



A SAFE SCHOOLS TRANSPORTATION STUDY

# Webster Elementary School Webster, FL

May 2012



## School Overview

- ✓ South Sumter Middle School is located on the west side of SR 471. There is a residential neighborhood east of the school campus. Recently, Sumter District Schools consolidated bus stops for students attending Webster Elementary and South Sumter Middle School. The school district provides courtesy transportation to approximately 25 of the 70 students living within 2 miles of the school. Sumter District Schools bears the cost of transporting students living within a two-mile radius of each school.

## City Overview:

- ✓ The Webster area has been developed using a grid layout. Some newer developments include cul-de-sac designs that disrupt the potential expansion of the established grid layout.
- ✓ The Webster Market is located on the west side of SR 471 and attracts residents and visitors from the region. Monday market events create heavy congestion along SR 471. All modes of transportation to and from school are impacted, especially access to South Sumter Middle School.
- ✓ Sumter County plans to construct a library and fire station on SR 471 across from Webster Elementary School. This may increase the need for pedestrian connectivity along SR 471 to allow pedestrian access to the library.
- ✓ The proposed Scenic Sumter Heritage Byway route runs along portions of SR 471, CR 747, CR 478 and CR 478A in the Webster area and provides access to the cultural, natural and historic beauty of the area. An abandoned rail corridor runs east-west through the heart of Webster and could be developed as a multi-use trail with an eventual connection to the James A. Van Fleet Trail.





## Webster Elementary School



Reviewed: April 5, 2011 and November 14, 2011

Grades: Pre-K - 5<sup>th</sup>

Total Students: 715

Number of Buses: 12

Students living within a 2-mile radius: 200

Students living within a 2-mile radius provided bus transportation:  
100

Observation Days

- ✓ Number of Walkers: 14-17
- ✓ Number of Bicycle Riders: 0

Reported school-related Bicycle and Pedestrian Crashes during  
estimated school travel times from December 2008 - December 2011: 0

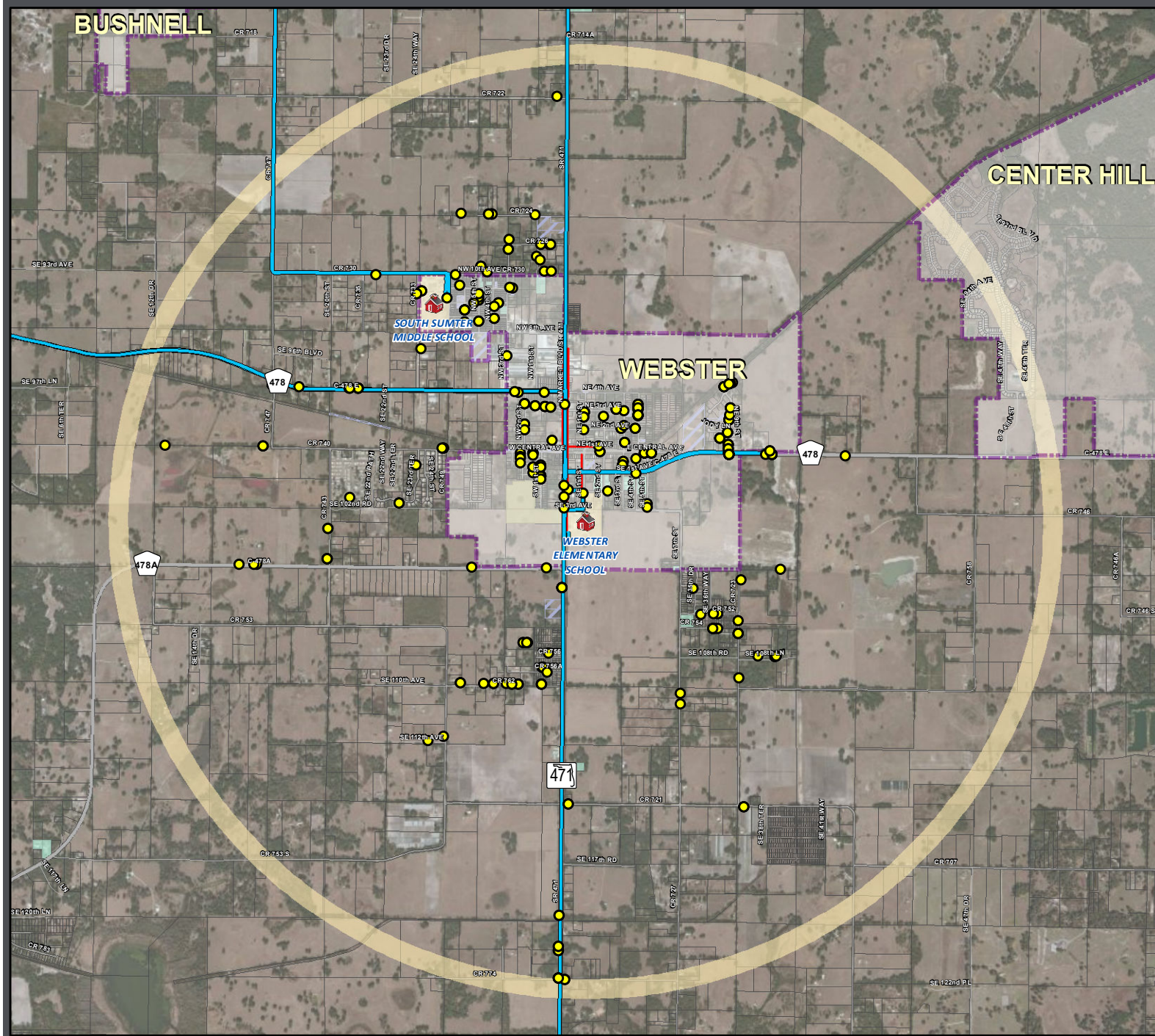
Title 1 School: Yes (84.9%)

- ✓ Webster Elementary School – Click [Here](#)
- ✓ City of Webster Website – Click [Here](#)
- ✓ Sumter County Schools Website – Click [Here](#)

Webster Elementary School  
349 S. Market Boulevard  
Webster, FL 33597  
Eileen Goodson, Principal



# Webster Elementary School: 2-Mile "Walk Zone" Map



## LEGEND

- Webster Elementary Student Locations
- Webster Elementary School Bus Routes
- Road System**
  - Major Roads
  - Local Roads
- Other Layers**
  - Existing Sidewalks
  - Existing Trails
  - 2-Mile Buffer of Webster Elementary School
  - Parcels
  - School Property - Public
  - Church Owned Property
  - County Owned Property
  - City Owned Property
  - Railroad
  - Traffic Signal
  - SAS Schools Studied
  - Library

Source: FDOT Sumter County GIS, Hoke Design, Inc, and TranSystems

This map is intended for planning purposes only



Map Date: April 2012

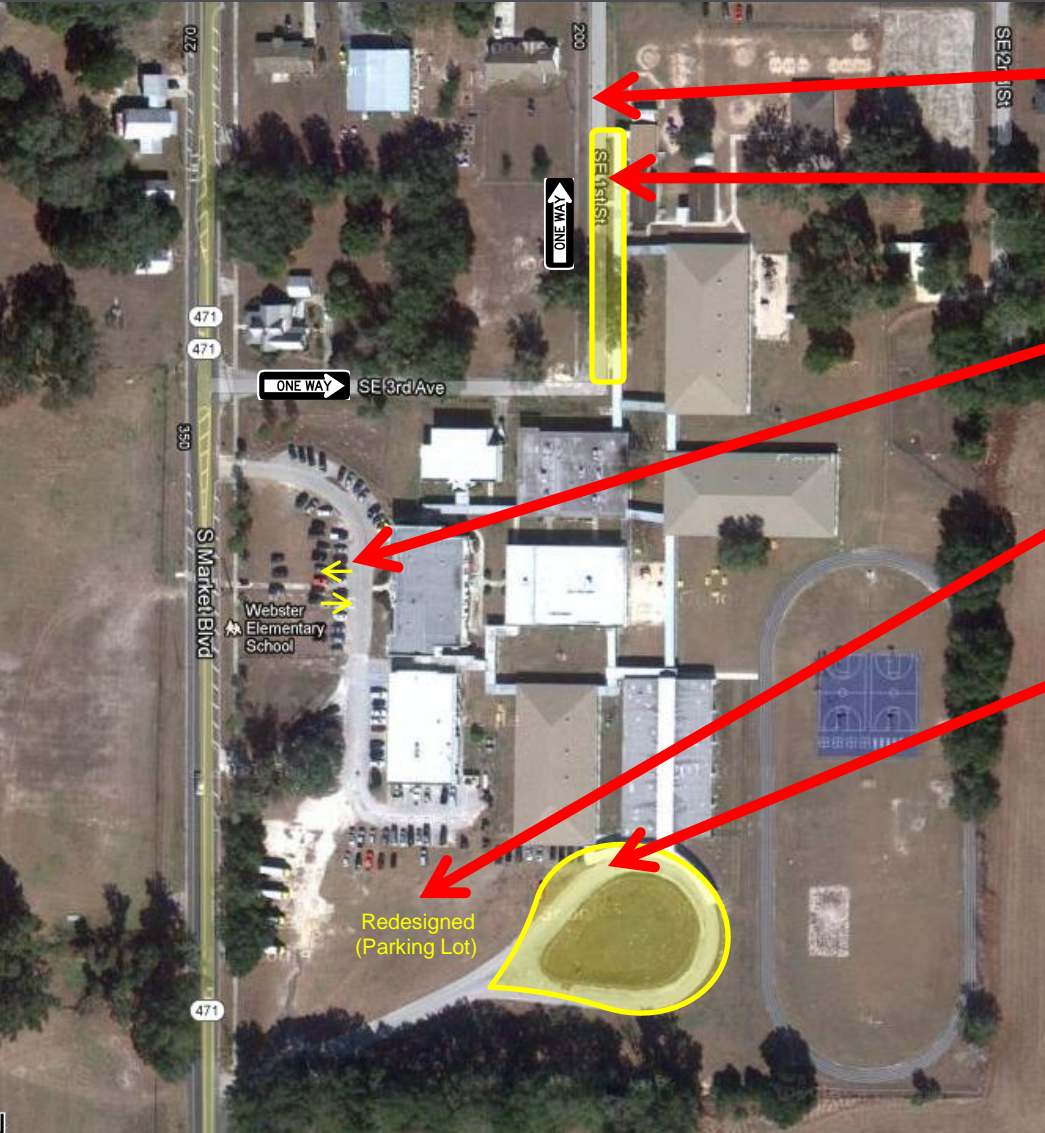




# On-Campus Findings and Recommendations



## Webster Elementary School



Bus loop (One-way)

Student drop-off and pick-up area

Bicyclist and pedestrian access

Faculty and visitor parking area (under construction)

Student drop-off and pick-up area



**Bus Arrival (12 Buses):** 7:40 am

**School Day Starts:** 7:55 am  
(450 students attend breakfast)

**Bus Transported Students Released:** 2:30 pm

**Walkers and Car Riders Released:** After buses





## Webster Elementary School

### Findings:

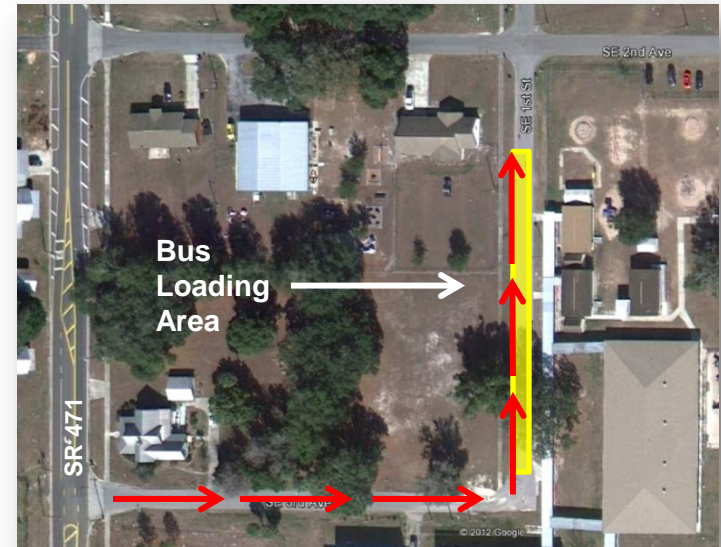
- ✓ All Webster Elementary students are offered bus transportation.
- ✓ 12 buses provide student transportation. and
- ✓ 95 to 100 students attend off-site aftercare and are transported by 3 buses.
- ✓ re The bus loop is located on the north end of campus. Buses enter the one-way bus loop on S.E. 3<sup>rd</sup> Avenue and park along S.E. 1<sup>st</sup> Street to load and unload students. The roadway is closed to other traffic during arrival and dismissal times.
- ✓ Staff members assist with student arrival and dismissal.

### Recommendations:

- ✓ Add stop bars and crosswalks to the intersection of S.E. 1<sup>st</sup> Street and S.E. 2<sup>nd</sup> Avenue (See Findings and Recommendations later in this report).
- ✓ Closing S.E. 3<sup>rd</sup> Avenue/S.E. 1<sup>st</sup> Street during school arrival and dismissal times works well. If courtesy busing is removed in the future, consider allowing walkers and bicycle riders to be released prior to buses.



*Buses queue along S.E. 1<sup>st</sup> Street*



*Buses enter the bus loop on S.E. 3<sup>rd</sup> Avenue and park along S.E. 1<sup>st</sup> Street during student dismissal*

# Student Drop-Off and Pick-Up Area

## Findings:

- ✓ The student drop-off and pick-up area is located on the south side of campus.
- ✓ Motorists enter and exit the car line using SR 471. The car line may extend into the SR 471 right of way (shoulder) during student dismissal.
- ✓ The new faculty parking lot west of the drop-off and pick-up area includes crosswalks and improved ADA access.

## Recommendations:

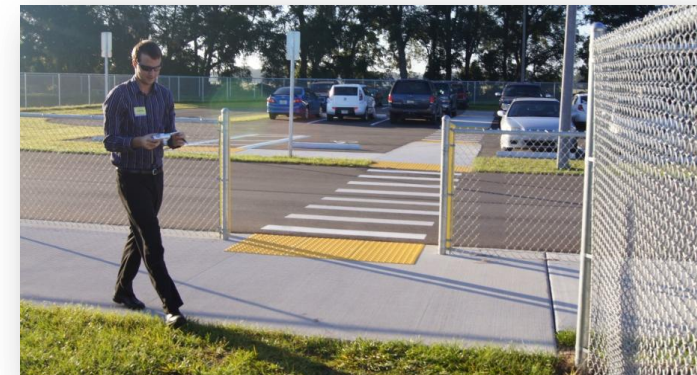
- ✓ Extending the student loading and unloading area may increase car line efficiency and reduce encroachment into SR 471.



*Student drop-off and pick-up area*



*Motorists wait in line to pick up students*



*The new faculty parking lot includes crosswalks and ADA access*



## Findings:

- ✓ Although there is a residential neighborhood north of the school, few students walk or ride their bicycles to school.
- ✓ To provide a safe bus loading and unloading area, S.E. 1<sup>st</sup> Street is closed to traffic during student arrival and dismissal times. Staff assists students walking to daycare as they cross S.E. 1<sup>st</sup> Street.
- ✓ Approximately 14-17 students walk to or from school/daycare. Twelve of these students walk to the Mary-Go-Round Daycare after school.
- ✓ There is a marked crosswalk on SR 471 that provides access to Webster Elementary School for students living west of SR 471. There are no crossing guards and the crosswalk does not connect to any sidewalks on the west side of SR 471.

## Recommendations:

- ✓ Consider creating a **Walking School Bus** program to encourage students to walk or ride their bikes to and from school.
- ✓ Continue to close S.E. 1<sup>st</sup> Street to traffic during student arrival and dismissal times.
- ✓ If courtesy transportation is removed in the future, a permanent crossing guard will be needed to cross SR 471. See Priority Project #1 - Segment 2 for a crossing recommendation that could serve both Webster schools.



*Students cross S.E. 1<sup>st</sup> Street*



*An unstaffed crosswalk is located in front of the school*

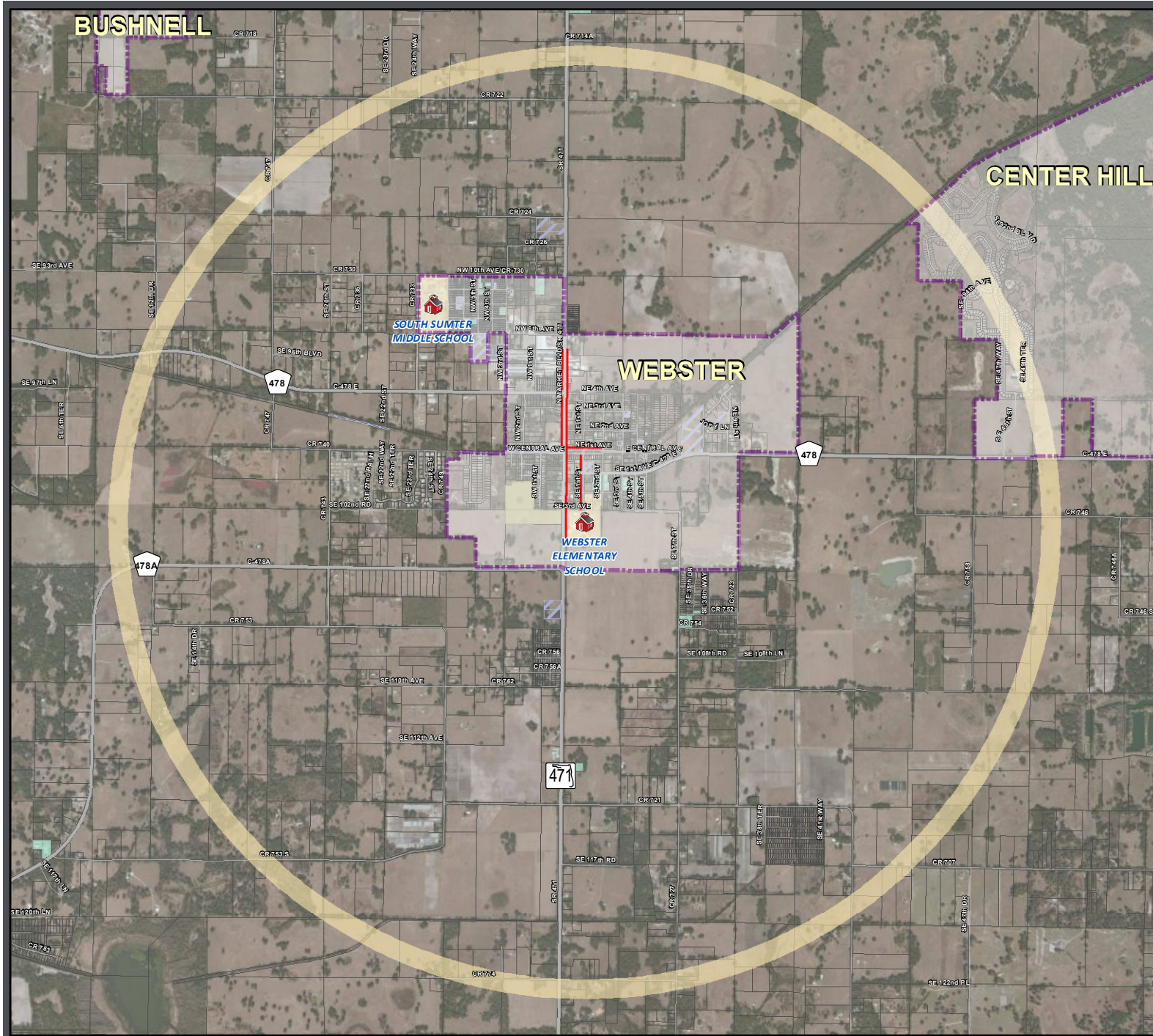




Off-Campus  
Findings and  
Recommendations



# Webster Elementary School: Existing Conditions Map



## LEGEND

- Safe Access Schools Studied
- Existing Sidewalks and Trails**
  - Existing Sidewalks
  - Existing Trails
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (7:00-7:55 AM & 2:30-3:00 PM)**
  - Bicyclist Involved (No Occurrence Within Timeframe)
  - Pedestrian Involved (No Occurrence Within Timeframe)
- Road System**
  - Major Roads
  - Local Roads
- Other Layers**
  - 2-Mile Buffer of Webster Elementary School
  - Parcels
  - School Property - Public
  - Church Owned Property
  - County Owned Property
  - City Owned Property
  - Railroad
  - Traffic Signal

Source: FDOT Sumter County GIS, Hoke Design, Inc, and TransSystems

This map is intended for planning purposes only



Map Date: April 2012



## Webster Elementary School

# SR 471 Crossing

### Findings:

- ✓ There are no crossings over SR 471 that provide a stop condition (signal or stop sign) between East C 48 and SR 50. The City of Webster is located in the middle of this 6.5-mile span.
- ✓ Webster Elementary School and South Sumter Middle School are located on opposite sides of SR 471. Students who wish to ride bicycles or walk to and from school will need to cross SR 471 during their elementary or middle school years
- ✓ The posted speed limit ranges from 35 to 55 mph within the two mile radius of the school. There appears to be heavy truck traffic and the Webster Market increases traffic during event days. These fluctuations in traffic may reduce safety for pedestrians crossing SR 471 and may discourage walking or bicycle riding.
- ✓ Students crossing SR 471 may not be educated in safe road crossing practices

### Recommendations:

- ✓ Review the possibility for a signal or stop condition to provide a break in traffic to allow students to cross SR 471 (Link to [Traffic Engineering Manual](#)).
- ✓ Elementary-age students will require the assistance of a permanent crossing guard if no stop conditions over SR 471 are provided and if courtesy bus transportation is removed (See Project Priority 1 – Segment 2 at this of this report).
- ✓ Continue to enforce speed limits and consider implementing traffic calming measures (See Priority Project #2 at the end of this report).
- ✓ Provide bicycle and pedestrian safety education to elementary and middle school students.



SR 471 looking north



SR 471 looking north



## Webster Elementary School

# N.W. 4<sup>th</sup> Avenue Sidewalks from CR 733 to SR 471

### Findings:

- ✓ There are no sidewalks or paved shoulders on either side of N.W. 4<sup>th</sup> Avenue from SR 471 to CR 733.
- ✓ There are no stop conditions along N.W. 4<sup>th</sup> Avenue from SR 471 to CR 35 (approximately 5 miles).
- ✓ The speed limit along this road ranges from 35mph to 55mph.

### Recommendations:

- ✓ Construct sidewalks along both sides of N.W. 4<sup>th</sup> Avenue from CR 733 to SR 471. A portion of this project is included in the School to School Connector (Priority Project #2) at the end of this report.
- ✓ Review the possibility of adding a 3-way stop condition to CR 733 and N.W. 3<sup>rd</sup> Street. If a stop condition is not provided, consider constructing a sidewalk along the north side of N.W. 4<sup>th</sup> Avenue from CR 733 to SR 471.
- ✓ Consider reducing speed limits along N.W. 4<sup>th</sup> Avenue.



N.W. 4<sup>th</sup> Avenue looking west

## Webster Elementary School

### Findings:

- ✓ There are no sidewalks on CR 733 between N.W. 4<sup>th</sup> Avenue and N.W. 10<sup>th</sup> Avenue.

### Recommendations:

- ✓ Construct a sidewalk along the east side of CR 733 from N.W. 4<sup>th</sup> Avenue to N.W. 10<sup>th</sup> Avenue.
- ✓ Review the possibility of adding a three-way stop to the intersection of N.W. 4<sup>th</sup> Avenue and CR 733 to connect this proposed sidewalk to the proposed sidewalk facilities along S.W. 4<sup>th</sup> Avenue.
- ✓ Review the potential for extending the sidewalk/trail to connect to the proposed Central Avenue Trail Corridor. This connection would require right of way acquisition and would increase the need for a three-way stop at the intersection of N.W. 4<sup>th</sup> Avenue and CR 733.
- ✓ Locate the sidewalk as far from the edge of the pavement as possible to avoid conflict with the car line.
- ✓ Provide a crosswalk connection to the planned SRTS sidewalk on the south side of N.W. 10<sup>th</sup> Avenue.



CR 733 looking north



CR 733 looking north



## Findings:

- ✓ There are several 2-way and 4-way stop conditions that do not include crosswalks or stop bars. Reduced awareness of stop conditions may decrease safety for students crossing at these intersections.
- ✓ Many stop signs within 2 miles of the school are mounted too low.

## Recommendations:

- ✓ Add marked crosswalks and crosswalk signage as identified in the Priority Projects outlined later in this report.
- ✓ Adjust stop signs to meet current Manual Uniform Traffic Control Devices ([MUTCD](#)) requirements and add stop bars.



*The intersection of S.E. 1<sup>st</sup> Street and S.E. 1<sup>st</sup> Avenue lacks stop bars and crosswalks*



*The stop sign is mounted too low at the intersection of S.E. 1<sup>st</sup> Street and S.E. 1<sup>st</sup> Avenue*



*The intersection of SR 471 and S.E. 3<sup>rd</sup> Avenue lacks stop bars and crosswalks*

## Webster Elementary School

# City Planning Recommendations

### Findings:

- ✓ The City of Webster was originally designed using a grid layout and most roadways have been constructed using this pattern.
- ✓ There are no continuous roadways parallel to SR 471 within the 2-mile radius of Webster Elementary School. Events at the Webster Market may block traffic along SR 471. The lack of alternate routes impacts emergency and school access through this corridor.
- ✓ Many streets are lined with historic canopy trees that add beauty and shade. These trees are often located along the edge of the roadway and prevent sidewalk construction.
- ✓ The proposed Scenic Sumter Heritage Byway route runs along portions of SR 47, CR 747, CR 478 and CR 478A in the Webster area and provides access to the cultural, natural and historic beauty of the area.

### Recommendations:

- ✓ Consider reviewing the existing street network to determine if additional parallel roadways can be built in the future to maintain the grid layout and provide for emergency access.
- ✓ The City of Webster should inventory historic tree locations and coordinate with adjacent property owners to provide sidewalk locations that allow for the preservation of historic trees. Alternate routes may be necessary.





## Findings:

- ✓ Many streets in the Webster area have limited right of way and constructing sidewalks may be difficult without acquiring additional property.
- ✓ Some policies may allow construction near the right of way that may impact the ability to construct future sidewalks.

## Recommendations:

- ✓ Review existing policies to ensure that setbacks for subdivision walls consider sight distance and future sidewalks. Ensure that turn lane construction includes sufficient right of way for future sidewalks.
- ✓ Review roadways with constrained right of way for potential future right of way acquisition.



*Right-of-way is limited along C.R. 740*

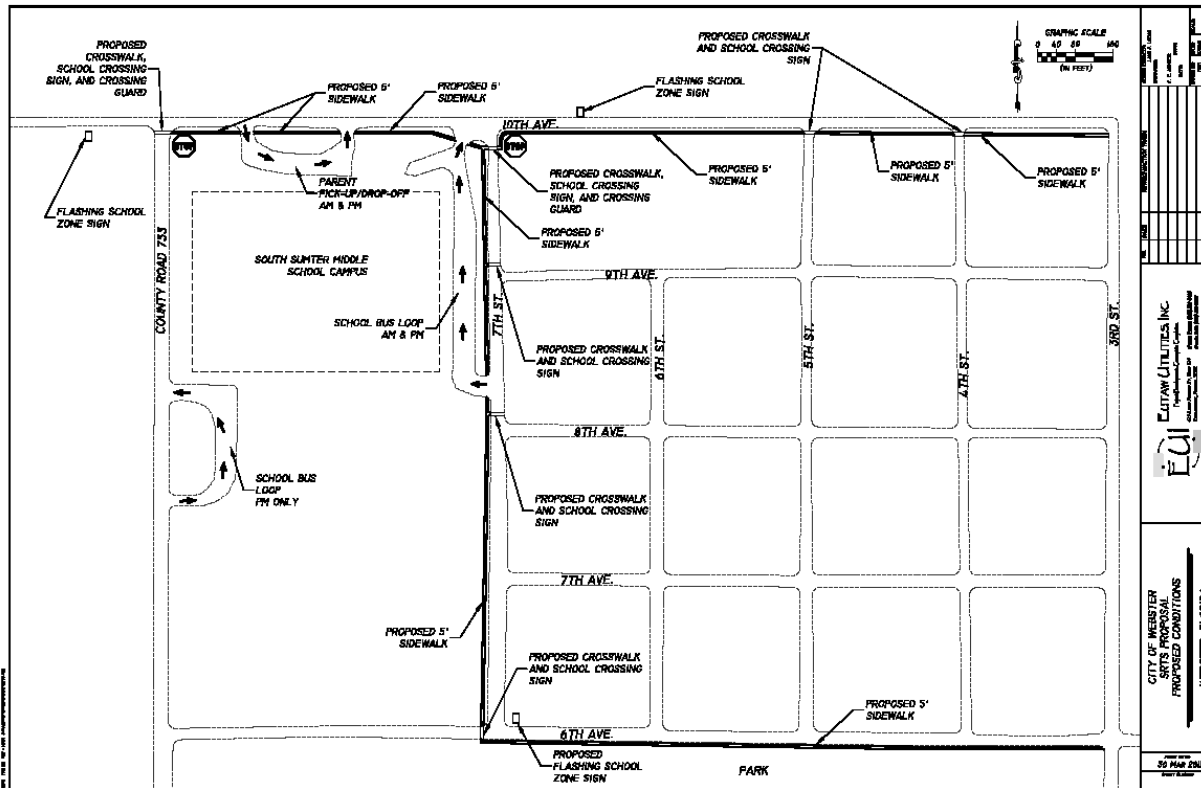
## Webster Elementary School

# Proposed Projects:

Proposed sidewalks on NW 6<sup>th</sup> Avenue,  
NW 7<sup>th</sup> Street and NW 10<sup>th</sup> Avenue

### Description of Proposed SRTS Project:

- ✓ A SRTS application was submitted for a series of sidewalks near South Sumter Middle School. This includes sidewalks along N.W. 6<sup>th</sup> Avenue, N.W. 7<sup>th</sup> Street and N.W. 10<sup>th</sup> Avenue. This project has not received funding at this time.



SRTS Application Plan (by others)



N.W. 10<sup>th</sup> Avenue looking west



N.W. 7<sup>th</sup> Street looking north



N.W. 6<sup>th</sup> Avenue looking west



## Recommended Modifications to Proposed SRTS Project

- ✓ It is typically better to plan sidewalks on both sides of the roadways along school sites. The more critical sidewalk is the sidewalk furthest from the school as it acts to collect students and guide them to a safe crossing location.
- ✓ Right of way constraints in the Johnson neighborhood have likely resulted in sidewalk placement along school property. This sidewalk placement will encourage students to cross N.W. 7<sup>th</sup> Street and N.W. 6<sup>th</sup> Avenue at various locations to reach this sidewalk.
- ✓ The school district should continue to review using the South Sumter Middle School campus as a bus stop location for Webster Elementary School students. If possible, consolidate proposed crosswalks to two locations. The first location should align with the south side of N.W. 10<sup>th</sup> Avenue and the second location should cross N.W. 7<sup>th</sup> Street on the south side of N.W. 8<sup>th</sup> Avenue and connect to the bus loading area. Consider adding additional lighting to increase visibility of sidewalk users during dark conditions.

## Future Coordination

- ✓ Preferably, the sidewalk along N.W. 10<sup>th</sup> Avenue should be continued to SR 471. However, the right of way is constrained by large canopy trees that line both sides of the roadway. Instead, plans should include a sidewalk along the west side of N.W. 3<sup>rd</sup> Street from N.W. 6<sup>th</sup> Avenue to N.W. 4<sup>th</sup> Avenue. Coordination and partnership with the Webster Market will be required to ensure a sidewalk connection that minimizes conflict between motorists and sidewalk users (See Priority Project #3 at the end of this report).

## Webster Elementary School

# Planned Project:

Library and Fire Station across from Webster Elementary School

### Findings:

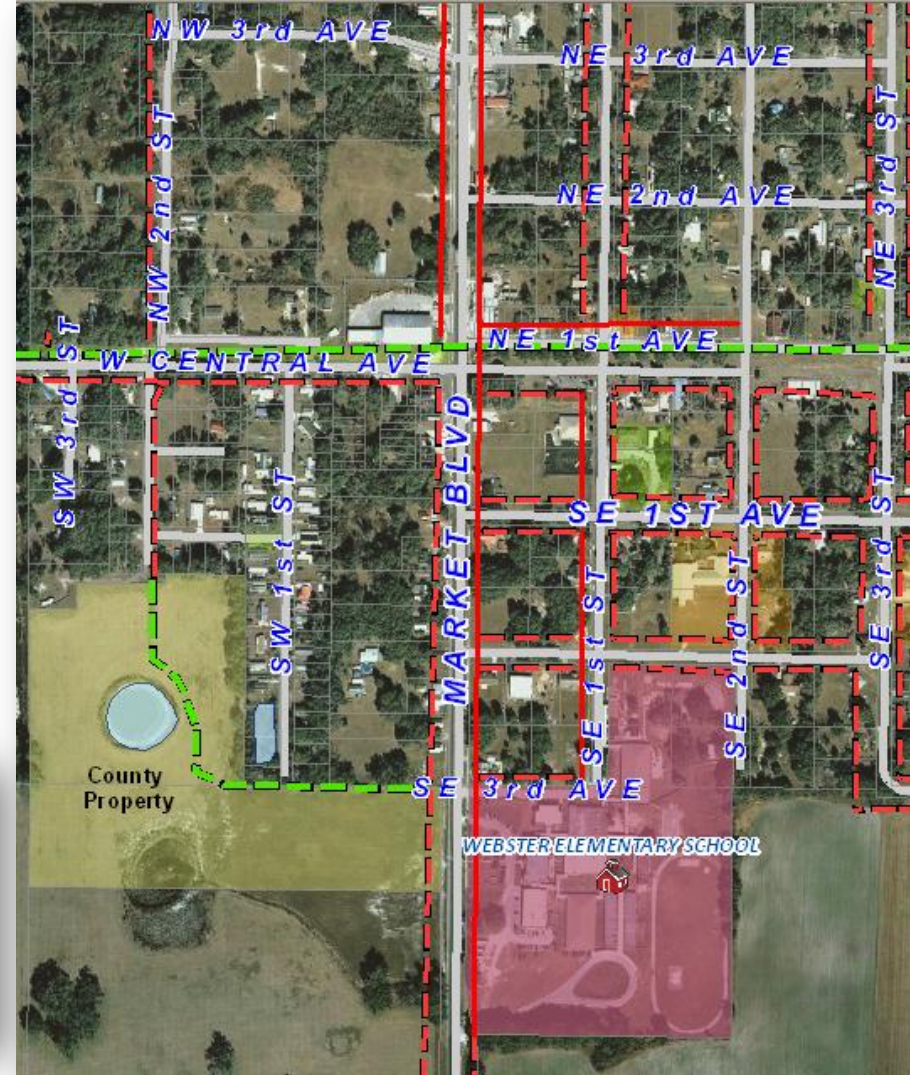
- ✓ The County owns and the City uses and maintains recreational fields on the west side of SR 471 across from Webster Elementary School. Future plans for this site include a library and fire station.

### Recommendations

- ✓ Connect the planned library and fire station to the proposed Central Avenue Trail and SR 471 (See Priority Project #1 and #3 at the end of this report).
- ✓ Provide a connection through the County-owned site that will link to the crosswalk over SR 471 in front of Webster Elementary School. If implemented, a crossing guard may be needed to safely cross students over SR 471.

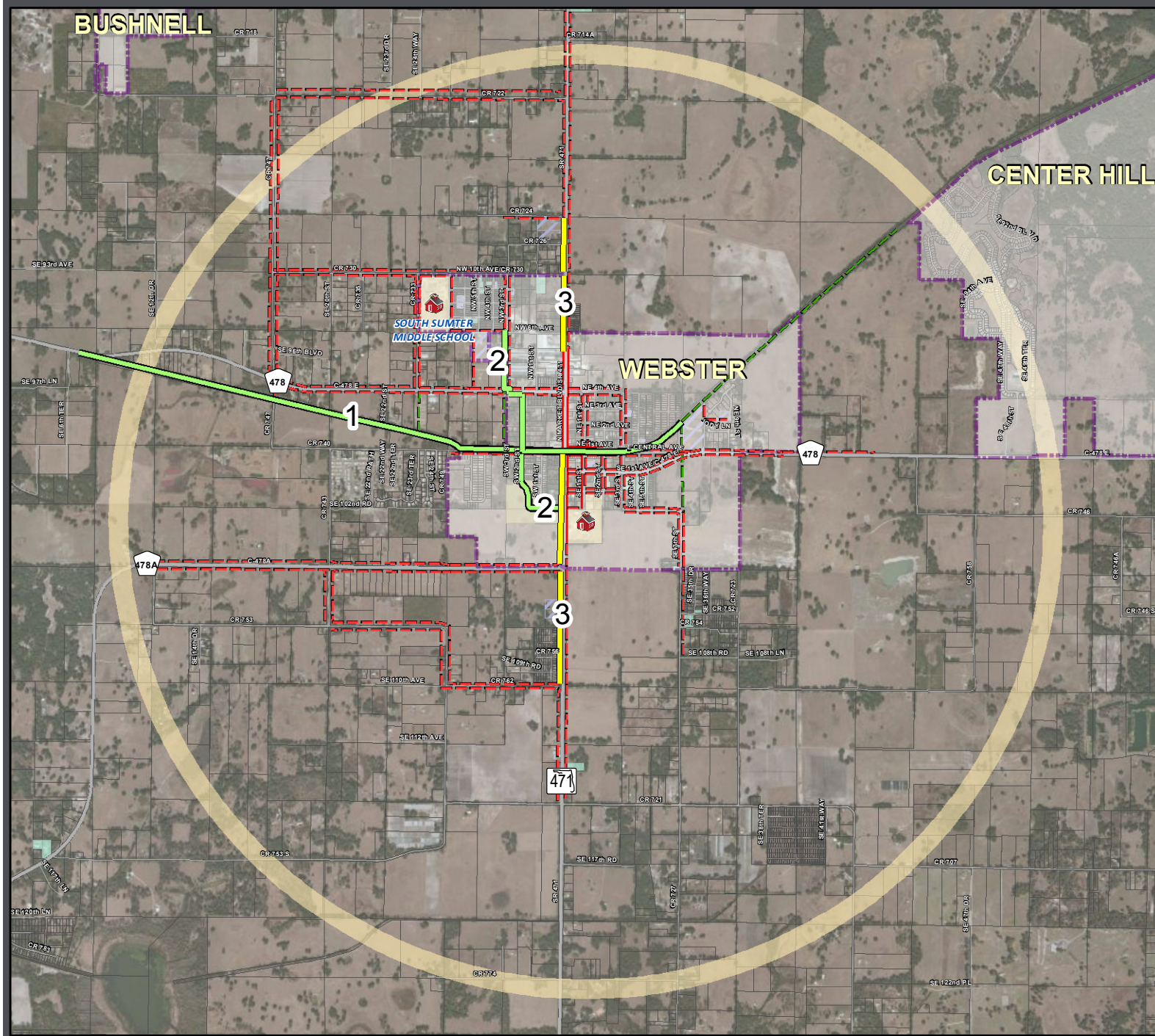


SR 471 crosswalk in front of Webster Elementary School.





# Webster Elementary School: Transportation Access Master Plan Map



## LEGEND

- Safe Access Schools Studied
- Existing Sidewalks and Trails**
  - Existing Sidewalks
  - Existing Trails
- SAS Projects Identified**
  - SAS Priority Projects (By Project ID#) Sidewalk Improvements
  - SAS Priority Projects (By Project ID#) Trail Improvements
  - SAS Recommended Projects - Sidewalks
  - SAS Recommended Projects - Trails
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (7:00-7:55 AM & 2:30-3:00 PM)**
  - Bicyclist Involved (No Occurrence Within Timeframe)
  - Pedestrian Involved (No Occurrence Within Timeframe)
- Road System**
  - Major Roads
  - Local Roads
- Other Layers**
  - 2-Mile Buffer of Webster Elementary School
  - Parcels
  - School Property - Public
  - Church Owned Property
  - County Owned Property
  - City Owned Property
  - Railroad
  - Traffic Signal

Source: FDOT Sumter County GIS, Hoke Design, Inc, and TransSystems

This map is intended for planning purposes only



Map Date: April 2012

# Recommended Projects Summary

To access Sumter District Schools Hazardous Conditions Report, please click [Here](#)

Project #	Map ID	Project Name	Project Type	Side of Road	Starting Point	Stopping Point
<b>#1</b>	<b>1</b>	<b>Central Avenue Trail</b>				
	1.1	Segment 1: SR 471 west to CR 478 / 6 <sup>th</sup> Terrace	Trail	n/a	SR 471	CR 478/6 <sup>th</sup> Terrace
	1.2	Segment 2: Trail Crossing over SR 471	At-grade crossing	n/a	West side of SR 471	East side of SR 471
	1.3	Segment 3: SR 471 east to Sam S. Harris Memorial Park	Trail	n/a	SR 471	Sam S. Harris Memorial Park
<b>#2</b>	<b>2</b>	<b>SR 471 Sidewalks</b>				
	2.1	Segment 1: SR 471 Sidewalks (North of Central)	Sidewalk	West	CR 724	N.W. 6 <sup>th</sup> Avenue
	2.2	Segment 2: SR 471 Sidewalks (South of Central)	Sidewalk	West	Central Ave.	CR 762
<b>#3</b>	<b>3</b>	<b>School to School Connector</b>				
	3.1	Segment 1: N.W. 3 <sup>rd</sup> Street Sidewalk	Sidewalk	West	N.W. 6 <sup>th</sup> Ave.	N.W. 4 <sup>th</sup> Ave.
	3.2	Segment 2: N.W. 4 <sup>th</sup> Avenue Sidewalk	Sidewalk	South	N.W. 3 <sup>rd</sup> St.	N.W. 2 <sup>nd</sup> St.
	3.3	Segment 3: N.W. 2 <sup>nd</sup> Street Sidewalk	Sidewalk	West	N.W. 4 <sup>th</sup> Ave.	Central Ave.
	3.4A	Segment 4A: Central Avenue Trail (Option 1)	Trail and 471 crossing (Uses portions of Priority Project 1, above)	n/a	N.W 2 <sup>nd</sup> St.	S.E. 1 <sup>st</sup> St.
	3.4B	Segment 4B: S.W. 2 <sup>nd</sup> Street Sidewalk (Option 2)	Sidewalk and Trail	West	Central Ave	SR 471 via County-owned property



## Webster Elementary School

### Project Overview:

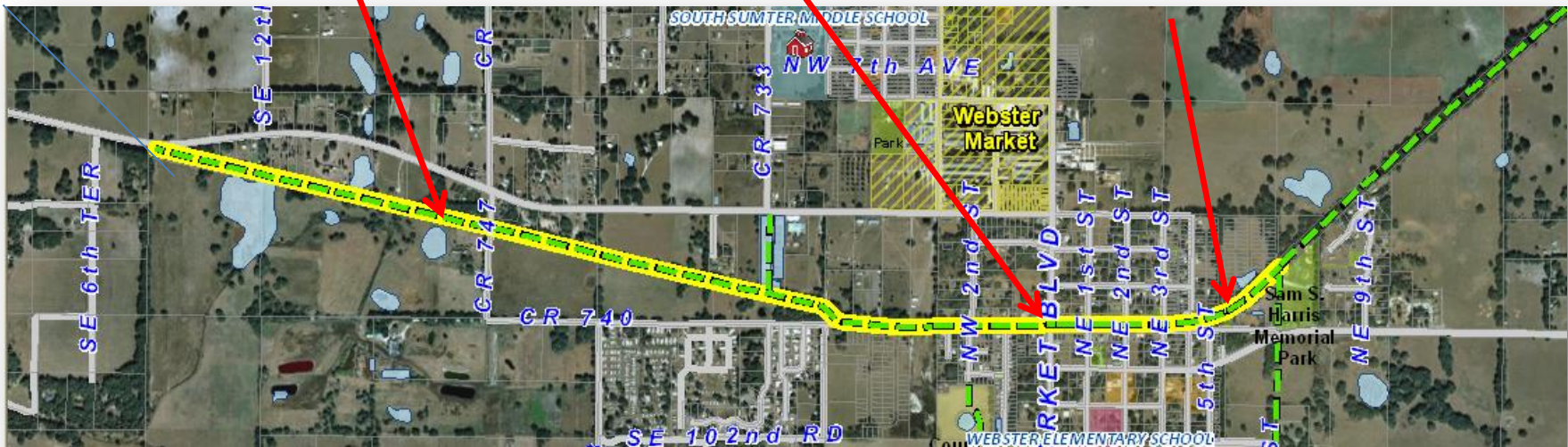
- ✓ An abandoned rail corridor runs through the heart of Webster, crossing SR 471 near Central Avenue. The western section of this trail extends from the City of Brooksville to SR 471. The eastern section of this corridor extends from SR 471 to Center Hill and south to the James A. Van Fleet Trail.
- ✓ The development of this trail within the City of Webster would provide an east-west connector for students who walk or bicycle to and from Webster Elementary and South Sumter Middle Schools. Recommendations for the development of the Central Avenue Trail Corridor have been divided into three segments for this report:

Segment 1: SR 471 west to CR 478/6<sup>th</sup> Terrace

Segment 2: Trail Crossing over SR 471

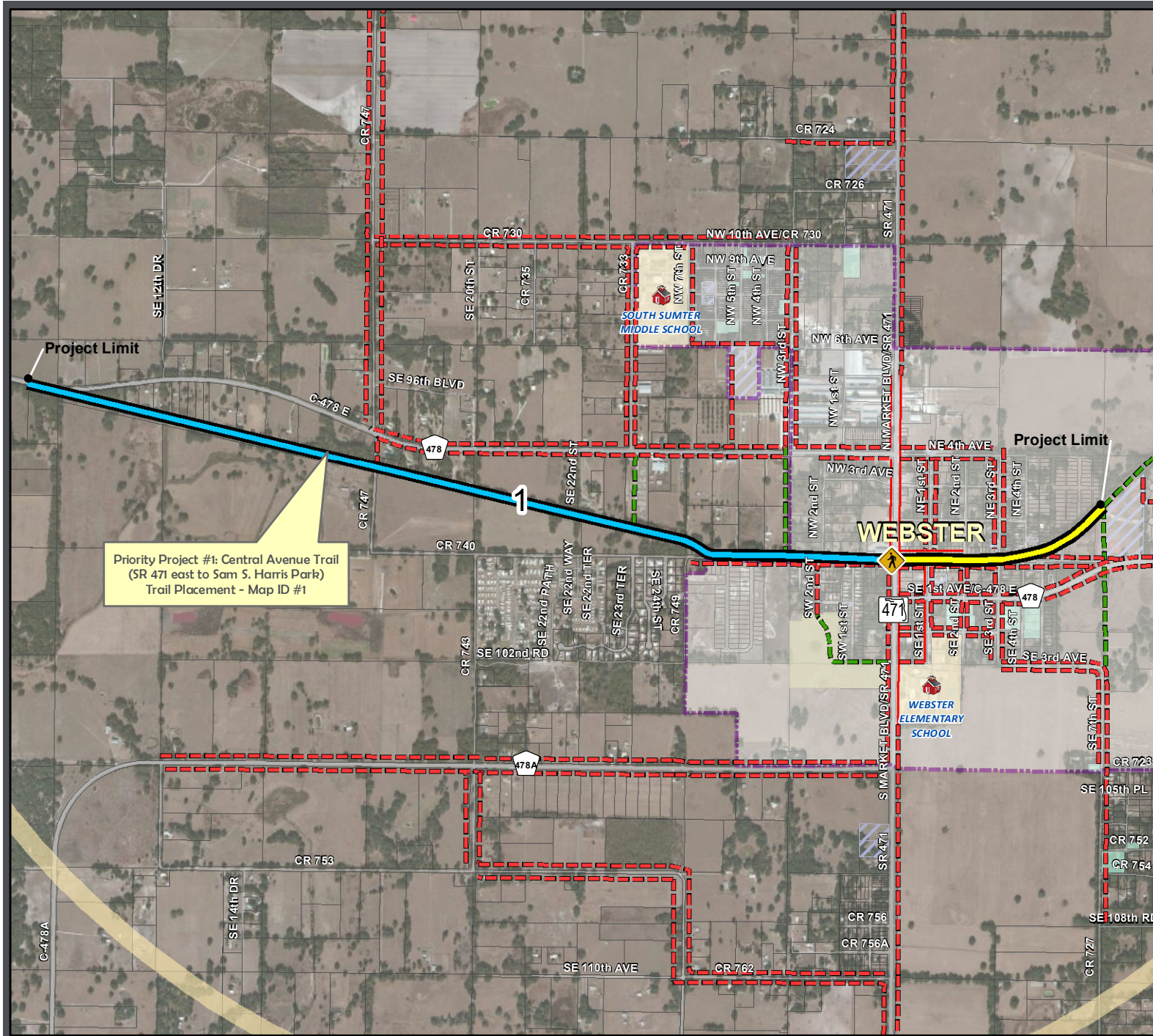
Segment 3:

SR 471 east to Sam S. Harris  
Memorial Park





# Priority Project #1: Central Avenue Trail - ID #1



Priority Project #1: Central Avenue Trail  
 (SR 471 east to Sam S. Harris Park)  
 Trail Placement - Map ID #1

## LEGEND

- Safe Access Schools Studied
- Existing Sidewalks and Trails**
  - Existing Sidewalks
  - Existing Trails
- SAS Projects Identified**
  - ID #1 (Segment 1)  
SR 471 West to CR 478/6th Terrace
  - ID #1 (Segment 2)  
Trail Crossing over SR 471
  - ID #1 (Segment 3)  
SR 471 east to Sam S. Harris Park
  - SAS Recommended Projects - Sidewalks
  - SAS Recommended Projects - Sidewalks
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  - Railroad
  - Traffic Signal

Source: FDOT Sumter County GIS, Hoke Design, Inc. and TransSystems

This map is intended for planning purposes only



Map Date: April 2012



## Findings:

- ✓ The railroad corridor right of way is fragmented west of SR 471 but the physical corridor appears to be intact.
- ✓ There are no east-west sidewalks along any roadways west of SR 471. Students choosing to walk or ride bicycles to and from school must share the roadway with vehicles.
- ✓ There are no crosswalks with stop conditions over SR 471 within a 2-mile radius of Webster Elementary School. Heavy traffic and high truck volumes make conditions unsafe for pedestrians.

## Recommendations

- ✓ Purchase missing right of way and construct a 2-mile long, multi-use trail from CR 478 and 6<sup>th</sup> Terrace to SR 471 using the abandoned rail corridor.
- ✓ Review the possibility of purchasing right of way to provide a trail connection from the proposed Central Avenue Trail to N.W. 4<sup>th</sup> Avenue, aligning with CR 733, connecting to the Middle School.
- ✓ The proposed Central Avenue Trail location on the west side of SR 471 could also serve as a bus stop location for elementary school students until a safe crossing over SR 471 is provided. Bus stop locations should be well lighted and provide a shelter for waiting students.



*Central Avenue looking east*



*Central Avenue looking west*

### SR 471 Crossing Findings:

- ✓ There are no crossings over SR 471 that include a stop condition (signal or stop sign) between East C-48 and SR 50. The City of Webster is located in the middle of this 6.5-mile span. There is an unstaffed crosswalk over SR 471 in front of Webster Elementary School. No students were observed using this crosswalk. The crosswalk is not connected with sidewalks on the west side of SR 471.
- ✓ Webster Elementary School and South Sumter Middle School are located on opposite sides of SR 471. Students who wish to ride bicycles or walk to and from school will need to cross SR 471 during their elementary school years or middle school years.
- ✓ SR 471 is a heavily-traveled road, especially during “Market Mondays” from October through March. Pedestrians frequently cross the roadway during event days.
- ✓ The Welcome Sign for Webster is located at the intersection of Central Avenue and SR 471.



SR 471 and Central Avenue



SR 471 – Webster Elementary School crosswalk



### SR 471 Crossing Recommendations:

- ✓ Review the possibility of providing a crossing over SR 471 at the location of the abandoned rail corridor along Central Avenue. This crossing point is located mid-way between Webster Elementary and South Sumter Middle Schools. Follow [Traffic Engineering Manual](#) guidelines.
- ✓ If no stop condition is provided and courtesy transportation is removed, elementary-age students will require the assistance of a permanent crossing guard.
- ✓ Consider implementing traffic calming measures to reduce traffic speeds and increase safety for pedestrians and bicyclists (See Priority Project #2 at the end of this report).



SR 471 at Central Avenue



Recommended crossing at SR 471 and Central Avenue



SR 471 near the Webster Market

## Findings

- ✓ An abandoned rail corridor runs along the median of Central Avenue from SR 471 to N.E. 2<sup>nd</sup> Street and then continues east to Center Hill.
- ✓ The small historic downtown is located along Central Avenue east of SR 471. Most of the store fronts are empty and the downtown buildings are underutilized. There is pull-in parking along the north side of Central Avenue from SR 471 to S.E. 1<sup>st</sup> Street.
- ✓ The library, police station and cultural destinations are located nearby on the south side of Central Avenue.
- ✓ The residential neighborhood north of Webster Elementary School provides the highest opportunity for students to walk to school. The trail corridor runs through this neighborhood and connects to the northern end of Sam S. Harris Memorial Park. A narrow trail exists along the west side of the park.
- ✓ The Webster Market is less than one-quarter of a mile away.



*Central Avenue looking east*



*Central Avenue looking west*



**Recommendations:**

- ✓ Construct a .66 mile long multi-use trail along Central Avenue that incorporates the downtown as a trailhead facility. Encourage downtown infill with building facades that align with the existing historic structures.
- ✓ Connect to the north end of Sam S. Harris Memorial Park using the existing trail. Expand and improve the trail when funding becomes available. Consider applying for a Florida Recreation Development Assistance Program Grant.
- ✓ This location could also serve as a bus stop for middle school students until a safe crossing over SR 471 is provided. Bus stop locations should be well lighted and provide a shelter for waiting students.



*Central Avenue looking west*



*Existing Park trail*

### LONG RANGE ESTIMATE - CENTRAL AVENUE TRAIL

11231

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	TOTAL COST	UNIT PRICE	TOTAL COST	
101- 1	MOBILIZATION	1	LS	\$27,000.00	\$27,000.00	\$28,890.00	\$28,890.00	\$30,912.30	\$30,912.30	\$33,076.16	\$33,076.16	\$35,391.49	\$35,391.49
102- 1	MAINTENANCE OF TRAFFIC	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
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
285-704	OPTIONAL BASE, BASE GROUP 4	6,239	SY	\$8.84	\$55,156.69	\$9.46	\$59,017.66	\$10.12	\$63,148.89	\$10.83	\$67,569.32	\$11.59	\$72,299.17
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFF B.	1,497	TN	\$79.77	\$119,452.92	\$85.35	\$127,814.62	\$91.33	\$136,761.64	\$97.72	\$146,334.96	\$104.56	\$156,578.41
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	-	SY	\$40.00	\$0.00	\$42.80	\$0.00	\$45.80	\$0.00	\$49.00	\$0.00	\$52.43	\$0.00
110-1-2	CLEARING & GRUBBING	1.29	AC	\$13,268.00	\$17,104.33	\$14,196.76	\$18,301.63	\$15,190.53	\$19,582.75	\$16,253.87	\$20,953.54	\$17,391.64	\$22,420.29
120-1	REGULAR EXCAVATION	2,080	CY	\$7.43	\$15,453.02	\$7.95	\$16,534.74	\$8.51	\$17,692.17	\$9.10	\$18,930.62	\$9.74	\$20,255.76
120-6	EMBANKMENT	2,080	CY	\$10.38	\$21,588.48	\$11.11	\$23,099.67	\$11.88	\$24,716.65	\$12.72	\$26,446.81	\$13.61	\$28,298.09
570- 1	SODDING	6,239	SY	\$3.50	\$21,838.06	\$3.75	\$23,366.72	\$4.01	\$25,002.39	\$4.29	\$26,752.56	\$4.59	\$28,625.24
	<b>SUB- TOTAL</b>				<b>\$294,593.49</b>		<b>\$315,215.03</b>		<b>\$337,280.09</b>		<b>\$360,889.69</b>		<b>\$386,151.97</b>
	<b>CONTINGENCY (15%)</b>				<b>\$44,189.02</b>		<b>\$47,282.26</b>		<b>\$50,592.01</b>		<b>\$54,133.45</b>		<b>\$57,922.80</b>
	<b>DESIGN FEES (10%)</b>				<b>\$33,878.25</b>		<b>\$36,249.73</b>		<b>\$38,787.21</b>		<b>\$41,502.31</b>		<b>\$44,407.48</b>
	<b>CEI FEES (10%)</b>				<b>\$37,266.08</b>		<b>\$39,874.70</b>		<b>\$42,665.93</b>		<b>\$45,652.55</b>		<b>\$48,848.22</b>
	<b>TOTAL ESTIMATED CONSTRUCTION COST (2011) :</b>				<b>\$338,782.51</b>		<b>\$362,497.29</b>		<b>\$387,872.10</b>		<b>\$415,023.15</b>		<b>\$444,074.77</b>

**ESTIMATE BASIS AND ASSUMPTIONS:**

- Estimate does not include utility relocation costs.
- The mobilization costs are based on 10% of the construction cost
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others



## SR 471 Sidewalk - Segment 1 Findings:

- ✓ There are no sidewalks along the west or east side of SR 471 from near N.E. 6<sup>th</sup> Avenue to CR 724 and beyond.
- ✓ There are no bicycle lanes along SR 471 within the Webster area.
- ✓ Parallel parking is provided along some areas on both sides of the road.
- ✓ There are currently no pedestrian crossings with stop conditions on SR 471 in the Webster area.
- ✓ The speed limit along this section of SR 471 ranges from 35 to 55 mph. Students who choose to bicycle or walk to school may have difficulty crossing SR 471.
- ✓ The Webster Market increases pedestrian activity and vehicular congestion along SR 471. Traffic congestion along SR 471 peaks during the winter season.
- ✓ On-street parking and pedestrian activity act as traffic calming measures near the Webster Market.



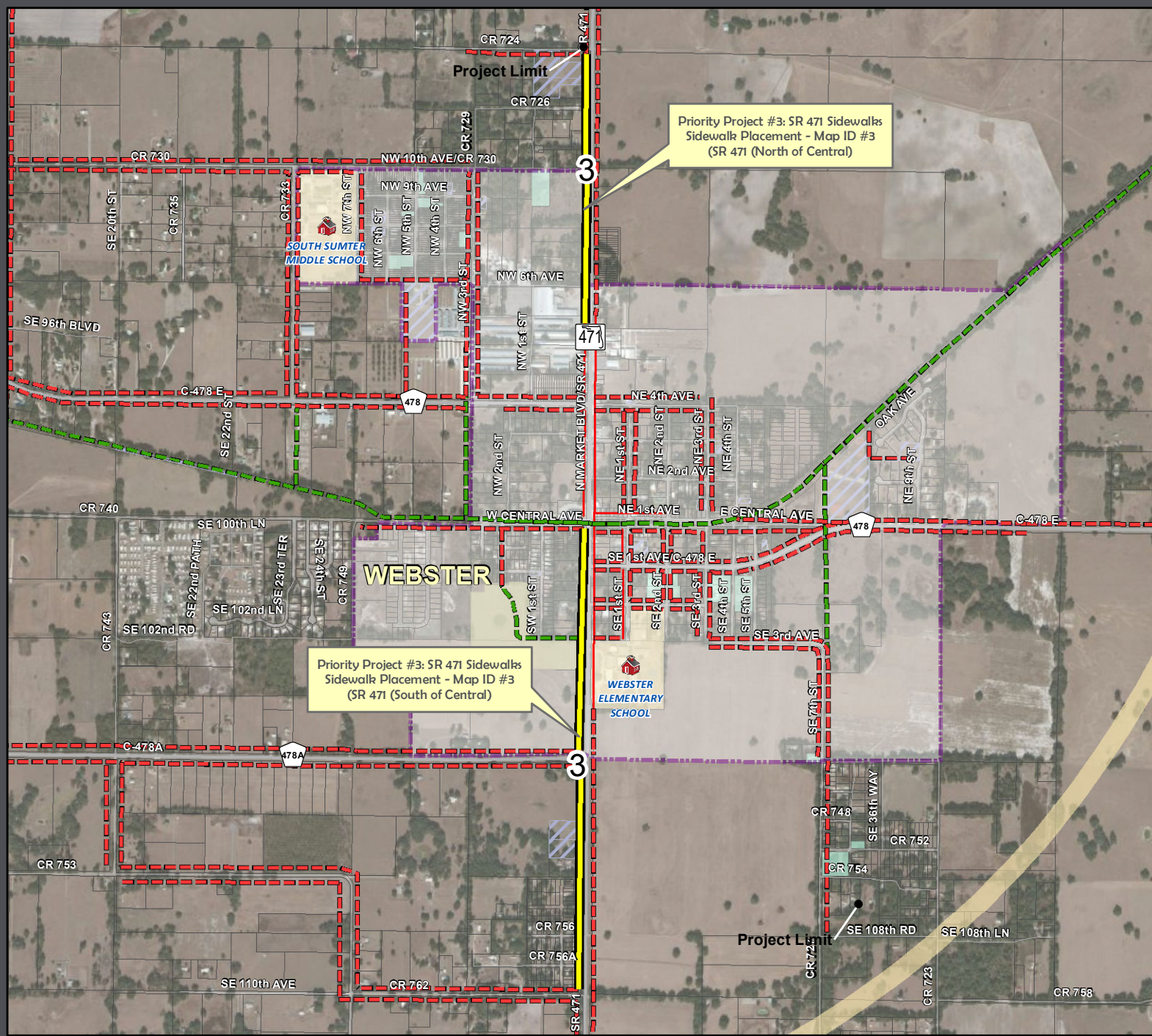
*SR 471 looking north*



*SR 471 at the Webster Market*



# Priority Project #2: SR 471 Sidewalks - ID #3



## LEGEND

- Safe Access Schools Studied
- Existing Sidewalks and Trails**
  - Existing Sidewalks
  - Existing Trails
- SAS Projects Identified**
  - ID #3 SR 471 Sidewalks
  - SAS Recommended Projects - Sidewalks
  - SAS Recommended Projects - Trails
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (7:00-7:55 AM & 2:30-3:00 PM)**
  - Bicyclist Involved (No Occurrence Within Timeframe)
  - Pedestrian Involved (No Occurrence Within Timeframe)
- Road System**
  - Major Roads
  - Local Roads
- Other Layers**
  - 2-Mile Buffer of Webster Elementary School
  - Parcels
  - School Property - Public
  - Church Owned Property
  - County Owned Property
  - City Owned Property
  - Railroad
  - Traffic Signal

Source: FDOT Sumter County GIS, Hoke Design, Inc, and TranSystems

This map is intended for planning purposes only



Map Date: April 2012



## Webster Elementary School

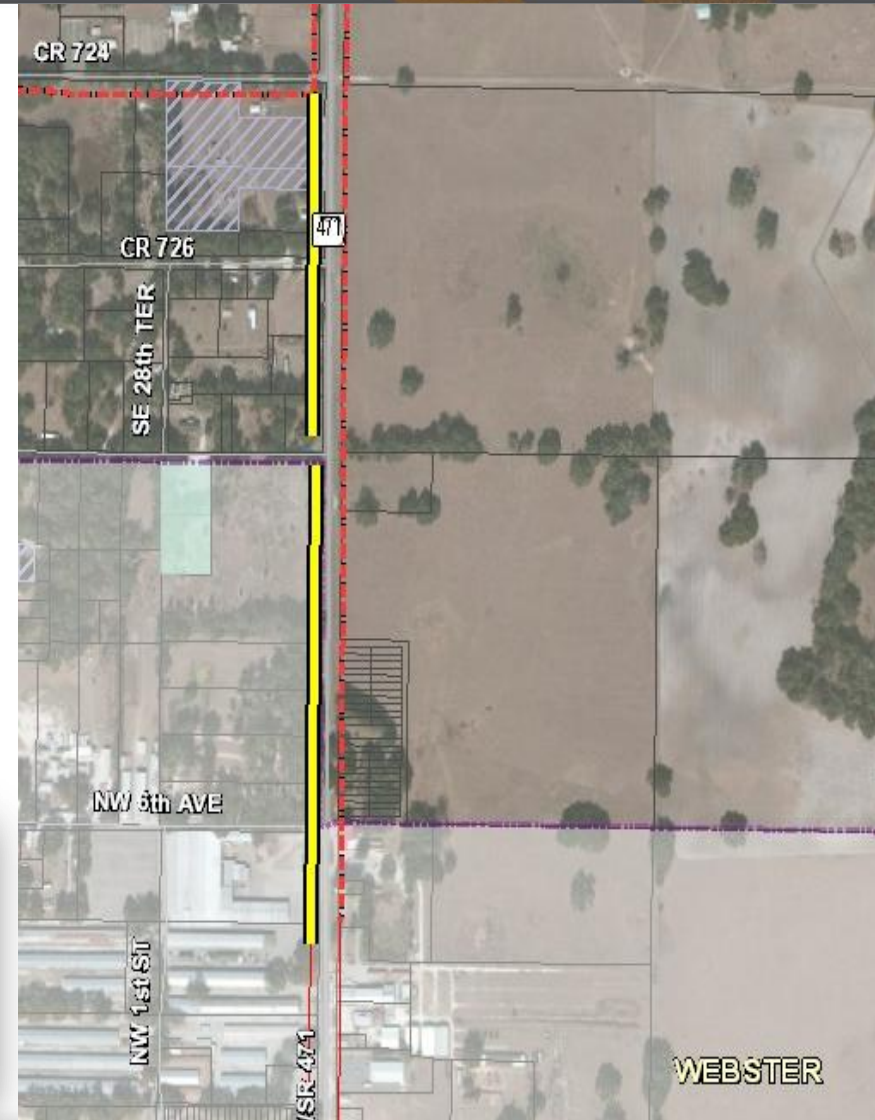
# SR 471 Sidewalks

Priority Project #2

Segment 1 – Sidewalks on SR 471 (West Side)  
from CR 724 to 6<sup>th</sup> Avenue

### SR 471 Sidewalk - Segment 1 Recommendations:

- ✓ Construct a sidewalk on the west side of SR 471 from the existing sidewalk south of N.W. 6<sup>th</sup> Avenue to CR 724, or further if funding is available.
- ✓ Consider creating curbed islands to better identify parallel parking areas and to reduce road crossing distances for pedestrians.
- ✓ Consider the addition of street trees to provide shade, aesthetic appeal and to provide a pedestrian-level scale. Streets trees should be placed to allow for a vehicular clear zone and vertical clearance for trucks.
- ✓ Consider increasing sidewalk widths to 8 feet to allow for multiple users.
- ✓ Provide marked crosswalks to connect ADA ramps along SR 471.



## Webster Elementary School

### SR 471 Sidewalk – Segment 2 Findings:

- ✓ There are no sidewalks along the west side of SR 471 from Central Avenue to CR 762.
- ✓ Students living west of SR 471 do not have sidewalk access to the crosswalk at Webster Elementary School or to a sidewalk along the west side of SR 471.
- ✓ There are no bicycle lanes along SR 471 within the Webster area. There are paved shoulders in some sections. SR 471 is striped for parallel parking on both sides of the road.
- ✓ The speed limit in this section of SR 471 ranges from 35 to 55 mph. The Webster Elementary School speed limit is 20 mph during student arrival and dismissal.



SR 471 looking south from S.E. 1<sup>st</sup> Avenue



SR 471 looking south in front of Webster Elementary School



## Webster Elementary School

# SR 471 Sidewalks

Priority Project #2

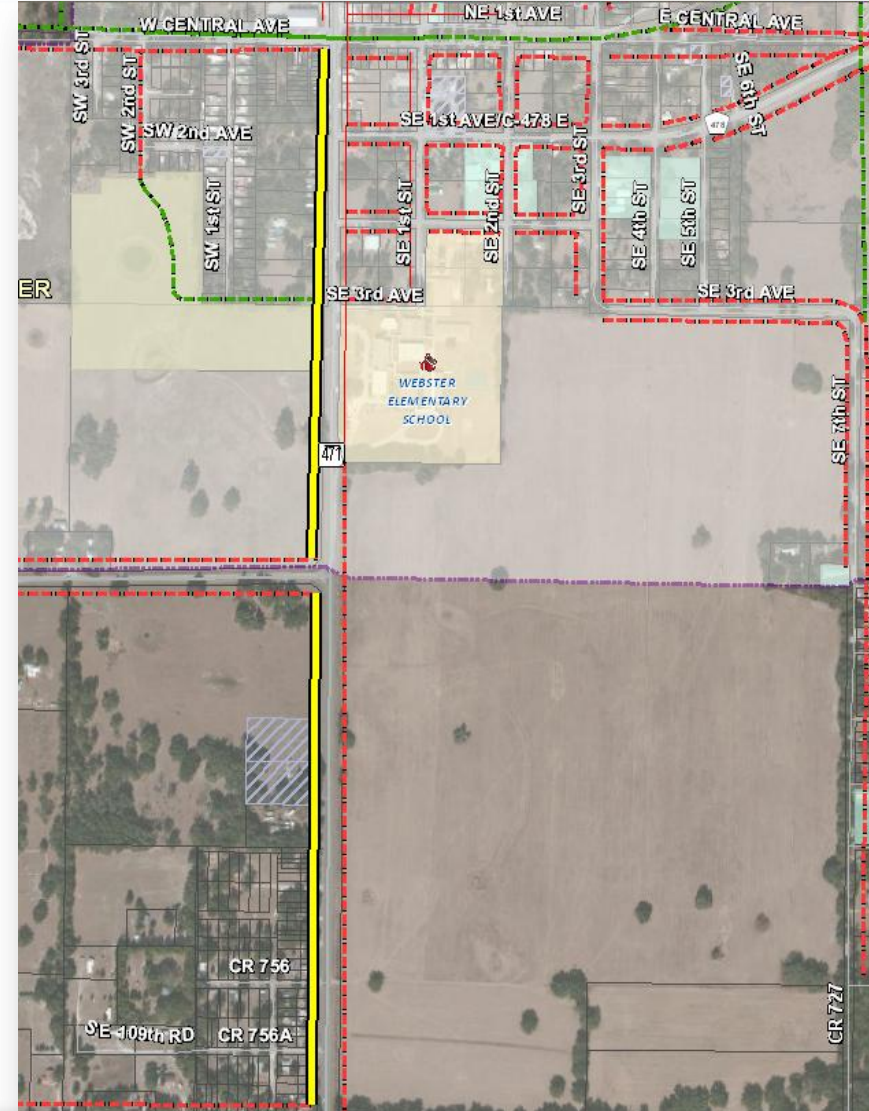
## Segment 2 – Sidewalks on SR 471 (West Side) from Central Avenue to CR 762

### SR 471 Sidewalk – Segment 2 Recommendations:

- ✓ Construct a sidewalk on the west side of SR 471 from Central Avenue to CR 762. This sidewalk will connect the proposed Central Avenue Trail to the planned library and fire station across from Webster Elementary School. If funding allows, continue this sidewalk south to CR 707.
- ✓ Consider creating curbed islands to better identify parallel parking areas and to reduce crossing distances for pedestrians.
- ✓ Consider the addition of street trees to provide shade, aesthetic appeal and to provide a pedestrian-level scale. Street trees should be placed to allow for a vehicular clear zone and vertical clearance for trucks.
- ✓ Consider increasing sidewalk widths to 8 feet to allow for multiple users.



SR 471 looking south from S.E. 1st Street



**Webster Elementary School**

**LONG RANGE ESTIMATE - SR 471 SIDEWALK\_SOUTH OF CENTRAL**

**2 FROM CENTRAL AVE (WEST) TO CR 762**

2509

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016	
				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	\$11,000.00	\$11,000.00	\$11,770.00	\$11,770.00	\$12,593.90	\$12,593.90	\$13,475.47	\$13,475.47	\$14,418.76	\$14,418.76
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	\$5,350.00	\$5,350.00	\$5,724.50	\$5,724.50	\$6,125.22	\$6,125.22	\$6,553.98	\$6,553.98
285-704	OPTIONAL BASE, BASE GROUP 4	1,394	SY	\$8.84	\$12,321.98	\$9.46	\$13,184.52	\$10.12	\$14,107.43	\$10.83	\$15,094.95	\$11.59	\$16,151.60
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFF B.	335	TN	\$79.77	\$26,685.72	\$85.35	\$28,553.72	\$91.33	\$30,552.49	\$97.72	\$32,691.16	\$104.56	\$34,979.54
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	-	SY	\$40.00	\$0.00	\$42.80	\$0.00	\$45.80	\$0.00	\$49.00	\$0.00	\$52.43	\$0.00
110-1-2	CLEARING & GRUBBING	0.29	AC	\$13,268.00	\$3,821.10	\$14,196.76	\$4,088.58	\$15,190.53	\$4,374.78	\$16,253.87	\$4,681.01	\$17,391.64	\$5,008.88
120-1	REGULAR EXCAVATION	465	CY	\$7.43	\$3,452.20	\$7.95	\$3,693.85	\$8.51	\$3,952.42	\$9.10	\$4,229.09	\$9.74	\$4,525.13
120-6	EMBANKMENT	465	CY	\$10.38	\$4,822.86	\$11.11	\$5,160.46	\$11.88	\$5,521.69	\$12.72	\$5,908.21	\$13.61	\$6,321.78
570- 1	SODDING	1,394	SY	\$3.50	\$4,878.61	\$3.75	\$5,220.11	\$4.01	\$5,585.52	\$4.29	\$5,976.51	\$4.59	\$6,394.86
	<b>SUB- TOTAL</b>				<b>\$85,982.47</b>		<b>\$92,001.24</b>		<b>\$98,441.32</b>		<b>\$105,332.22</b>		<b>\$112,705.47</b>
	<b>CONTINGENCY (15%)</b>				<b>\$12,897.37</b>		<b>\$13,800.19</b>		<b>\$14,766.20</b>		<b>\$15,799.83</b>		<b>\$16,905.82</b>
	<b>DESIGN FEES (10%)</b>				<b>\$9,887.98</b>		<b>\$10,580.14</b>		<b>\$11,320.75</b>		<b>\$12,113.20</b>		<b>\$12,961.13</b>
	<b>CEI FEES (10%)</b>				<b>\$10,876.78</b>		<b>\$11,638.16</b>		<b>\$12,452.83</b>		<b>\$13,324.53</b>		<b>\$14,257.24</b>
	<b>TOTAL ESTIMATED CONSTRUCTION COST (2011):</b>				<b>\$98,879.84</b>		<b>\$105,801.42</b>		<b>\$113,207.52</b>		<b>\$121,132.05</b>		<b>\$129,611.29</b>

**ESTIMATE BASIS AND ASSUMPTIONS:**

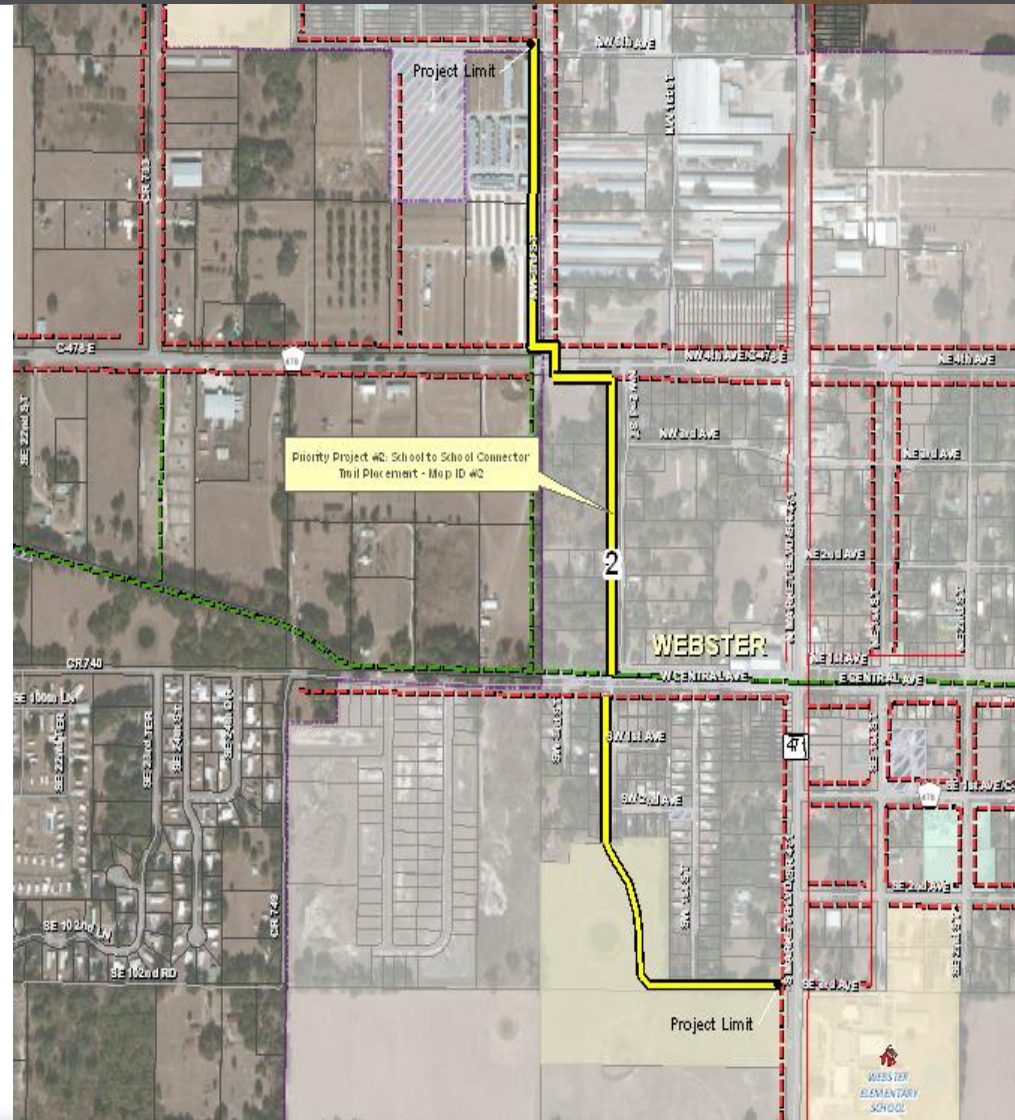
- Estimate does not include utility relocation costs.
- The mobilization costs are based on 15% of the construction cost
- Estimate includes maintenance of traffic costs (15% of construction costs).
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)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



### Webster Elementary School

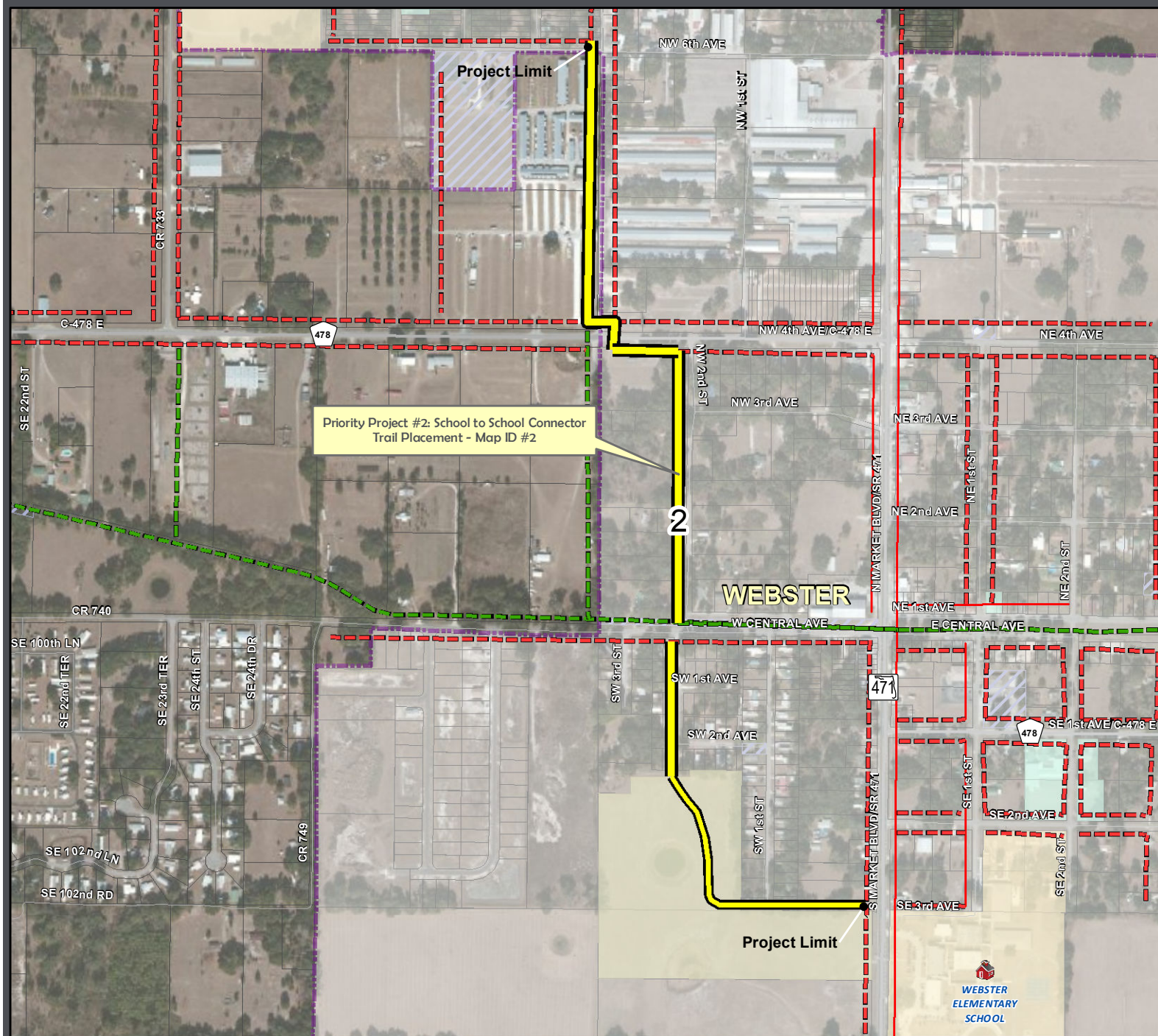
#### Project Overview:

- ✓ There are few sidewalks within the 2-mile radius of South Sumter Middle and Webster Elementary Schools. To best serve the needs of students attending Webster-area schools, a critical network of sidewalks and trails should be implemented.
- ✓ Ideally, sidewalks should be constructed along both sides of each roadway to provide a complete sidewalk network. Recognizing limited funding resources, this study recommends a series of sidewalk connections and crossings to provide a connected route.
- ✓ This recommended series of sidewalks and crossings connects to the proposed Central Avenue Trail and if implemented, will greatly enhance the Webster Community.





# Priority Project #3: School to School Connector - ID #2



## LEGEND

- Safe Access Schools Studied
- Existing Sidewalks and Trails**
  - Existing Sidewalks
  - Existing Trails
- SAS Projects Identified**
  - ID #2 School to School Connector
  - SAS Recommended Projects - Sidewalks
  - SAS Recommended Projects - Trails
- 2008 - December 2011 Bicycle/Pedestrian Involved Crash Locations During School Pickup & Dropoff Times (7:00-7:55 AM & 2:30-3:00 PM)**
  - Bicyclist Involved (No Occurrence Within Timeframe)
  - Pedestrian Involved (No Occurrence Within Timeframe)
- Road System**
  - Major Roads
  - Local Roads
- Other Layers**
  - 2-Mile Buffer of Webster Elementary School
  - Parcels
  - School Property - Public
  - Church Owned Property
  - County Owned Property
  - City Owned Property
  - Railroad
  - Traffic Signal

Source: FDOT Sumter County GIS, Hoke Design, Inc, and TransSystems

This map is intended for planning purposes only



Map Date: April 2012





**Segment 1 Findings:**

- ✓ South Sumter Middle School is expected to receive Safe Routes to School (SRTS) funding for several sidewalk projects adjacent to the school site and within the Johnson neighborhood located east of campus. This includes sidewalks along the west side of N.W. 7<sup>th</sup> Street from N.W. 10<sup>th</sup> Avenue to N.W. 6<sup>th</sup> Avenue and sidewalks along the south side of N.W. 6<sup>th</sup> Avenue from N.W. 7<sup>th</sup> Street to N.W. 3<sup>rd</sup> Street (See Planned Projects earlier in this report).
- ✓ The planned SRTS sidewalk system does not provide a connection to N.W. 4<sup>th</sup> Avenue or SR 471. Bicyclists and pedestrians would need to share N.W. 3<sup>rd</sup> Street with motorists to access N.W. 4<sup>th</sup> Avenue.
- ✓ Webster Market events increase pedestrian and vehicular activity in this area.
- ✓ There are no stop conditions along N.W. 4<sup>th</sup> Avenue west of SR 471 within the 2-mile radius study area.
- ✓ Posted speed limits along N.W. 4<sup>th</sup> Avenue range from 35 to 55 mph.

**Segment 1 Recommendations:**

- ✓ Construct a sidewalk along the west side of N.W. 3<sup>rd</sup> Street from the planned sidewalks in the Johnson neighborhood to N.W. 4<sup>th</sup> Avenue. Provide a crosswalk to the east side of N.W. 3<sup>rd</sup> Street on the north side of N.W. 4<sup>th</sup> Avenue. This sidewalk would enhance the operation of the market by providing a safe, attractive pedestrian facility.
- ✓ Review the possibility of providing a 3-way stop condition at the N.W. 4<sup>th</sup> Avenue and N.W. 3<sup>rd</sup> Street intersection and provide a crosswalk over N.W. 4<sup>th</sup> Avenue that aligns with the east side of N.W. 3<sup>rd</sup> Street.
- ✓ Review the possibility to reduce the speed limit on N.W. 4<sup>th</sup> Avenue.



*N.W. 3<sup>rd</sup> Street, looking south*



*N.W. 4<sup>th</sup> Avenue looking east*

**Segment 2 Findings:**

- ✓ There are no sidewalks on either side of N.W. 4<sup>th</sup> Avenue within the Webster area.
- ✓ Webster Market events result in increased pedestrian activity along N.W. 4<sup>th</sup> Avenue and SR 471.
- ✓ The BP gas station at the southwest intersection of N.W. 4<sup>th</sup> Avenue and SR 471 acts as a magnet for pedestrians and bicyclists.

**Segment 2 Recommendations:**

- ✓ Construct a sidewalk along the south side of N.W. 4<sup>th</sup> Avenue from N.W. 3<sup>rd</sup> Street to N.W. 2<sup>nd</sup> Street.
- ✓ Long term planning measures should include construction of a sidewalk along the south side of N.W. 4<sup>th</sup> Avenue from CR 733 to SR 471.



*N.W. 4<sup>th</sup> Avenue looking west*



*N.W. 4<sup>th</sup> Avenue looking east*



## Webster Elementary School

# School to School Connector

Priority Project #3

Segment 3 – N.W. 2<sup>nd</sup> Street Sidewalk

### Segment 3 Findings:

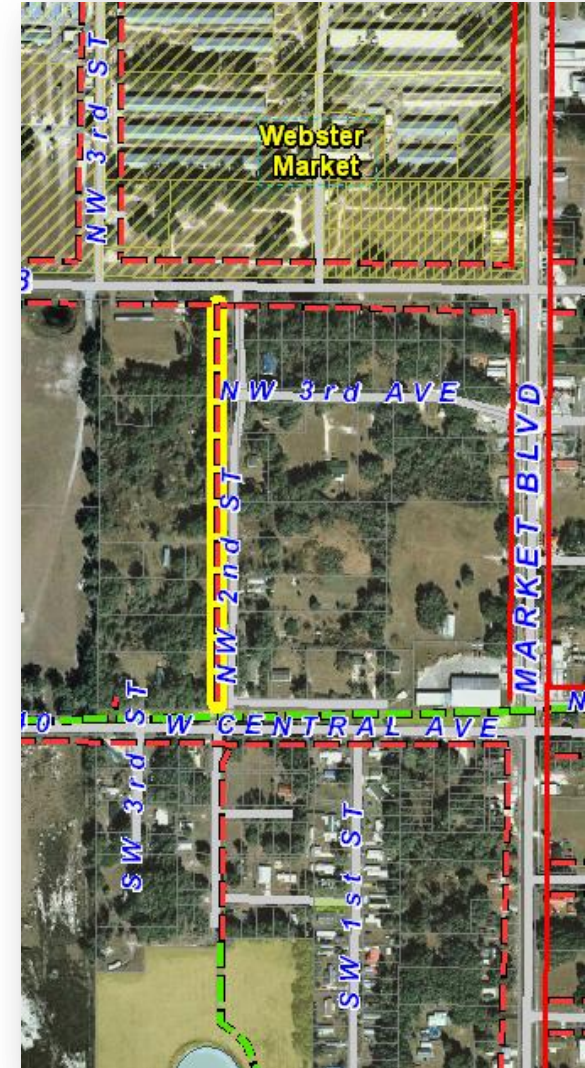
- ✓ Other than the sidewalk on the west side of SR 471, there are no north-south sidewalks located west of SR 471. The sidewalks along SR 471 may not be a desirable pedestrian route for elementary-age students.

### Segment 3 Recommendations:

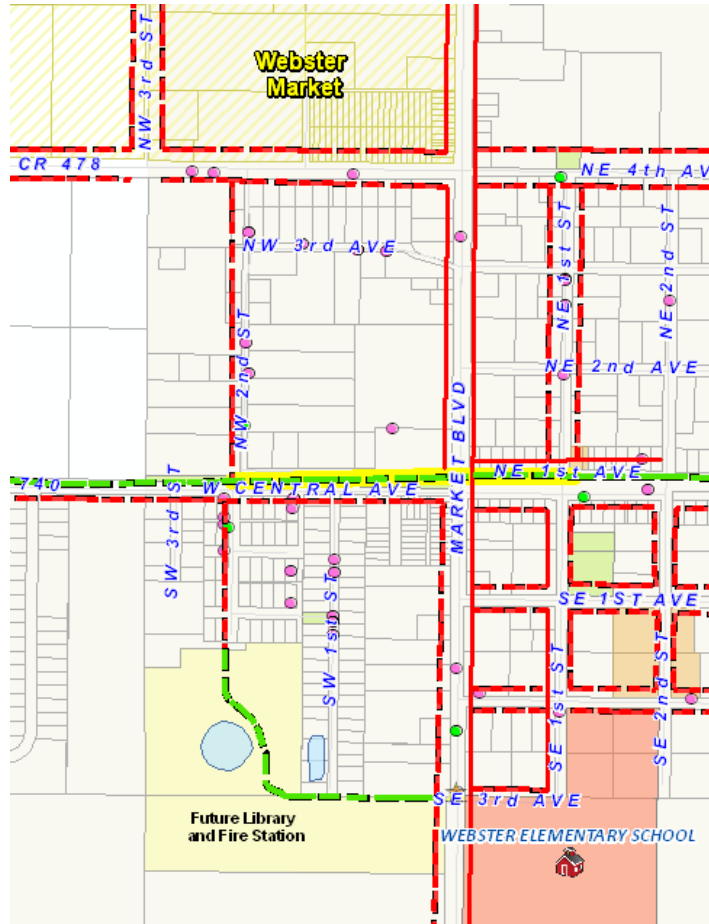
- ✓ Construct a sidewalk on the west side of N.W. 2<sup>nd</sup> Street from N.W. 4<sup>th</sup> Avenue to Central Avenue and the proposed Central Avenue Trail.



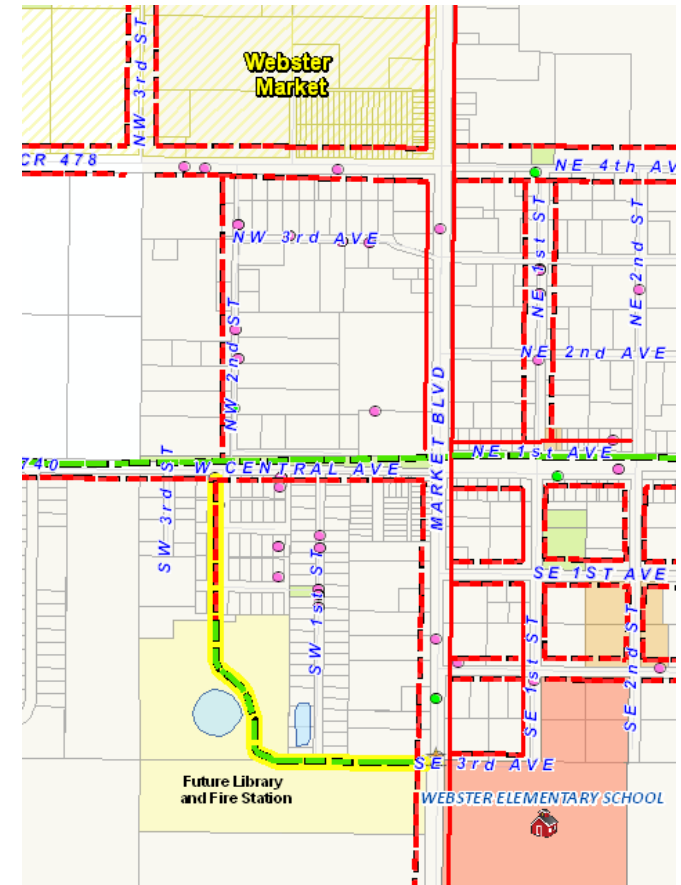
N.W. 2<sup>nd</sup> Street looking south



## Webster Elementary School



Option 1



Option 2



**Segment 4 Findings:**

- ✓ There are no designated crossings over SR 471 that include a stop condition or crossing guard.
- ✓ The County owns and the City uses and maintains recreational fields on the west side of SR 471 across from Webster Elementary School. Future plans include the development of a library and fire station.

**Segment 4 Recommendations**

**Option 1 – Segment 4A**

- ✓ Connect the proposed sidewalk on the west side of N.W. 2<sup>nd</sup> Street to the proposed Central Avenue Trail, heading east and crossing SR 471, terminating at the existing sidewalk on the west side of S.E. 1<sup>st</sup> Street. If funding allows, construct a sidewalk along the east side of S.E. 1<sup>st</sup> Street to connect to the Webster Elementary School bus loading area (See Options Map on the following page).

**Option 2 – Segment 4B**

- ✓ Continue the sidewalk/trail along the west side of S.W. 2<sup>nd</sup> Street from the proposed Central Avenue Trail through the planned library and fire station site to the existing crosswalk in front of Webster Elementary school on SR 471. Provide a crossing guard for students crossing SR 471 if there is no controlled stop condition (See Options Map on the following page).



*W. Central Avenue looking east (Option 1)*



*E. Central Avenue looking east (Option 1)*



*S.W. 2<sup>nd</sup> Street looking south (Option 2)*

## Webster Elementary School

### LONG RANGE ESTIMATE - NVV 3rd STREET SIDEWALK, WEBSTER, FLORIDA

3 NW 6th AVE TO NW 4th AVE. (WEST SIDE)

1572

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016	
				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	\$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
102- 1	MAINTENANCE OF TRAFFIC	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
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)	873	SY	\$40.00	\$34,933.33	\$42.80	\$37,378.67	\$45.80	\$39,995.17	\$49.00	\$42,794.84	\$52.43	\$45,790.47
110-1-2	CLEARING & GRUBBING	0.18	AC	\$13,268.00	\$2,394.09	\$14,196.76	\$2,561.67	\$15,190.53	\$2,740.99	\$16,253.87	\$2,932.86	\$17,391.64	\$3,138.16
120-1	REGULAR EXCAVATION	291	CY	\$7.43	\$2,162.96	\$7.95	\$2,314.36	\$8.51	\$2,476.37	\$9.10	\$2,649.71	\$9.74	\$2,835.19
120-6	EMBANKMENT	291	CY	\$10.38	\$3,021.73	\$11.11	\$3,233.25	\$11.88	\$3,459.58	\$12.72	\$3,701.75	\$13.61	\$3,960.88
570- 1	SODDING	873	SY	\$3.50	\$3,056.67	\$3.75	\$3,270.63	\$4.01	\$3,499.58	\$4.29	\$3,744.55	\$4.59	\$4,006.67
	<b>SUB- TOTAL</b>				<b>\$78,568.78</b>		<b>\$84,068.59</b>		<b>\$89,953.39</b>		<b>\$96,250.13</b>		<b>\$102,987.64</b>
	CONTINGENCY (15%)				\$11,785.32		\$12,610.29		\$13,493.01		\$14,437.52		\$15,448.15
	DESIGN FEES (10%)				\$9,035.41		\$9,667.89		\$10,344.64		\$11,068.76		\$11,843.58
	CEI FEES (10%)				\$9,938.95		\$10,634.68		\$11,379.10		\$12,175.64		\$13,027.94
	<b>TOTAL ESTIMATED CONSTRUCTION COST (2011) :</b>				<b>\$90,354.09</b>		<b>\$96,678.88</b>		<b>\$103,446.40</b>		<b>\$110,687.65</b>		<b>\$118,435.79</b>

#### 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



## Webster Elementary School

### LONG RANGE ESTIMATE - NW 4th STREET SIDEWALK, WEBSTER, FLORIDA

3a NW 3rd ST TO NW 2nd St (SOUTH SIDE)

305

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016	
				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	\$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
102- 1	MAINTENANCE OF TRAFFIC	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
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)	169	SY	\$40.00	\$6,777.78	\$42.80	\$7,252.22	\$45.80	\$7,759.88	\$49.00	\$8,303.07	\$52.43	\$8,884.28
110-1-2	CLEARING & GRUBBING	0.04	AC	\$13,268.00	\$464.50	\$14,196.76	\$497.02	\$15,190.53	\$531.81	\$16,253.87	\$569.03	\$17,391.64	\$608.87
120-1	REGULAR EXCAVATION	56	CY	\$7.43	\$419.66	\$7.95	\$449.03	\$8.51	\$480.47	\$9.10	\$514.10	\$9.74	\$550.09
120-6	EMBANKMENT	56	CY	\$10.38	\$586.28	\$11.11	\$627.32	\$11.88	\$671.23	\$12.72	\$718.22	\$13.61	\$768.49
570- 1	SODDING	169	SY	\$3.50	\$593.06	\$3.75	\$634.57	\$4.01	\$678.99	\$4.29	\$726.52	\$4.59	\$777.37
	<b>SUB- TOTAL</b>				<b>\$29,841.27</b>		<b>\$31,930.16</b>		<b>\$34,165.27</b>		<b>\$36,556.84</b>		<b>\$39,115.82</b>
	<b>CONTINGENCY (15%)</b>				<b>\$4,476.19</b>		<b>\$4,789.52</b>		<b>\$5,124.79</b>		<b>\$5,483.53</b>		<b>\$5,867.37</b>
	<b>DESIGN FEES (10%)</b>				<b>\$3,431.75</b>		<b>\$3,671.97</b>		<b>\$3,929.01</b>		<b>\$4,204.04</b>		<b>\$4,498.32</b>
	<b>CEI FEES (10%)</b>				<b>\$3,774.92</b>		<b>\$4,039.17</b>		<b>\$4,321.91</b>		<b>\$4,624.44</b>		<b>\$4,948.15</b>
	<b>TOTAL ESTIMATED CONSTRUCTION COST (2011) :</b>				<b>\$34,317.46</b>		<b>\$36,719.68</b>		<b>\$39,290.06</b>		<b>\$42,040.37</b>		<b>\$44,983.19</b>

#### 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

## Webster Elementary School

### LONG RANGE ESTIMATE - SW 2nd Street Sidewalk/Trail

3 FROM CENTRAL AVE (WEST) TO SR 471  
VIA COUNTY OWNED PROPERTY

627

Prepared by TranSystems

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016	
				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	\$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
102- 1	MAINTENANCE OF TRAFFIC	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
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
285-704	OPTIONAL BASE, BASE GROUP 4	348	SY	\$8.84	\$3,079.27	\$9.46	\$3,294.82	\$10.12	\$3,525.45	\$10.83	\$3,772.23	\$11.59	\$4,036.29
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFF B.	84	TN	\$79.77	\$6,668.77	\$85.35	\$7,135.59	\$91.33	\$7,635.08	\$97.72	\$8,169.53	\$104.56	\$8,741.40
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	-	SY	\$40.00	\$0.00	\$42.80	\$0.00	\$45.80	\$0.00	\$49.00	\$0.00	\$52.43	\$0.00
110-1-2	CLEARING & GRUBBING	0.07	AC	\$13,268.00	\$954.89	\$14,196.76	\$1,021.74	\$15,190.53	\$1,093.26	\$16,253.87	\$1,169.79	\$17,391.64	\$1,251.67
120-1	REGULAR EXCAVATION	116	CY	\$7.43	\$862.71	\$7.95	\$923.09	\$8.51	\$987.71	\$9.10	\$1,056.85	\$9.74	\$1,130.83
120-6	EMBANKMENT	116	CY	\$10.38	\$1,205.23	\$11.11	\$1,289.60	\$11.88	\$1,379.87	\$12.72	\$1,476.46	\$13.61	\$1,579.82
570- 1	SODDING	348	SY	\$3.50	\$1,219.17	\$3.75	\$1,304.51	\$4.01	\$1,395.82	\$4.29	\$1,493.53	\$4.59	\$1,598.08
	<b>SUB-TOTAL</b>				<b>\$35,990.04</b>		<b>\$38,509.34</b>		<b>\$41,204.99</b>		<b>\$44,089.34</b>		<b>\$47,175.60</b>
	<b>CONTINGENCY (15%)</b>				<b>\$5,398.51</b>		<b>\$5,776.40</b>		<b>\$6,180.75</b>		<b>\$6,613.40</b>		<b>\$7,076.34</b>
	<b>DESIGN FEES (10%)</b>				<b>\$4,138.85</b>		<b>\$4,428.57</b>		<b>\$4,738.57</b>		<b>\$5,070.27</b>		<b>\$5,425.19</b>
	<b>CEI FEES (10%)</b>				<b>\$4,552.74</b>		<b>\$4,871.43</b>		<b>\$5,212.43</b>		<b>\$5,577.30</b>		<b>\$5,967.71</b>
	<b>TOTAL ESTIMATED CONSTRUCTION COST (2011) :</b>				<b>\$41,388.54</b>		<b>\$44,285.74</b>		<b>\$47,385.74</b>		<b>\$50,702.75</b>		<b>\$54,251.94</b>

#### 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



## Webster Elementary School

### LONG RANGE ESTIMATE - SW 2ND STREET SIDEWALK/TRAIL (OPTION 2)

15 FROM CENTRAL AVE (WEST) TO SR  
471 VIA COUNTY OWNED PROPERTY

1348

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016	
				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	\$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
102- 1	MAINTENANCE OF TRAFFIC	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
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
285-704	OPTIONAL BASE, BASE GROUP 4	749	SY	\$8.84	\$6,620.18	\$9.46	\$7,083.59	\$10.12	\$7,579.44	\$10.83	\$8,110.00	\$11.59	\$8,677.70
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFF B.	180	TN	\$79.77	\$14,337.33	\$85.35	\$15,340.94	\$91.33	\$16,414.81	\$97.72	\$17,563.84	\$104.56	\$18,793.31
522-1	CONCRETE SIDEWALK, 4" THICK (5' WIDE)	-	SY	\$40.00	\$0.00	\$42.80	\$0.00	\$45.80	\$0.00	\$49.00	\$0.00	\$52.43	\$0.00
110-1-2	CLEARING & GRUBBING	0.15	AC	\$13,268.00	\$2,052.95	\$14,196.76	\$2,196.65	\$15,190.53	\$2,350.42	\$16,253.87	\$2,514.95	\$17,391.64	\$2,690.99
120-1	REGULAR EXCAVATION	250	CY	\$7.43	\$1,854.75	\$7.95	\$1,984.58	\$8.51	\$2,123.50	\$9.10	\$2,272.15	\$9.74	\$2,431.20
120-6	EMBANKMENT	250	CY	\$10.38	\$2,591.16	\$11.11	\$2,772.54	\$11.88	\$2,966.61	\$12.72	\$3,174.28	\$13.61	\$3,396.48
570- 1	SODDING	749	SY	\$3.50	\$2,621.11	\$3.75	\$2,804.59	\$4.01	\$3,000.91	\$4.29	\$3,210.97	\$4.59	\$3,435.74
	<b>SUB- TOTAL</b>				<b>\$52,077.47</b>		<b>\$55,722.89</b>		<b>\$59,623.49</b>		<b>\$63,797.14</b>		<b>\$68,262.94</b>
	<b>CONTINGENCY (15%)</b>				<b>\$7,811.62</b>		<b>\$8,358.43</b>		<b>\$8,943.52</b>		<b>\$9,569.57</b>		<b>\$10,239.44</b>
	<b>DESIGN FEES (10%)</b>				<b>\$5,988.91</b>		<b>\$6,408.13</b>		<b>\$6,856.70</b>		<b>\$7,336.67</b>		<b>\$7,850.24</b>
	<b>CEI FEES (10%)</b>				<b>\$6,587.80</b>		<b>\$7,048.95</b>		<b>\$7,542.37</b>		<b>\$8,070.34</b>		<b>\$8,635.26</b>
	<b>TOTAL ESTIMATED CONSTRUCTION COST (2011) :</b>				<b>\$59,889.09</b>		<b>\$64,081.32</b>		<b>\$68,567.01</b>		<b>\$73,366.71</b>		<b>\$78,502.38</b>

#### ESTIMATE BASIS AND ASSUMPTIONS:

- Estimate does not include utility relocation costs.
- The mobilization costs are based on 10% of the construction cost
- Regular excavation & embankment to 1 ft depth
- No R/W Impact
- No specialized landscaping (beyond sodding)
- Utility relocations by others
- 7% Yearly Escalation

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*