Bicyclist Involved
 - Pedestrian Involved
- Existing Sidewalk and Trails
 - Existing Sidewalks
 - Existing Trails
- Road System
 - Major Roads
 - Local Roads
- Other Layers
 - EHS - Curtright Campus Attendance Zone
 - Parent Responsibility Zone
 - 2-Mile Buffer of EHS - Curtright Campus
 - 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



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) Projects

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.



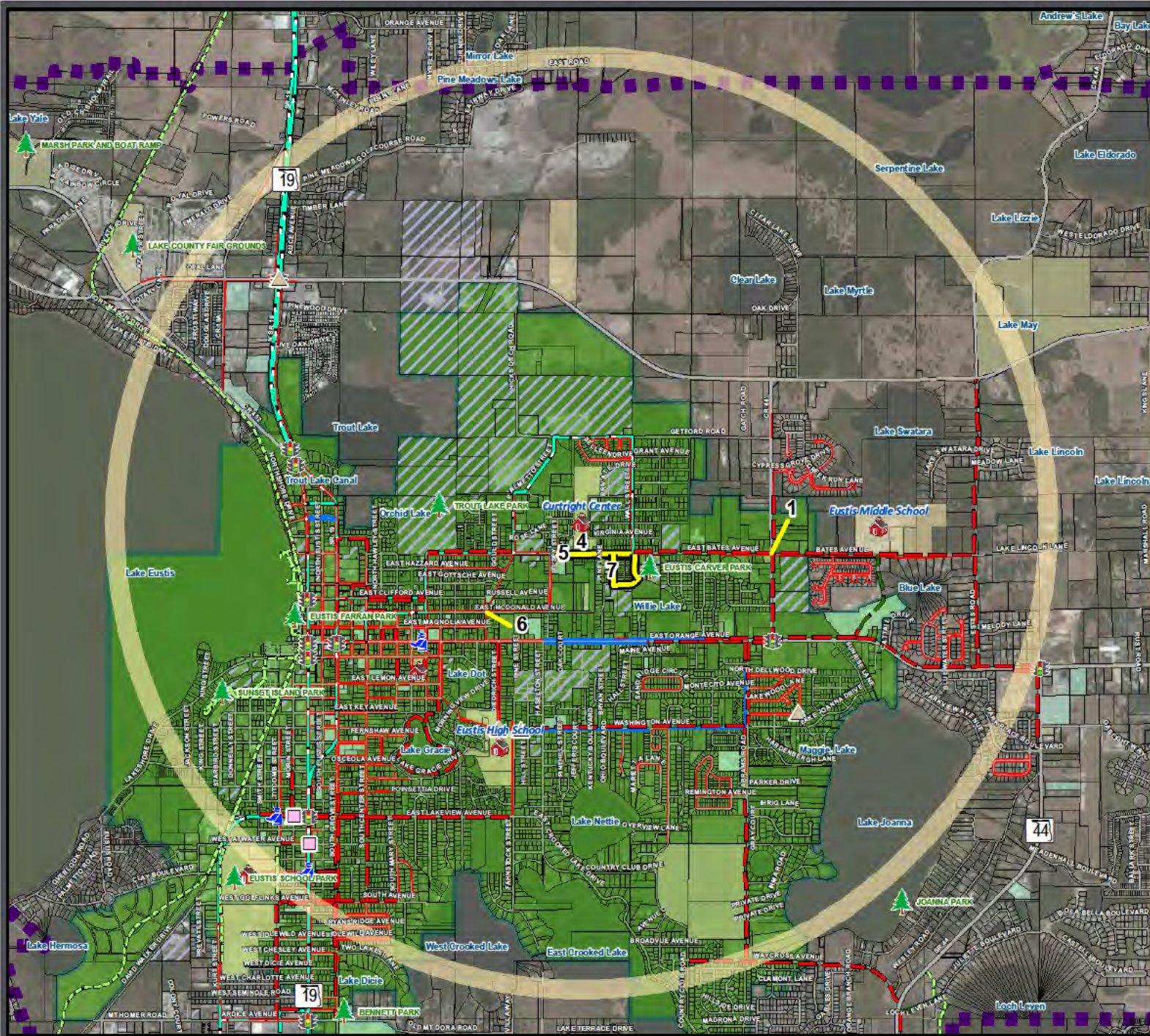
Findings:

- ✓ 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.

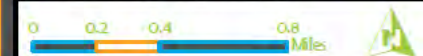
EHS - Curtright Campus: Transportation Access Master Plan



- SAS Schools Studied
- Library
- Crossing Guard Location
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (6:50-7:20 AM & 2:26-3:30 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**
- EHS-Curtright Campus Attendance Zone
- Parent Responsibility Zone
- 2-Mile Buffer of EHS-Curtright Campus
- 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

Eustis High School – Curtright Campus

Eustis High School - Curtright Campus (Recommended Projects)

PROJECT MAP ID #	Project Type	Street Name / Title	Side	Starting Point	Stopping Point	Status	Curtright Campus
4	Streetscape Improv.	Bates Avenue Streetscape at Curtright	n/a	n/a	n/a	Priority	PRIORITY #1
7	Sidewalk Connection	Carver Park Connection	n/a	n/a	n/a	Priority	PRIORITY #2
5	Sidewalk Placement	Bates Ave.	South	Wall Street	Glover St.	Priority	PRIORITY #3
1	Streetscape Improv.	Bates Ave. / C.R 44 Crosswalk	Intersection	n/a	n/a	Priority	PRIORITY #4
6	Streetscape Improv.	McDonald / Palmetto 5-Point Intersection	Intersection	n/a	n/a	Priority	PRIORITY #5

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



Findings:

- ✓ The Curtright Campus does not have a sidewalk in front of the school (along Bates Avenue).
- ✓ Pull-in parking conflicts with pedestrians and bicyclists traveling to and from school as well as non-student pedestrians and bicyclists in the area.
- ✓ A transit stop is located in this area and the school shuttle buses use the paved right of way in front of the school for student drop-off and pick-up.

Recommendations:

- ✓ Consider a streetscape project along the school frontage that includes a sidewalk, parallel parking, a transit stop and canopy trees to better define and separate modes of transportation.

Existing Conditions



Proposed Conditions – Streetscape Improvement Concept



Findings:

- ✓ There is no pedestrian connection between the Cricket Hollow neighborhood and Bates Avenue.
- ✓ Planned sidewalks on Orange Avenue will provide an indirect travel route.
- ✓ The City of Eustis has constructed boardwalks on Willie Lake and plans to continue enhancing connectivity.

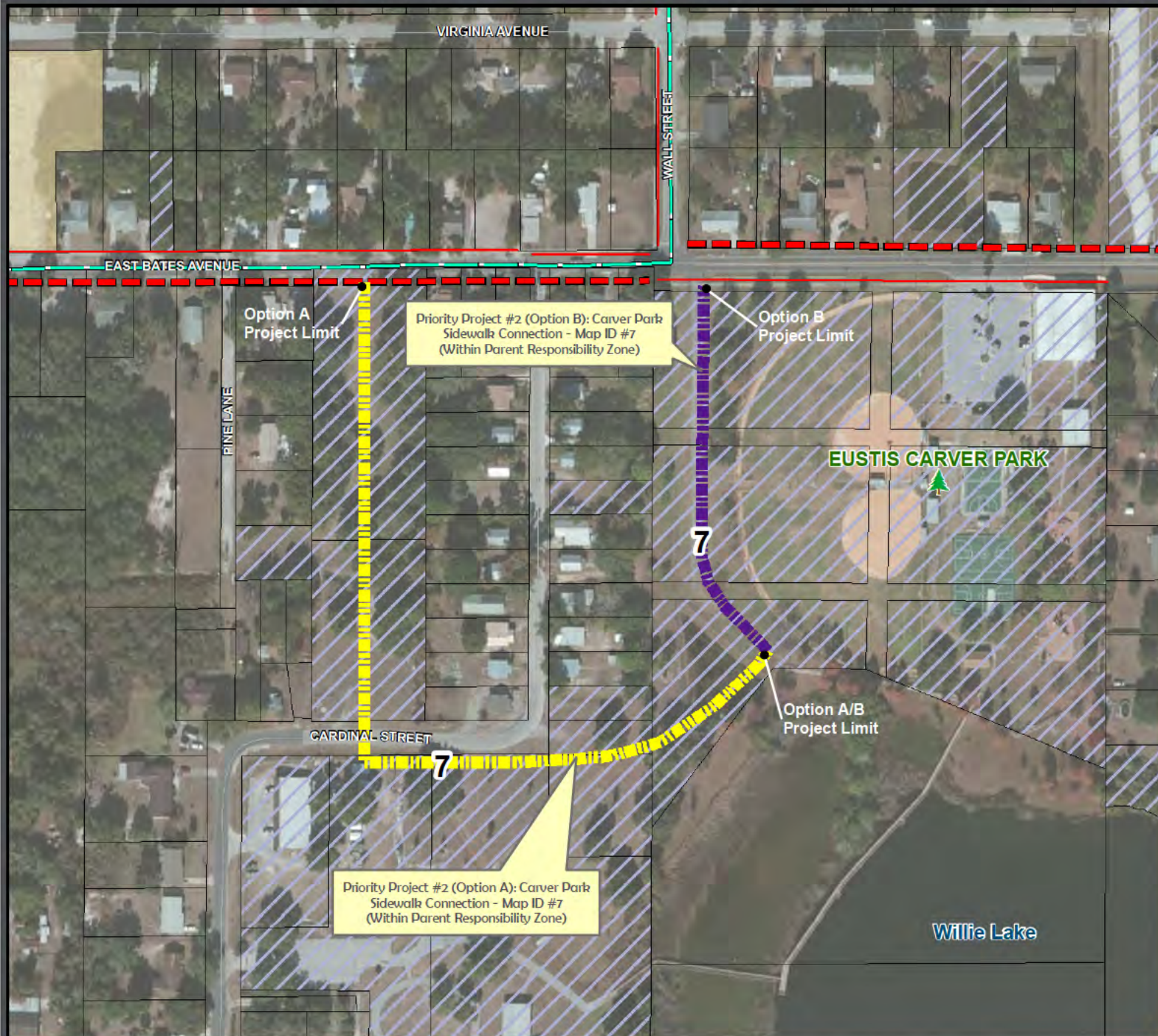
Recommendations:

- ✓ The City should continue to review the potential to link this neighborhood to Carver Park and Curtright Campus. Options A (yellow) and B (orange) are shown and connect Dorothy Drive to Bates Avenue through Carver Park.

Note: A student living at the back of the subdivision would need to walk over 1.5 miles to school using the public right of way. A cut-through using the park would shorten the trip to just over 0.5 miles.



Priority Project #2: Carver Park Sidewalk Connection - ID #7



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**
 - Carver Park Connection (Option A) Priority Project #2
 - Carver Park Connection (Option B) Priority Project #2
 - SAS Recommended Projects - Sidewalks
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - 2-Mile Buffer of EHS-Curtright Campus
 - Parcels
 - School Property - Public
 - Church Owned Property
 - County Owned Property
 - City Owned Property
 - Railroad
 - LakeXpress Bus Route
 - Traffic Signal

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

This map is intended for planning purposes only



SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumter MPO
Metropolitan Planning Organization

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TranSystems

Map Date: December 2011

Eustis High School – Curtright Campus

Potential Construction Costs (Option A):

LONG RANGE ESTIMATE - CARVER PARK CONNECTION (OPTION A), EUSTIS FLORIDA

7A

1341

Prepared by TransSystems

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	\$15,000.00	\$15,000.00	\$16,050.00	\$16,050.00	\$17,173.50	\$17,173.50	\$18,375.85	\$18,375.85	\$19,661.94	\$19,661.94
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$11,000.00	\$11,000.00	\$11,770.00	\$11,770.00	\$12,503.00	\$12,503.00	\$13,475.47	\$13,475.47	\$14,418.76	\$14,418.76
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)	745	SY	\$81.33	\$60,590.85	\$87.02	\$64,832.21	\$93.11	\$69,370.46	\$96.63	\$74,226.40	\$106.81	\$79,422.24
110-1-2	CLEARING & GRUBBING	0.15	AC	\$13,268.00	\$2,042.20	\$14,196.76	\$2,185.25	\$15,160.53	\$2,338.21	\$16,253.97	\$2,501.89	\$17,391.84	\$2,677.02
120-1	REGULAR EXCAVATION	248	CY	\$7.43	\$1,845.12	\$7.95	\$1,974.27	\$8.51	\$2,112.47	\$9.10	\$2,260.35	\$9.74	\$2,418.57
120-6	EMBANKMENT	248	CY	\$10.38	\$2,577.70	\$11.11	\$2,758.14	\$11.88	\$2,951.21	\$12.72	\$3,157.79	\$13.61	\$3,378.84
570- 1	SCODDING	745	SY	\$5.00	\$3,725.00	\$5.35	\$3,985.75	\$5.72	\$4,264.75	\$6.13	\$4,563.29	\$6.55	\$4,882.72
	SUB- TOTAL				\$112,780.95		\$120,675.62		\$129,122.91		\$138,161.52		\$147,832.82
	CONTINGENCY (15%)				\$16,917.14		\$18,101.34		\$19,368.44		\$20,724.23		\$22,174.92
	DESIGN FEES (10%)				\$12,969.81		\$13,877.70		\$14,849.13		\$15,898.57		\$17,000.77
	CEI FEES (10%)				\$14,266.79		\$15,265.47		\$16,334.05		\$17,477.43		\$18,700.85
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$129,698.09		\$138,776.96		\$148,491.35		\$158,885.74		\$170,007.74

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

Eustis High School – Curtright Campus

Potential Construction Costs (Option B):

LONG RANGE ESTIMATE - CARVER PARK CONNECTION (OPTION B), EUSTIS FLORIDA

7b

566

Prepared by TransSystems

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	\$7,400.00	\$7,400.00	\$8,014.30	\$8,014.30	\$8,678.30	\$8,678.30	\$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	\$4,579.60	\$4,579.60	\$4,900.17	\$4,900.17	\$5,243.18	\$5,243.18
104- 2D	EROSION CONTROL	1	LS	\$1,000.00	\$1,000.00	\$1,070.00	\$1,070.00	\$1,144.00	\$1,144.00	\$1,228.04	\$1,228.04	\$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	\$6,000.00	\$6,000.00	\$6,350.00	\$6,350.00	\$6,724.60	\$6,724.60	\$7,126.22	\$7,126.22	\$7,553.00	\$7,553.00
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	314	SY	\$81.33	\$25,673.77	\$87.02	\$27,393.93	\$93.11	\$29,279.41	\$99.63	\$31,328.96	\$106.61	\$33,621.99
110-1-2	CLEARING & GRUBBING	0.06	AC	\$13,266.00	\$861.99	\$14,196.79	\$822.33	\$15,190.53	\$969.90	\$16,253.67	\$1,055.99	\$17,391.64	\$1,126.90
120-1	REGULAR EXCAVATION	106	CY	\$7.43	\$778.77	\$7.95	\$833.29	\$8.51	\$901.62	\$9.10	\$954.03	\$9.74	\$1,020.81
120-0	EMBANKMENT	100	CY	\$10.38	\$1,037.98	\$11.11	\$1,104.14	\$11.68	\$1,168.03	\$12.72	\$1,272.00	\$13.61	\$1,361.00
570- 1	SODDING	314	SY	\$5.00	\$1,572.22	\$5.35	\$1,682.28	\$5.72	\$1,800.04	\$6.13	\$1,926.04	\$6.55	\$2,060.88
	SUB-TOTAL				\$56,874.73		\$60,855.97		\$65,115.88		\$69,674.00		\$74,551.17
	CONTINGENCY (15%)				\$8,531.21		\$9,128.39		\$9,767.38		\$10,451.10		\$11,182.68
	DESIGN FEES (10%)				\$6,540.59		\$6,998.44		\$7,488.33		\$8,012.51		\$8,573.39
	CEI FEES (10%)				\$7,194.65		\$7,698.28		\$8,237.16		\$8,813.76		\$9,430.72
	TOTAL ESTIMATED CONSTRUCTION COST (2011):				\$66,406.94		\$69,984.36		\$74,883.27		\$80,125.09		\$85,733.85

ESTIMATE BASIS AND ASSUMPTIONS:

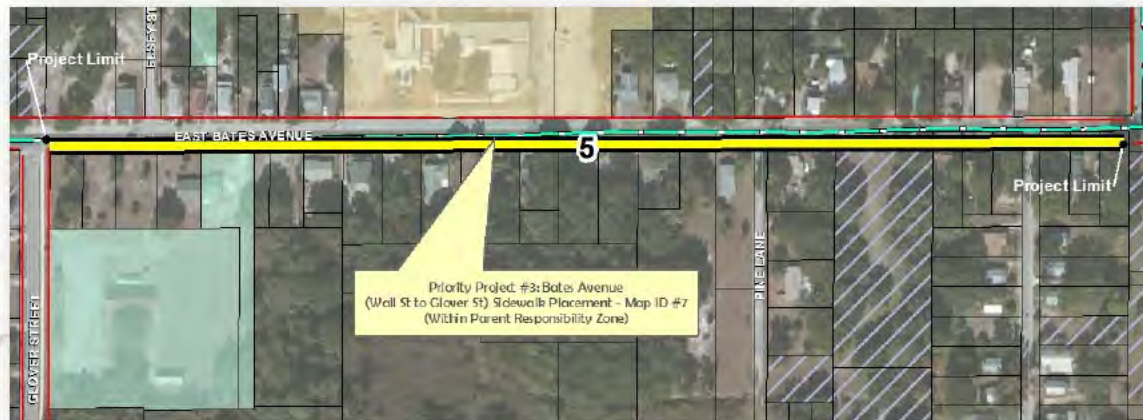
- Estimate does not include utility relocation costs.
- The mobilization costs are based on 15% of the construction cost
- Estimate includes maintenance of traffic costs (15% of construction costs).
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)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

Findings:

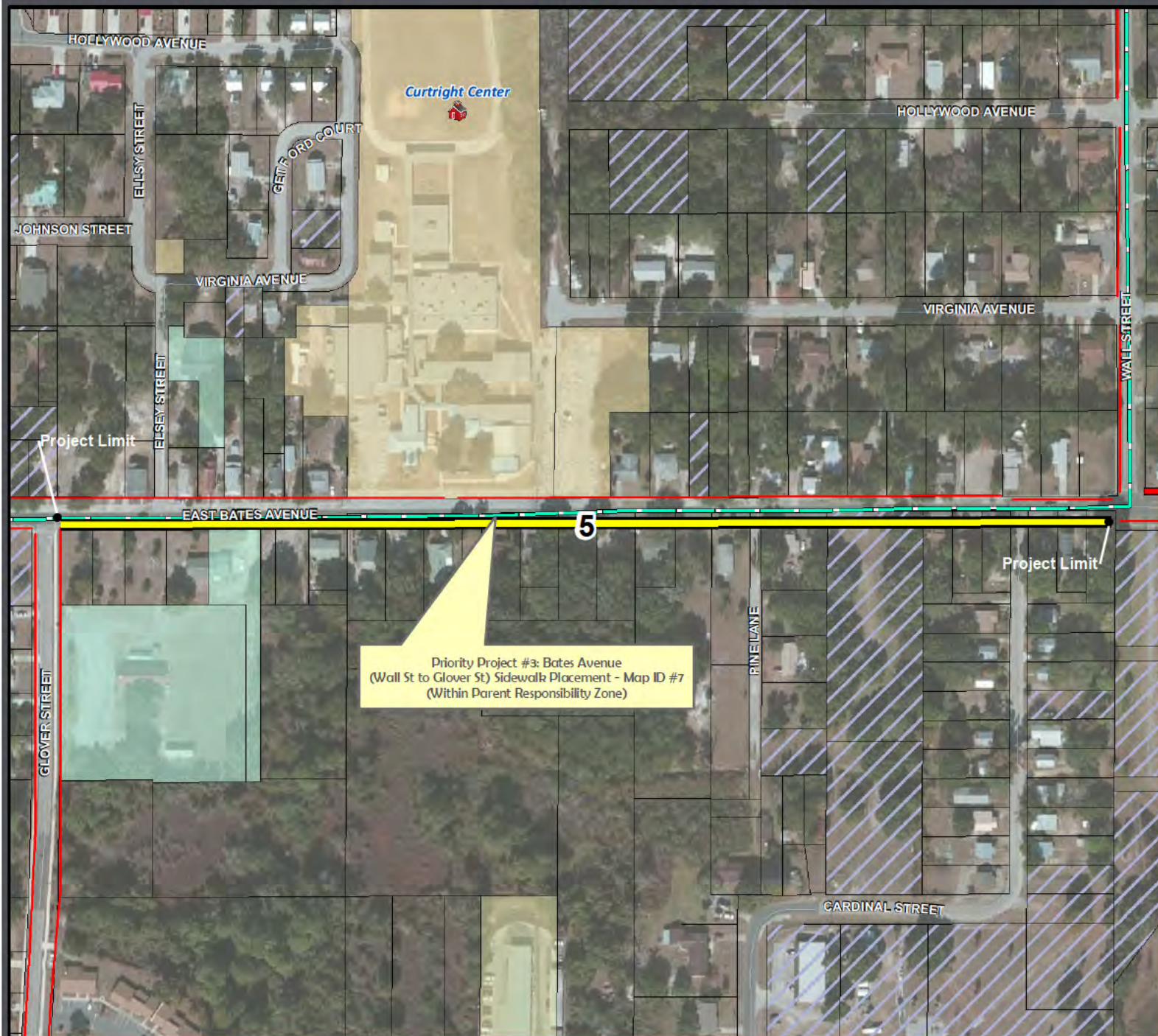
- ✓ There are no sidewalks on the south side of Bates Avenue from Wall Street to Glover Street (approximately 1800 linear feet).
- ✓ Sidewalks are currently located along the north side in this section.
- ✓ This section of Bates Avenue is maintained by the City.

Recommendation:

- ✓ Construct a sidewalk on the south side of Bates Avenue from Wall Street to Glover Street. The right of way may be constrained in this area.



Priority Project #3: Bates Avenue (Wall St to Glover St) - ID #5



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 #3 (Map ID#5)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - 2-Mile Buffer of EHS-Curtright Campus
 - Parcels
 - School Property - Public
 - Church Owned Property
 - County Owned Property
 - City Owned Property
 - Railroad
 - LakeXpress Bus Route
 - Traffic Signal

Source: FDOT, Lake County Schools, Holte 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 - BATES AVE (SOUTHSIDE), EUSTIS FLORIDA

5. FROM GLOVER ST. TO WALL ST.

1807.5

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	\$19,000.00	\$19,000.00	\$20,330.00	\$20,330.00	\$21,759.10	\$21,759.10	\$23,275.82	\$23,275.82	\$24,005.12	\$24,005.12
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$14,000.00	\$14,000.00	\$14,980.00	\$14,980.00	\$16,026.80	\$16,026.80	\$17,150.80	\$17,150.80	\$18,351.14	\$18,351.14
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)	1,004	SY	\$81.33	\$81,688.88	\$87.02	\$87,385.70	\$93.11	\$93,502.69	\$99.63	\$100,047.88	\$106.61	\$107,051.24
110-1-2	CLEARING & GRUBBING	0.21	AC	\$13,268.00	\$2,752.74	\$14,196.76	\$2,945.44	\$15,190.53	\$3,151.82	\$16,253.87	\$3,372.23	\$17,391.84	\$3,608.29
120-1	REGULAR EXCAVATION	335	CY	\$7.43	\$2,486.99	\$7.95	\$2,661.08	\$8.51	\$2,847.35	\$9.10	\$3,046.86	\$9.74	\$3,259.93
120-6	EMBANKMENT	335	CY	\$10.38	\$3,474.42	\$11.11	\$3,717.83	\$11.88	\$3,977.86	\$12.72	\$4,256.31	\$13.61	\$4,554.25
570- 1	SODDING	1,004	SY	\$5.00	\$5,020.83	\$5.35	\$5,372.29	\$5.72	\$5,748.35	\$6.13	\$6,150.74	\$6.55	\$6,581.29
	SUB- TOTAL				\$144,403.86		\$154,512.13		\$165,327.97		\$176,900.93		\$189,284.00
	CONTINGENCY (15%)				\$21,660.58		\$23,176.82		\$24,799.20		\$26,535.14		\$28,392.60
	DESIGN FEES (10%)				\$16,606.44		\$17,768.89		\$19,012.72		\$20,343.61		\$21,767.66
	CEI FEES (10%)				\$18,267.09		\$19,545.78		\$20,913.99		\$22,377.97		\$23,944.43
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$166,064.43		\$177,688.94		\$190,127.17		\$203,436.07		\$217,676.60

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 County recently constructed sidewalk along the south side of Bates Avenue that included a crosswalk over C.R. 44.
- ✓ C.R. 44 has a posted speed limit of 55 mph with a speed limit of 25 mph during school travel times.
- ✓ The crosswalk location may give motorists or pedestrians the impression that there is a four-way stop at this intersection.
- ✓ Sidewalk users may feel that they are safe in a crosswalk.
- ✓ Due to crosswalk location (including turn lanes), sidewalk users crossing C.R. 44 are exposed to traffic for a long period of time.



Recommendations:

- ✓ Review the C.R. 44 and Bates Avenue intersection for crossing safety to see if a signal with pedestrian features is warranted.

Interim measures:

- ✓ Reduce the posted speed limit on C.R. 44.
- ✓ Relocate the crosswalk to create shorter exposure for pedestrians.
- ✓ Trim vegetation to increase sight visibility for motorists and non-motorists.
- ✓ Add stop signs/caution signs for sidewalk users.



Priority Project #4: Bates Ave Crosswalk Improvements at C.R. 44 - ID #1



Priority Project #4: Bates Avenue
Bates Ave Crosswalk Improvements at C.R. 44 - Map ID #1
(Within Parent Responsibility Zone)



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 #4 (Map ID#1)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - 2-Mile Buffer of EHS-Curtright Campus
 - Parcels
 - School Property - Public
 - Church Owned Property
 - County Owned Property
 - City Owned Property
 - Railroad
 - LakeXpress Bus Route
 - Traffic Signal

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

This map is intended for planning purposes only



SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumter MPO
Metropolitan Planning Organization

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TranSystems

Map Date: December 2011

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.



Palmetto Road Looking South



Existing Conditions



Recommended Intersection Improvements

Priority Project #5: 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 #5 (Map ID#6)
 - SAS Recommended Projects - Sidewalks
 - SAS Recommended Projects - Trails
- Road System**
 - Major Roads
 - Local Roads
- Other Layers**
 - 2-Mile Buffer of EHS-Curtright Campus
 - 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

Lake-Sumter MPO
Metropolitan Planning Organization

TranSystems

Map Date: December 2011

Other Recommendations

Bates Avenue Crosswalks



Findings:

- ✓ The crosswalk at Wall Street connects the south sidewalk to north sidewalk (sidewalk alternates sides at this point).
- ✓ The crosswalk at Glover Street connects the sidewalk system from both sides of Bates Avenue and a sidewalk along the east side of Glover Street.

Recommendations:

- ✓ Add pavement markings to block motorists from parking near the crosswalk at Glover Street.
- ✓ Provide a curb ramp to provide access for all users at Glover Street.
- ✓ Add a crosswalk near Carver Park to provide access to the park annex under construction on the north side of the road.

Eustis High School – Curtright Campus

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.

Mike Woods

Project Manager, Transportation Planner

(352) 315-0170

mwoods@lakesumtermpo.com



Doug Lynch, GISP

Consultant Project Manager

(407) 875-8938

dwlynch@transystems.com



*Promoting Regional
Transportation Partnerships*