

Bushnell Elementary School

Bushnell, FL



May 2012

Bushnell Elementary School



Reviewed : October 7, 2011

PreK – 5th

Total Students:	764
▪ Transportation Provided:	450
▪ Transportation Not Provided:	314
▪ Total Number of Buses:	10

Students Living within 2-Mile Radius:	340
▪ Provided Transportation:	184
▪ Not Provided Transportation:	156
▪ Walkers/Bike Riders	20*
▪ Car Drop-off/Pick-up	136 *

*Estimated

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

Bushnell Elementary School
218 W. Flannery Avenue
Bushnell, FL, 33513
John Temple, Principal

Attendance and 2-Mile “Walk” Zone Map

Findings and Recommendations – On Campus

- ✓ Campus Access Overview
- ✓ Arrival and Dismissal Schedule
- ✓ Bus/Transit/Emergency Access
- ✓ Student Drop-off and Pick-Up
- ✓ Bicycle/Pedestrian “Walker” Access

Findings and Recommendations - Off Campus

- ✓ Existing Conditions Map
- ✓ Planned/Funded Projects
- ✓ SAS Transportation Access Master Plan
- ✓ SAS Priority Projects

Other Recommendations

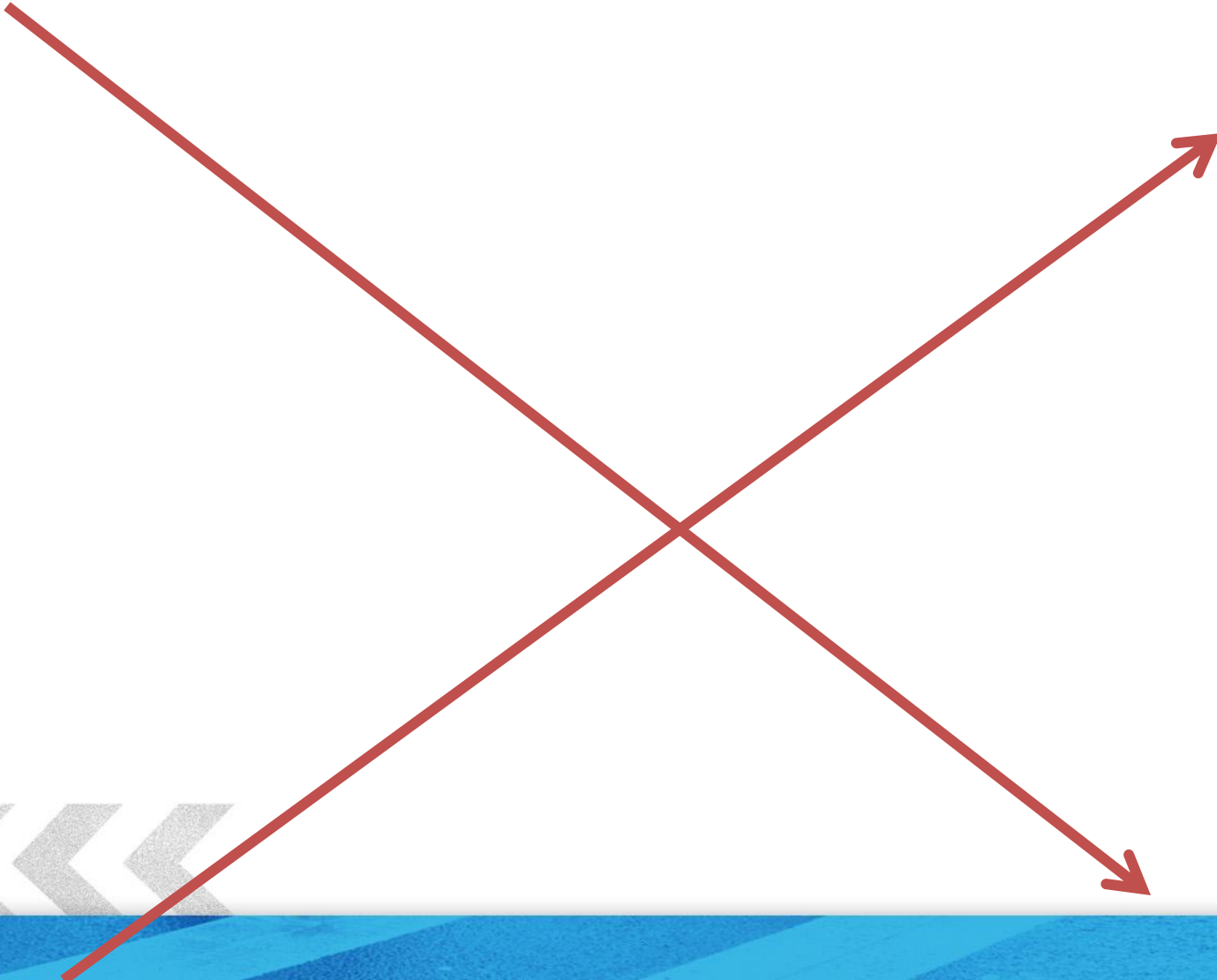


Front of School along York Street



Staff and Visitor Parking from York Street

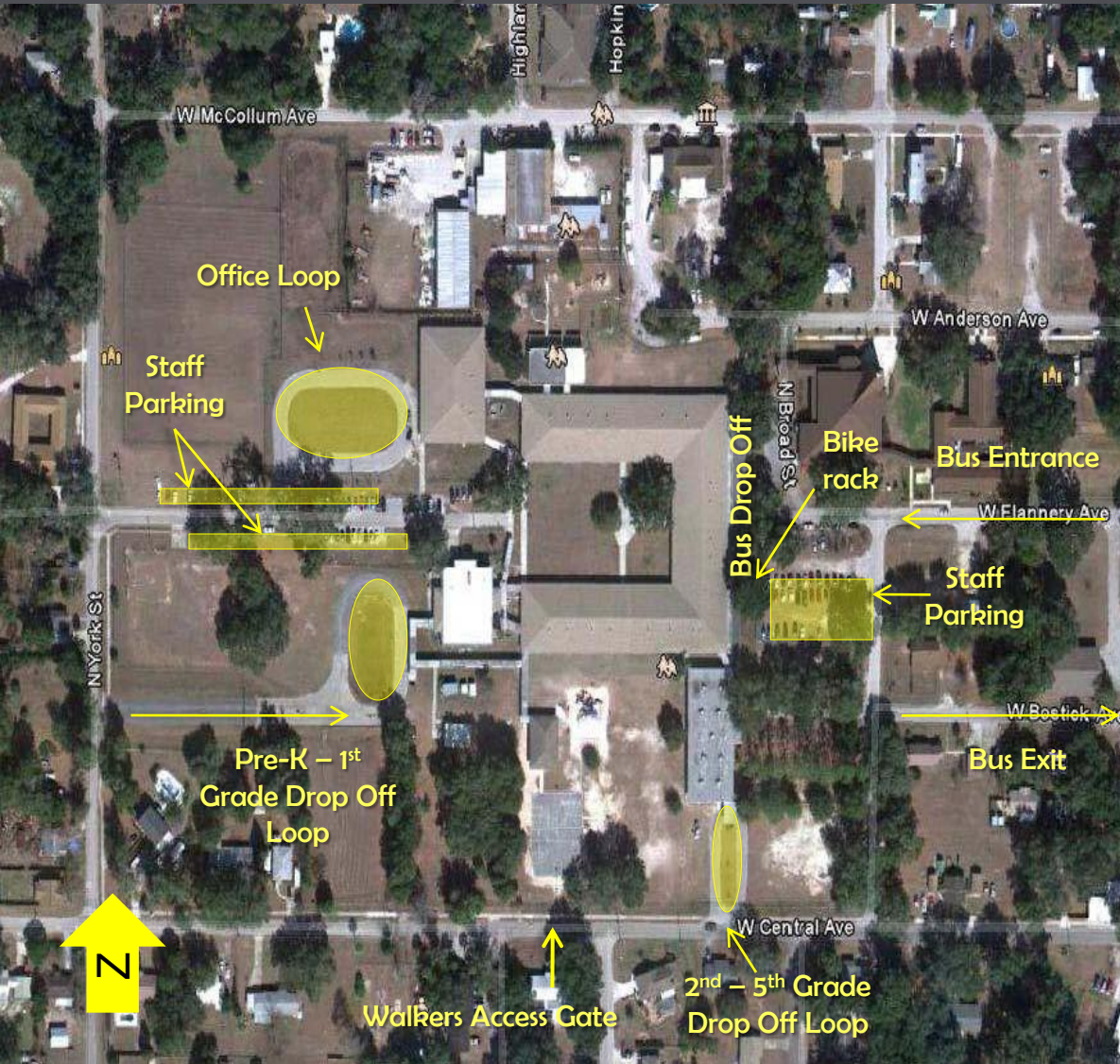
Attendance and 2-Mile “Walk” Zone Map



Findings and Recommendations On-Campus



Bushnell Elementary School



Field Review General Findings:

Bushnell Elementary School general findings:

1. Traffic volume increases at school arrival and dismissal.
2. School does an excellent job of separating uses with multiple parent and bus drop-off/pick-up loops and parking areas. Parental drop-off is separated into two drop-off loops: Kindergarten – 1st Grade and 2nd Grade – 5th Grade.
3. The school is located within a residential area with some existing sidewalk accessibility.
4. West Central Avenue sidewalk provides access to walkers' gate.

Start Time: 8:00 a.m.

- ✓ Parent vehicles generally begin dropping off children by 7:30 a.m.

Release Time: 2:30 p.m.

- ✓ Parent vehicles generally begin forming line to pick up children around 1:55 p.m.
- ✓ Parents wait at walkers' gate starting around 2:25 p.m.



Students walking to the cafeteria for breakfast



Parents dropping children off in the morning

Findings:

- ✓ Buses enter school property from West Flannery Avenue and loop at the rear of the school adjacent to staff and visitor parking, then exit the property via West Bostick Avenue.
- ✓ Cars are excluded from driving in bus loop though the entrance to the bus loop and parking are shared.

Recommendations:

- ✓ The SAS recommends increased signage along W. Flannery Avenue at school property to prevent conflicts with drivers and buses entering and existing the bus loop.



Bus loop from N. Broad Street



Bus loop from school property

Findings:

- ✓ There are two (2) designated student drop-off loops within the campus, broken down by grade: a pre-kindergarten through 1st Grade loop and a 2nd Grade through 5th Grade loop.
- ✓ Access to the Pre-Kindergarten through 1st Grade drop-off loop is from York Street. Cars queue along West York Street until gates to the loop are opened .
- ✓ Access to the 2nd Grade through 5th Grade drop-off loop is from West Central Avenue. Cars queue along North Broad Street until gates to the loop are opened .



PreK – 1st Grade Drop-off & Pick-up (off N. York St)



2nd-5th Grade Drop-off & Pick-up (off W Central Ave)



Cars queuing along N Broad St

Findings:

- ✓ Walkers’ gate accessed from West Central Avenue
- ✓ Existing pedestrians crossing is located mid-block in front of neighboring daycare center
- ✓ Pedestrians and cyclists disperse along existing sidewalk and street network
- ✓ Pedestrians and cyclists mix with vehicles entering and exiting pick-up loops

Recommendations:

- ✓ Mark pavement at loop driveways to provide a continuous sidewalk connection and notify drivers of the pedestrian zone
- ✓ Move mid-block crossing located on W. Central Avenue to intersection of W. Central Avenue and South Highland Street and provide a stop condition



Parents waiting at walkers gate access on W. Central Ave

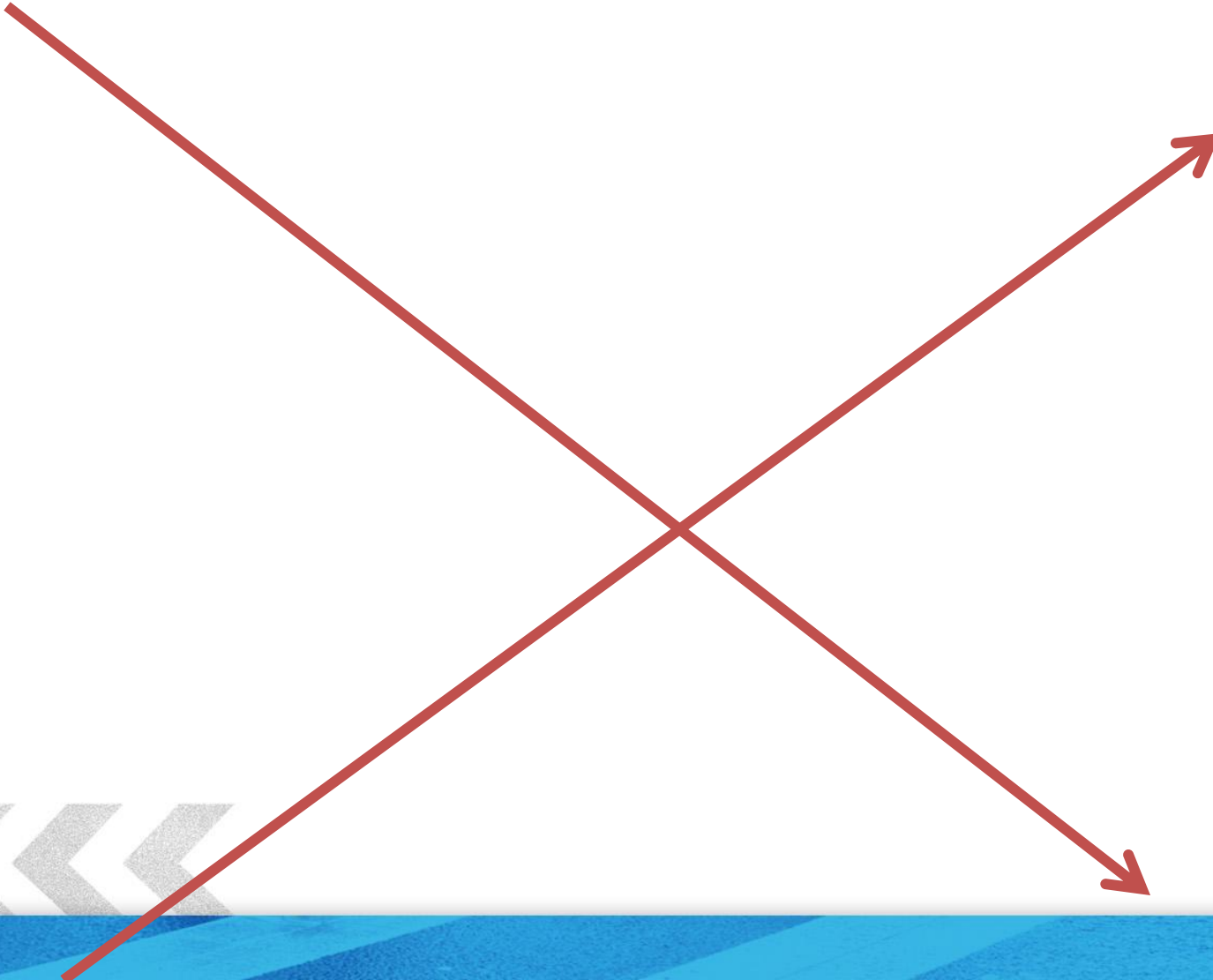


Students Parking Bicycles at SE corner of school (facing N. York St)

Findings and Recommendations Off-Campus



Bushnell Elementary School



Bushnell Elementary School

Planned (Funded) Projects

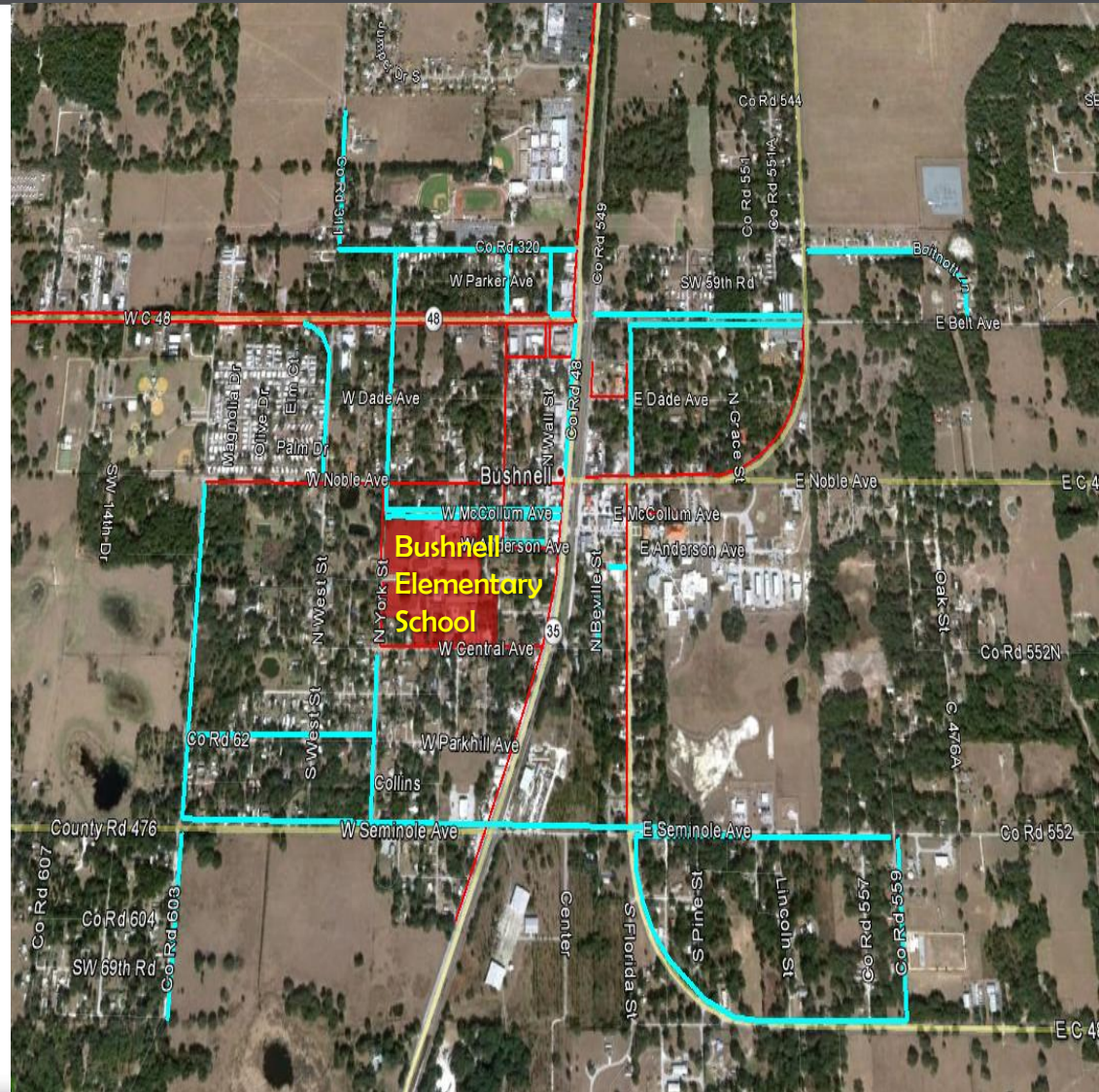
City of Bushnell Bicycle/Pedestrian & Multi-modal Enhancement Plan - Overview

Findings:

- ✓ The City of Bushnell is currently implementing several projects as part of its multi-modal sidewalk and trail enhancement plan (blue lines – right).
 - ✓ Noble Ave sidewalks (north side)
 - ✓ US 301 Multi-Use Trail
- ✓ Planned/Funded projects implemented will create a complete sidewalk grid network.

Recommendations:

- ✓ Note: Many of the SAS Priority and Recommended needs projects identified in the subsequent sections of this report are contingent upon implementation of all planned/funded multi-modal sidewalk and trail enhancement plan projects.



Findings:

- ✓ The width of US 301/Main Street and the adjacent rail line create a barrier for pedestrians and bicyclists making them less likely to walk or ride their bicycles.

Recommendations:

- ✓ At the time of the SAS Study, the City of Bushnell was in the process of implementing a multi-modal sidewalk and trail enhancement plan which includes the installation of sidewalks, multi-use trails, and pedestrian gates at three (3) major rail crossings on Main Street:

- ✓ Belt Avenue
- ✓ Noble Avenue
- ✓ Seminole Avenue



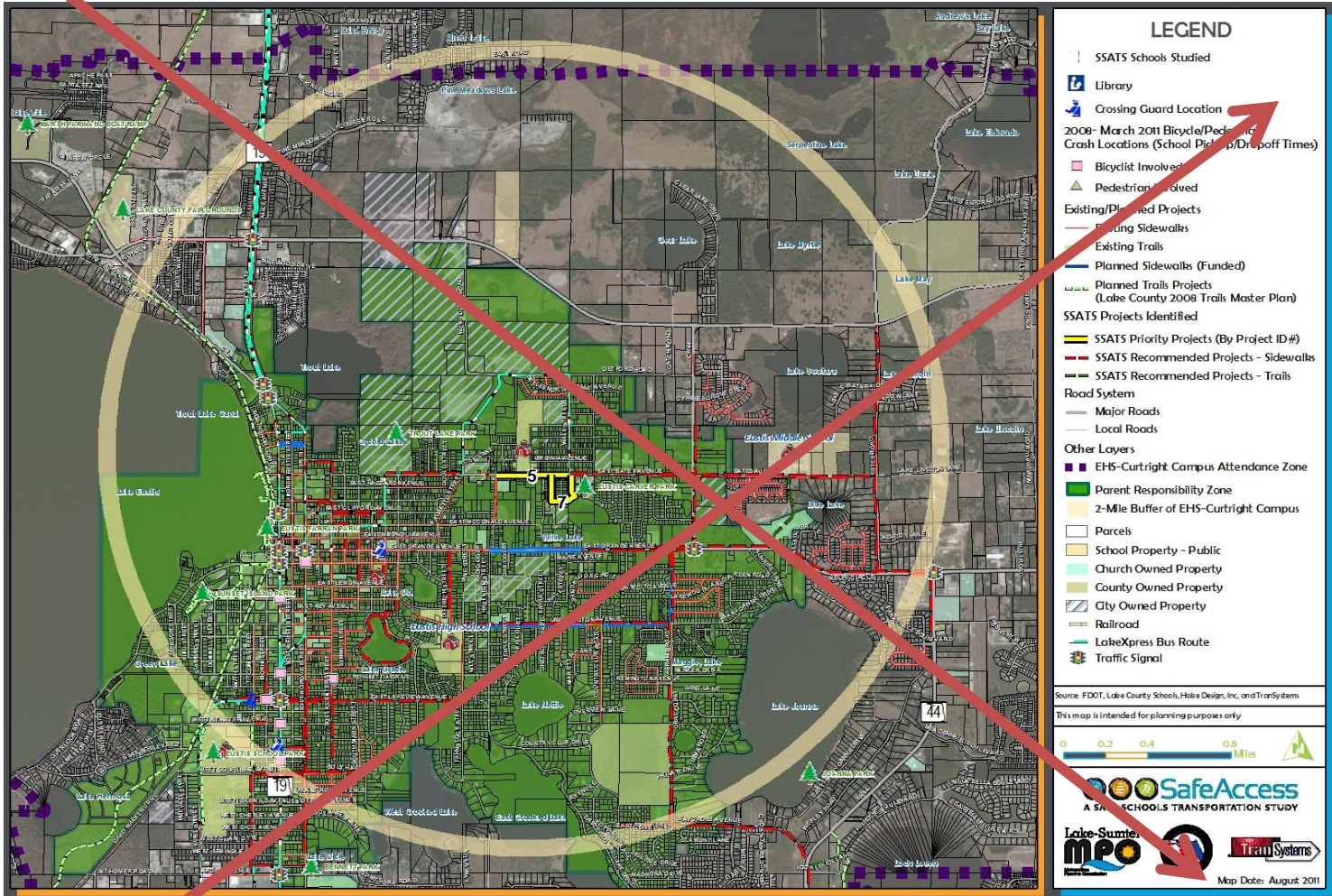
US 301/Main Street and Seminole Avenue



US 301/Main Street and Belt Avenue

Bushnell Elementary School

EHS - Curtright Campus: Transportation Access Master Plan



Bushnell Elementary School

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

Bushnell Elementary School (SAS Priority and Recommended Projects)

Order of Priority	Project Type	Street Name/Title	Ordinal Side/Intersection	Start Point	End Point	# of Households Impacted	% Student Households to Utilize	Project Map ID #
Priority 1	Sidewalk	S. York St.	East	W. Central Ave.	Seminole Ave.	57	57%	6
Priority 2	Sidewalk	N. York St.	East	Flannery Ave.	Noble Ave.	25	8%	10
Priority 3	New Multi-Use Trail	New Multi-Use Trail	Continuation of S. Main Street	Seminole Ave.	E. Noble Ave.	132	43%	3
Priority 4	Sidewalk	Seminole Ave.	South	CR 607B	Main Street	27	9%	1
Priority 5	Sidewalk	S. Highland St.	East	W. Central Ave.	Seminole Ave.	12	4%	5

Findings:

- ✓ A gap exists in the sidewalk connection from Seminole Avenue to W. Central Ave. Making student travel difficult between the City's planned sidewalk project running along Seminole Avenue to Bushnell Elementary and South Sumter High School.

Recommendations:

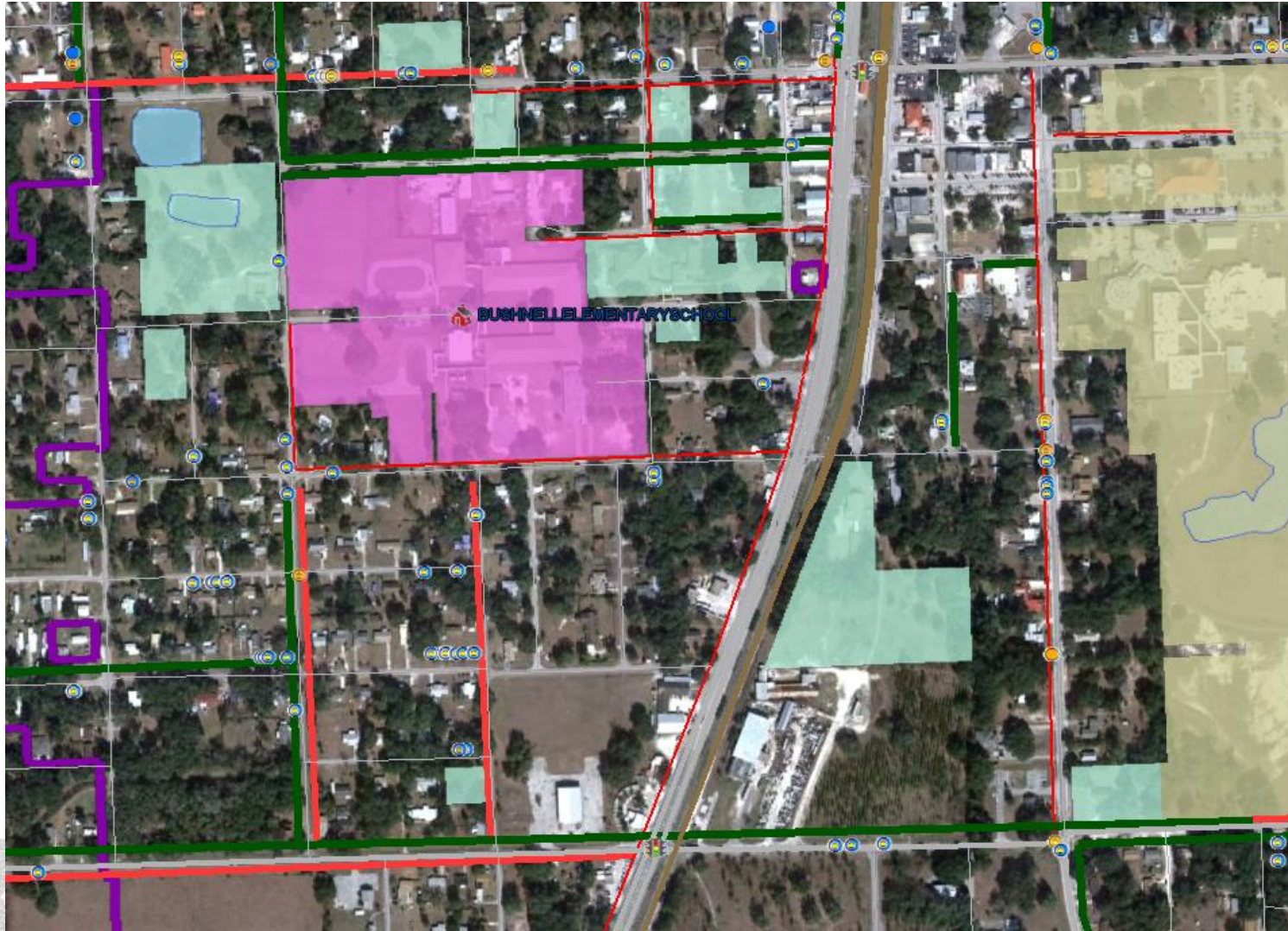
- ✓ The SAS proposes a new sidewalk on the east side of South York Street from West Central Avenue to Seminole Avenue to provide students a north-south route to access both Bushnell Elementary and South Sumter High School.
- ✓ Investigate intersection improvements to include ADA ramps, pedestrian signage, and pavement striping.



York Street and Central Ave – Crosswalk with no sidewalk connection



There is available ROW along York Street to construct a new sidewalk with limited obstructions



Findings:

- ✓ Existing sidewalk running along east side of N. York Street continues from W. Seminole Avenue to the intersection of N. York Street at W. Flannery Avenue (directly in front of Bushnell Elementary).
- ✓ Sidewalk connections exist at W. Central Avenue and Noble Avenue.

Recommendations:

- ✓ The SAS proposes a sidewalk on the east side of N. York Street to close the gap between Flannery Avenue and Noble Avenue.
- ✓ The proposed sidewalk will serve Bushnell Elementary as well as South Sumter High School.
- ✓ Investigate intersection improvements to include ADA ramps, pedestrian signage, and pavement striping.



Project end location at Noble Avenue

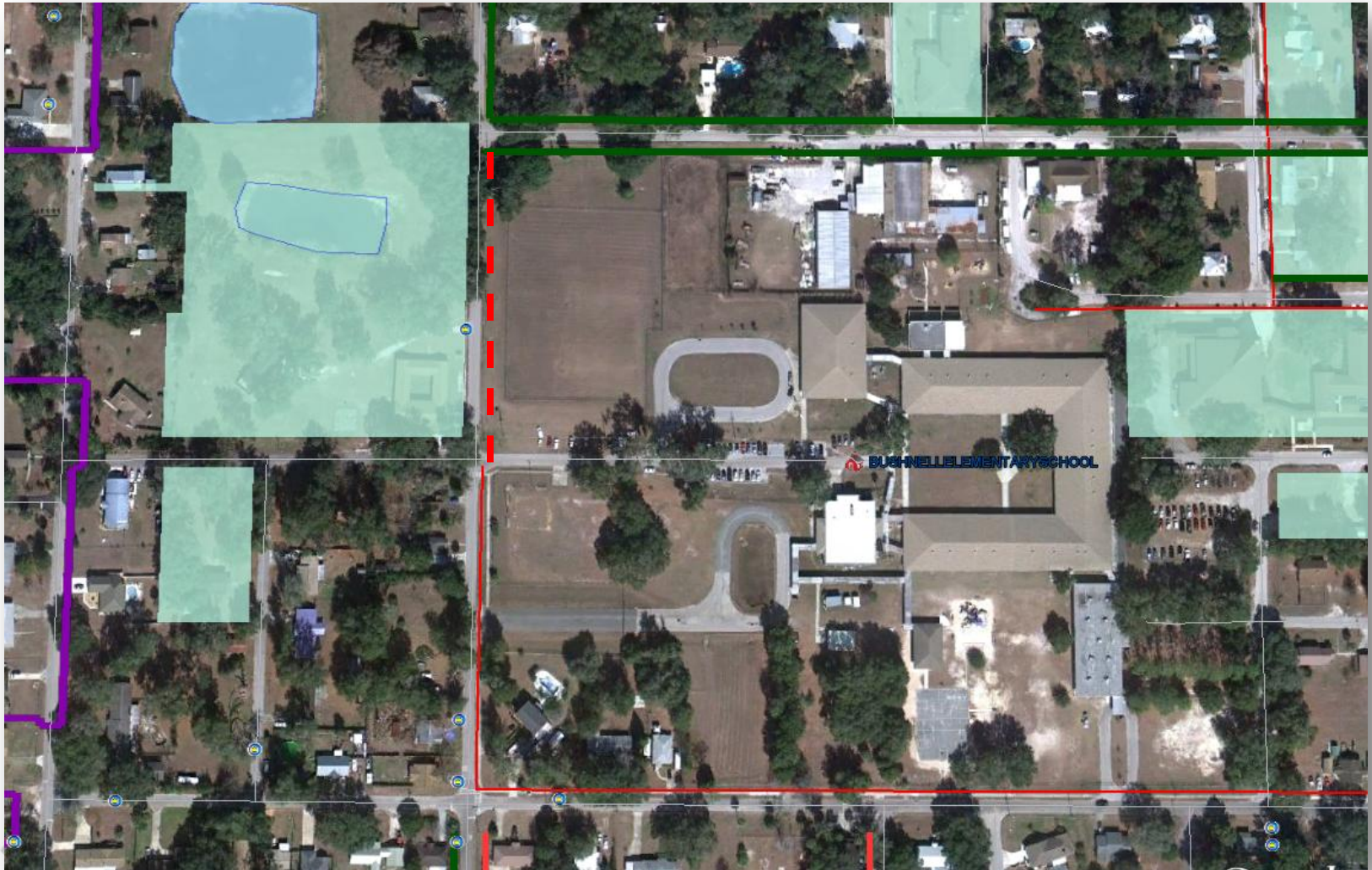


Limited ROW obstructions observed

Priority Project #2

N. York Street Sidewalk (east side)

Flannery Ave to Noble Ave - Project Detail



Potential Construction Costs:

LONG RANGE ESTIMATE - North York Street, Bushnell, Florida													
10. FROM Flannerty St. to West Noble Street (East Side)													
785													
Prepared by TransSystems													
Fiscal Year 2011 Fiscal Year 2012 Fiscal Year 2013 Fiscal Year 2014 Fiscal Year 2015													
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	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	\$6,000.00	\$6,000.00	\$6,420.00	\$6,420.00	\$6,869.40	\$6,869.40	\$7,350.26	\$7,350.26	\$7,864.78	\$7,864.78
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)	436	SY	\$81.33	\$35,468.92	\$87.02	\$37,951.74	\$93.11	\$40,608.36	\$99.63	\$43,450.95	\$106.61	\$46,492.51
110-1-2	CLEARING & GRUBBING	0.09	AC	\$13,268.00	\$1,195.52	\$14,196.76	\$1,279.21	\$15,190.53	\$1,368.75	\$16,253.87	\$1,464.56	\$17,391.64	\$1,567.08
120-1	REGULAR EXCAVATION	145	CY	\$7.43	\$1,080.10	\$7.95	\$1,155.71	\$8.51	\$1,236.61	\$9.10	\$1,323.17	\$9.74	\$1,415.79
120-6	EMBANKMENT	145	CY	\$10.38	\$1,508.94	\$11.11	\$1,614.57	\$11.88	\$1,727.59	\$12.72	\$1,848.52	\$13.61	\$1,977.92
570- 1	SODDING	436	SY	\$5.00	\$2,180.56	\$5.35	\$2,333.19	\$5.72	\$2,496.52	\$6.13	\$2,671.27	\$6.55	\$2,858.26
	SUB- TOTAL				\$73,434.04		\$78,574.42		\$84,074.63		\$89,959.86		\$96,257.05
	CONTINGENCY (15%)				\$11,015.11		\$11,786.16		\$12,611.19		\$13,493.98		\$14,438.56
	DESIGN FEES (10%)				\$8,444.91		\$9,036.06		\$9,668.58		\$10,345.38		\$11,069.56
	CEI FEES (10%)				\$9,289.41		\$9,939.66		\$10,635.44		\$11,379.92		\$12,176.52
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$84,449.15		\$90,360.59		\$96,685.83		\$103,453.83		\$110,695.60

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:

- ✓ A connection between Seminole Avenue and E. Noble Avenue could be provided through the establishment of a new multi-use trail.
- ✓ The SAS observed the potential for sufficient right-of-way for the new multi-use trail on private property.
- ✓ This route would provide a north-south route alternative for students at both Bushnell Elementary and South Sumter High School.

Recommendations:

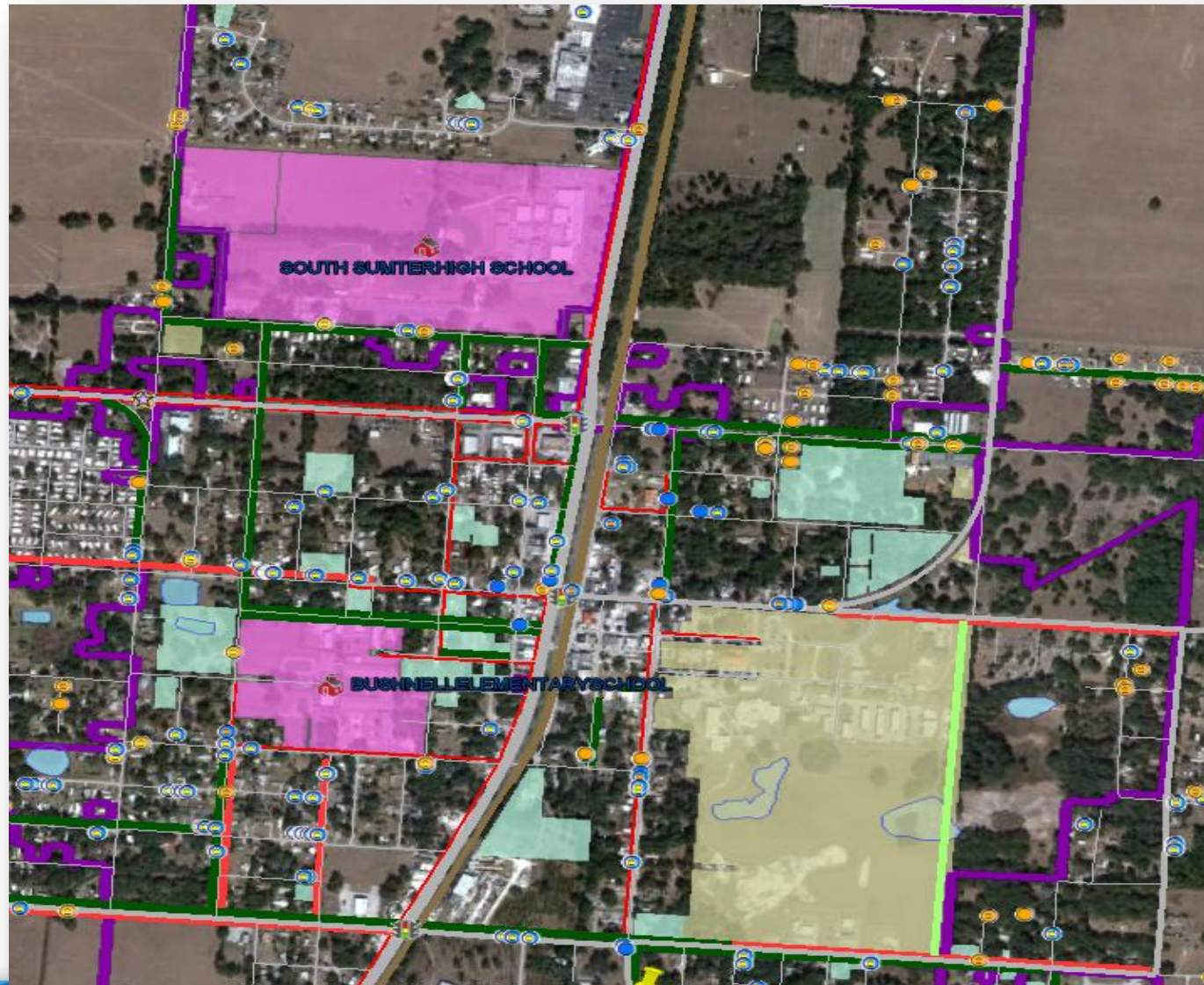
- ✓ Examine the potential of securing an easement to establish new multi-use trail on private property located between Seminole Avenue and E. Noble Avenue.
- ✓ Construct new multi-use trail between Seminole Avenue and E. Noble Avenue.



Proposed multi-use trail, Seminole Ave. at Noble Ave (north end)



Possibility for easement for multi-use trail (Seminole Avenue (south end))



Potential Construction Costs:

LONG RANGE ESTIMATE - MULTI-USE TRAIL, Bushnell, Florida													
3. FROM CR 552/Seminole Ave. to E. Noble Ave/US 301 (Continuation of S. Main Street)													
2596													
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	\$26,000.00	\$26,000.00	\$27,820.00	\$27,820.00	\$29,767.40	\$29,767.40	\$31,851.12	\$31,851.12	\$34,080.70	\$34,080.70
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$21,000.00	\$21,000.00	\$22,470.00	\$22,470.00	\$24,042.90	\$24,042.90	\$25,725.90	\$25,725.90	\$27,526.72	\$27,526.72
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)	1,442	SY	\$81.33	\$117,295.93	\$87.02	\$125,506.65	\$93.11	\$134,292.11	\$99.63	\$143,692.56	\$106.61	\$153,751.04
110-1-2	CLEARING & GRUBBING	0.30	AC	\$13,268.00	\$3,953.60	\$14,196.76	\$4,230.35	\$15,190.53	\$4,526.47	\$16,253.87	\$4,843.33	\$17,391.64	\$5,182.36
120-1	REGULAR EXCAVATION	481	CY	\$7.43	\$3,571.90	\$7.95	\$3,821.94	\$8.51	\$4,089.47	\$9.10	\$4,375.74	\$9.74	\$4,682.04
120-6	EMBANKMENT	481	CY	\$10.38	\$4,990.09	\$11.11	\$5,339.40	\$11.88	\$5,713.15	\$12.72	\$6,113.07	\$13.61	\$6,540.99
570- 1	SODDING	1,442	SY	\$5.00	\$7,211.11	\$5.35	\$7,715.89	\$5.72	\$8,256.00	\$6.13	\$8,833.92	\$6.55	\$9,452.30
	SUB- TOTAL				\$200,022.63		\$214,024.22		\$229,005.91		\$245,036.33		\$262,188.87
	CONTINGENCY (15%)				\$30,003.39		\$32,103.63		\$34,350.89		\$36,755.45		\$39,328.33
	DESIGN FEES (10%)				\$23,002.60		\$24,612.78		\$26,335.68		\$28,179.18		\$30,151.72
	CEI FEES (10%)				\$25,302.86		\$27,074.06		\$28,969.25		\$30,997.10		\$33,166.89
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$230,026.03		\$246,127.85		\$263,356.80		\$281,791.78		\$301,517.20

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



Project end at CR 607B – Limited ROW obstructions observed



Available ROW observed along Seminole Avenue

Findings:

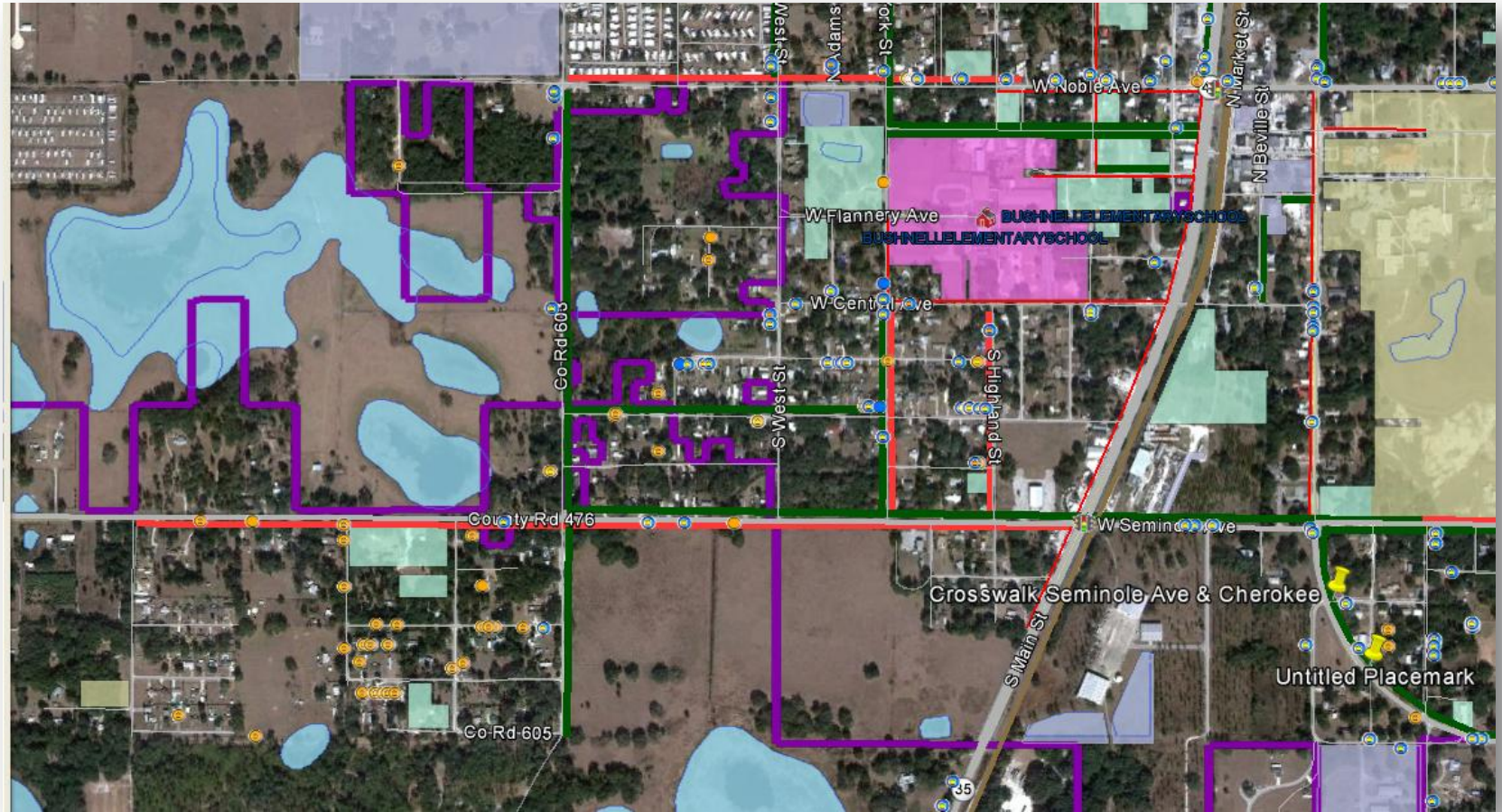
- ✓ Students living on the south side of Seminole Avenue currently walk in the drainage swale to stay off Seminole Avenue, and will cross Seminole Avenue to access sidewalk planned in the City's current multi-modal sidewalk and trail plan.

Recommendation:

- ✓ The SAS proposes a sidewalk on the south side of Seminole Avenue (CR 552) from CR 607B to S. Florida Street. This improvement would provide a parallel sidewalk and connection to projects planned by the City of Bushnell. In some areas, sufficient right-of-way exists. Some segments have utilities which may pose a constraint.

Priority Project #4

Seminole Avenue Sidewalk (south side) CR 607B to Main Street – Project Detail



Potential Construction Costs:

LONG RANGE ESTIMATE - C.R. 552 (Seminole Ave), Bushnell, Florida													
1. FROM CR 607B/S. Florida Street/E. CR 48 (South Side)													
5715													
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	\$54,000.00	\$54,000.00	\$57,780.00	\$57,780.00	\$61,824.60	\$61,824.60	\$66,152.32	\$66,152.32	\$70,782.98	\$70,782.98
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$45,000.00	\$45,000.00	\$48,150.00	\$48,150.00	\$51,520.50	\$51,520.50	\$55,126.94	\$55,126.94	\$58,985.82	\$58,985.82
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)	3,175	SY	\$81.33	\$258,222.75	\$87.02	\$276,298.34	\$93.11	\$295,639.23	\$99.63	\$316,333.97	\$106.61	\$338,477.35
110-1-2	CLEARING & GRUBBING	0.66	AC	\$13,268.00	\$8,703.70	\$14,196.76	\$9,312.96	\$15,190.53	\$9,964.86	\$16,253.87	\$10,662.40	\$17,391.64	\$11,408.77
120-1	REGULAR EXCAVATION	1,058	CY	\$7.43	\$7,863.42	\$7.95	\$8,413.86	\$8.51	\$9,002.83	\$9.10	\$9,633.02	\$9.74	\$10,307.34
120-6	EMBANKMENT	1,058	CY	\$10.38	\$10,985.50	\$11.11	\$11,754.49	\$11.88	\$12,577.30	\$12.72	\$13,457.71	\$13.61	\$14,399.75
570- 1	SODDING	3,175	SY	\$5.00	\$15,875.00	\$5.35	\$16,986.25	\$5.72	\$18,175.29	\$6.13	\$19,447.56	\$6.55	\$20,808.89
	SUB- TOTAL				\$416,650.37		\$445,815.89		\$477,023.00		\$510,414.61		\$546,143.64
	CONTINGENCY (15%)				\$62,497.55		\$66,872.38		\$71,553.45		\$76,562.19		\$81,921.55
	DESIGN FEES (10%)				\$47,914.79		\$51,268.83		\$54,857.65		\$58,697.68		\$62,806.52
	CEI FEES (10%)				\$52,706.27		\$56,395.71		\$60,343.41		\$64,567.45		\$69,087.17
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$479,147.92		\$512,688.27		\$548,576.45		\$586,976.81		\$628,065.18

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
- Flashing Beacon Assembly (ies) at:
- 7% Yearly Escalation

Findings:

- ✓ No connection exists between W. Central Avenue and S. Seminole Avenue.
- ✓ Parents and children were observed walking in the street at dismissal from pedestrian gate located just west of intersection.
- ✓ Path in grass indicates frequent walkers.

Recommendations:

- ✓ The SAS proposes a sidewalk on the east side of South Highland Street from W. Central Avenue to Seminole Avenue. This improvement would provide a parallel facility and connection to projects planned by the City of Bushnell and provide a connection to Priority Project #5.
- ✓ Investigate intersection improvements to include ADA ramps, pedestrian signage, and pavement striping.



Project ends at W. Central Avenue



Limited ROW obstructions observed

Potential Construction Costs:

LONG RANGE ESTIMATE - S Highland St., Bushnell, Florida													
5. FROM W. Central Ave to CR 552 (East Side)													
1230 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	\$14,000.00	\$14,000.00	\$14,980.00	\$14,980.00	\$16,028.60	\$16,028.60	\$17,150.60	\$17,150.60	\$18,351.14	\$18,351.14
102- 1	MAINTENANCE OF TRAFFIC	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
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)	683	SY	\$81.33	\$55,575.50	\$87.02	\$59,465.79	\$93.11	\$63,628.39	\$99.63	\$68,082.38	\$106.61	\$72,848.14
110-1-2	CLEARING & GRUBBING	0.14	AC	\$13,268.00	\$1,873.24	\$14,196.76	\$2,004.36	\$15,190.53	\$2,144.67	\$16,253.87	\$2,294.80	\$17,391.64	\$2,455.43
120-1	REGULAR EXCAVATION	228	CY	\$7.43	\$1,692.39	\$7.95	\$1,810.86	\$8.51	\$1,937.62	\$9.10	\$2,073.25	\$9.74	\$2,218.38
120-6	EMBANKMENT	228	CY	\$10.38	\$2,364.33	\$11.11	\$2,529.84	\$11.88	\$2,706.93	\$12.72	\$2,896.41	\$13.61	\$3,099.16
570- 1	SODDING	683	SY	\$5.00	\$3,416.67	\$5.35	\$3,655.83	\$5.72	\$3,911.74	\$6.13	\$4,185.56	\$6.55	\$4,478.55
	SUB- TOTAL				\$104,922.13		\$112,266.67		\$120,125.34		\$128,534.12		\$137,531.50
	CONTINGENCY (15%)				\$15,738.32		\$16,840.00		\$18,018.80		\$19,280.12		\$20,629.73
	DESIGN FEES (10%)				\$12,066.04		\$12,910.67		\$13,814.41		\$14,781.42		\$15,816.12
	CEI FEES (10%)				\$13,272.65		\$14,201.73		\$15,195.86		\$16,259.57		\$17,397.74
	TOTAL ESTIMATED CONSTRUCTION COST (2011) :				\$120,660.44		\$129,106.68		\$138,144.14		\$147,814.23		\$158,161.23

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:

- ✓ Total Students Provided Transportation: 450 on 10 busses (45 students per Bus).
- ✓ Students Provided Transportation with 2 mile Buffer: 184 (4 Buses at 45 per bus).
- ✓ The implementation of the City of Bushnell Planned Improvements along with the improvements recommended as Priority Projects #2 and #4 West of Main Street will help provide for the potential reduction of bus transportation.
- ✓ Utilizing the following criteria: students living West of Main Street, within one (1) mile of the school and within 1,000 feet of an existing bus stop there are 46 Students that could walk to school and allow for the potential elimination of one (1) bus.



Findings:

- ✓ Existing mid-block pavement striping on W. Central Avenue serves as crosswalk area between walkers' gate and daycare on opposite side of street. This location does not currently meet ADA requirements or have signage to alert motorists of pedestrians.

Recommendation:

- ✓ Remove existing mid-block crosswalk on W. Central Avenue.
- ✓ Establish crosswalk with pavement striping and ADA ramps crossing S. Highland Avenue and W. Central Avenue, and stop condition at intersection of S. Highland Avenue and W. Central Avenue.
- ✓ New stop condition would be established for motorists travelling westbound on W. Central Avenue.



No sidewalk connection or signage currently available (W. Central Avenue looking west)



S. Highland Avenue looking north toward school

Other Recommendations

Crosswalk and Stop Condition at S. Highland Ave. and W. Central Ave. - Project Detail

Remove existing mid-block crossing

Establish crossing at intersection of S. Highland St. and W. Central Ave. with pavement striping and ADA ramps.



Establish new stop condition westbound W. Central Ave., behind crosswalk.

Findings:

- ✓ The City's planned projects include additional sidewalks and the construction of pedestrian gates at three (3) major rail crossings and crossing over US 301/Main Street.
- ✓ Wide roadway approaches of US 301/Main Street may still pose a problem to students crossing new pedestrian gates.

Recommendations:

- ✓ Review the feasibility of establishing crossing guards at Belt Avenue, Seminole Avenue, and Noble Avenue with US 301/Main Street to facilitate safe crossings.



Crossing at US 301/Main Street and Noble Avenue



Crossing at US 301/Main Street and Belt Avenue

Findings:

- ✓ Other sidewalk gaps were observed within the 2-mile walk zone for Bushnell Elementary School which would provide a more complete network for students accessing both Bushnell Elementary and South Sumter High schools:
 - ✓ Seminole Avenue, north side, from S. Pine Street to CR 476A.
 - ✓ W. Noble Avenue, south side, from CR 603 to N. Hopkins Street.
 - ✓ W. Noble Avenue, south side, from SR 475/Main Street to CR 476A.

Recommendations:

- ✓ The City of Bushnell should review the feasibility of establishing sidewalks in these proposed locations.

Findings:

- ✓ Many students travel to and from school with parents or caregivers.

Recommendations:

- ✓ Bushnell Elementary School should continue to partner with the Department of Health to establish a Walking School Bus program.
- ✓ Encourage the development of a [Walking School Bus](#) program.



Parents and caregivers walking students along W. Central Avenue



Example of a Walking School Bus

Bushnell Elementary School

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 Wood;

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*