VOLUSIA TRANSPORTATION PLANNING ORGANIZATION FEASIBILITY STUDY – "FINAL"

City of Port Orange, Florida Project:
South Spruce Creek Road Sidewalk Bicycle/Pedestrian Facility

GAI Project No. A091305.01

Prepared for:
Volusia Transportation Planning Organization

July 30, 2010 (FINAL)

VOLUSIA TPO
TRANSPORTATION PLANNING ORGANIZATION
VISION - PLAN - IMPLEMENT

Hoke Design, Inc.

gai consultants
transforming ideas into reality

Table of Contents

Introduction

The City of Port Orange, Florida (***City***) is proposing the design and construction of the South Spruce Creek Road Bicycle/Pedestrian Facility. This bicycle/pedestrian facility is proposed to be constructed on the west side of the existing South Spruce Creek roadway, from Central Park Blvd, north to Taylor Road. This proposed bicycle/pedestrian facility will link Spruce Creek Recreation Facility / All Children's Playground with the walkway system that connects to both Spruce Creek Elementary School and Spruce Creek High School. All of the proposed design and construction (***Project***) is planned to occur on ***City*** owned property and/or within the existing road right-of-way (RW) as shown on the aerial map attached to this study as ***Exhibit 1.0*** and the enlarged sections ***Exhibits 1.1*** to ***1.5***. The land uses on the properties adjacent to the proposed ***Project*** consist of single-family residential development as shown on land use map attached to this study as ***Exhibit 2.0***.

Currently, there are existing pedestrian sidewalks located on the east side of Spruce Creek Road, within the ***Project*** limits. These existing sidewalks vary from 6'-0" to 5'-0" in width, and are constructed as 4" thick concrete sidewalks along the eastern R/W. There is a need for bicycle/pedestrian (multi-modal) pathway to provide safe access to the schools and the park as well as provide connectivity to these facilities and to the local neighborhoods.

The ***City*** has certified that this proposed joint participation project is consistent with the Volusia Transportation Planning Organization (VTPO) Bicycle & Pedestrian School Safety Review Study, which includes a number of Goals, Objectives, and Policies that support the continued development of alternate transportation systems of pedestrian and bicycle paths for public uses as a means to access Parks, Schools, Neighborhoods and Commercial Facilities. This ***Project*** is consistent with the ***City's*** adopted Master Plan. The ***City*** has provided certification as the Project Sponsor in the previously submitted 2009 XU Application. The City of Port Orange is coordinating the joint participation for this ***Project*** with the VTPO.

Project Purpose and Scope

The purpose of this report is to review the ***Project*** application/proposal and existing conditions within the ***Project*** site to evaluate whether the proposed funding is sufficient to complete the ***Project***; to identify the conceptual ***Project*** scope; to evaluate the constructability of the ***Project***; to identify any issues that could adversely impact the ***Project***; and to assess whether the ***Project*** meets its intended purpose. Representatives from GAI Consultants, Inc. conducted a site visit on May 20, 2010, to review the ***Project*** site, collect photographic documentation, and to evaluate the existing site conditions.

Project Description

The ***City's*** proposed ***Project*** has been divided into two separate segments, based on the available R/W and physical constraints. Each segment is shown based on the Overall Project Plan (***Exhibit 1.0***). The posted speed limit within the proposed corridor is 35 MPH.

Segment 1 – Design and construction of an 8'-0" wide concrete pathway along the western R/W of the existing Spruce Creek Road, from Central Park Blvd. north to Abby Lane.

Segment 2 - Design and construction of an 8'-0" wide concrete pathway along the western R/W of the existing Spruce Creek Road, from Abby Lane north to Taylor Road.

Project Cost Summary

A. City of Port Orange (*City*)

The ***City*** submitted an ***XU Application for Bicycle / Pedestrian Project*** to the VTPO in 2009. This application did not estimate a total cost for the design and construction of the proposed ***Project***. The XU Application indicates that the ***City*** will provide local matching funds, while the VTPO would provide the majority of the funds, in the form of Florida Department of Transportation (FDOT) XU Funds. This proposed ***Project*** will utilize Federal funds requiring both the VTPO and the ***City*** to meet the requirements and standards established by the FHWA.

B. Engineer's Opinion of Probable Construction Cost

The Engineer's Opinion of Probable Construction Cost is based on a combination of FDOT historical costs and construction cost data generated from the consultant's experience on previous similar projects. The Engineer's Opinion of Probable Construction Cost prepared by GAI Consultants, Inc. indicates a minimum budget of $308,746.71 for fiscal year 2013 utilizing FDOT Area 6 costs and a maximum budget of $347,168.04 for fiscal year 2013 utilizing FDOT Statewide costs. This results in an average cost for the ***Project*** of $327,957.38. GAI's Engineer's Opinion of Probable Construction Costs includes separate line items for the FDOT Phase 61, Design, and CEI costs. Costs for project development, public meetings, and environmental studies have been estimated and are included as separate line items on the Engineer's Opinion of Probable Construction Cost. There are no costs required for the purchase of additional R/W, nor for utility relocation. A detailed breakdown of GAI Consultants, Inc. Engineer's Opinion of Probable Construction Cost is provided in ***Appendix A***.

C. Long Range Estimate System (LRE)

The LRE System is a proprietary program, maintained by the FDOT, which is based on the most current cost data available from statewide construction projects. The LRE data input and reports were prepared by GAI Consultants, Inc. The LRE System provides four standardized reports, which can be viewed in ***Appendix B*****.** These reports provide several breakouts of the ***Project*** identifying the associated project costs. LRE-1 and LRE-26 indicate a total construction budget of $324,681.94. This LRE Report is approximately $3,275.44 less than the average of the Engineer's Opinion of Probable Construction Cost prepared by GAI Consultants, Inc.

Feasibility Summary

The South Spruce Creek Road Bicycle/Pedestrian Facility (approximately 5,194 LF) as proposed by the ***City/Project*** Sponsor has two (2) primary segments. The first segment is the design and construction of an 8'-0" wide concrete pathway along the western R/W of the existing Spruce Creek Road, from Central Park Blvd. north to Abby Lane. The second is the design and construction of an 8'-0" wide concrete pathway along the western R/W of the existing Spruce Creek Road, from Abby Lane north to Taylor Road. The 2007 Florida GreenBook defines a bicycle/pedestrian facility as a mixed use trail. As such, the minimum *width should be 10'-0". (* The 2010 FDOT Plans Preparation Manual prefers this bicycle

/pedestrian facility width to be 12'-0". The 2007 Florida GreenBook allows for an 8' width facility, if constrained or other conditions exist.) It is recommended, based on the available R/W, that the City meets the minimum mixed use trail standard 10'-0" width of the 2007 Florida GreenBook. The following addresses the two (2) ***Project*** segments separately noting impacts, constraints and concerns related to each specific segment.

Segment 1 – Central Park Blvd. (Begin Project Sta. 0+00) north to Abby Lane (Sta. 40+42)

Segment 1 of the proposed pathway (approximately 4,042 linear feet) will be designed within the available western R/W of South Spruce Creek Road. This is a typical 100'-0" wide R/W section, which is currently cleared from the eastern R/W edge to a line generally 10'-0" west of the western edge-of-pavement (EOP) of the roadway. The existing typical roadway section (refer to ***Exhibit 3.1***) starts at the eastern R/W with a 21'-0" section of available R/W, abutting the 24'-0" asphalt roadway section with a typical 10'-0" shoulder, then a partially cleared area to the western R/W. There is approximately 55'-0" of available R/W from the western EOP to the western R/W line.

Minor clearing & grubbing of trees and tree roots will be required along the proposed pathway alignment to accommodate the construction. Selective clearing will also be required to provide the minimum 10' vertical clearance along the entire mixed use trail corridor. Grades vary from the western EOP to the R/W, along the proposed pathway alignment. The designer will have to consider transitioning the existing grades to meet the required pathway and pathway shoulder cross slope as shown in the proposed typical cross-section for Segment 1 (***Exhibit 3.3***). The proposed cross-section places the back edge of the pathway with a minimum 6'-0" offset from the western R/W line. This allows for the placement of utility poles and other equipment within a 2'-0" utility corridor, while providing the minimum 4'-0" clearance from this equipment at the pathway edge. Coordination of these utilities will be a critical requirement of the design phase. This typical cross section exceeds the required minimum 5'-0" separation between the edge of the travel lane and the bicycle/pedestrian facility. This cross-section allows for the placement of a minor drainage swale system to be provided to direct the stormwater to the existing inlets along this segment. The design and construction of this segment must address the existing drainage facilities, with minor modifications to the inlet tops and grate replacements with pedestrian types for safety. The design of the pathway may require the application for a permit or a permit modification from the St. Johns River Water Management District (SJRWMD).

At the beginning of the ***Project*** (Sta. 0+00 - Central Park Blvd. and S. Spruce Creek Road) the ***City*** will need to upgrade the existing pedestrian sidewalks and crosswalks. The placement of thermoplastic crosswalk striping is required to meet the current MUTCD and FDOT 2010 Standard Index 17346. Striping is required from east to west on the north side of this intersection, and north to south on the east side of the intersection. Relocation of the stop signs and stop bars may be required to accommodate the crosswalk striping. The installation or modification of the existing ramps to meet the current ADA criteria is required. These ramps will need to provide ADA detectable warning strips per FDOT 2010 Standard Index 304. The placement of guide signs should also be considered to direct users, as there are no existing or proposed facilities along the west side of South Spruce Creek Road, south of this intersection.

There are three (3) existing roadway crossings, (Lone Oak Drive, Merrimac Drive and Westminster Drive) which need to be accommodated within Segment 1. Two (2) of these existing roadway crossings (Lone Oak Drive and Merrimac Drive) have center medians with landscaping, which may impact the alignment of the proposed pathway. The proposed pathway

alignment may need to shift east at these locations to avoid having to cut curbs to cross medians. The eastern shift may allow the proposed pathway crossing to occur beyond the end of the landscaped median. Additionally, connections to the existing 5'-0" concrete sidewalks from the adjacent neighborhoods to the proposed pathway will be a design requirement. All three (3) of these roadway crossings will require crosswalk striping and ADA compliant ramps, with detectable warning strips. When proposed pathway grades do not require ramps, the placement of the detectable warning strips are still required to alert the visually impaired users of the vehicular traffic movements. Crosswalk striping, east to west crossing South Spruce Creek Road and north to south along the eastern corridor will need to be upgraded to meet the current criteria. Subject to the findings of a traffic study, pedestrian signage and advanced warning signs will need to be added, upgraded or relocated to meet the current criteria. The placement of amber flashing beacons may be considered at the entrance to Spruce Creek Park, at the intersection of Live Oak Drive, to provide additional safety at this park entrance.

There are three (3) existing driveway crossings which need to be addressed within Segment 1. Two (2) of the existing driveways are concrete, and the other existing driveway crossing is asphalt. Although striping of these driveways is not required, the relocation of the stop signs and stop bars will be required to accommodate the pathway alignment. The designer will need to verify that the cross slope within the pathway at these driveways does not exceed the 2% maximum. If this cross slope criteria is not met, the modification of these driveways will be required by the final design.

The proposed typical pathway (***Exhibit 3.5***) is a 10'-0" wide cast in-place concrete element with a thickened edge. The thickened edges are 6" thick, while the remainder of the pathway is 4" nominal thickness. The thickened edge will provide additional protection to the edges from maintenance equipment. For added project longevity, the use of uniform 6" thick concrete pathway sections should be utilized at the edges of existing roadways and driveways. These 6" thick pathway sections should extend a minimum of 10'-0" from the edges of the roadway / driveway.

Drainage along this segment can be addressed by a minor swale system. This swale system can be connected or blended into the existing drainage system, dependent upon permit criteria. The modification of existing stormwater facilities; ditch bottom inlets and mitered end sections may require the change out of grates and handrails to provide the required bicycle / pedestrian safety components. At the drainage canal (approximately Sta. 26+75 LT) handrails may be required along the western side of the pathway to protect users from the drop-off hazard created by the canal and canal wall. The alignment of the pathway, from the driveway at Sta. 25+98 to north of the drainage canal, may be required to provide safe access around the existing canal walls and rails.

Segment 2 – Abby Lane (Sta. 40+42) north to Taylor Road (End Project Sta. 51+94)

Segment 2 of the proposed pathway (approximately 1,152 linear feet) will be designed within the available western R/W of South Spruce Creek Road. The R/W in this segment is constrained by the presence of a dedicated right turn lane into Abby Lane from southbound South Spruce Creek Road. The travel lanes skew east and taper back to align with the typical two-way traffic just south of this intersection. This segment is a typical 100'-0" wide R/W section, which is cleared from R/W to R/W, with a typical 36'-0" wide asphalt roadway section. The existing typical roadway section (refer to ***Exhibit 3.2***) starts at the eastern R/W with a 41'-0" section of available R/W, abutting the 36'-0" asphalt roadway section with a typical 10'-0"

shoulder, then a cleared area to the western R/W. There is currently approximately 23'-0" of available R/W from the western EOP to the western R/W line.

Minor clearing & grubbing of trees and tree roots will be required along the proposed pathway alignment to accommodate the construction. Selective clearing will also be required to provide the minimum 10' vertical clearance along this segment. Grades vary from the western EOP to the R/W along the proposed pathway alignment. The designer will have to consider transitioning the existing grades to meet the required pathway and pathway shoulder cross slope as shown in the proposed typical cross-section for Segment 2 (***Exhibit 3.4***). This cross-section places the back edge of the pathway with a minimum 3'-0" offset from the western R/W line. This allows for the placement of utility poles and other equipment within a 2'-0" utility corridor, while providing the minimum 1'-0" clearance from this equipment at the pathway edge. Coordination of existing utilities will be a critical requirement of the design phase. This typical cross section exceeds the required minimum 5'-0" separation between the edge of the travel lane and the bicycle/pedestrian facility. This cross-section allows for the placement of a minor drainage swale system to be provided to direct the stormwater to the existing inlets along this segment. The design and construction of this segment must address the existing drainage facilities, with minor modifications to the inlet tops and grate replacements with pedestrian types for safety. The design of the pathway may require the application for a permit or a permit modification from the St. Johns River Water Management District (SJRWMD).

There is one (1) existing concrete driveway crossing which needs to be addressed within Segment 2. Although striping of this driveway is not required, the relocation of the stop sign and stop bar will be required to accommodate the pathway alignment. The designer will need to modify this driveway as part of the design. This driveway modification may require modification of the existing "type F" curb and gutter sections. All modified curb and gutter sections should be performed in minimum 5'-0" sections (10'-0" sections preferred) per the 2010 FDOT Standard Design Index.

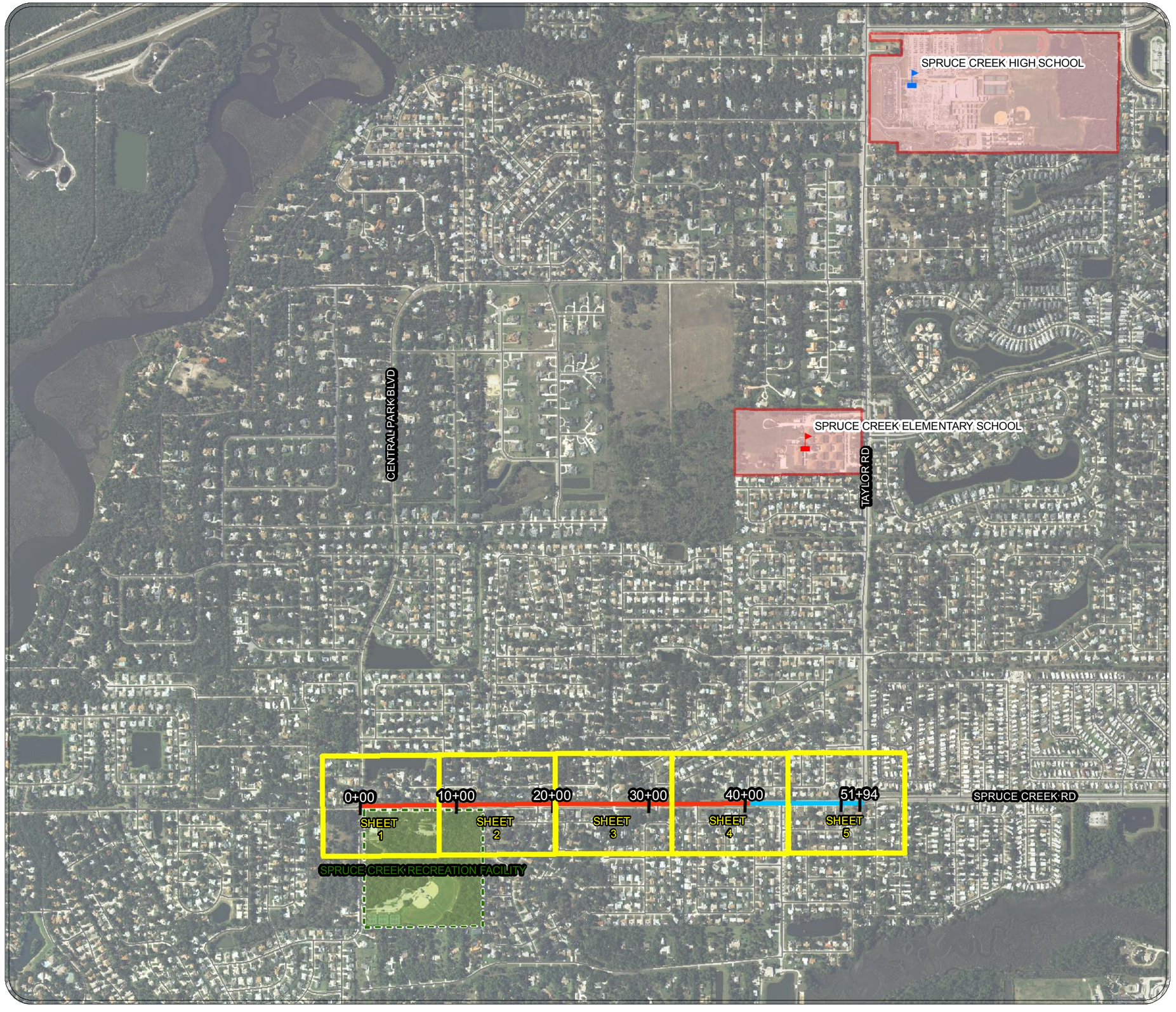
The proposed typical pathway (***Exhibit 3.5***) is a 10'-0" wide cast in-place concrete element with a thickened edge. The thickened edges are 6" thick, while the remainder of the pathway is 4" nominal thickness. The thickened edge will provide additional protection to the edges from maintenance equipment. For added project longevity, the use of uniform 6" thick concrete pathway sections should be utilized at the edges of existing roadways and driveways. These 6" thick pathway sections should extend a minimum of 10'-0" from the edges of the roadway / driveway.

Drainage along this segment can be addressed by a minor swale system in the area south of the driveway at Sta. 50+66 LT. This swale system can be connected or blended into the existing drainage system, dependent upon permit criteria.

At the north end of the ***Project***, at Taylor Road - Sta. 51+94, the R/W is constrained by the existing roadway paving, curb & gutter, and the private property limits. The placement of the required new ADA compliant ramp at the southwest corner of this intersection may require modification of the existing curb alignment in order to perform the work within the existing R/W. The presence of the split rail fence, on the private property line, will require a minimum of 3'-0" of horizontal clearance from the back edge of the proposed pathway. Verification of the existing walks and ramps will be required during the design process. The modification or placement of new crosswalks may impact the location of existing signage, pedestrian signals and pedestrian push button access locations. The placement of thermoplastic crosswalk striping is required to

meet the current MUTCD and FDOT 2010 Standard Index 17346. Striping is required from east to west on the south side of this intersection, and north to south on the west side of the intersection. Relocation of the existing stop bars may be required to accommodate this crosswalk striping. The installation or modification of the existing ramps to meet the current ADA criteria is required. These ramps will need to provide ADA detectable warning strips per FDOT 2010 Standard Index 304. The placement of guide signs should also be considered to direct users to the proposed facilities along the west side of South Spruce Creek Road, south of this intersection.

Segment 1 and ***Segment 2*** of the South Spruce Creek Road Bicycle/Pedestrian facility ***Project*** can be designed and constructed within the existing R/W of the South Spruce Creek Road without the acquisition of additional R/W. This mixed use pathway meets the criteria and needs established by the VTPO Safe Routes to Schools Plan and the City of Port Orange. These pathway segments will provide safe routes to schools and linkages to the ***City*** Park. These pathways will also serve as segments of the overall multi-modal aspect within the City of Port Orange. The constraints, limitations, exclusions, and design criteria noted in this summary bring to light several aspects that must be addressed by the Project Sponsor and the designer. Stormwater permitting, local clearing permits, and underground utilities are required to be coordinated as part of the ***Project*** design. All existing valve boxes, manholes, storm structures and site elements within the corridor will need to be surveyed and adjusted to meet the proposed pathway alignment and grades during design.



Legend

Project Corridor

- Segment 1
  Central Park Blvd to Abby Ln
- Segment 2
  Abby Ln to Taylor Rd
- Street

VOLUSIA TPO
TRANSPORTATION PLANNING ORGANIZATION
VISION - PLAN - IMPLEMENT

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South Spruce Creek Road
Bicycle/Pedestrian Feasability Study
Overall Project Plan

N
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SCALE:	1 inch = 1,000 feet
DATE:	07/22/2010
PROJECT NO.:	A091305.01
EXHIBIT	1.0
PAGE	7

Legend

Project Corridor

- Segment 1 — Central Park Blvd to Abby Ln
- Segment 2 — Abby Ln to Taylor Rd
- Proposed Trail
- Sidewalk Connections
- Street
- Right-of-Way Line
- Parcel Boundary

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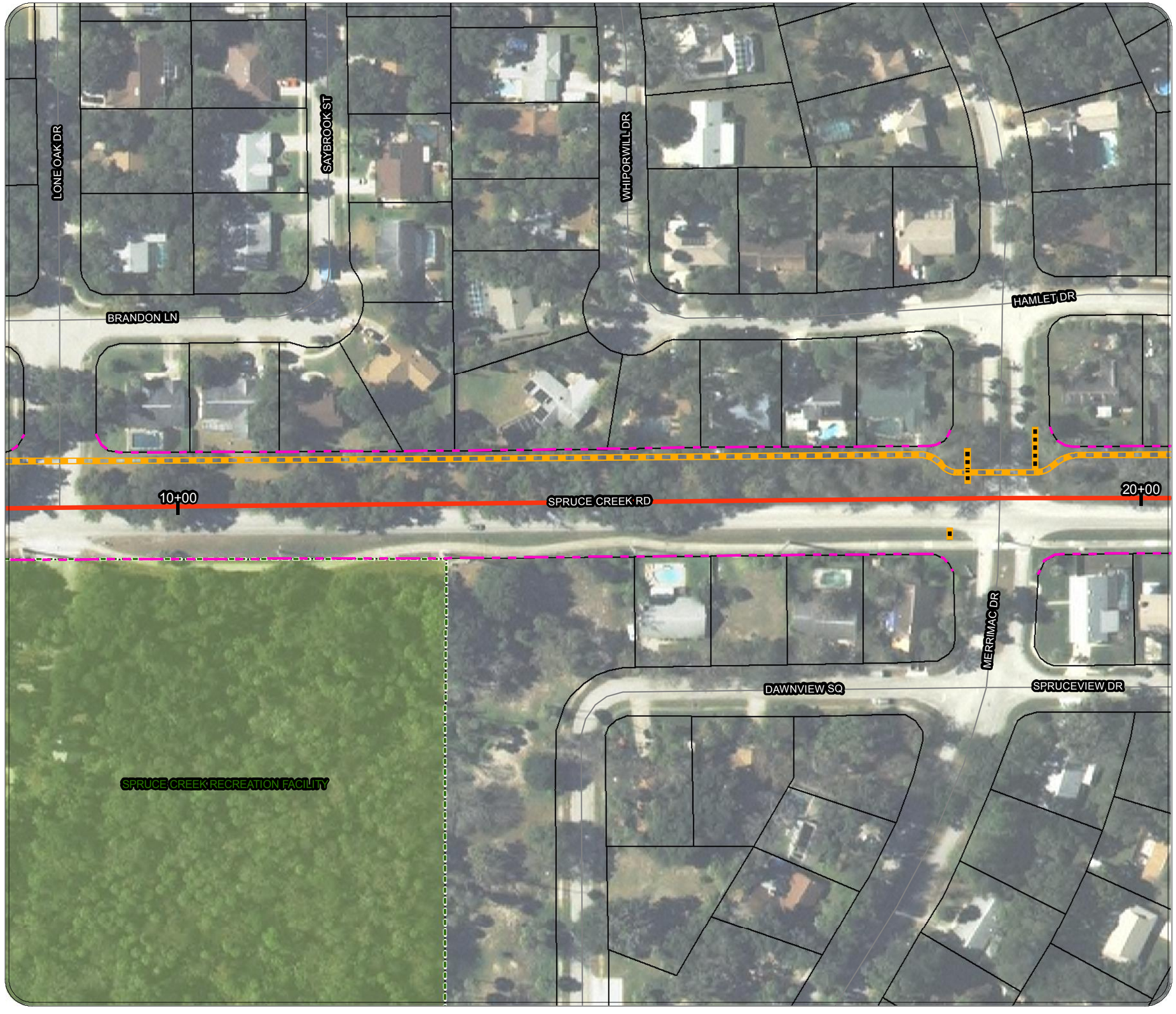
South Spruce Creek Road Bicycle/Pedestrian Feasability Study

Project Plan Segment

N E S W

SCALE:	1 inch = 100 feet
DATE:	07/22/2010
PROJECT NO.:	A091305.01
EXHIBIT 1.1 | PAGE	8



Legend

Project Corridor

- Segment 1 — Central Park Blvd to Abby Ln
- Segment 2 — Abby Ln to Taylor Rd
- Proposed Trail
- Sidewalk Connections
- Street
- Right-of-Way Line
- Parcel Boundary

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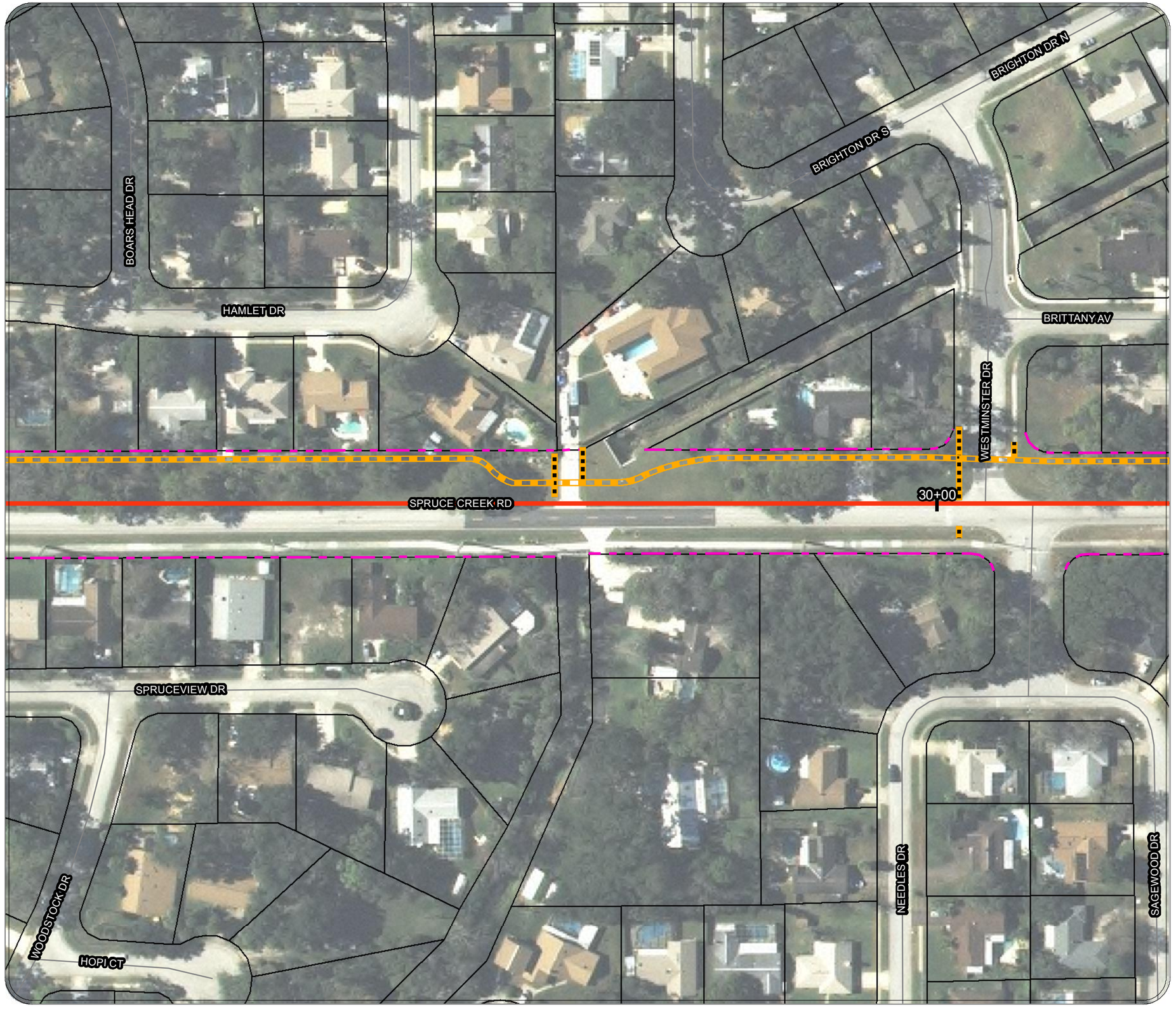
South Spruce Creek Road Bicycle/Pedestrian Feasability Study

Project Plan Segment

N W E S

SCALE:	1 inch = 100 feet
DATE:	07/22/2010
PROJECT NO.:	A091305.01
EXHIBIT 1.2	PAGE 9



Legend

Project Corridor

- Segment 1 — Central Park Blvd to Abby Ln
- Segment 2 — Abby Ln to Taylor Rd
- Proposed Trail
- Sidewalk Connections
- Street
- Right-of-Way Line
- Parcel Boundary

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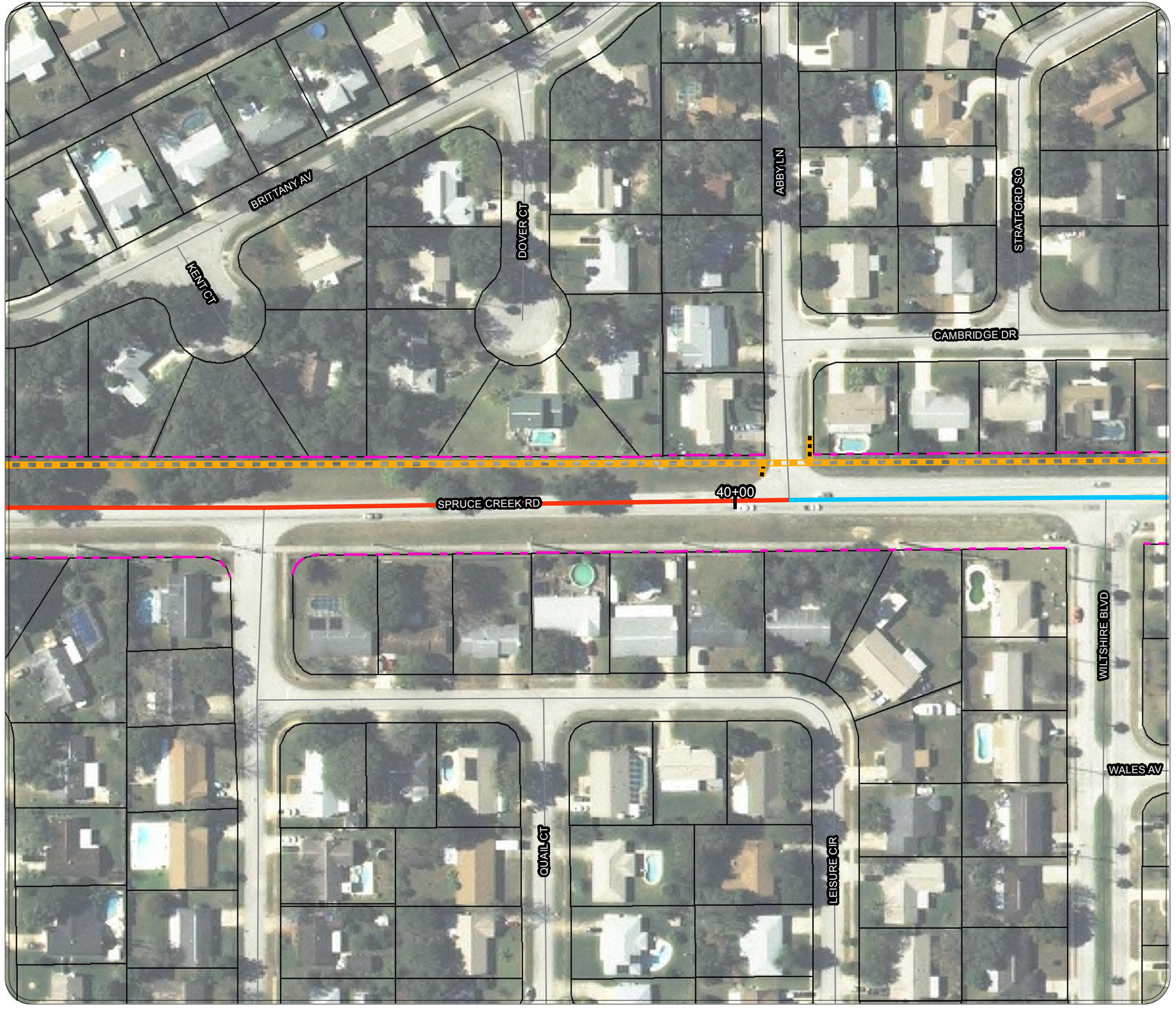
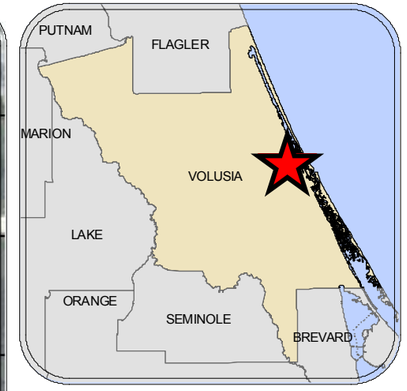
South Spruce Creek Road Bicycle/Pedestrian Feasability Study Project Plan Segment

N S W E

SCALE: 1 inch = 100 feet
DATE: 07/22/2010
PROJECT NO.: A091305.01
EXHIBIT 1.3 | PAGE 10





Legend

Project Corridor

- Segment 1
  Central Park Blvd to Abby Ln
- Segment 2
  Abby Ln to Taylor Rd
- Proposed Trail
- Sidewalk Connections
- Street
- Right-of-Way Line
- Parcel Boundary

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South Spruce Creek Road
Bicycle/Pedestrian Feasability Study
Project Plan Segment

N
S
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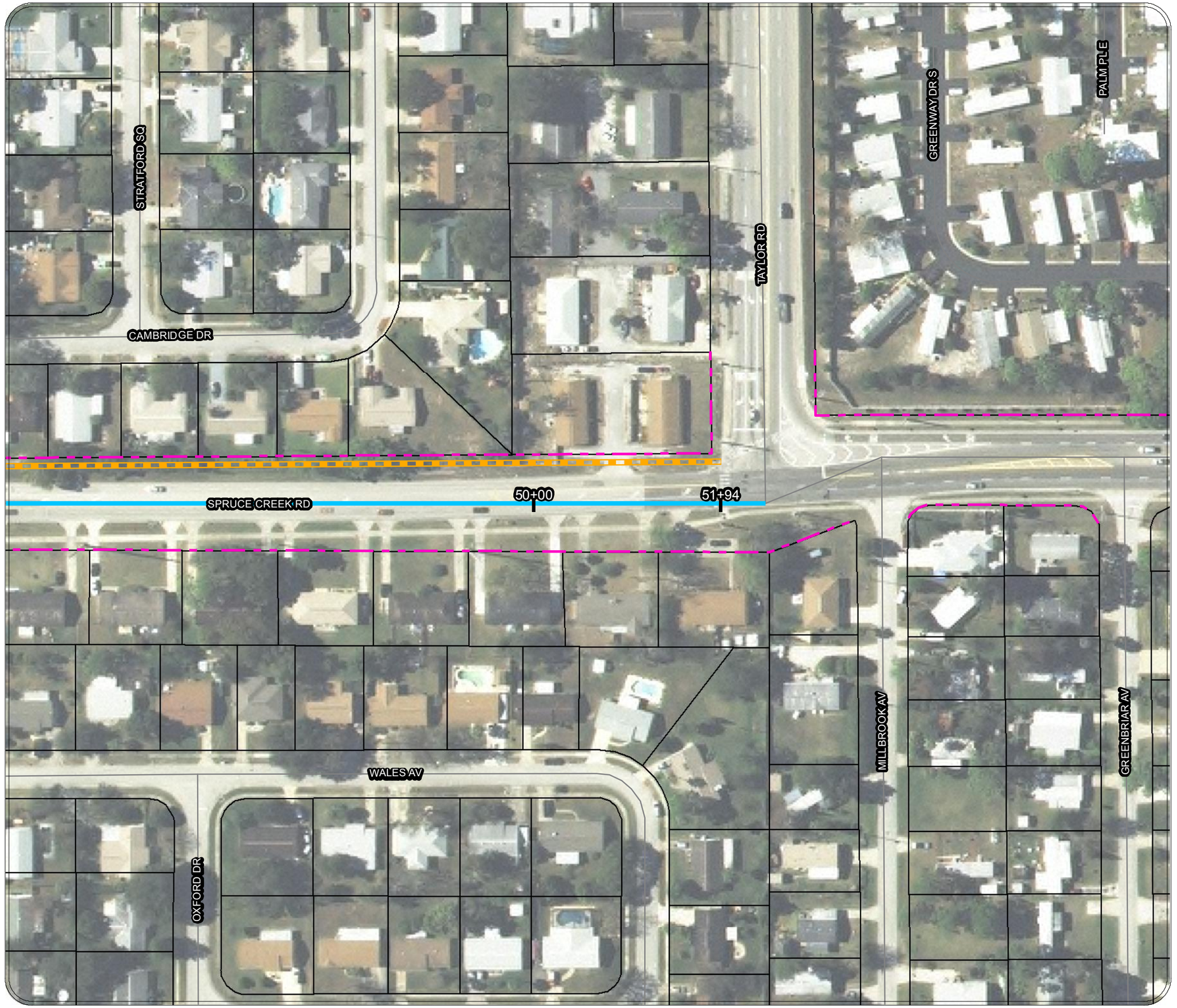
SCALE:	1 inch = 100 feet
DATE:	07/22/2010
PROJECT NO.:	A091305.01
EXHIBIT	1.4
PAGE	11



Legend

Project Corridor

- Segment 1 — Central Park Blvd to Abby Ln
- Segment 2 — Abby Ln to Taylor Rd
- Proposed Trail
- Sidewalk Connections
- Street
- Right-of-Way Line
- Parcel Boundary

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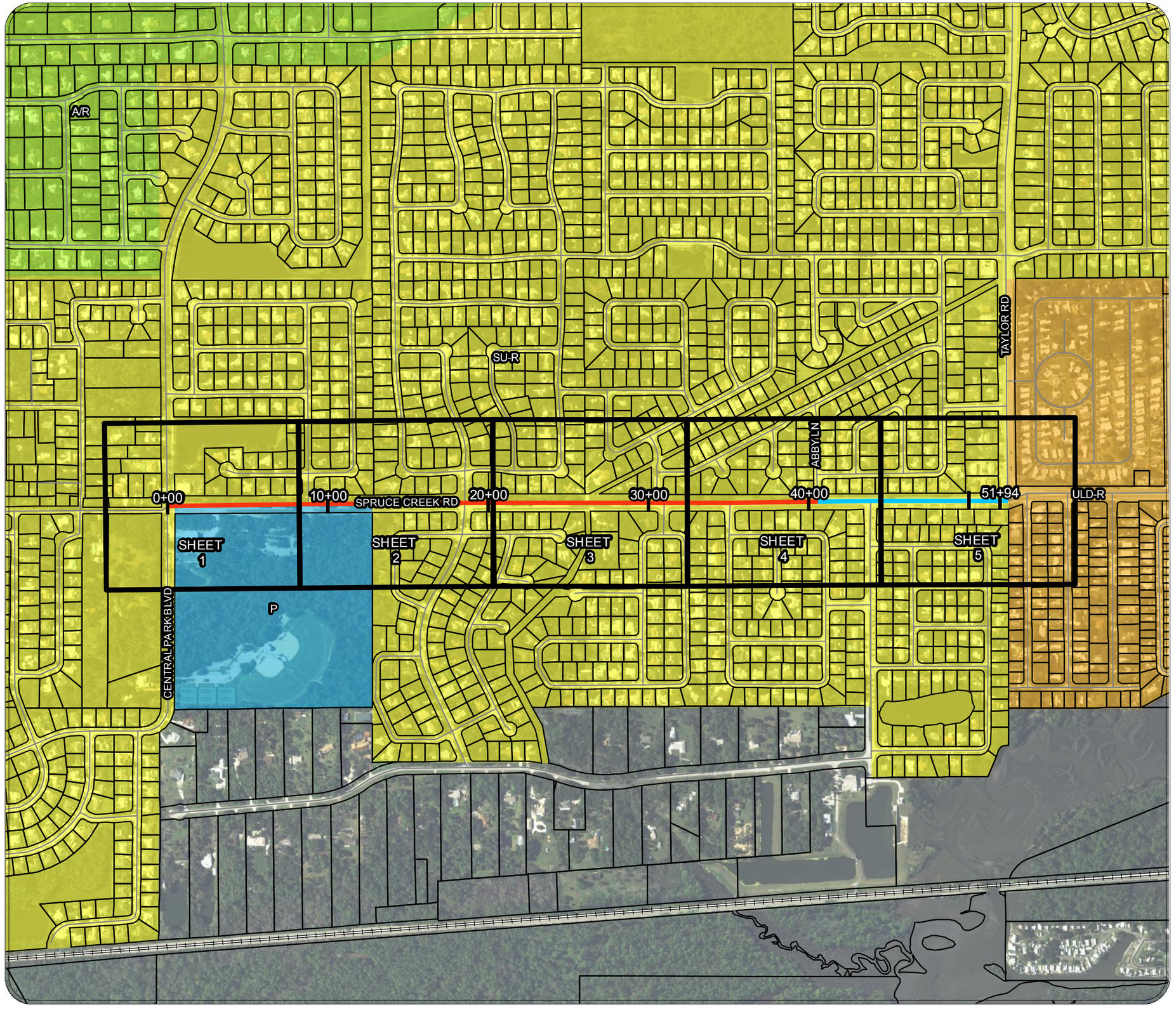
South Spruce Creek Road
Bicycle/Pedestrian Feasability Study
Project Plan Segment

W S N E

SCALE:	1 inch = 100 feet
DATE:	07/22/2010
PROJECT NO.:	A091305.01
EXHIBIT 1.5	PAGE 12



Legend

Project Corridor

- Segment 1
  Central Park Blvd to Abby Ln
- Segment 2
  Abby Ln to Taylor Rd
- Street

City of Port Orange FLU

- P
  Public/Quasi-Public
- A/R
  Agriculture/Residential
  0-2 Units/Acre
- SU-R
  Suburban Residential
  2-4 Units/Acre
- ULD-R
  Urban Low Density Residential
  4-8 Units/Acre

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South Spruce Creek Road
Bicycle/Pedestrian Feasability Study
Overall Project Plan with Future Land Use Shown

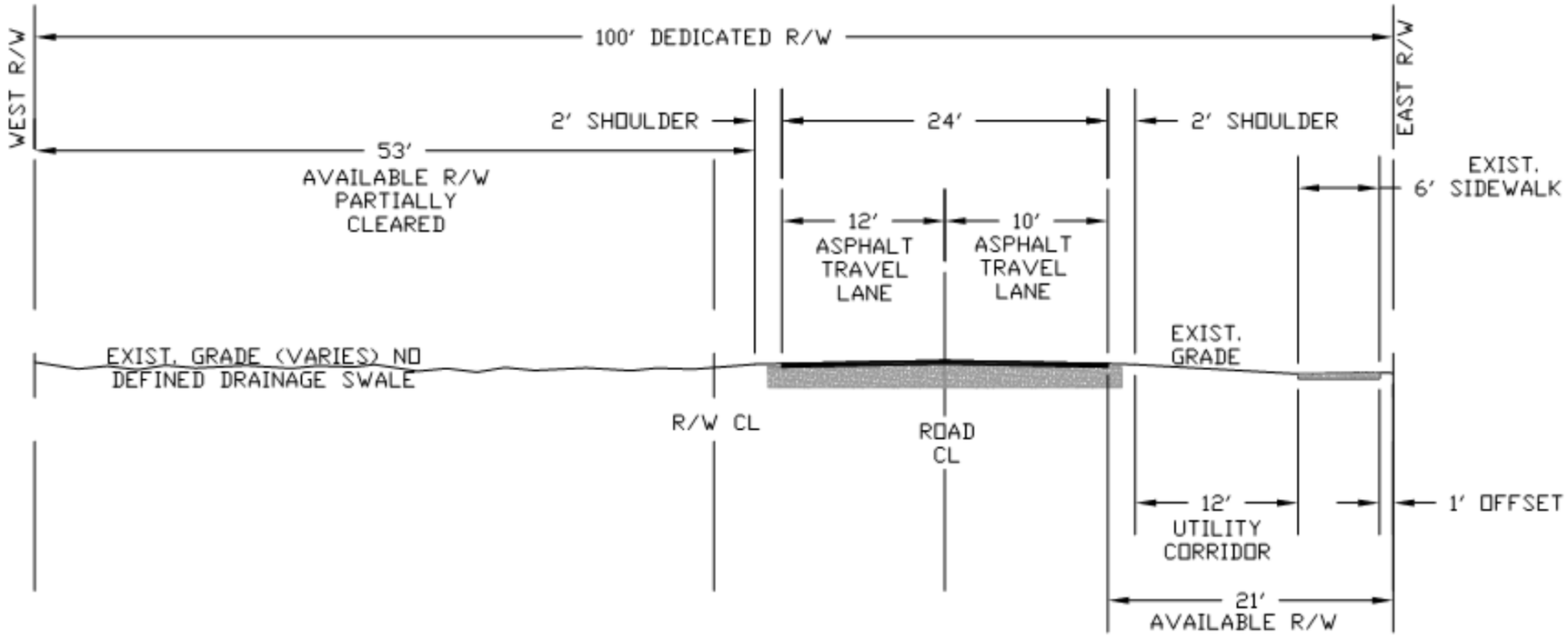
N
S
E
W

SCALE:	1 inch = 600 feet
DATE:	07/22/2010
PROJECT NO.:	A091305.01
EXHIBIT	2.0
PAGE	13

Exhibit 3 Typical Sections (not to scale)

Typical existing conditions cross-section depicted by this exhibit, was created from the data collected during the site observation, performed by GAI Consultants, Inc. This is not to be construed as surveyed or as-built data.

3.1 Existing Conditions Typical Cross-Section – Segment 1

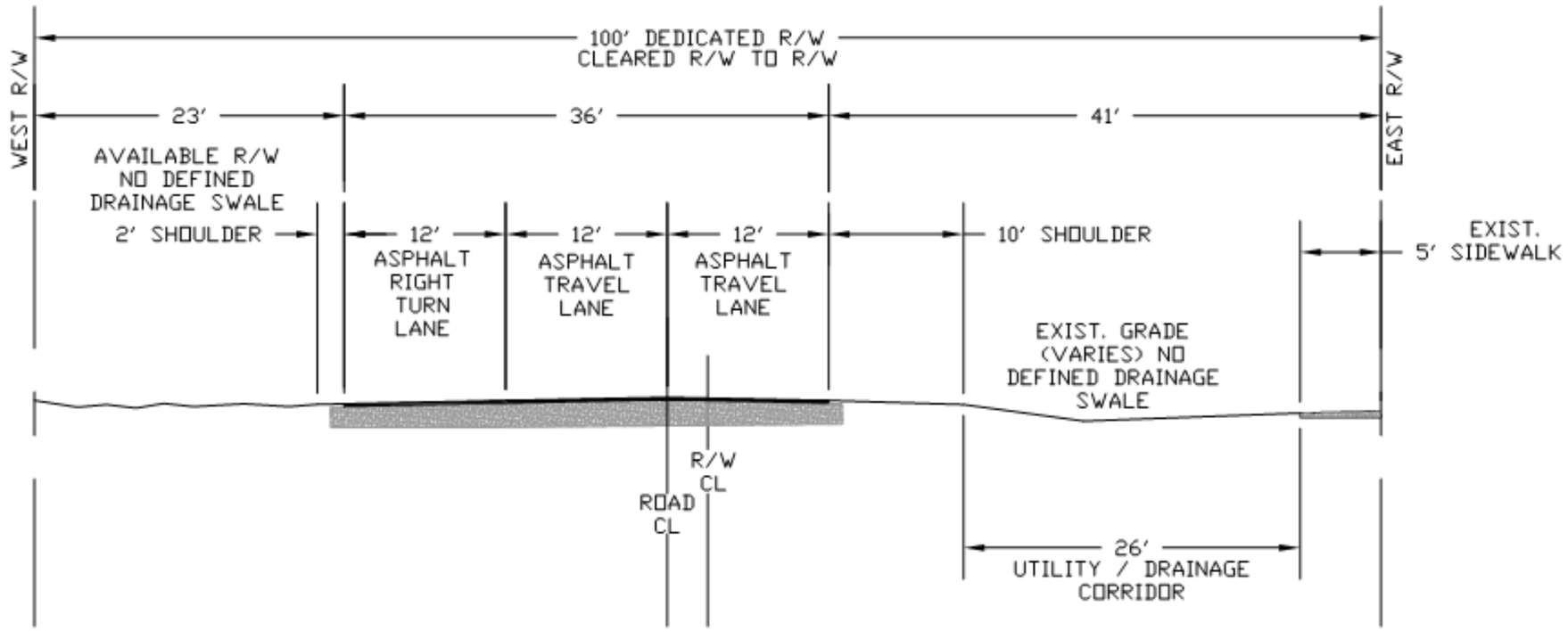


EXISTING CONDITIONS TYPICAL
CROSS-SECTION 'SEGMENT 1'
SPRUCE CREEK ROAD
STA. 0+00 LOOKING NORTH
N.T.S.

Exhibit 3 **Typical Sections** (not to scale)

Typical existing conditions cross-section depicted by this exhibit, was created from the data collected during the site observation, performed by GAI Consultants, Inc. This is not to be construed as surveyed or as-built data.

3.2 Existing Conditions Typical Cross-Section – Segment 2

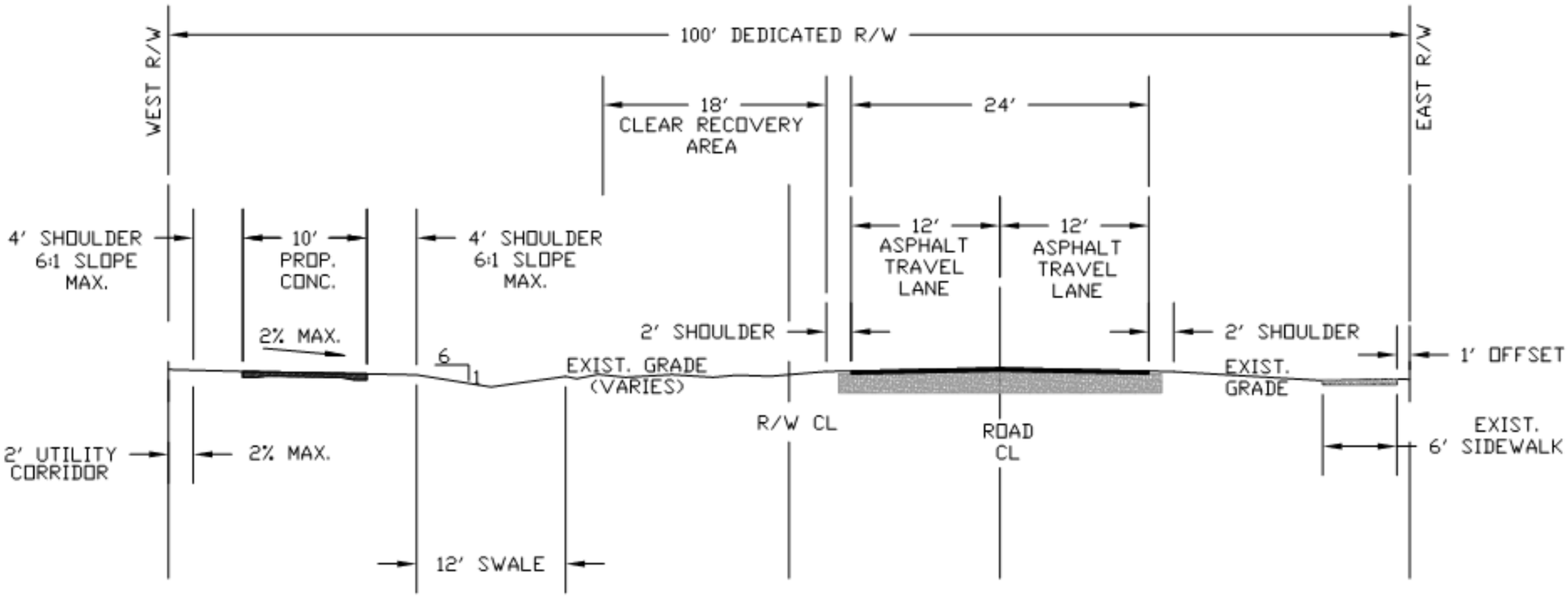


EXISTING CONDITIONS TYPICAL
CROSS-SECTION 'SEGMENT 2'
SPRUCE CREEK ROAD
STA. 40+42 LOOKING NORTH
N.T.S.

Exhibit 3 **Typical Sections** (not to scale)

Typical proposed cross-section depicted by this exhibit, was created by GAI Consultants, Inc. This was created to establish minimum criteria for project cost purposes and is not to be construed as design data. The location of utilities was based on the visible presence of valve boxes, vault lids, pull boxes, and manholes at the surface within and adjacent to the proposed pathway alignment. The width of the available R/W has not been verified at all locations.

3.3 Proposed Typical Cross-Section – Segment 1

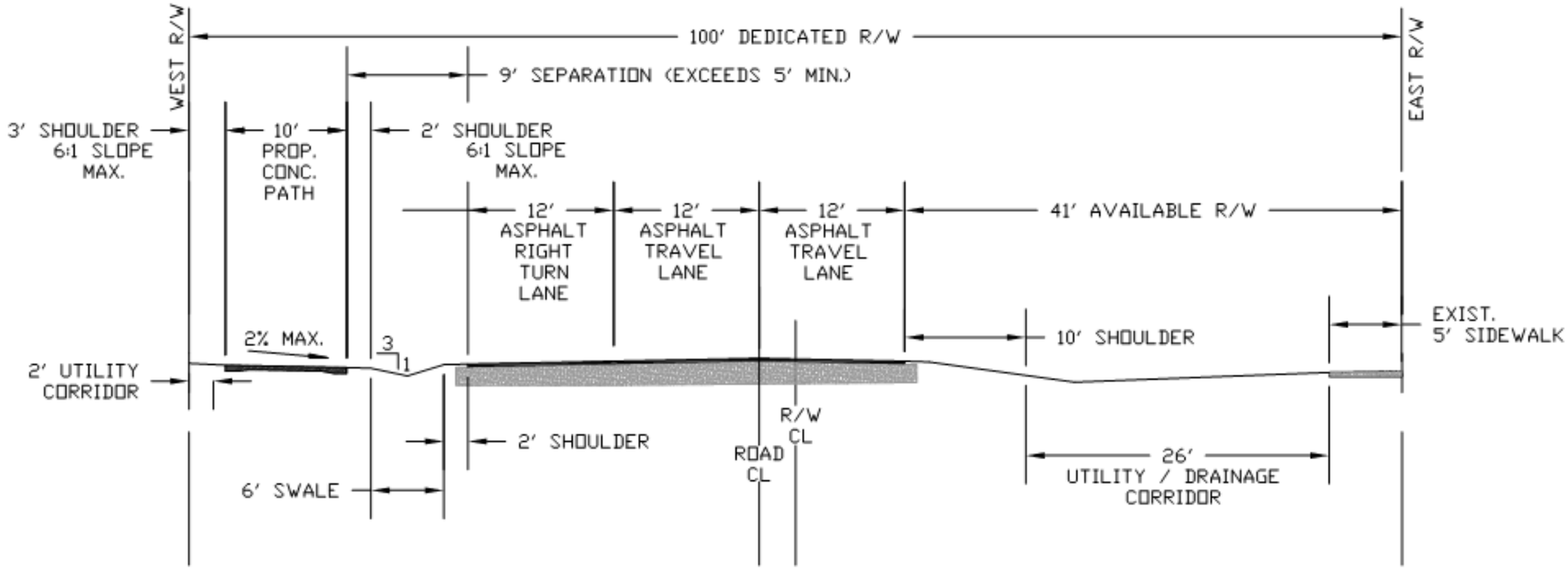


PROPOSED BICYCLE / PEDESTRIAN PATHWAY
TYPICAL CROSS-SECTION 'SEGMENT 1'
SPRUCE CREEK ROAD
STA. 0+00 LOOKING NORTH
N.T.S.

Exhibit 3 **Typical Sections** (not to scale)

Typical proposed cross-section depicted by this exhibit, was created by GAI Consultants, Inc. This was created to establish minimum criteria for project cost purposes and is not to be construed as design data. The location of utilities was based on the visible presence of valve boxes, vault lids, pull boxes, and manholes at the surface within and adjacent to the proposed pathway alignment. The width of the available R/W has not been verified at all locations.

3.4 Proposed Typical Cross-Section – Segment 2

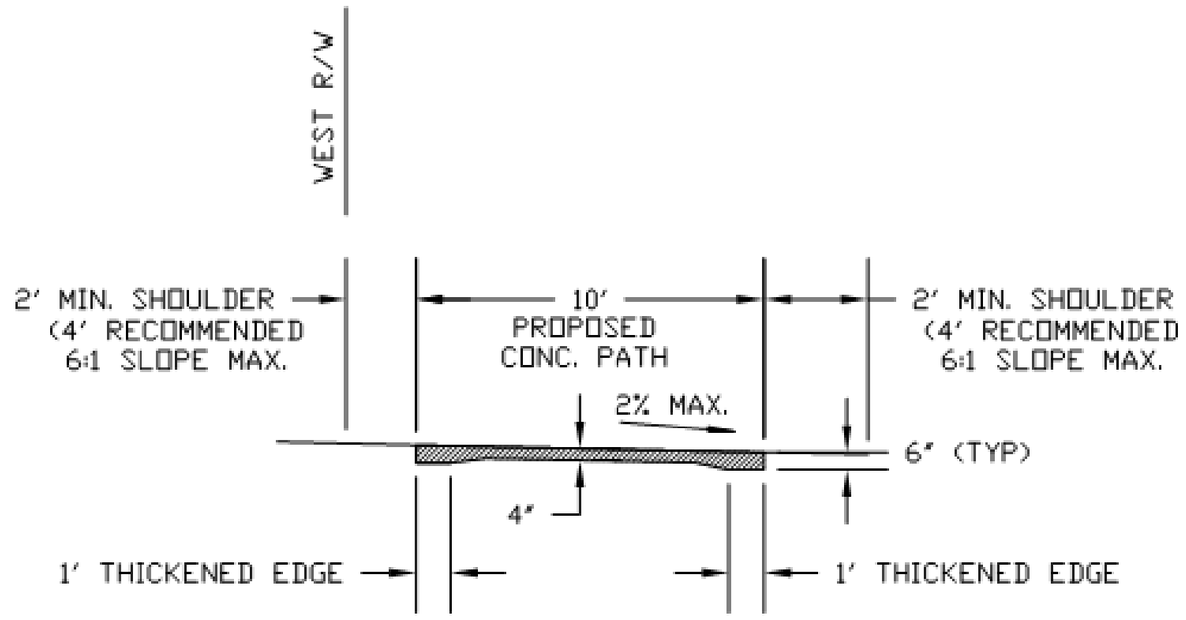


PROPOSED BICYCLE / PEDESTRIAN PATHWAY
TYPICAL CROSS-SECTION 'SEGMENT 2'
SPRUCE CREEK ROAD
STA. 40+42 LOOKING NORTH
N.T.S.

Exhibit 3 **Typical Sections** (not to scale)

Typical proposed concrete pathway section depicted by this exhibit was created by GAI Consultants, Inc. This was created to establish minimum criteria for project cost purposes and is not to be construed as design data. The use of the thickened edge was proposed to minimize future damages and to add longevity to the proposed improvements.

3.5 Proposed Typical Pathway Section – Segments 1 & 2



PROPOSED BICYCLE / PEDESTRIAN PATHWAY
TYPICAL SECTION

N.T.S.

Exhibit 4 Utility Data

The known utilities within this corridor have been identified by the following design ticket. This information will need to be verified and updated by the designer during the design phase. The ***City/Project*** Sponsor should be made aware of the utility impacts, by their designer, as they relate to additional project costs that may not be covered by the federal funds or VTPO funds programmed for this ***Project***.

```
Ticket : 159000133 Rev:000 Taken: 06/08/10 07:09ET

State: FL Cnty: VOLUSIA GeoPlace: PORT ORANGE
CallerPlace: PORT ORANGE
Subdivision:

Address :
Street  : SPRUCE CREEK RD
Cross 1 : CENTRAL PARK BLVD
Within 1/4 mile: Y
Cross 2 : TAYLOR RD

Locat: LOCATE BOTH SIDES OF SPRUCE CREEK ROAD FROM CENTRAL PARK BLVD TO TAYLOR
ROAD
:
Remarks : In response to receipt of a design ticket, SSOCOF provides the
     originator of the design ticket with a list of SSOCOF members in the
     vicinity of the design project.  SSOCOF does not notify SSOCOF members of
     the receipt by SSOCOF of a design ticket.  It is the sole responsibility
     of the design engineer to contact SSOCOF members to request information
     about the location of SSOCOF members`` underground facilities.  Submission
     of a design ticket will not satisfy the requirement of Chapter 556,
     Florida Statutes, to notify SSOCOF of an intent to excavate or demolish.
     That intent must be made known specifically to SSOCOF in the manner
     required by law.  In an effort to save time on future calls, save your
     design ticket number if you intend to begin excavation within 90 days of
     your design request.  The design ticket can be referenced , and the
     information on it can be used to save time when you call in the excavation
     request.

*** LOOKUP BY BETWEEN ***
:
Grids   : 2905C8059B   2905B8059B   2905A8059B   2906D8059B   2906C8059B

Work date: 06/10/10 Time: 23:59ET  Hrs notc: 064 Category: 6 Duration: UNKNOWN
Due Date : 06/10/10 Time: 23:59ET  Exp Date : 07/08/10 Time: 23:59ET
Work type: DESIGN  Boring: N  White-lined: N
Ug/Oh/Both: U  Machinery: N  Depth: UNK  Permits: N  N/A
Done for : DESIGN

Company : G A I CONSULTANTS  Type: CONT
Co addr : 301 E PINE ST
Co addr2: SUITE 1020
City    : ORLANDO State: FL Zip: 32801
Caller  : STEVE MCDANIELS Phone: 407-423-8398 Ext: 3094
Contact : DESIGN Phone: 407-423-8398 Ext: 3079
BestTime: 7:00 AM TO 5:00 PM
Fax     : 407-843-1070
Email   : S.MCDANIELS@GAICONSULTANTS.COM

Submitted: 06/08/10 07:09ET Oper: STE Chan: WEB
Mbrs :
CPO562 KENNY HO                    386-506-5754
       CITY OF PORT ORANGE, FLORIDA            FAX 386-756-5370
```

```
       1000 CITY CENTER CIRCLE
       PORT ORANGE, FL  32129
    Level 1: NO CHARGE FOR ON SITE REVIEW $7.00 PER SHEET FOR COPIES
        OF PLANS
    Level 2: SERVICES NOT PROVIDED BY MEMBER
    Level 3: SERVICES NOT PROVIDED BY MEMBER
    Level 4: SERVICES NOT PROVIDED BY MEMBER
FPLVOL TRACY STERN**                 800-868-9554
       FLORIDA POWER & LIGHT
       303 HASTINGS RD
       ST AUGUSTINE, FL  32084
    Level 1: NO FEE
    Level 2: SERVICES NOT PROVIDED BY MEMBER
    Level 3: SERVICES NOT PROVIDED BY MEMBER
    Level 4: SERVICES NOT PROVIDED BY MEMBER
SBF06  SCOTT FETZER**                904-256-3163
       ATT/ DISTRIBUTION                          FAX 904-634-1582
       301 W BAY SUITE 11AA1
       JACKSONVILLE, FL  32202
    Level 1: FEE TO BE DETERMINED
    Level 2: NOT PROVIDED BY MEMBER
    Level 3: FEE TO BE DETERMINED
    Level 4: NOT PROVIDED BY MEMBER
TCI377 LARRY HENDERSON               386-446-1420
       BRIGHT HOUSE NETWORKS, LLC                 FAX 386-445-5434
       211 ST. JOE PLAZA
       PALM COAST, FL  32164
    Level 1: $91.50 PER HR/2 HR min. request will need to be in
        writing on requesting company`s letterhead along with copy of
        locate ticket number and site map. Allow 30 days for response.
    Level 2: $91.50 PER HR/2 HR min. request will need to be in
        writing on requesting company`s letterhead along with copy of
        locate ticket number and site map. Allow 30 days for response.
    Level 3: $118.61 Per hour. Locate &/or on site meeting to be
        scheduled after normal business hours, Monday thru Friday.
    Level 4: SERVICE NOT PROVIDED
```

Service Area		Contact	Phone Number	Utility Type
CPO562	CITY OF PORT ORANGE FLORIDA	KENNY HO	Day: 3865065754 Alt: Emerg:	WATER/SEWER/RECLAIMED WTR
FPLVOL	FLORIDA POWER & LIGHT--VOLUSIA	TRACY STERN**	Day: 8008689554 Alt: Emerg:	ELECTRIC
SBF06	A T & T/ DISTRIBUTION	SCOTT FETZER**	Day: 9042563163 Alt: Emerg:	TELEPHONE
TCI377	BRIGHT HOUSE NETWORKS, LLC	LARRY HENDERSON	Day: 3864461420 Alt: Emerg:	CATV

Exhibit 5 Photographic Documentation of Existing Conditions

The photographs in this exhibit were obtained on May 20, 2010, as part of the site observation and data collection task performed by GAI Consultants, Inc. Note: Some photos refer to station numbers (Example: Sta. 1 + 50 RT) (RT = Right & LT = Left). These are based on field measurements using the edge-of-pavement and other site elements. These also reference specific streets within the project limits, by location and/or segment.

Segment 1 – Spruce Creek Road, from Central Park Blvd. north to Abby Lane from Sta. 0+00 to Sta. 40+42.

Photo #001 Orientation:
Central Park Blvd. at S. Spruce Creek Road
Sta. 0 + 0.00 LT – Looking E.

Note: Receiving ramp not ADA compliant. Crosswalk striping may need to be modified to meet alignment of new ramps. Detectable warning strips required.

Photo #002 Orientation:
Central Park Blvd. at S. Spruce Creek Road
Sta. 0 + 0.00 LT– Looking S.

Note: No existing bicycle / pedestrian facilities exist south of this intersection. Guide signage required.

Photo #003 Orientation:
Central Park Blvd. at S. Spruce Creek Road
Sta. 0 + 0.00 RT– Looking S.

Note: Ramp and receiving ramps not ADA compliant. Crosswalk striping may need to be modified to meet alignment of new ramps. Detectable warning strips required.

Photo #004 Orientation:
Central Park Blvd. at S. Spruce Creek Road
Sta. 0 + 0.00 RT– Looking W.

Note: Ramp and receiving ramps not ADA compliant. Crosswalk striping may need to be modified to meet alignment of new ramps. Detectable warning strips required.

Photo #005 Orientation:
Central Park Blvd. at S. Spruce Creek Road
Sta. 0 + 0.00 LT– Looking W.

Note: Existing storm inlet grate may need to be changed to pedestrian type for safety. Side slope to grate cannot exceed 3:1 or a handrail will be required.

Photo #006 Orientation:
Central Park Blvd. at S. Spruce Creek Road
Sta. 0 + 00.00 LT– Looking N.

Note: Utilities within available R/W may require modifications or access lid adjustments to accommodate grade changes created by pathway alignment.

Photo #008 Orientation:
Central Park Blvd. at S. Spruce Creek Road
Sta. 0 + 30.00 LT– Looking S.

Note: Signage may require upgrades to meet current criteria. Consideration of an amber flashing beacon would improve safety at this non-signalized crosswalk.

Photo #010 Orientation:
S. Spruce Creek Road
Sta. 0 + 30.00 LT – Looking N.

Note: Grade at driveway may require pathway gradient adjustment to avoid the need for a ramp. A maximum of a 5% gradient is allowed longitudinally along pathway. Stop sign and stop bar relocation probable. Pathway and vehicular warning signage may be required at driveway.

Photo #012 Orientation:
S. Spruce Creek Road at Neighbor's Ice Cream Driveway
Sta. 1 + 60.00 LT– Looking N.

Note: Stop sign and stop bar relocation may be required to accommodate the pathway alignment.

Photo #015 Orientation:
S. Spruce Creek Road
Sta. 0 + 0.00 LT– Looking N.

Note: Force main coordination required dependent on pathway alignment.

Photo #016 Orientation:
S. Spruce Creek Road
Sta. 1 + 80.00, 40.00' LT – Looking N.

Note: Proposed alignment along western R/W has been cleared for force main project. Other underground utility coordination is also required.

Photo #017 Orientation:
S. Spruce Creek Road
Sta. 2 + 80.00 LT– Looking E.

Note: Crosswalk striping and ramp ADA compliance verification required.

Photo #019 Orientation:
S. Spruce Creek Road
Sta. 2 + 97.00 LT – Looking N.

Note: Mast arm (Fire Station traffic signalization) may impact pathway alignment. Electrical power and signal control wiring may need to be located as part of the site survey. Recommend routing sidewalk around back side of mast arm.

Photo #025 Orientation:
S. Spruce Creek Road
Sta. 4 + 63.00 LT – Looking W.

Note: Cable television cabinet will require minimum of 2'-0" clearance from western edge of proposed pathway.

Photo #032 Orientation:
S. Spruce Creek Road at Lone Oak Drive
Sta. 8 + 40.00 LT – Looking N.

Note: Crosswalk striping and receiving ramps on the east side of S. Spruce Creek Road need to be verified or modified by the design. Relocation of stop sign and stop bar may also be required. Advanced pedestrian crosswalk signage should also be considered.

Photo #033 Orientation:
S. Spruce Creek Road at Lone Oak Drive
Sta. 8 + 40.00, 45.00' LT – Looking N.

Note: Proposed alignment cleared along western R/W by force main project. Alignment misses landscaped median within Lone Oak Drive.

Photo #034 Orientation:
S. Spruce Creek Road at Lone Oak Drive
Sta. 8 + 40.00, 55.00' LT – Looking E.

Note: Existing sidewalk required to tie into proposed pathway. Sidewalk will need to continue to crosswalk with ADA ramp. Relocation of existing signs probable.

Photo #035 Orientation:
S. Spruce Creek Road at Lone Oak Drive
Sta. 8 + 40.00 LT – Looking E.

Note: Crosswalk striping and ramp ADA compliance verification required.

Photo #038 Orientation:
S. Spruce Creek Road
Sta. 8 + 40.00 LT – Looking S.

Note: Relocation of sign will be required to accommodate proposed sidewalk. Consideration of flashing amber beacon and advance warning signage required to address safety issues for this non-signalized mid-block crossing.

Photo #041 Orientation:
S. Spruce Creek Road at Park Entrance (East Side)
Sta. 8 + 4.00 RT – Looking NE.

Note: "Bike Routing" signage and other guide signs will need to be modified/added to direct users to the proposed pathway on the western side of S. Spruce Creek Road, as well as, park signage along the proposed pathway.

Photo #042 Orientation:
S. Spruce Creek Road at Lone Oak Drive
Sta. 8 + 85.00 LT – Looking W.

Note: Existing sidewalk required to tie into proposed pathway.

Photo #044 Orientation:
S. Spruce Creek Road
Sta. 8 + 90.00 LT – Looking N.

Note: Additional clearing and grubbing would be required to place pathway alignment closer the EOP north of Lone Oak Dr.

Photo #045 Orientation:
S. Spruce Creek Road
Sta. 9 + 0.00, 45.00' LT – Looking N.

Note: Western R/W partially cleared, would accommodate proposed pathway alignment.

Photo #047 Orientation:
S. Spruce Creek Road
Sta. 12 + 66.00 LT – Looking W.

Note: Underground and overhead utilities are present requiring coordination. Depths of utilities will need to be verified to accommodate design grades and excavations.

Photo #048 Orientation:
S. Spruce Creek Road
Sta. 12 + 66.00, 12.00' LT – Looking N.

Note: Large trees along western R/W may require additional clearing and grubbing or pathway re-alignment within this section of the project.

Photo #051 Orientation:
S. Spruce Creek Road
Sta. 15 + 46.00 LT – Looking W.

Note: Private residence access gate abuts western R/W. Verification of legal use required to determine whether access across pathway and roadway tie-in at S. Spruce Creek Road will be required by the design.

Photo #053 Orientation:
S. Spruce Creek Road
Sta. 15 + 50.00 LT– Looking N.

Note: Grade drops approximately 1' to 1.5' from the EOP to the low point in this section. Grade of pathway and treatment of stormwater will need to be addressed in the design. This area may not match the proposed typical cross section within this report.

Photo #054 Orientation:
S. Spruce Creek Road
Sta. 17 + 11.00, 12.00' LT – Looking N.

Note: Additional clearing and grubbing may be required to accommodate pathway alignment along the western R/W. Refer to Photo #057 for conflict with neighborhood signage.

Photo #056 Orientation:
S. Spruce Creek Road at Merrimac Drive
Sta. 18 + 45.00 LT – Looking E.

Note: Crosswalk striping and ramp ADA compliance verification required along the eastern side of S. Spruce Creek Road to comply with funding source criteria.

Photo #057 Orientation:
S. Spruce Creek Road at
Merrimac Dive
Sta. 18+ 45.00 LT – Looking SW.

Note: Existing neighborhood identification signage may be in conflict with proposed trail alignment. Re-alignment of pathway could be addressed by the design to avoid conflict and the need for additional clearing and grubbing to be performed.

Photo #058 Orientation:
S. Spruce Creek Road at
Merrimac Drive
Sta. 18 + 45.00 LT – Looking W.

Note: Existing sidewalk required to tie into proposed pathway. Determination of E to W crossing of S. Spruce Creek Road is required in order to establish connectivity of sidewalks and pathways to ADA compliant ramps and crosswalks, as well as safety signage design.

Photo #061 Orientation:
S. Spruce Creek Road at
Merrimac Drive
Sta. 18 + 75.00 LT – Looking E.

Note: Existing sidewalk required to tie into proposed pathway. Determination of E to W crossing of S. Spruce Creek Road is required in order to establish connectivity of sidewalks and pathways to ADA compliant ramps and crosswalks. Signage for user safety required.

Photo #064 Orientation:
S. Spruce Creek Road at
Merrimac Drive
Sta. 18 + 75.00 LT – Looking N.

Note: Utility vault and depression (at cup to left of vault) may require adjustment and filling to accommodate new sidewalk at this location.

Photo #066 Orientation:
S. Spruce Creek Road
Sta. 19 + 00.00 LT – Looking N.

Note: Grade drops approximately 1' to 1.5' from the EOP to the low point in this section. Grade of pathway and treatment of stormwater will need to be addressed in the design. This area may not match the proposed typical cross section within this report. Additional clearing and grubbing required.

Photo #069 Orientation:
S. Spruce Creek Road
Sta. 20 + 00.00 LT – Looking N.

Note: Additional clearing and grubbing may be required along the western R/W to accommodate the proposed pathway alignment.

Photo #072 Orientation:
S. Spruce Creek Road
Sta. 23 + 21.00, 53.00' LT – Looking N.

Note: Additional clearing and grubbing required along western R/W and existing utility coordination required to accommodate proposed pathway alignment.

Photo #074 Orientation:
S. Spruce Creek Road
Sta. 25 + 52.00 LT – Looking W.

Note: Access to utilities along western R/W needs to be coordinated. Access may require additional paved areas or traffic bearing pathway surfaces. Grate on storm inlet may need to be changed to a pedestrian type. Lowering of inlet top may be required based on pathway cross section at this location.

Photo #075 Orientation:
S. Spruce Creek Road
Sta. 25 + 98.00 LT – Looking N.

Note: Existing private concrete driveway will need to have maximum 2% cross slope at pathway crossing verified. Private residence access gate abuts western R/W. Verification of legal use required to determine whether access across pathway and roadway tie-in at S. Spruce Creek Road will be allowed to remain.

Photo #079 Orientation:
S. Spruce Creek Road
Sta. 26 + 74.00 LT – Looking W.

Note: Additional ADA compliant handrail will be required along canal for safety, Adjustment of manhole, valve box and ditch bottom inlet may be required. Replacement of the ditch bottom inlet grate to a pedestrian type may also be required.

Photo #081 Orientation:
S. Spruce Creek Road
Sta. 27 + 0.00, 60.00' LT – Looking N.

Note: Additional ADA compliant handrail required for safety along canal edge.

Photo #083 Orientation:
S. Spruce Creek Road
Sta. 26 + 0.00 LT – Looking E.

Note: Crosswalk striping and ramp ADA compliance verification required along the eastern side of S. Spruce Creek Road to comply with funding source criteria.

Photo #087 Orientation:
S. Spruce Creek Road
Sta. 28 + 90.00 LT – Looking N.

Note: Existing private concrete driveway will need to have maximum 2% cross slope at pathway crossing verified.

Photo #088 Orientation:
S. Spruce Creek Road
Sta. 28 + 95.00 T – Looking NW.

Note: Access to utilities along western R/W needs to be coordinated. Access may require additional paved areas or traffic bearing pathway surfaces. Relocation of mailbox may be required.

Photo #091 Orientation:
S. Spruce Creek Road at Westminster Drive
Sta. 29 + 96.00, 33.00' LT – Looking N.

Note: Mitered end section may need to be modified or converted to other drainage structure to accommodate proposed pathway alignment.

Photo #098 Orientation:
S. Spruce Creek Road at
Westminster Drive
Sta. 30 + 20.00 LT – Looking W.

Note: Existing sidewalk required to tie into proposed pathway. Continuation of sidewalk to the existing E to W crossing of S. Spruce Creek Road is required in order to establish connectivity of sidewalks and pathways to ADA compliant ramps and crosswalks. Signage for user safety required.

Photo #097 Orientation:
S. Spruce Creek Road at
Westminster Drive
Sta. 30 + 60.00 LT – Looking NW.

Note: Existing sidewalk required to tie into proposed pathway, and provide connectivity of sidewalks and pathways to ADA compliant ramps and crosswalks. Signage for user safety required.

Photo #095 Orientation:
S. Spruce Creek Road at
Westminster Drive
Sta. 30 + 20.00 LT – Looking SE.

Note: Crosswalk striping and receiving ramp ADA compliance verification required along the eastern side of S. Spruce Creek Road to comply with funding source criteria. Consideration of flashing amber beacon and advance warning signage required to address safety issues for this non-signalized mid-block crossing.

Photo #099 Orientation:
S. Spruce Creek Road at Sagewood Drive
Sta. 30 + 20.00 LT – Looking NE.

Note: Crosswalk striping and ramp ADA compliance verification required along the eastern side of S. Spruce Creek Road to comply with funding source criteria.

Photo #100 Orientation:
S. Spruce Creek Road at Westminster Drive
Sta. 30 + 50.00 LT – Looking S.

Note: Mitered end section may need to be modified or converted to other drainage structure to accommodate proposed pathway alignment.

Photo #104 Orientation:
S. Spruce Creek Road at Leisure Circle
Sta. 34 + 88.00 LT – Looking E.

Note: Crosswalk striping and ramp ADA compliance verification required along the eastern side of S. Spruce Creek Road to comply with funding source criteria.

Photo #106 Orientation:
S. Spruce Creek Road
Sta. 34 + 88.00 LT – Looking N.

Note: Additional clearing and grubbing required along western R/W.

Photo #107 Orientation:
S. Spruce Creek Road
Sta. 35 + 72.00 LT – Looking W.

Note: Private residence access gate abuts western R/W. Verification of legal use required to determine whether access across pathway and roadway tie-in at S. Spruce Creek Road will be required by the design.

Photo #111 Orientation:
S. Spruce Creek Road south of Abby Lane
Sta. 39 + 0.00 LT – Looking N.

Note: Right turn lane and travel lane taper impacts available R/W to north. This is the end of Segment 1 of the project.

Segment 2 – Spruce Creek Road, from Abby Lane north to Taylor Road from Sta. 40+42 to Sta. 51+94.

Photo #111 Orientation:
S. Spruce Creek Road south of Abby Lane
Sta. 39 + 0.00 LT – Looking N.

Note: Begin Segment 2 of the project. Constrained western R/W due to the presence of dedicated right turn lane.

Photo #112 Orientation:
S. Spruce Creek Road at Abby Lane
Sta. 40 + 35.00 LT – Looking NW.

Note: Existing sidewalk required to tie into proposed pathway. Relocation of stop sign and stop bar required.

Photo #113 Orientation:
S. Spruce Creek Road at Abby Lane
Sta. 40 + 60.00 LT – Looking E.

Note: Existing sidewalk required to tie into proposed pathway.

Photo #117 Orientation:
S. Spruce Creek Road at Abby Lane
Sta. 40 + 60.0 LT – Looking N.

Note: Property corner on NW corner of Abby Lane, depicting constrained R/W, the location of overhead utilities, and drainage swale that will impact the proposed pathway alignment. The minimum 8'-0" separation from the edge of the travel lane will be a critical design factor along this project segment.

Photo #118 Orientation:
S. Spruce Creek Road
Sta. 41 + 64.00 LT – Looking N.

Note: Overhead utility pole and guy wires will impact proposed pathway alignment. The minimum 8'-0" separation from the edge of the travel lane will be a critical design factor along this project segment. Utility relocation may be required along this segment.

Photo #118 Orientation:
S. Spruce Creek Road
Sta. 41 + 90.00 LT – Looking N.

Note: Private residence access gate abuts western R/W. Verification of legal use required to determine whether access across pathway or tie-in proposed pathway will be required by the design.

Photo #120 Orientation:
S. Spruce Creek Road
Sta. 42 + 87.00 LT – Looking S.

Note: Informational sign relocation required. Sign offset from roadway and proposed pathway will need to comply with clear zone criteria. Vertical clearance to bottom of sign will need to accommodate bicyclist criteria.

Photo #121 Orientation:
S. Spruce Creek Road
Sta. 43 + 24.00 LT – Looking NW.

Note: Overhead utility pole and underground utilities will impact proposed pathway alignment. The minimum 8'-0" separation from the edge of the travel lane will be a critical design factor along this project segment. Utility relocation may be required along this segment.

Photo #125 Orientation:
S. Spruce Creek Road at Wilshire Blvd.
Sta. 43 + 75.00 LT – Looking E.

Note: Crosswalk striping and ramp ADA compliance verification required along the eastern side of S. Spruce Creek Road to comply with funding source criteria.

Photo #126 Orientation:
S. Spruce Creek Road
Sta. 44 + 84.00 LT – Looking N.

Note: Overhead utility pole and underground utilities will impact proposed pathway alignment. The minimum 8'-0" separation from the edge of the travel lane will be a critical design factor along this project segment. Utility relocation may be required along this segment.

Photo #127 Orientation:
S. Spruce Creek Road
Sta. 44 + 84.00 LT – Looking N.

Note: Additional clearing and grubbing required along western R/W to accommodate proposed pathway.

Photo #128 Orientation:
S. Spruce Creek Road
Sta. 46 + 44.00 LT – Looking N.

Note: Overhead utility pole and underground utilities will impact proposed pathway alignment. The minimum 8'-0" separation from the edge of the travel lane will be a critical design factor along this project segment. Utility relocation may be required along this segment.

Photo #129 Orientation:
S. Spruce Creek Road
Sta. 46 + 44.00 LT – Looking N.

Note: Additional clearing and grubbing required along western R/W to accommodate proposed pathway.

Photo #130 Orientation:
S. Spruce Creek Road
Sta. 47 + 16.00 LT – Looking NW.

Note: Overhead utility pole and guy wires will impact proposed pathway alignment.

Photo #132 Orientation:
S. Spruce Creek Road
Sta. 49 + 83.00, 14.50' LT – Looking NW.

Note: Manhole adjustment required to meet proposed pathway grade and cross slope.

Photo #133 Orientation:
S. Spruce Creek Road
Sta. 50 + 16.00 LT – Looking N.

Note: Informational sign relocation required. Sign offset from roadway and proposed pathway will need to comply with clear zone criteria. Vertical clearance to bottom of sign will need to accommodate bicyclist criteria.

Photo #133 Orientation:
S. Spruce Creek Road
Sta. 50 + 66.00 LT – Looking N.

Note: Existing private concrete driveway will need to have maximum 2% cross slope at pathway crossing verified. Installation of adequate regulatory and safety signage required at this driveway location.

Photo #134 Orientation:
S. Spruce Creek Road at Taylor Road
Sta. 51 + 94.00, 50.00' LT – Looking E.

Note: Ramp and receiving ramps not ADA compliant. Crosswalk striping may need to be modified to meet alignment of new ramps. Detectable warning strips required. Relocation of stop bars and pedestrian signals may be required to match crosswalk alignment.

Photo #135 Orientation:
S. Spruce Creek Road at Taylor Road
Sta. 51 + 94.00 LT – Looking SE.

Note: Demolition and installation of curb and gutter may be required to accommodate proposed trail and required ADA compliant ramps. Shifting the curb east may be required to provide adequate R/W for ramps, landings and proposed pathway due to private property corner constraint.

Photo #136 Orientation:
S. Spruce Creek Road at Taylor Road
Sta. 51 + 94.00 LT – Looking E.

Note: Existing utility vault may require relocation and lid adjustment to accommodate ADA ramp and proposed pathway grade.

Photo #136 Orientation:
S. Spruce Creek Road
Sta. 50 + 66.00 LT – Looking N.

Note: Shifting the existing curb east may be required to provide adequate R/W for ramps, landings and proposed pathway due to private property corner constraint.

Photo #137 Orientation:
S. Spruce Creek Road at Taylor Road
Sta. 51 + 94.00 LT – Looking N.

Note: Receiving ramp not ADA compliant. Crosswalk striping may need to be modified to meet alignment of new ramps. Detectable warning strips required.

Photo #133 Orientation:
S. Spruce Creek Road
Sta. 51 + 94.00 LT – Looking E.

Note: Receiving ramp not ADA compliant. Crosswalk striping may need to be modified to meet alignment of new ramps. Detectable warning strips required.

Project Cost Estimates

Project Cost Estimates

Appendix A Engineer's Opinion of Probable Construction Cost

- **Area 6 Costs are specific to Alachua (26), Marion (36) and Volusia (79) Counties**
- **Statewide Costs include all state counties**

South Spruce Creek Road
Bicycle / Pedestrian Facility
Engineer's Estimate of Probable Construction Costs
AREA 6 SUMMARY

SEGMENT: 1 AND 2
LENGTH: 5,194.00 LF (0.984 MILES)

FDOT AREA 6
AVERAGE COSTS

					Fiscal Year 2010		Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013	
FDOT PAY ITEM #	DESCRIPTION	UNIT TYPE	SEGMENT 1 TOTALS	SEGMENT 2 TOTALS	UNIT COST	EXTENSION						
101-1	MOBILIZATION (8%)	LS	1.00	1.00	$ 15,200.00	$ 15,200.00	$ 15,700.00	$ 15,700.00	$ 16,200.00	$ 16,200.00	$ 16,700.00	$ 16,700.00
102-1	MOT (6%)	LS	1.00	1.00	$ 2,800.00	$ 2,800.00	$ 2,900.00	$ 2,900.00	$ 3,000.00	$ 3,000.00	$ 3,100.00	$ 3,100.00
104-10-3	SEDIMENT BARRIER	LF	8,080.00	2,300.00	$ 0.75	$ 7,785.00	$ 0.77	$ 8,018.55	$ 0.80	$ 8,259.11	$ 0.82	$ 8,506.88
104-18	INLET PROTECTION SYSTEM	EA	9.00	2.00	$ 200.00	$ 2,200.00	$ 206.00	$ 2,266.00	$ 212.18	$ 2,333.98	$ 218.55	$ 2,404.00
110-1-1	CLEARING & GRUBBING	AC	1.30	0.37	$ 5,553.45	$ 9,274.26	$ 5,720.05	$ 9,552.49	$ 5,891.66	$ 9,839.06	$ 6,068.40	$ 10,134.24
110-4	REMOVAL OF CONCRETE PAVEMENT	SY	74.67	40.00	$ 16.90	$ 1,937.92	$ 17.41	$ 1,996.06	$ 17.93	$ 2,055.94	$ 18.47	$ 2,117.62
120-1	REGULAR EXCAVATION	CY	582.85	173.91	$ 3.49	$ 2,641.09	$ 3.59	$ 2,720.33	$ 3.70	$ 2,801.93	$ 3.81	$ 2,885.99
339-1	MISC. ASPHALT	TN	1.00	1.00	$ 172.43	$ 344.86	$ 177.60	$ 355.21	$ 182.93	$ 365.86	$ 188.42	$ 376.84
350-1-3	PLAIN CEMENT CONCRETE PAVEMENT 8" (DRIVEWAY APRONS)	SY	0.00	40.00	$ 110.00	$ 4,400.00	$ 113.30	$ 4,532.00	$ 116.70	$ 4,667.96	$ 120.20	$ 4,808.00
425-4	INLETS ADJUST	EA	3.00	1.00	$ 1,100.00	$ 4,400.00	$ 1,133.00	$ 4,532.00	$ 1,166.99	$ 4,667.96	$ 1,202.00	$ 4,808.00
425-5	MANHOLE ADJUST	EA	4.00	2.00	$ 444.00	$ 2,664.00	$ 457.32	$ 2,743.92	$ 471.04	$ 2,826.24	$ 485.17	$ 2,911.02
425-5-1	MANHOLE ADJUST UTILITIES	EA	2.00	0.00	$ 681.72	$ 1,363.44	$ 702.17	$ 1,404.34	$ 723.24	$ 1,446.47	$ 744.93	$ 1,489.87
425-6	VALVE BOX ADJUST	EA	6.00	2.00	$ 208.97	$ 1,671.76	$ 215.24	$ 1,721.91	$ 221.70	$ 1,773.57	$ 228.35	$ 1,826.78
425-82	REPLACE GRATE	EA	3.00	0.00	$ 795.00	$ 2,385.00	$ 818.85	$ 2,456.55	$ 843.42	$ 2,530.25	$ 868.72	$ 2,606.15
515-2302	PED / BICYCLE RAILING 54" ALUMINUN	LF	200.00	0.00	$ 48.73	$ 9,746.00	$ 50.19	$ 10,038.38	$ 51.70	$ 10,339.53	$ 53.25	$ 10,649.72
520-1-10	CONCRETE CURB & GUTTER TYPE "F"	LF	40.00	60.00	$ 13.35	$ 1,335.00	$ 13.75	$ 1,375.05	$ 14.16	$ 1,416.30	$ 14.59	$ 1,458.79
522-1	SIDEWALK CONCRETE, 4" THICK	SY	3,231.11	204.45	$ 30.03	$ 103,169.87	$ 30.93	$ 106,264.96	$ 31.86	$ 109,452.91	$ 32.81	$ 112,736.50
522-2	SIDEWALK CONCRETE, 6" THICK	SY	133.33	55.56	$ 35.66	$ 6,735.82	$ 36.73	$ 6,937.89	$ 37.83	$ 7,146.03	$ 38.97	$ 7,360.41
527-1	ADA DETECTABLE WARNING STRIPS ON EXISTING WALKS	EA	17.00	3.00	$ 452.30	$ 9,046.00	$ 465.87	$ 9,317.38	$ 479.85	$ 9,596.90	$ 494.24	$ 9,884.81
570-1-2	PERFORMANCE TURF - SOD	SY	1,856.89	555.56	$ 1.62	$ 3,908.17	$ 1.67	$ 4,025.41	$ 1.72	$ 4,146.18	$ 1.77	$ 4,270.56
700-20-11	SINGLE POST SIGN, F&I , <12 SF	AS	6.00	2.00	$ 233.47	$ 1,867.76	$ 240.47	$ 1,923.79	$ 247.69	$ 1,981.51	$ 255.12	$ 2,040.95
700-20-40	SINGLE POST SIGN, RELOCATE	AS	2.00	2.00	$ 56.33	$ 225.32	$ 58.02	$ 232.08	$ 59.76	$ 239.04	$ 61.55	$ 246.21
711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	716.00	192.00	$ 2.01	$ 1,825.08	$ 2.07	$ 1,879.83	$ 2.13	$ 1,936.23	$ 2.20	$ 1,994.31
711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	1,432.00	270.00	$ 4.06	$ 6,910.12	$ 4.18	$ 7,117.42	$ 4.31	$ 7,330.95	$ 4.44	$ 7,550.87
9000-1	RELOCATE TELEPHONE PEDESTAL	AS	2.00	0.00	$ 1,500.00	$ 3,000.00	$ 1,545.00	$ 3,090.00	$ 1,591.35	$ 3,182.70	$ 1,639.09	$ 3,278.18
					$ -	$ -						
					$ -	$ -						
				SUBTOTAL		**$ 206,836.47**		**$ 213,101.56**		**$ 219,536.52**		**$ 226,146.71**
				CONTINGENCY		$ 20,700.00		$ 21,300.00		$ 22,000.00		$ 22,600.00
				FDOT PHASE 61		$ 12,400.00		$ 12,700.00		$ 13,200.00		$ 13,600.00
				DESIGN COST		$ 25,800.00		$ 26,600.00		$ 27,400.00		$ 28,300.00
				CEI COST		$ 16,600.00		$ 17,000.00		$ 17,600.00		$ 18,100.00
				TOTAL PROJECT COST		**$ 282,336.47**		**$ 290,701.56**		**$ 299,736.52**		**$ 308,746.71**

South Spruce Creek Road
Bicycle / Pedsstrian Facility
Engineer's Estimate of Probable Construction Costs

SEGMENT: 1 - CENTRAL PARK BLVD. NORTH TO ABBY LANE
LENGTH: 4,042.3 LF (0.766 MILES)

FDOT AREA 6
AVERAGE COSTS

				Fiscal Year 2010		Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013	
FDOT PAY ITEM #	DESCRIPTION	UNIT TYPE	QUANTITY	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION
101-1	MOBILIZATION (8%)	LS	1.00	$ 13,100.00	$ 13,100.00	$ 13,500.00	$ 13,500.00	$ 13,900.00	$ 13,900.00	$ 14,300.00	$ 14,300.00
102-1	MOT (6%)	LS	1.00	$ 2,400.00	$ 2,400.00	$ 2,500.00	$ 2,500.00	$ 2,600.00	$ 2,600.00	$ 2,700.00	$ 2,700.00
104-10-3	SEDIMENT BARRIER	LF	8,080.00	$ 0.75	$ 6,060.00	$ 0.77	$ 6,241.80	$ 0.80	$ 6,429.05	$ 0.82	$ 6,621.93
104-18	INLET PROTECTION SYSTEM	EA	9.00	$ 200.00	$ 1,800.00	$ 206.00	$ 1,854.00	$ 212.18	$ 1,909.62	$ 218.55	$ 1,966.91
110-1-1	CLEARING & GRUBBING	AC	1.30	$ 5,553.45	$ 7,219.49	$ 5,720.05	$ 7,436.07	$ 5,891.66	$ 7,659.15	$ 6,068.40	$ 7,888.93
110-4	REMOVAL OF CONCRETE PAVEMENT	SY	74.67	$ 16.90	$ 1,261.92	$ 17.41	$ 1,299.78	$ 17.93	$ 1,338.77	$ 18.47	$ 1,378.94
120-1	REGULAR EXCAVATION	CY	582.85	$ 3.49	$ 2,034.15	$ 3.59	$ 2,095.17	$ 3.70	$ 2,158.03	$ 3.81	$ 2,222.77
339-1	MISC. ASPHALT	TN	1.00	$ 172.43	$ 172.43	$ 177.60	$ 177.60	$ 182.93	$ 182.93	$ 188.42	$ 188.42
350-1-3	PLAIN CEMENT CONCRETE PAVEMENT 8" (DRIVEWAY APRONS)	SY	0.00	$ 110.00	$ -	$ 113.30	$ -	$ 116.70	$ -	$ 120.20	$ -
425-4	INLETS ADJUST	EA	3.00	$ 1,100.00	$ 3,300.00	$ 1,133.00	$ 3,399.00	$ 1,166.99	$ 3,500.97	$ 1,202.00	$ 3,606.00
425-5	MANHOLE ADJUST	EA	4.00	$ 444.00	$ 1,776.00	$ 457.32	$ 1,829.28	$ 471.04	$ 1,884.16	$ 485.17	$ 1,940.68
425-5-1	MANHOLE ADJUST UTILITIES	EA	2.00	$ 681.72	$ 1,363.44	$ 702.17	$ 1,404.34	$ 723.24	$ 1,446.47	$ 744.93	$ 1,489.87
425-6	VALVE BOX ADJUST	EA	6.00	$ 208.97	$ 1,253.82	$ 215.24	$ 1,291.43	$ 221.70	$ 1,330.18	$ 228.35	$ 1,370.08
425-82	REPLACE GRATE	EA	3.00	$ 795.00	$ 2,385.00	$ 818.85	$ 2,456.55	$ 843.42	$ 2,530.25	$ 868.72	$ 2,606.15
515-2302	PED / BICYCLE RAILING 54" ALUMINUN	LF	200.00	$ 48.73	$ 9,746.00	$ 50.19	$ 10,038.38	$ 51.70	$ 10,339.53	$ 53.25	$ 10,649.72
520-1-10	CONCRETE CURB & GUTTER TYPE "F"	LF	40.00	$ 13.35	$ 534.00	$ 13.75	$ 550.02	$ 14.16	$ 566.52	$ 14.59	$ 583.52
522-1	SIDEWALK CONCRETE, 4" THICK	SY	3,231.11	$ 30.03	$ 97,030.23	$ 30.93	$ 99,941.14	$ 31.86	$ 102,939.37	$ 32.81	$ 106,027.56
522-2	SIDEWALK CONCRETE, 6" THICK	SY	133.33	$ 35.66	$ 4,754.55	$ 36.73	$ 4,897.18	$ 37.83	$ 5,044.10	$ 38.97	$ 5,195.42
527-1	ADA DETECTABLE WARNING STRIPS ON EXISTING WALKS	EA	17.00	$ 452.30	$ 7,689.10	$ 465.87	$ 7,919.77	$ 479.85	$ 8,157.37	$ 494.24	$ 8,402.09
570-1-2	PERFORMANCE TURF - SOD	SY	1,856.89	$ 1.62	$ 3,008.16	$ 1.67	$ 3,098.41	$ 1.72	$ 3,191.36	$ 1.77	$ 3,287.10
700-20-11	SINGLE POST SIGN, F&I , <12 SF	AS	6.00	$ 233.47	$ 1,400.82	$ 240.47	$ 1,442.84	$ 247.69	$ 1,486.13	$ 255.12	$ 1,530.71
700-20-40	SINGLE POST SIGN, RELOCATE	AS	2.00	$ 56.33	$ 112.66	$ 58.02	$ 116.04	$ 59.76	$ 119.52	$ 61.55	$ 123.11
711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	716.00	$ 2.01	$ 1,439.16	$ 2.07	$ 1,482.33	$ 2.13	$ 1,526.80	$ 2.20	$ 1,572.61
711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	1,432.00	$ 4.06	$ 5,813.92	$ 4.18	$ 5,988.34	$ 4.31	$ 6,167.99	$ 4.44	$ 6,353.03
9000-1	RELOCATE TELEPHONE PEDESTAL	AS	2.00	$ 1,500.00	$ 3,000.00	$ 1,545.00	$ 3,090.00	$ 1,591.35	$ 3,182.70	$ 1,639.09	$ 3,278.18
				SUBTOTAL	**$ 178,654.85**		**$ 184,049.49**		**$ 189,590.98**		**$ 195,283.71**
				CONTINGENCY	$ 17,900.00		$ 18,400.00		$ 19,000.00		$ 19,500.00
				FDOT PHASE 61	$ 10,700.00		$ 11,000.00		$ 11,400.00		$ 11,700.00
				DESIGN COST	$ 22,300.00		$ 23,000.00		$ 23,700.00		$ 24,400.00
				CEI COST	$ 14,300.00		$ 14,700.00		$ 15,200.00		$ 15,600.00
				TOTAL PROJECT COST	**$ 243,854.85**		**$ 251,149.49**		**$ 258,890.98**		**$ 266,483.71**

South Spruce Creek Road
Bicycle / Pedestrian Facility
Engineer's Estimate of Probable Construction Costs

SEGMENT: 2 - ABBY LANE NORTH TO TAYLOR ROAD
LENGTH: 1152.00 LF (0.218 MILES)

FDOT AREA 6
AVERAGE COSTS

				Fiscal Year 2010		Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013	
FDOT PAY ITEM #	DESCRIPTION	UNIT TYPE	QUANTITY	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION
101-1	MOBILIZATION (8%)	LS	1.00	$ 2,100.00	$ 2,100.00	$ 2,200.00	$ 2,200.00	$ 2,300.00	$ 2,300.00	$ 2,400.00	$ 2,400.00
102-1	MOT (6%)	LS	1.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00
104-10-3	SEDIMENT BARRIER	LF	2,300.00	$ 0.75	$ 1,725.00	$ 0.77	$ 1,776.75	$ 0.80	$ 1,830.05	$ 0.82	$ 1,884.95
104-18	INLET PROTECTION SYSTEM	EA	2.00	$ 200.00	$ 400.00	$ 206.00	$ 412.00	$ 212.18	$ 424.36	$ 218.55	$ 437.09
110-1-1	CLEARING & GRUBBING	AC	0.37	$ 5,553.45	$ 2,054.78	$ 5,720.05	$ 2,116.42	$ 5,891.66	$ 2,179.91	$ 6,068.40	$ 2,245.31
110-4	REMOVAL OF CONCRETE PAVEMENT	SY	40.00	$ 16.90	$ 676.00	$ 17.41	$ 696.28	$ 17.93	$ 717.17	$ 18.47	$ 738.68
120-1	REGULAR EXCAVATION	CY	173.91	$ 3.49	$ 606.95	$ 3.59	$ 625.15	$ 3.70	$ 643.91	$ 3.81	$ 663.23
339-1	MISC. ASPHALT	TN	1.00	$ 172.43	$ 172.43	$ 177.60	$ 177.60	$ 182.93	$ 182.93	$ 188.42	$ 188.42
350-1-3	PLAIN CEMENT CONCRETE PAVEMENT 8" (DRIVEWAY APRONS)	SY	40.00	$ 110.00	$ 4,400.00	$ 113.30	$ 4,532.00	$ 116.70	$ 4,667.96	$ 120.20	$ 4,808.00
425-4	INLETS ADJUST	EA	1.00	$ 1,100.00	$ 1,100.00	$ 1,133.00	$ 1,133.00	$ 1,166.99	$ 1,166.99	$ 1,202.00	$ 1,202.00
425-5	MANHOLE ADJUST	EA	2.00	$ 444.00	$ 888.00	$ 457.32	$ 914.64	$ 471.04	$ 942.08	$ 485.17	$ 970.34
425-5-1	MANHOLE ADJUST UTILITIES	EA	0.00	$ 681.72	$ -	$ 702.17	$ -	$ 723.24	$ -	$ 744.93	$ -
425-6	VALVE BOX ADJUST	EA	2.00	$ 208.97	$ 417.94	$ 215.24	$ 430.48	$ 221.70	$ 443.39	$ 228.35	$ 456.69
425-82	REPLACE GRATE	EA	0.00	$ 795.00	$ -	$ 818.85	$ -	$ 843.42	$ -	$ 868.72	$ -
515-2302	PED / BICYCLE RAILING 54" ALUMINUN	LF	0.00	$ 48.73	$ -	$ 50.19	$ -	$ 51.70	$ -	$ 53.25	$ -
520-1-10	CONCRETE CURB & GUTTER TYPE "F"	LF	60.00	$ 13.35	$ 801.00	$ 13.75	$ 825.03	$ 14.16	$ 849.78	$ 14.59	$ 875.27
522-1	SIDEWALK CONCRETE, 4" THICK	SY	204.45	$ 30.03	$ 6,139.63	$ 30.93	$ 6,323.82	$ 31.86	$ 6,513.54	$ 32.81	$ 6,708.94
522-2	SIDEWALK CONCRETE, 6" THICK	SY	55.56	$ 35.66	$ 1,981.27	$ 36.73	$ 2,040.71	$ 37.83	$ 2,101.93	$ 38.97	$ 2,164.99
527-1	ADA DETECTABLE WARNING STRIPS ON EXISTING WALKS	EA	3.00	$ 452.30	$ 1,356.90	$ 465.87	$ 1,397.61	$ 479.85	$ 1,439.54	$ 494.24	$ 1,482.72
570-1-2	PERFORMANCE TURF - SOD	SY	555.56	$ 1.62	$ 900.01	$ 1.67	$ 927.01	$ 1.72	$ 954.82	$ 1.77	$ 983.46
700-20-11	SINGLE POST SIGN, F&I , <12 SF	AS	2.00	$ 233.47	$ 466.94	$ 240.47	$ 480.95	$ 247.69	$ 495.38	$ 255.12	$ 510.24
700-20-40	SINGLE POST SIGN, RELOCATE	AS	2.00	$ 56.33	$ 112.66	$ 58.02	$ 116.04	$ 59.76	$ 119.52	$ 61.55	$ 123.11
711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	192.00	$ 2.01	$ 385.92	$ 2.07	$ 397.50	$ 2.13	$ 409.42	$ 2.20	$ 421.71
711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	270.00	$ 4.06	$ 1,096.20	$ 4.18	$ 1,129.09	$ 4.31	$ 1,162.96	$ 4.44	$ 1,197.85
9000-1	RELOCATE TELEPHONE PEDESTAL	AS	0.00	$ 1,500.00	$ -	$ 1,545.00	$ -	$ 1,591.35	$ -	$ 1,639.09	$ -
					$ -						
					$ -						
				SUBTOTAL	**$ 28,181.62**		**$ 29,052.07**		**$ 29,945.63**		**$ 30,863.00**
				CONTINGENCY	$ 2,800.00		$ 2,900.00		$ 3,000.00		$ 3,100.00
				FDOT PHASE 61	$ 1,700.00		$ 1,700.00		$ 1,800.00		$ 1,900.00
				DESIGN COST	$ 3,500.00		$ 3,600.00		$ 3,700.00		$ 3,900.00
				CEI COST	$ 2,300.00		$ 2,300.00		$ 2,400.00		$ 2,500.00
				TOTAL PROJECT COST	**$ 38,481.62**		**$ 39,552.07**		**$ 40,845.63**		**$ 42,263.00**

South Spruce Creek Road
Bicycle / Pedestrian Facility
Engineer's Estimate of Probable Construction Costs
STATEWIDE SUMMARY

SEGMENT: 1 AND 2
LENGTH: 5,194.00 LF (0.984 MILES)

FDOT STATEWIDE AVERAGE COSTS

					Fiscal Year 2010		Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013	
FDOT PAY ITEM #	DESCRIPTION	UNIT TYPE	SEGMENT 1 TOTALS	SEGMENT 2 TOTALS	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION
101-1	MOBILIZATION (8%)	LS	1.00	1.00	$ 16,500.00	$ 16,500.00	$ 17,000.00	$ 17,000.00	$ 17,500.00	$ 17,500.00	$ 18,000.00	$ 18,000.00
102-1	MOT (6%)	LS	1.00	1.00	$ 11,000.00	$ 11,000.00	$ 11,300.00	$ 11,300.00	$ 11,600.00	$ 11,600.00	$ 11,900.00	$ 11,900.00
104-10-3	SEDIMENT BARRIER	LF	8,080.00	2,300.00	$ 1.91	$ 19,825.80	$ 1.97	$ 20,420.57	$ 2.03	$ 21,033.19	$ 2.09	$ 21,664.19
104-18	INLET PROTECTION SYSTEM	EA	9.00	2.00	$ 64.73	$ 712.03	$ 66.67	$ 733.39	$ 68.67	$ 755.39	$ 70.73	$ 778.05
110-1-1	CLEARING & GRUBBING	AC	1.30	0.37	$ 10,628.09	$ 17,748.91	$ 10,946.93	$ 18,281.38	$ 11,275.34	$ 18,829.82	$ 11,613.60	$ 19,394.71
110-4	REMOVAL OF CONCRETE PAVEMENT	SY	74.67	40.00	$ 16.55	$ 1,897.79	$ 17.05	$ 1,954.72	$ 17.56	$ 2,013.36	$ 18.08	$ 2,073.76
120-1	REGULAR EXCAVATION	CY	582.85	173.91	$ 3.56	$ 2,694.07	$ 3.67	$ 2,774.89	$ 3.78	$ 2,858.13	$ 3.89	$ 2,943.88
339-1	MISC. ASPHALT	TN	1.00	1.00	$ 122.60	$ 245.20	$ 126.28	$ 252.56	$ 130.07	$ 260.13	$ 133.97	$ 267.94
350-1-3	PLAIN CEMENT CONCRETE PAVEMENT 8" (DRIVEWAY APRONS)	SY	0.00	40.00	$ 110.00	$ 4,400.00	$ 113.30	$ 4,532.00	$ 116.70	$ 4,667.96	$ 120.20	$ 4,808.00
425-4	INLETS ADJUST	EA	3.00	1.00	$ 390.80	$ 1,563.20	$ 402.52	$ 1,610.10	$ 414.60	$ 1,658.40	$ 427.04	$ 1,708.15
425-5	MANHOLE ADJUST	EA	4.00	2.00	$ 528.78	$ 3,172.68	$ 544.64	$ 3,267.86	$ 560.98	$ 3,365.90	$ 577.81	$ 3,466.87
425-5-1	MANHOLE ADJUST UTILITIES	EA	2.00	0.00	$ 557.24	$ 1,114.48	$ 573.96	$ 1,147.91	$ 591.18	$ 1,182.35	$ 608.91	$ 1,217.82
425-6	VALVE BOX ADJUST	EA	6.00	2.00	$ 273.74	$ 2,189.92	$ 281.95	$ 2,255.62	$ 290.41	$ 2,323.29	$ 299.12	$ 2,392.98
425-82	REPLACE GRATE	EA	3.00	0.00	$ 671.27	$ 2,013.81	$ 691.41	$ 2,074.22	$ 712.15	$ 2,136.45	$ 733.51	$ 2,200.54
515-2302	PED / BICYCLE RAILING 54" ALUMINUN	LF	200.00	0.00	$ 48.73	$ 9,746.00	$ 50.19	$ 10,038.38	$ 51.70	$ 10,339.53	$ 53.25	$ 10,649.72
520-1-10	CONCRETE CURB & GUTTER TYPE "F"	LF	40.00	60.00	$ 12.77	$ 1,277.00	$ 13.15	$ 1,315.31	$ 13.55	$ 1,354.77	$ 13.95	$ 1,395.41
522-1	SIDEWALK CONCRETE, 4" THICK	SY	3,231.11	204.45	$ 30.04	$ 103,204.22	$ 30.94	$ 106,300.35	$ 31.87	$ 109,489.36	$ 32.83	$ 112,774.04
522-2	SIDEWALK CONCRETE, 6" THICK	SY	133.33	55.56	$ 31.35	$ 5,921.70	$ 32.29	$ 6,099.35	$ 33.26	$ 6,282.33	$ 34.26	$ 6,470.80
527-1	ADA DETECTABLE WARNING STRIPS ON EXISTING WALKS	EA	17.00	3.00	$ 453.71	$ 9,074.20	$ 467.32	$ 9,346.43	$ 481.34	$ 9,626.82	$ 495.78	$ 9,915.62
570-1-2	PERFORMANCE TURF - SOD	SY	1,856.89	555.56	$ 1.79	$ 4,318.29	$ 1.84	$ 4,447.83	$ 1.90	$ 4,581.27	$ 1.96	$ 4,718.71
700-20-11	SINGLE POST SIGN, F&I , <12 SF	AS	6.00	2.00	$ 258.49	$ 2,067.92	$ 266.24	$ 2,129.96	$ 274.23	$ 2,193.86	$ 282.46	$ 2,259.67
700-20-40	SINGLE POST SIGN, RELOCATE	AS	2.00	2.00	$ 124.41	$ 497.64	$ 128.14	$ 512.57	$ 131.99	$ 527.95	$ 135.95	$ 543.78
711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	716.00	192.00	$ 2.01	$ 1,825.08	$ 2.07	$ 1,879.83	$ 2.13	$ 1,936.23	$ 2.20	$ 1,994.31
711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	1,432.00	270.00	$ 4.06	$ 6,910.12	$ 4.18	$ 7,117.42	$ 4.31	$ 7,330.95	$ 4.44	$ 7,550.87
9000-1	RELOCATE TELEPHONE PEDESTAL	AS	2.00	0.00	$ 1,500.00	$ 3,000.00	$ 1,545.00	$ 3,090.00	$ 1,591.35	$ 3,182.70	$ 1,639.09	$ 3,278.18
				SUBTOTAL		**$ 232,919.51**		**$ 239,882.66**		**$ 247,030.13**		**$ 254,368.04**
				CONTINGENCY		$ 23,300.00		$ 24,000.00		$ 24,700.00		$ 25,400.00
				FDOT PHASE 61		$ 13,900.00		$ 14,400.00		$ 14,800.00		$ 15,300.00
				DESIGN COST		$ 29,100.00		$ 30,000.00		$ 30,900.00		$ 31,800.00
				CEI COST		$ 18,600.00		$ 19,200.00		$ 19,800.00		$ 20,300.00
				TOTAL PROJECT COST		**$ 317,819.51**		**$ 327,482.66**		**$ 337,230.13**		**$ 347,168.04**

South Spruce Creek Road
Bicycle / Pedestrian Facility
Engineer's Estimate of Probable Construction Costs

SEGMENT: 1 - CENTRAL PARK BLVD. NORTH TO ABBY LANE
LENGTH: 4,042.3 LF (0.766 MILES)

FDOT STATEWIDE AVERAGE COSTS

				Fiscal Year 2010		Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013	
FDOT PAY ITEM #	DESCRIPTION	UNIT TYPE	QUANTITY	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION
101-1	MOBILIZATION (8%)	LS	1.00	$ 14,100.00	$ 14,100.00	$ 14,500.00	$ 14,500.00	$ 14,900.00	$ 14,900.00	$ 15,300.00	$ 15,300.00
102-1	MOT (6%)	LS	1.00	$ 10,600.00	$ 10,600.00	$ 10,900.00	$ 10,900.00	$ 11,200.00	$ 11,200.00	$ 11,500.00	$ 11,500.00
104-10-3	SEDIMENT BARRIER	LF	8,080.00	$ 1.91	$ 15,432.80	$ 1.97	$ 15,895.78	$ 2.03	$ 16,372.66	$ 2.09	$ 16,863.84
104-18	INLET PROTECTION SYSTEM	EA	9.00	$ 64.73	$ 582.57	$ 66.67	$ 600.05	$ 68.67	$ 618.05	$ 70.73	$ 636.59
110-1-1	CLEARING & GRUBBING	AC	1.30	$ 10,628.09	$ 13,816.52	$ 10,946.93	$ 14,231.01	$ 11,275.34	$ 14,657.94	$ 11,613.60	$ 15,097.68
110-4	REMOVAL OF CONCRETE PAVEMENT	SY	74.67	$ 16.55	$ 1,235.79	$ 17.05	$ 1,272.86	$ 17.56	$ 1,311.05	$ 18.08	$ 1,350.38
120-1	REGULAR EXCAVATION	CY	582.85	$ 3.56	$ 2,074.95	$ 3.67	$ 2,137.19	$ 3.78	$ 2,201.31	$ 3.89	$ 2,267.35
339-1	MISC. ASPHALT	TN	1.00	$ 122.60	$ 122.60	$ 126.28	$ 126.28	$ 130.07	$ 130.07	$ 133.97	$ 133.97
350-1-3	PLAIN CEMENT CONCRETE PAVEMENT 8" (DRIVEWAY APRONS)	SY	0.00	$ 110.00	$ -	$ 113.30	$ -	$ 116.70	$ -	$ 120.20	$ -
425-4	INLETS ADJUST	EA	3.00	$ 390.80	$ 1,172.40	$ 402.52	$ 1,207.57	$ 414.60	$ 1,243.80	$ 427.04	$ 1,281.11
425-5	MANHOLE ADJUST	EA	4.00	$ 528.78	$ 2,115.12	$ 544.64	$ 2,178.57	$ 560.98	$ 2,243.93	$ 577.81	$ 2,311.25
425-5-1	MANHOLE ADJUST UTILITIES	EA	2.00	$ 557.24	$ 1,114.48	$ 573.96	$ 1,147.91	$ 591.18	$ 1,182.35	$ 608.91	$ 1,217.82
425-6	VALVE BOX ADJUST	EA	6.00	$ 273.74	$ 1,642.44	$ 281.95	$ 1,691.71	$ 290.41	$ 1,742.46	$ 299.12	$ 1,794.74
425-82	REPLACE GRATE	EA	3.00	$ 671.27	$ 2,013.81	$ 691.41	$ 2,074.22	$ 712.15	$ 2,136.45	$ 733.51	$ 2,200.54
515-2302	PED / BICYCLE RAILING 54" ALUMINUN	LF	200.00	$ 48.73	$ 9,746.00	$ 50.19	$ 10,038.38	$ 51.70	$ 10,339.53	$ 53.25	$ 10,649.72
520-1-10	CONCRETE CURB & GUTTER TYPE "F"	LF	40.00	$ 12.77	$ 510.80	$ 13.15	$ 526.12	$ 13.55	$ 541.91	$ 13.95	$ 558.16
522-1	SIDEWALK CONCRETE, 4" THICK	SY	3,231.11	$ 30.04	$ 97,062.54	$ 30.94	$ 99,974.42	$ 31.87	$ 102,973.65	$ 32.83	$ 106,062.86
522-2	SIDEWALK CONCRETE, 6" THICK	SY	133.33	$ 31.35	$ 4,179.90	$ 32.29	$ 4,305.29	$ 33.26	$ 4,434.45	$ 34.26	$ 4,567.48
527-1	ADA DETECTABLE WARNING STRIPS ON EXISTING WALKS	EA	17.00	$ 453.71	$ 7,713.07	$ 467.32	$ 7,944.46	$ 481.34	$ 8,182.80	$ 495.78	$ 8,428.28
570-1-2	PERFORMANCE TURF - SOD	SY	1,856.89	$ 1.79	$ 3,323.83	$ 1.84	$ 3,423.55	$ 1.90	$ 3,526.25	$ 1.96	$ 3,632.04
700-20-11	SINGLE POST SIGN, F&I , <12 SF	AS	6.00	$ 258.49	$ 1,550.94	$ 266.24	$ 1,597.47	$ 274.23	$ 1,645.39	$ 282.46	$ 1,694.75
700-20-40	SINGLE POST SIGN, RELOCATE	AS	2.00	$ 124.41	$ 248.82	$ 128.14	$ 256.28	$ 131.99	$ 263.97	$ 135.95	$ 271.89
711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	716.00	$ 2.01	$ 1,439.16	$ 2.07	$ 1,482.33	$ 2.13	$ 1,526.80	$ 2.20	$ 1,572.61
711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	1,432.00	$ 4.06	$ 5,813.92	$ 4.18	$ 5,988.34	$ 4.31	$ 6,167.99	$ 4.44	$ 6,353.03
9000-1	RELOCATE TELEPHONE PEDESTAL	AS	2.00	$ 1,500.00	$ 3,000.00	$ 1,545.00	$ 3,090.00	$ 1,591.35	$ 3,182.70	$ 1,639.09	$ 3,278.18
			SUBTOTAL		**$ 200,612.45**		**$ 206,589.83**		**$ 212,725.52**		**$ 219,024.29**
			CONTINGENCY (10%)		$ 20,100.00		$ 20,700.00		$ 21,300.00		$ 21,900.00
			FDOT PHASE 61		$ 12,000.00		$ 12,400.00		$ 12,800.00		$ 13,100.00
			DESIGN COST		$ 25,100.00		$ 25,800.00		$ 26,600.00		$ 27,400.00
			CEI COST		$ 16,000.00		$ 16,500.00		$ 17,000.00		$ 17,500.00
			TOTAL PROJECT COST		**$ 273,812.45**		**$ 281,989.83**		**$ 290,425.52**		**$ 298,924.29**

South Spruce Creek Road
Bicycle / Pedestrian Facility
Engineer's Estimate of Probable Construction Costs

SEGMENT: 2 - ABBY LANE NORTH TO TAYLOR ROAD
LENGTH: 1152.00 LF (0.218 MILES)

FDOT STATEWIDE AVERAGE COSTS

				Fiscal Year 2010		Fiscal Year 2011		Fiscal Year 2012		Fiscal Year 2013	
FDOT PAY ITEM #	DESCRIPTION	UNIT TYPE	QUANTITY	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION	UNIT COST	EXTENSION
101-1	MOBILIZATION (8%)	LS	1.00	$ 2,400.00	$ 2,400.00	$ 2,500.00	$ 2,500.00	$ 2,600.00	$ 2,600.00	$ 2,700.00	$ 2,700.00
102-1	MOT (6%)	LS	1.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00	$ 400.00
104-10-3	SEDIMENT BARRIER	LF	2,300.00	$ 1.91	$ 4,393.00	$ 1.97	$ 4,524.79	$ 2.03	$ 4,660.53	$ 2.09	$ 4,800.35
104-18	INLET PROTECTION SYSTEM	EA	2.00	$ 64.73	$ 129.46	$ 66.67	$ 133.34	$ 68.67	$ 137.34	$ 70.73	$ 141.46
110-1-1	CLEARING & GRUBBING	AC	0.37	$ 10,628.09	$ 3,932.39	$ 10,946.93	$ 4,050.37	$ 11,275.34	$ 4,171.88	$ 11,613.60	$ 4,297.03
110-4	REMOVAL OF CONCRETE PAVEMENT	SY	40.00	$ 16.55	$ 662.00	$ 17.05	$ 681.86	$ 17.56	$ 702.32	$ 18.08	$ 723.39
120-1	REGULAR EXCAVATION	CY	173.91	$ 3.56	$ 619.12	$ 3.67	$ 637.69	$ 3.78	$ 656.82	$ 3.89	$ 676.53
339-1	MISC. ASPHALT	TN	1.00	$ 122.60	$ 122.60	$ 126.28	$ 126.28	$ 130.07	$ 130.07	$ 133.97	$ 133.97
350-1-3	PLAIN CEMENT CONCRETE PAVEMENT 8" (DRIVEWAY APRONS)	SY	40.00	$ 110.00	$ 4,400.00	$ 113.30	$ 4,532.00	$ 116.70	$ 4,667.96	$ 120.20	$ 4,808.00
425-4	INLETS ADJUST	EA	1.00	$ 390.80	$ 390.80	$ 402.52	$ 402.52	$ 414.60	$ 414.60	$ 427.04	$ 427.04
425-5	MANHOLE ADJUST	EA	2.00	$ 528.78	$ 1,057.56	$ 544.64	$ 1,089.29	$ 560.98	$ 1,121.97	$ 577.81	$ 1,155.62
425-5-1	MANHOLE ADJUST UTILITIES	EA	0.00	$ 557.24	$ -	$ 573.96	$ -	$ 591.18	$ -	$ 608.91	$ -
425-6	VALVE BOX ADJUST	EA	2.00	$ 273.74	$ 547.48	$ 281.95	$ 563.90	$ 290.41	$ 580.82	$ 299.12	$ 598.25
425-82	REPLACE GRATE	EA	0.00	$ 671.27	$ -	$ 691.41	$ -	$ 712.15	$ -	$ 733.51	$ -
515-2302	PED / BICYCLE RAILING 54" ALUMINUN	LF	0.00	$ 48.73	$ -	$ 50.19	$ -	$ 51.70	$ -	$ 53.25	$ -
520-1-10	CONCRETE CURB & GUTTER TYPE "F"	LF	60.00	$ 12.77	$ 766.20	$ 13.15	$ 789.19	$ 13.55	$ 812.86	$ 13.95	$ 837.25
522-1	SIDEWALK CONCRETE, 4" THICK	SY	204.45	$ 30.04	$ 6,141.68	$ 30.94	$ 6,325.93	$ 31.87	$ 6,515.71	$ 32.83	$ 6,711.18
522-2	SIDEWALK CONCRETE, 6" THICK	SY	55.56	$ 31.35	$ 1,741.81	$ 32.29	$ 1,794.06	$ 33.26	$ 1,847.88	$ 34.26	$ 1,903.32
527-1	ADA DETECTABLE WARNING STRIPS ON EXISTING WALKS	EA	3.00	$ 453.71	$ 1,361.13	$ 467.32	$ 1,401.96	$ 481.34	$ 1,444.02	$ 495.78	$ 1,487.34
570-1-2	PERFORMANCE TURF - SOD	SY	555.56	$ 1.79	$ 994.45	$ 1.84	$ 1,024.29	$ 1.90	$ 1,055.01	$ 1.96	$ 1,086.66
700-20-11	SINGLE POST SIGN, F&I , <12 SF	AS	2.00	$ 258.49	$ 516.98	$ 266.24	$ 532.49	$ 274.23	$ 548.46	$ 282.46	$ 564.92
700-20-40	SINGLE POST SIGN, RELOCATE	AS	2.00	$ 124.41	$ 248.82	$ 128.14	$ 256.28	$ 131.99	$ 263.97	$ 135.95	$ 271.89
711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	192.00	$ 2.01	$ 385.92	$ 2.07	$ 397.50	$ 2.13	$ 409.42	$ 2.20	$ 421.71
711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	270.00	$ 4.06	$ 1,096.20	$ 4.18	$ 1,129.09	$ 4.31	$ 1,162.96	$ 4.44	$ 1,197.85
9000-1	RELOCATE TELEPHONE PEDESTAL	AS	0.00	$ 1,500.00	$ -	$ 1,545.00	$ -	$ 1,591.35	$ -	$ 1,639.09	$ -
				SUBTOTAL	$ 32,307.60		**$ 33,292.83**		**$ 34,304.61**		**$ 35,343.75**
				CONTINGENCY	$ 3,200.00		$ 3,300.00		$ 3,400.00		$ 3,500.00
				FDOT PHASE 61	$ 1,900.00		$ 2,000.00		$ 2,100.00		$ 2,100.00
				DESIGN COST	$ 4,000.00		$ 4,200.00		$ 4,300.00		$ 4,400.00
				CEI COST	$ 2,600.00		$ 2,700.00		$ 2,700.00		$ 2,800.00
				TOTAL PROJECT COST	$ 44,007.60		**$ 45,492.83**		**$ 46,804.61**		**$ 48,143.75**

Project Cost Estimates

Appendix B FDOT Long Range Estimate (LRE) Report: R-1

R1: Project Summary without Components Report

- *This report shows only general information for project cost with standard percentages for Maintenance of Traffic and Mobilization. R2, R3 and R26 provide a breakdown that supports this summary.*

R2: Project Summary with Components Report

- *This report shows the overall category (component) of pay items such as earthwork, roadway, shoulder, etc. for project costs. It includes the information provided in R1.*

R3: Project Details by Sequence Report

- *This report shows the pay items such as removal of existing concrete pavement, detectable warning strips, etc. for the project costs. Each item has a unit price, quantity and total. A lump sum contingency (5%) is shown as DO NOT BID. It includes the information provided in R1 and R2.*

R26: Project Details by Sequence without Initial contingency Report

- *This report is the same as R3 but does NOT show the initial contingency (lump sum percent).*

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FDOT Long Range Estimating System - Production

R1: Project Summary without Components Report

Project: 555557-1-52-01 **Letting Date:** 01/2099

Description: SOUTH SPRUCE CREEK ROAD BICYCLE / PEDESTRIAN FACILITY

District: 05 **County:** 79 VOLUSIA

Project Manager: T PATEL

Version 4 Project Grand Total			**$324,681.94**
Description:	BICYCLE / PEDESTRIAN MIXED USE PATHWAY		
	Sequence 1 MIS Total		$199,762.62
	Description: Segment 1 - Central Park Blvd. north to Abby Lane - Western R/W		
	Sequence 2 MIS Total		$55,791.84
	Description: Segment 2 - Abby Lane north to Taylor Road - Western R/W		
Project Sequences Subtotal			**$255,554.46**
	Maintenance of Traffic	10.00 %	$25,555.45
	Mobilization	10.00 %	$28,110.99
Project Sequences Total			**$309,220.90**
	Project Unknowns	0.00 %	$0.00
	Design/Build	0.00 %	$0.00
	Project Non-Bid Subtotal		$15,461.04
Version 4 Project Grand Total			**$324,681.94**

Project Cost Estimates

Appendix B FDOT Long Range Estimate (LRE) Report: R-2

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FDOT Long Range Estimating System - Production

R2: Project Summary with Components Report

Project: 555557-1-52-01 **Letting Date:** 01/2099

Description: SOUTH SPRUCE CREEK ROAD BICYCLE / PEDESTRIAN FACILITY

District: 05 **County:** 79 VOLUSIA

Project Manager: T PATEL

Version 4 Project Grand Total **$324,681.94**
Description: BICYCLE / PEDESTRIAN MIXED USE PATHWAY

Sequence 1 MIS
Description: Segment 1 - Central Park Blvd. north to Abby Lane - Western R/W

Component:	**Component Subtotals:**
Earthwork	$18,514.25
Roadway	$32,035.42
Shoulder	$149,212.95
Sequence 1 Total	**$199,762.62**

Sequence 2 MIS
Description: Segment 2 - Abby Lane north to Taylor Road - Western R/W

Component:	**Component Subtotals:**
Earthwork	$5,309.55
Roadway	$5,850.68
Shoulder	$44,631.61
Sequence 2 Total	**$55,791.84**

Project Sequences Subtotal			**$255,554.46**
	Maintenance of Traffic	10.00 %	$25,555.45
	Mobilization	10.00 %	$28,110.99
Project Sequences Total			**$309,220.90**
	Project Unknowns	0.00 %	$0.00
	Design/Build	0.00 %	$0.00
	Project Non-Bid Subtotal		$15,461.04
Version 4 Project Grand Total			**$324,681.94**

Project Cost Estimates

Appendix B FDOT Long Range Estimate (LRE) Report: R-3

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FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 555557-1-52-01 **Letting Date:** 01/2099

Description: SOUTH SPRUCE CREEK ROAD BICYCLE / PEDESTRIAN FACILITY

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.984 MI

Project Manager: T PATEL

Version 4 Project Grand Total **$324,681.94**
Description: BICYCLE / PEDESTRIAN MIXED USE PATHWAY

Sequence: 1 MIS - Miscellaneous Construction **Net Length:** 0.766 MI 4,042 LF

Description: Segment 1 - Central Park Blvd. north to Abby Lane - Western R/W
Special Conditions: 10' Wide x 4" Thick Concrete pathwy with thikened edge, along western side of roadway 2' offset from R/W(Typ)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.30	AC	$12,000.00	$15,600.00
120-1	REGULAR EXCAVATION	582.85	CY	$5.00	$2,914.25
	Earthwork Component Total				$18,514.25

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	74.67	SY	$11.74	$876.63
339-1	MISCELLANEOUS ASPHALT PAVEMENT	1.00	TN	$165.00	$165.00
515-2-302	PED/BICYCLE RAILING, ALUM,54"PICKET RAIL	200.00	LF	$68.81	$13,762.00
527-1	DETECTABLE WARNING ON EXIST WALK SURF, R	17.00	EA	$596.67	$10,143.39
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	716.00	LF	$1.90	$1,360.40
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	1,432.00	LF	$4.00	$5,728.00
	Roadway Component Total				$32,035.42

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	8,080.00	LF	$1.25	$10,100.00
104-18	INLET PROTECTION SYSTEM	9.00	EA	$95.90	$863.10
520-1-10	CONCRETE CURB & GUTTER, TYPE F	40.00	LF	$13.05	$522.00
522-1	SIDEWALK CONC, 4" THICK	3,231.11	SY	$35.07	$113,315.03
522-2	SIDEWALK CONC, 6" THICK	133.33	SY	$40.94	$5,458.53
570-1-2	PERFORMANCE TURF, SOD	1,856.89	SY	$2.12	$3,936.61

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-4	INLETS ADJUST	3.00	EA	$1,100.00	$3,300.00
425-5	MANHOLE ADJUST	4.00	EA	$444.00	$1,776.00
425-5-1	MANHOLE ADJUST - UTILITY	2.00	EA	$557.24	$1,114.48
425-6	VALVEBOX ADJUST	6.00	EA	$273.74	$1,642.44
425-82	REPLACE GRATE	3.00	EA	$795.00	$2,385.00
700-20-11	SINGLE POST SIGN F&I	6.00	EA	$258.49	$1,550.94
700-20-40	SINGLE POST SIGN RELOCATE	2.00	AS	$124.41	$248.82
9000-2	RELOCATE TELEPHONE PEDESTAL	2.00	EA	$1,500.00	$3,000.00
	Shoulder Component Total				$149,212.95

Sequence 1 Total $199,762.62

Sequence: 2 MIS - Miscellaneous Construction **Net Length:** 0.218 MI 1,152 LF

Description: Segment 2 - Abby Lane north to Taylor Road - Western R/W

Special Conditions: 10'Wide x 4" Thick Concrete Pathway with thickened edge on west side of roadway 2' offset from R/W (Typ)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.37	AC	$12,000.00	$4,440.00
120-1	REGULAR EXCAVATION	173.91	CY	$5.00	$869.55
	Earthwork Component Total				$5,309.55

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	40.00	SY	$11.74	$469.60
339-1	MISCELLANEOUS ASPHALT PAVEMENT	1.00	TN	$165.00	$165.00
527-1	DETECTABLE WARNING ON EXIST WALK SURF, R	3.00	EA	$596.67	$1,790.01
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	192.00	LF	$1.90	$364.80
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	270.00	LF	$4.00	$1,080.00

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
522-2	SIDEWALK CONCRETE 6"	55.56	SY	$35.66	$1,981.27
	Roadway Component Total				$5,850.68

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,300.00	LF	$1.25	$2,875.00
104-18	INLET PROTECTION SYSTEM	2.00	EA	$95.90	$191.80
520-1-10	CONCRETE CURB & GUTTER, TYPE F	60.00	LF	$13.05	$783.00
522-1	SIDEWALK CONC, 4" THICK	204.45	SY	$35.07	$7,170.06
522-2	SIDEWALK CONC, 6" THICK	588.43	SY	$40.94	$24,090.32
570-1-2	PERFORMANCE TURF, SOD	555.56	SY	$2.12	$1,177.79

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-1-3	PLAIN CEMENT CONCRETE	40.00	SY	$110.00	$4,400.00

	PAVEMENT 8" (DRIVEWAY APRONS)			
425-4	INLET ADJUST	1.00 EA	$390.80	$390.80
425-5	MANHOLE ADJUST	2.00 EA	$528.78	$1,057.56
425-6	VALVEBOX ADJUST	2.00 EA	$273.74	$547.48
700-20-11	SINGLE POST SIGN F&I	2.00 EA	$258.49	$516.98
700-20-40	SINGLE POST SIGN RELOCATE	2.00 AS	$124.41	$248.82
721-75-1	BENCHES, PRE-FAB	1.00 EA	$1,182.00	$1,182.00
	Shoulder Component Total			$44,631.61

Sequence 2 Total $55,791.84

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FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 555557-1-52-01 **Letting Date:** 01/2099

Description: SOUTH SPRUCE CREEK ROAD BICYCLE / PEDESTRIAN FACILITY

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.984 MI

Project Manager: T PATEL

Version 4 Project Grand Total **$324,681.94**
Description: BICYCLE / PEDESTRIAN MIXED USE PATHWAY

Project Sequences Subtotal			**$255,554.46**
102-1	Maintenance of Traffic	10.00 %	$25,555.45
101-1	Mobilization	10.00 %	$28,110.99
Project Sequences Total			**$309,220.90**
Project Unknowns		0.00 %	$0.00
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$15,461.04	$15,461.04
Project Non-Bid Subtotal					**$15,461.04**
Version 4 Project Grand Total					**$324,681.94**

Appendices

Appendix B FDOT Long Range Estimate (LRE) Report: R-26

Date: 6/11/2010 2:52:01 PM

FDOT Long Range Estimating System - Production

R26: Project Details by Sequence without Initial Contingency Report

Project: 555557-1-52-01 **Letting Date:** 01/2099

Description: SOUTH SPRUCE CREEK ROAD BICYCLE / PEDESTRIAN FACILITY

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.984 MI

Project Manager: T PATEL

Version 4 Project Grand Total **$309,220.90**
Description: BICYCLE / PEDESTRIAN MIXED USE PATHWAY

Sequence: 1 MIS - Miscellaneous Construction **Net Length:** 0.766 MI 4,042 LF

Description: Segment 1 - Central Park Blvd. north to Abby Lane - Western R/W
Special Conditions: 10' Wide x 4" Thick Concrete pathwy with thikened edge, along western side of roadway 2' offset from R/W(Typ)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.30	AC	$12,000.00	$15,600.00
120-1	REGULAR EXCAVATION	582.85	CY	$5.00	$2,914.25
	Earthwork Component Total				$18,514.25

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	74.67	SY	$11.74	$876.63
339-1	MISCELLANEOUS ASPHALT PAVEMENT	1.00	TN	$165.00	$165.00
515-2-302	PED/BICYCLE RAILING, ALUM,54"PICKET RAIL	200.00	LF	$68.81	$13,762.00
527-1	DETECTABLE WARNING ON EXIST WALK SURF, R	17.00	EA	$596.67	$10,143.39
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	716.00	LF	$1.90	$1,360.40
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	1,432.00	LF	$4.00	$5,728.00
	Roadway Component Total				$32,035.42

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	8,080.00	LF	$1.25	$10,100.00
104-18	INLET PROTECTION SYSTEM	9.00	EA	$95.90	$863.10
520-1-10	CONCRETE CURB & GUTTER, TYPE F	40.00	LF	$13.05	$522.00
522-1	SIDEWALK CONC, 4" THICK	3,231.11	SY	$35.07	$113,315.03
522-2	SIDEWALK CONC, 6" THICK	133.33	SY	$40.94	$5,458.53
570-1-2	PERFORMANCE TURF, SOD	1,856.89	SY	$2.12	$3,936.61

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-4	INLETS ADJUST	3.00	EA	$1,100.00	$3,300.00
425-5	MANHOLE ADJUST	4.00	EA	$444.00	$1,776.00
425-5-1	MANHOLE ADJUST - UTILITY	2.00	EA	$557.24	$1,114.48
425-6	VALVEBOX ADJUST	6.00	EA	$273.74	$1,642.44
425-82	REPLACE GRATE	3.00	EA	$795.00	$2,385.00
700-20-11	SINGLE POST SIGN F&I	6.00	EA	$258.49	$1,550.94
700-20-40	SINGLE POST SIGN RELOCATE	2.00	AS	$124.41	$248.82
9000-2	RELOCATE TELEPHONE PEDESTAL	2.00	EA	$1,500.00	$3,000.00
	Shoulder Component Total				$149,212.95

Sequence 1 Total $199,762.62

Sequence: 2 MIS - Miscellaneous Construction **Net Length:** 0.218 MI 1,152 LF

Description: Segment 2 - Abby Lane north to Taylor Road - Western R/W

Special Conditions: 10'Wide x 4" Thick Concrete Pathway with thickened edge on west side of roadway 2' offset from R/W (Typ)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.37	AC	$12,000.00	$4,440.00
120-1	REGULAR EXCAVATION	173.91	CY	$5.00	$869.55
	Earthwork Component Total				$5,309.55

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	40.00	SY	$11.74	$469.60
339-1	MISCELLANEOUS ASPHALT PAVEMENT	1.00	TN	$165.00	$165.00
527-1	DETECTABLE WARNING ON EXIST WALK SURF, R	3.00	EA	$596.67	$1,790.01
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	192.00	LF	$1.90	$364.80
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	270.00	LF	$4.00	$1,080.00

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
522-2	SIDEWALK CONCRETE 6"	55.56	SY	$35.66	$1,981.27
	Roadway Component Total				$5,850.68

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,300.00	LF	$1.25	$2,875.00
104-18	INLET PROTECTION SYSTEM	2.00	EA	$95.90	$191.80
520-1-10	CONCRETE CURB & GUTTER, TYPE F	60.00	LF	$13.05	$783.00
522-1	SIDEWALK CONC, 4" THICK	204.45	SY	$35.07	$7,170.06
522-2	SIDEWALK CONC, 6" THICK	588.43	SY	$40.94	$24,090.32
570-1-2	PERFORMANCE TURF, SOD	555.56	SY	$2.12	$1,177.79

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-1-3	PLAIN CEMENT CONCRETE	40.00	SY	$110.00	$4,400.00

	PAVEMENT 8" (DRIVEWAY APRONS)			
425-4	INLET ADJUST	1.00 EA	$390.80	$390.80
425-5	MANHOLE ADJUST	2.00 EA	$528.78	$1,057.56
425-6	VALVEBOX ADJUST	2.00 EA	$273.74	$547.48
700-20-11	SINGLE POST SIGN F&I	2.00 EA	$258.49	$516.98
700-20-40	SINGLE POST SIGN RELOCATE	2.00 AS	$124.41	$248.82
721-75-1	BENCHES, PRE-FAB	1.00 EA	$1,182.00	$1,182.00
	Shoulder Component Total			$44,631.61

Sequence 2 Total $55,791.84

Date: 6/11/2010 2:52:01 PM

FDOT Long Range Estimating System - Production

R26: Project Details by Sequence without Initial Contingency Report

Project: 555557-1-52-01 **Letting Date:** 01/2099

Description: SOUTH SPRUCE CREEK ROAD BICYCLE / PEDESTRIAN FACILITY

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.984 MI

Project Manager: T PATEL

Version 4 Project Grand Total **$309,220.90**
Description: BICYCLE / PEDESTRIAN MIXED USE PATHWAY

Project Sequences Subtotal			**$255,554.46**
102-1	Maintenance of Traffic	10.00 %	$25,555.45
101-1	Mobilization	10.00 %	$28,110.99
Project Sequences Total			**$309,220.90**
Project Unknowns		0.00 %	$0.00
Design/Build		0.00 %	$0.00
Project Non-Bid Subtotal			**$0.00**
Version 4 Project Grand Total			**$309,220.90**

GAI Project No. A091305.01

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