

# West French Avenue Sidewalk Feasibility Study

*Orange City, Florida*



Prepared For:



**VOLUSIA TPO**

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Certificate of Authorization Number 4548

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## EXECUTIVE SUMMARY

This report assesses the feasibility of a sidewalk along West French Avenue in Orange City. As directed by the City, we have reviewed the feasibility of a five-foot sidewalk in the northern right-of-way. The desired sidewalk route is from Volusia Avenue to Valentine Park, a distance of approximately 6,750 linear feet, including cross streets. During project evaluation, our team concluded that the existing 5-foot sidewalk from Volusia Avenue to North Carpenter Avenue can be incorporated in the proposed sidewalk extension. Our recommendation is to construct new sidewalk from the existing eight-foot wide sidewalk along Valentine Park to the existing 5-foot wide sidewalk at North Carpenter Avenue..

A conceptual alignment is described in this report. This alignment places the northern edge of the proposed sidewalk at the right-of-way line. A temporary construction easement will be required in order to place forms and match grades at the right-of-way. Coordination with the local electric utility will be required in order to move the power line poles to the south side of the roadway in order to allow adequate horizontal separation from the sidewalk.

A construction estimate of \$216,241.73 was calculated (in 2012 dollars) for this recommended alignment. Long Range Estimates were also developed for Fiscal Years 2013 to 2016, at which time the total cost would rise to \$283,448.80.

The project is found to be technically feasible. Financial feasibility is subject to funding constraints of the sponsoring agencies.

## INTRODUCTION

Orange City is considering the construction of a five-foot sidewalk along West French Avenue. This project would consist of extending the sidewalk along the north side of the roadway from the existing sidewalk at North Carpenter Avenue to meet the existing eight-foot sidewalk at Valentine Park. This sidewalk project will serve the existing residential developments in the area, as well as providing a pathway for visitors to Blue Springs Park.

Currently, the sidewalk along Valentine Park extends to the eastern boundary of the park and then shunts onto the striped bicycle lane along the north side of W French Avenue. There is no route provided for pedestrian traffic. From Valentine Park to N Carpenter Avenue, the right-of-way contains a narrow grassed section bordered to the north by power poles and periodic wooded areas. The existing sidewalk along the north side of W French Avenue west of N Carpenter Avenue provides pedestrian connections to surrounding streets and continues to the signalized intersection of W French Avenue with N Volusia Avenue.

The project is feasible from a technical standpoint. No “fatal flaws” were discovered in the development of this study. The ultimate design of the sidewalk will have to carefully manage operational safety of the sidewalk as the alignment is situated with respect to conflicts with traffic on the adjacent roadways and efforts to mitigate impacts to the drainage system along the roadway. These challenges are certainly manageable by a conscientious designer.

## PROJECT PURPOSE & SCOPE

The proposed project is to construct a sidewalk that connects the various residences along West French Avenue with a 5-foot wide sidewalk and roadway crossings, where appropriate. This study evaluates existing conditions and proposes recommendations for the construction of the desired sidewalk. The length of the proposed route is approximately 5,430 feet. A recommended conceptual alignment is presented. A cost estimate for the recommended alignment is summarized in this report. A detailed cost estimate is provided in the appendix to assist the TPO and the City in budgeting and planning.

## DESIGN CRITERIA

The following Florida Department of Transportation (FDOT) documents are the basis of the design criteria used in this study: *Plans Preparation Manual, 2010 edition (PPM)* and the *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, 2007 edition* (Florida Greenbook).

The US Department of Transportation – Federal Highway Administration's: *Manual on Uniform Traffic Control Devices for Street and Highways (MUTCD)* 2009 edition is used for signalization design criteria.

## Roadway Separation

The PPM recommends that new sidewalks be placed as far from the roadway as practical in the following sequence of desirability:

1. As near the right of way line as possible
2. Outside the clear zone
3. Five feet from the shoulder point on flush shoulder roadways
4. At the shoulder point.

The Florida *Greenbook* recommends that pedestrian pathways be placed as far from the roadway as possible, in the following sequence of desirability:

1. Outside the right of way in a separately dedicated corridor adjacent to the right of way
2. At or near the right of way line
3. Outside of the minimum required clear zone
4. As far from the edge of the driving lane as practical

As this is already a developed corridor, and due to the high cost and difficulty in obtaining a separately dedicated corridor adjacent to the right of way, the first option was considered infeasible. The conceptual layout places the sidewalk three feet from the right of way line wherever possible possible, except where the sidewalk must shift alignment to meet existing facilities. A minimum separation of 3 feet from the edge of pavement was used for this study, with a desired separation of 5 feet.

The *PPM* further recommends that nearing intersections, sidewalks should be transitioned as necessary to provide a more functional crossing location that also meets driver

expectation. The Florida *Greenbook* further states that sidewalk alignments, which are set back from the roadway, should taper for alignment closer to the roadway at intersections.

### **Cross-slopes and Grades**

Both the *PPM* and the Florida *Greenbook* require sidewalks to meet the Americans with Disability Act Accessibility Guidelines, if the path is to be opened to pedestrian traffic. This study allows for a maximum cross-slope of 2%, and a maximum longitudinal slope of 5%, except for curb ramps, which have a maximum slope of 8.33% and up to a 6-inch rise.

## PHYSICAL INVENTORY & RIGHT-OF-WAY ASSESSMENT

Volusia County provided GIS files with parcel boundaries for the study area. Aerial imagery from Florida DOT was also consulted. Actual survey data was not available. Two site visits were conducted to evaluate onsite conditions, opportunities and constraints. This information was evaluated and compiled to form the basis of the feasibility study and conceptual plan.

The consultant team has developed a recommended conceptual alignment. An alternate alignment along the south side of the roadway was considered, but pursuant to direction by the City and TPO to place the sidewalk along the north side of the road, no alignment was developed for the southern option.

The following is a narrative inventory of the proposed sidewalk corridor, listing the recommended conceptual alignment.

## RECOMMENDED CONCEPTUAL ALIGNMENT

### Segment 1.1: Valentine Park to Hamilton Avenue; +/- 1,460 feet.

The sidewalk is proposed to begin at the existing 8-foot sidewalk stub at the east side of Valentine Park. The sidewalk at Valentine Park currently terminates in a shunt that diverts bicycle traffic onto the paved shoulder of West French Avenue. No facilities are currently available for pedestrians.



Figure 1 - Sidewalk shunt to paved shoulder at Valentine Park

This segment of West French Avenue is defined by an approximately 3-foot paved shoulder, a grassed apparent right of way, and then a wooded treeline. Although several parcels in this segment have a wider apparent right of way, the



Figure 2 - Trim trees to provide required clearance

segment is constrained by a prescriptive right of way through approximately half its length. In this constrained area, the distance from the edge of the roadway shoulder to the treeline (and the prescriptive right of way) is approximately 8 feet. The recommended alignment through this area is to place the back of the sidewalk at the treeline, maintaining a

minimum separation of 3 feet from the edge of the roadway shoulder. Vegetation will need to be trimmed in order to provide adequate horizontal clearance.



A power line is located in the cleared apparent right of way. In order to place a 5-foot sidewalk in the northern apparent right of way of West French Avenue while maintaining adequate lateral clearance, the power line must be relocated to the south side of the road. It is anticipated that this relocation will be performed by the utility. No costs related to this relocation are included in the cost estimate.

## Segment 1.2: Hamilton Avenue to North Carpenter Avenue; +/- 3,970 feet.

This segment is characterized by an approximately 6-foot paved shoulder which currently serves as an unpaved bicycle lane, a clear and level apparent right of way, and urban, residential housing. Right of way through this segment is generally characterized as 30



**Figure 3 - Segment defined by residential yards**

platted or excepted right of way, with a small amount of prescriptive right of way. As the limits of development within the prescriptive portion of the corridor are similar to those in the 30 foot width, a uniform 30 foot right of way is considered for planning purposes.

The northern apparent right of way in this

segment is primarily level and grassed lawn, with driveway aprons, mailboxes, and overhead utilities. Several junction boxes indicate the presence of buried communication lines, but detailed survey was not available at the time of this report. The recommended alignment through this area is to place the sidewalk at the edge of the apparent right of way, maximizing separation from the roadway. This placement will require relocation of utility poles. Due to clear zone requirements, it is likely that the utility poles will need to be relocated to the south side of the roadway. This conflict can be explored further during the design phase of this project as survey data becomes available.

Existing fire hydrants and mailboxes in this area will also need to be relocated in order to allow for placement of the sidewalk.

Thickened concrete is recommended in areas where the sidewalk crosses driveways in order to prevent damage to the sidewalk from vehicular loadings. Pearl Street is currently an



**Figure 4 – Fire hydrant relocation will be required**

unpaved gravel road. In addition to a thickened sidewalk in this area, it is recommended that the roadway apron be reconstructed to meet the requirements of the Americans with



**Figure 5 - Asphalt turnout will be required at Pearl Street**

Disabilities Act. Vegetative clearing will be required in some areas, most notably between Pearl Street and Camphor Lane, and between Montclair Avenue and N Carpenter Ave. Although the apparent right of way appears constrained by the vegetative growth in this area, right of way maps provided by Volusia

County indicate a platted 30 foot right of way. With an approximately 14 foot lane and 6 foot paved shoulder, placement of the sidewalk at the edge of the apparent right of way

County indicate a platted 30 foot right of way. With an approximately 14 foot lane and 6 foot paved shoulder, placement of the sidewalk at the edge of the apparent right of way

should allow for approximately 5 feet of separation from the edge of pavement.



**Figure 6 - Vegetative clearing will be required between Pearl Street and Carpenter Lane**



**Figure 7 - Vegetative clearing will also be required between Montclair Avenue and N Carpenter Avenue**

Tree trimming will be required in some areas to raise the canopy to meet required vertical clearances.



**Figure 8 - Tree trimming required to raise canopy**

At the end of the segment, curb ramps will be added to provide a transition to the existing sidewalk.



**Figure 9 - Sidewalk will tie into existing sidewalk at N Carpenter Ave**

## **ADDITIONAL CONCERNS**

This section describes additional items that could be addressed during the construction of the sidewalk. Inaction on these items would not prevent the feasibility of the sidewalk; however, they are worth special attention.

### **Existing Signage**

All existing signs within the sidewalk alignment would need to be relocated at a minimum two feet from the edge of the path, and provide an eight-foot vertical clearance.

### **Tree Care**

An arborist's opinion should be obtained for any substantial tree work, including root pruning. Tree canopies that extend over the sidewalk would need to be trimmed to provide an eight-foot vertical clearance.

### **Public Involvement**

Construction of this facility may be more easily accepted by adjacent property owners if they are included early in the design process.

### **Underground Utilities**

Survey and utility mapping were not available at the time of the preparation of this report. Field investigations indicate that communication lines may be buried in the area of the proposed shared-use path. A portion of these utilities will most likely be relocated to the south side of the roadway along with the power poles due to their connections with the overhead components of those utilities.

### **Permitting**

Per Florida Administrative Code Rule 40C-4.051, the construction of the proposed sidewalk is exempt from permitting requirements through the St. John's River Water Management District. A Volusia County use permit will be required to install a sidewalk within the County right of way which extends from Valentine Park to Volusia Avenue.

## FINANCIAL FEASIBILITY

To estimate the preliminary cost for the sidewalk several items were evaluated. The methods for estimating: right-of-way, permitting, utility relocation and construction costs are described on their respective sections below. For the purpose of this study, a Level F right of way cost estimate confidence rating was used. FDOT district 5 guidelines define a Level F confidence level as follows:

*F – No confidence – None of the three elements consisting of plans/maps, market data, or adequate time necessary for the development of an accurate cost estimate are provided or available for consideration by the estimator.*

## Right of Way Easements / Acquisitions

Based on the right-of-way shown in the GIS data and maps provided by Volusia County, additional right of way, other than temporary construction easements to allow for form placement and construction, should not be necessary. The distance from edge of pavement to apparent right of way is approximately 10 feet throughout the project. We anticipate that a 2 foot temporary construction easement will be required for form placement. The required acquisition areas are tabulated in Exhibit 16. Approximately 60,640 square feet of additional right of way will be required across four properties.

Due to the lack of market data or detailed right of way maps, preparation of a detailed acquisition cost was not feasible. As an initial planning-level estimate, land values were obtained from the Volusia County Property Appraiser. The 95<sup>th</sup> percentile land value for parcels within the study area was used as the base land value for the acquisition area. A 2.0 multiplier was used to account for the various consultant and litigation costs associated with the eminent domain process. The cost of the easement was calculated as 50% of the property value, effectively cancelling out the 2.0 eminent domain multiplier. Using this methodology, a preliminary right of way acquisition cost of \$136,440 was generated.

## Construction

Construction unit prices were calculated for each of the described segments for Fiscal Years 2012 through 2016. Detailed Long Range Estimate calculations for each segment are included in the appendix. The item numbers and unit of measure are based on the Florida Department of Transportation (FDOT) Basis of Estimate Manual.

The FDOT Basis of Estimates Manual describes that detectable warnings (truncated domes) at the beginning of ramps are incidental to the construction for concrete sidewalks. The cost to trim trees identified in this study is considered within the Clearing and Grubbing pay item.

As a summary of the construction cost estimating, the total estimated cost of the recommended conceptual alignment (Segments 1.1 through 1.2) is approximately \$216,241.73; this figure includes estimated construction costs, survey and design fees (calculated as 20% of construction costs) and CEI fees (calculated as 10% of the construction costs and design fees).

Future year costs for all items were calculated, with an annual inflationary factor of 7%. The resulting rise in the total cost of the recommended conceptual alignment is shown in Table 1.

<b>Table 1: Estimated total construction costs for Recommended Conceptual Alignment</b>					
Fiscal Year	2012	2013	2014	2015	2016
Total Cost	\$216,241.73	\$231,378.65	\$247,575.16	\$264,905.42	\$283,448.80

## APPENDIX: DETAILED LONG RANGE ESTIMATES

**LONG RANGE ESTIMATE - FRENCH AVENUE SIDEWALK (ORANGE CITY)**

Approx. 5022'

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	Fiscal Year 2012		Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016	
				UNIT PRICE	TOTAL COST								
101- 1	MOBILIZATION	1	LS	\$17,924.20	\$17,924.20	\$19,178.89	\$19,178.89	\$20,521.42	\$20,521.42	\$21,957.91	\$21,957.91	\$23,494.97	\$23,494.97
102- 1	MAINTENANCE OF TRAFFIC	1	LS	\$17,924.20	\$17,924.20	\$19,178.89	\$19,178.89	\$20,521.42	\$20,521.42	\$21,957.91	\$21,957.91	\$23,494.97	\$23,494.97
104- 10-3	EROSION CONTROL	5,022	LF	\$1.00	\$5,022.00	\$1.07	\$5,373.54	\$1.14	\$5,749.69	\$1.23	\$6,152.17	\$1.31	\$6,582.82
	SIGNING & PAVEMENT MARKING	1	LS	\$5,974.73	\$5,974.73	\$6,392.96	\$6,392.96	\$6,840.47	\$6,840.47	\$7,319.30	\$7,319.30	\$7,831.66	\$7,831.66
110-1-1	CLEARING & GRUBBING	0.58	AC	\$7,587.69	\$4,400.86	\$8,118.83	\$4,708.92	\$8,687.15	\$5,038.54	\$9,295.25	\$5,391.24	\$9,945.91	\$5,768.63
120-1	REGULAR EXCAVATION	808	CY	\$4.16	\$3,360.36	\$4.45	\$3,595.58	\$4.76	\$3,847.27	\$5.10	\$4,116.58	\$5.45	\$4,404.74
120-6	EMBANKMENT	808	CY	\$5.83	\$4,709.34	\$6.24	\$5,039.00	\$6.67	\$5,391.73	\$7.14	\$5,769.15	\$7.64	\$6,172.99
160-4	TYPE B STABILIZATION	2,423	SY	\$3.06	\$7,415.40	\$3.27	\$7,934.48	\$3.50	\$8,489.89	\$3.75	\$9,084.18	\$4.01	\$9,720.08
522-1	CONCRETE SIDEWALK, 4" THICK	2,423	SY	\$27.01	\$65,454.23	\$28.90	\$70,036.03	\$30.92	\$74,938.55	\$33.09	\$80,184.25	\$35.40	\$85,797.15
522-1	CONCRETE SIDEWALK, 6" THICK	367	SY	\$39.60	\$14,520.00	\$42.37	\$15,536.40	\$45.34	\$16,623.95	\$48.51	\$17,787.62	\$51.91	\$19,032.76
570-1-2	SODDING	2,423	SY	\$5.00	\$12,116.67	\$5.35	\$12,964.83	\$5.72	\$13,872.37	\$6.13	\$14,843.44	\$6.55	\$15,882.48
	MAILBOX / SIGN RELOCATION	39	EA	\$117.89	\$4,597.71	\$126.14	\$4,919.55	\$134.97	\$5,263.92	\$144.42	\$5,632.39	\$154.53	\$6,026.66
425-6	ADJUST VALVE BOX	2	EA	\$335.74	\$671.48	\$359.24	\$718.48	\$384.39	\$768.78	\$411.30	\$822.59	\$440.09	\$880.17
164400	RELOCATE FIRE HYDRANT	1	EA	\$2,248.61	\$2,248.61	\$2,406.01	\$2,406.01	\$2,574.43	\$2,574.43	\$2,754.64	\$2,754.64	\$2,947.47	\$2,947.47
	<b>SUB- TOTAL</b>				<b>\$166,339.79</b>		<b>\$177,983.58</b>		<b>\$190,442.43</b>		<b>\$203,773.40</b>		<b>\$218,037.53</b>
	<b>SURVEY AND DESIGN FEES (20%)</b>				<b>\$33,267.96</b>		<b>\$35,596.72</b>		<b>\$38,088.49</b>		<b>\$40,754.68</b>		<b>\$43,607.51</b>
	<b>CEI FEES (10%)</b>				<b>\$16,633.98</b>		<b>\$17,798.36</b>		<b>\$19,044.24</b>		<b>\$20,377.34</b>		<b>\$21,803.75</b>
	<b>TOTAL ESTIMATED CONSTRUCTION COST (2012) :</b>				<b>\$216,241.73</b>		<b>\$231,378.65</b>		<b>\$247,575.16</b>		<b>\$264,905.42</b>		<b>\$283,448.80</b>

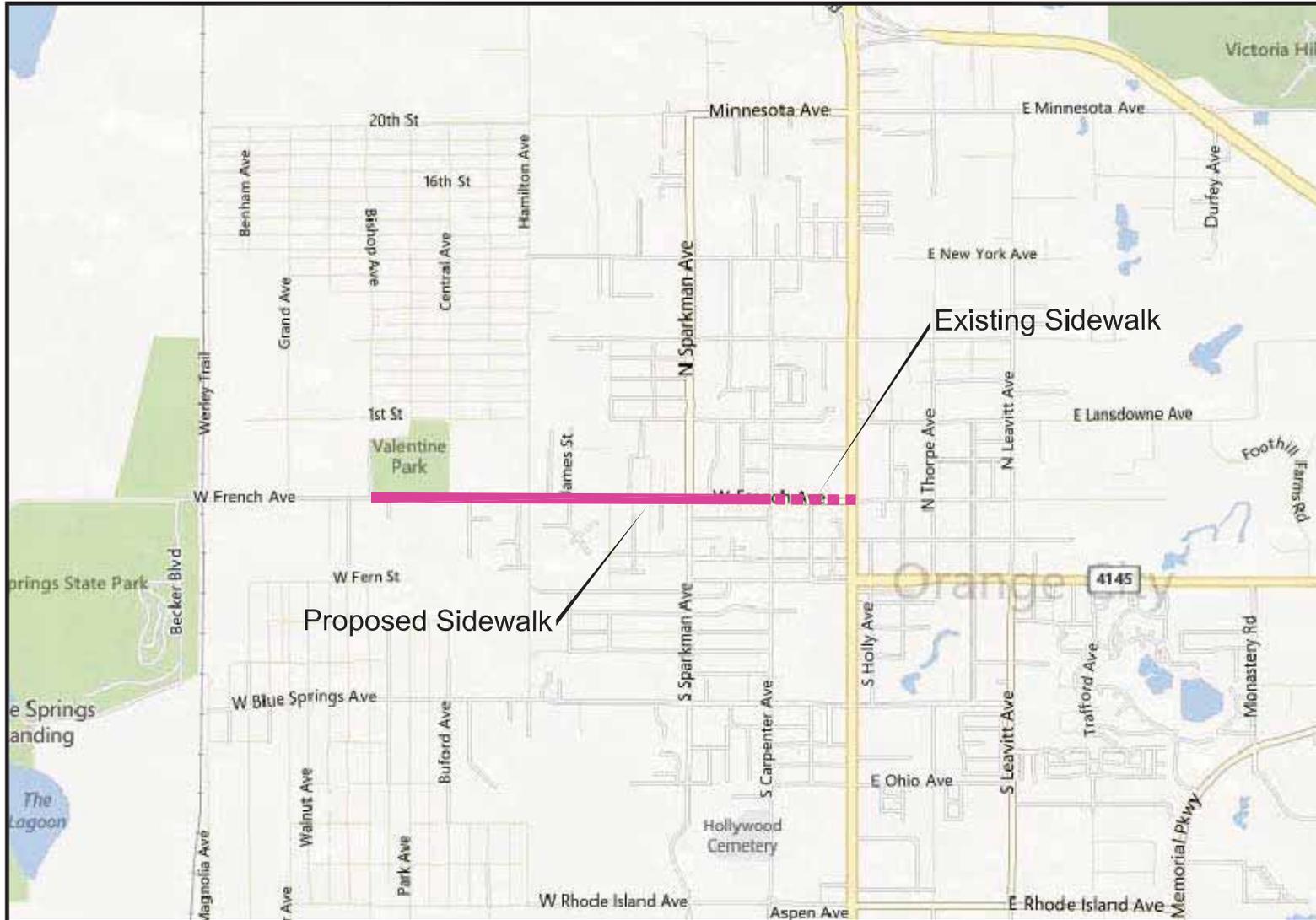
**ESTIMATE BASIS AND ASSUMPTIONS:**

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

## EXHIBIT 1: LOCATION MAP



# Location Map



Feb. 07, 2013 - 6:17pm Location Map.evans



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W French Ave Sidewalk - Exhibit 1

Project #: 8299-12

## EXHIBITS 2-15: PROPOSED ALIGNMENT



Relocate Existing W11-1 Bicycle Sign

Relocate Existing Mailbox

14 Ft

5 Ft

Existing 8' Concrete Sidewalk

Proposed Concrete Sidewalk

Match Line Exhibit 3

W\French Ave SUP\W French.komading Feb 07, 2013 - 8:26pm\Exhibit 2.dwg

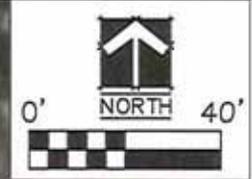
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W French Ave Sidewalk - Exhibit 2

Project #: 8298-12



W\0218-12 W French Ave SUP\W French boulevard Feb 07, 2013 - 5:27pm-Exhibit 3 enov

Match Line Exhibit 2

Match Line Exhibit 4



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W French Ave Sidewalk - Exhibit 3

Project #: 8298-12



Match Line Exhibit 3

Match Line Exhibit 5

WVA\0298-12 W French Ave Sidewalk book.dwg Feb 07, 2013 - 5:27pm\csh32 4 errors



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W French Ave Sidewalk - Exhibit 4

Project #: 8298-12

W:\0208-12 W French Ave SUP\W French base.dwg Feb 07, 2013 - 5:28pm:Sheet 5 of 6

Match Line Exhibit 4

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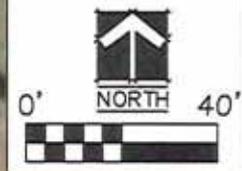
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W French Ave Sidewalk - Exhibit 5

Project #: 8298-12





W:\2298-12 W French Ave Sidewalk\French base.dwg Feb 07, 2013 - 5:25pm Exhibit 6 sheet

Match Line Exhibit 5

Match Line Exhibit 7

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W French Ave Sidewalk - Exhibit 6

Project #: 8298-12

Match Line Exhibit 6

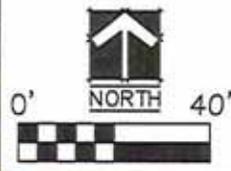


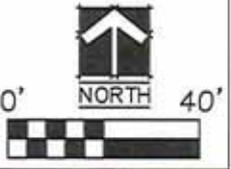
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W French Ave Sidewalk - Exhibit 7

Project #: 8298-12





Match Line Exhibit 7

Match Line Exhibit 9

W\8298-12 W French Ave Sidewalk French base.dwg Feb. 07, 2013 - 5:26pm Dabbal 8 errors

  
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W French Ave Sidewalk - Exhibit 8

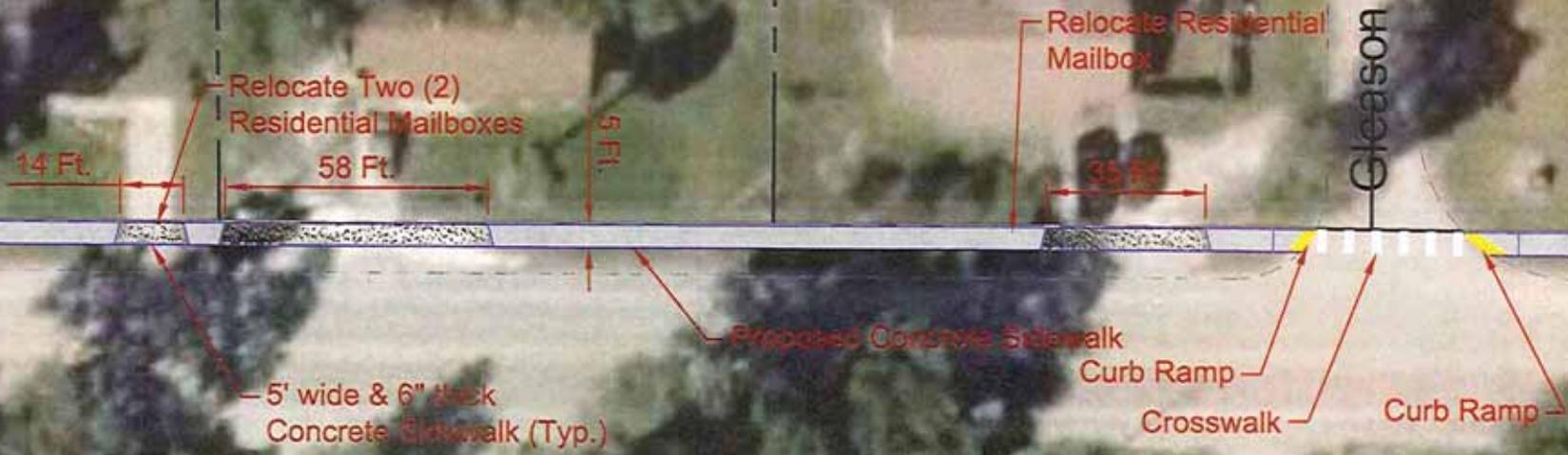
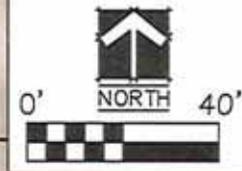
Project #: 8298-12

W:\0298-12 W French Ave SUP\W French base.dwg Feb 07, 2013 - 5:29pm-Labbitt 8 errors

Match Line Exhibit 8

N Stark Ave

Gleason St



Match Line Exhibit 10



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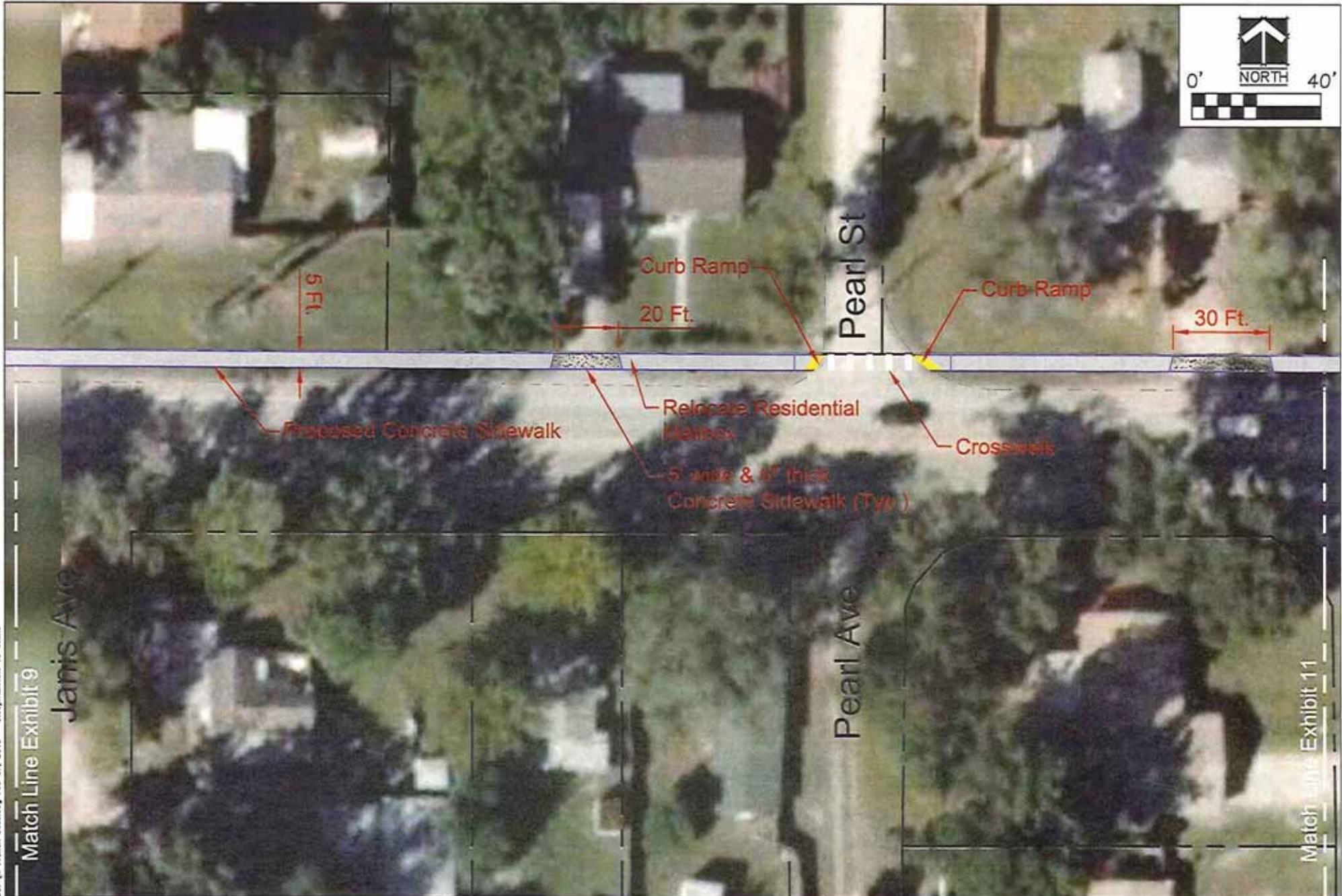
W French Ave Sidewalk - Exhibit 9

Project #: 8298-12

W\9\8298-12 W French Ave SUP\W French base.dwg Feb 07, 2013 - 5:30pm-Exhibit 10 errors

Match Line Exhibit 9

Janis Ave



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W French Ave Sidewalk - Exhibit 10

Project #: 8298-12

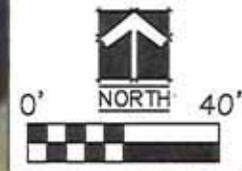
Match Line Exhibit 11

W\F\8298-12 W French Ave Sidw\W French boxes.dwg Feb 07, 2013 - 5:00pm\cadd\11 errors

Match Line Exhibit 10

Ferrin Ct

Match Line Exhibit 12



Relocate Residential Mailbox

Relocate Residential Mailbox

18 Ft.

12 Ft.

30 Ft.

Proposed Concrete Sidewalk

Relocate Street Sign

Relocate R2-1 Speed Limit Sign

Relocate Residential Mailbox

5' wide & 6" thick Concrete Sidewalk (Typ.)

 18115 U.S. Hwy. 41 N, Suite 600  
Lutz, Florida 33549  
Ph. 813.949.7449 Fax. 813.909.9840  
www.sprinkleconsulting.com  
Planners + Engineers

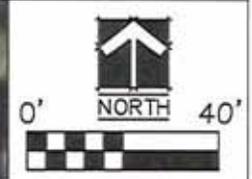
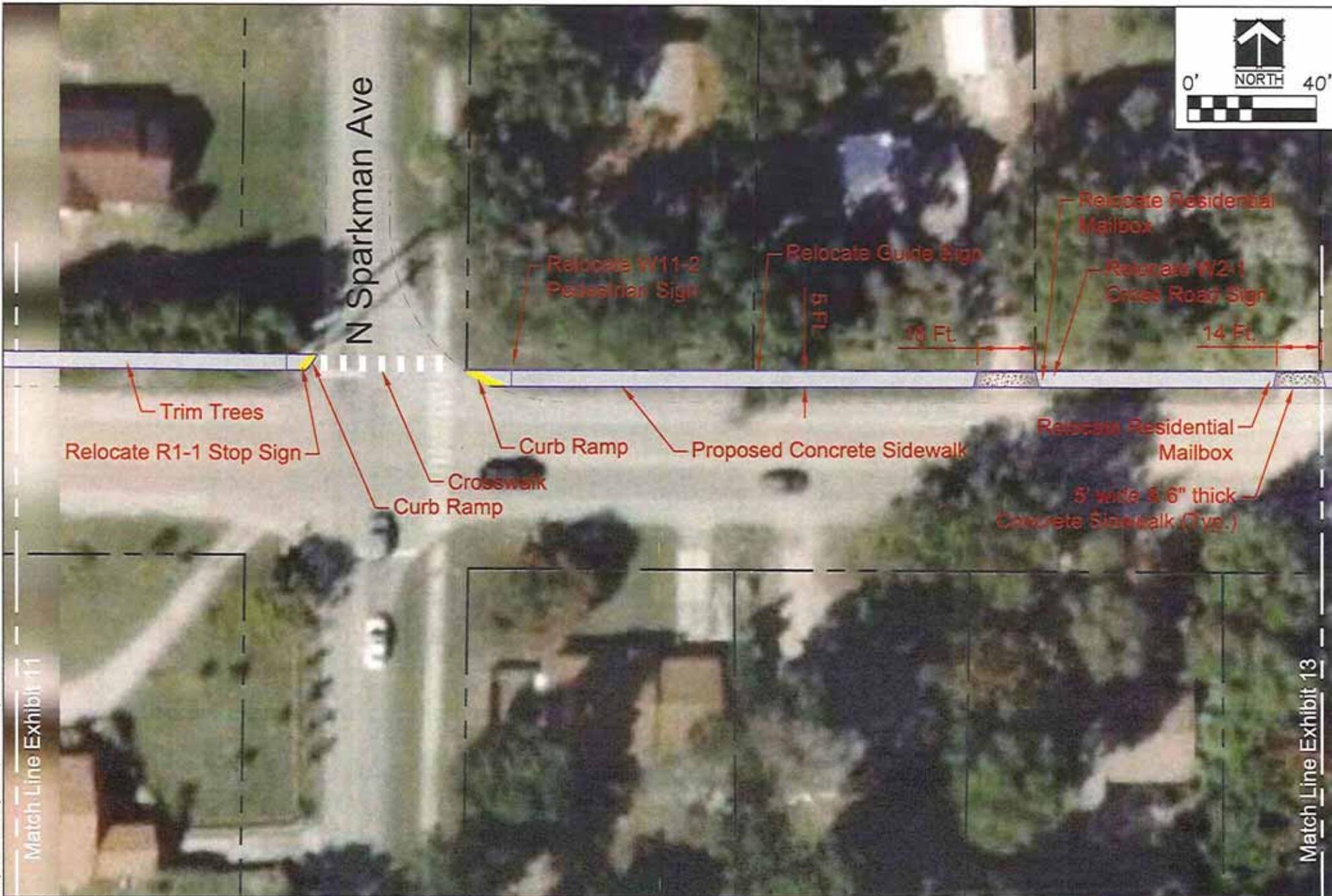
 **VOLUSIA TPO**  
TRANSPORTATION PLANNING ORGANIZATION  
VISION · PLAN · IMPLEMENT

W French Ave Sidewalk - Exhibit 11

Project #: 8298-12

W:\0208-12 W French Ave SUP\W French base.dwg Feb 07, 2013 - 5:30pm Exhibit 12 encls

Match Line Exhibit 11



Match Line Exhibit 13

**Sprinkle CONSULTING**  
 Planners + Engineers

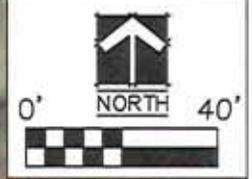
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W French Ave Sidewalk - Exhibit 12

Project #: 8298-12

m:\0298-12 W French Ave SUP\W French base.dwg Feb 07, 2013 - 5:31pm\cubbit 13 errors



Heather Ln

Relocate W11-2 Pedestrian Sign  
Relocate Residential Mailbox  
14 Ft

14 Ft

14 Ft

18 Ft

11 Ft

Relocate Two (2) Residential Mailboxes  
14 Ft

14 Ft

Proposed Concrete Sidewalk  
Curb Ramp  
Crosswalk  
Curb Ramp  
Relocate R1-1 Stop Sign

Relocate Residential Mailbox

Relocate Residential Mailbox  
5' wide & 6" thick Concrete Sidewalk (Typ.)

Match Line Exhibit 12

Match Line Exhibit 14

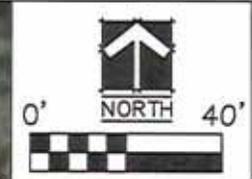


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W French Ave Sidewalk - Exhibit 13

Project #: 8298-12



Montclair Ave

24 Ft.

24 Ft.

Relocate R1-1 Stop Sign  
5' wide & 6" thick Concrete Sidewalk

Curb Ramp  
Curb Ramp  
Curb Ramp

Proposed Concrete Sidewalk

Match Line Exhibit 13

Match Line Exhibit 15

W\08298-12 W French Ave SUP\W French base.dwg Feb 07, 2013 - 5:52pm\D:\0814 enss

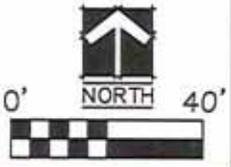
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W French Ave Sidewalk - Exhibit 14

Project #: 8298-12



N Carpenter Ave

Relocate R2-1 Speed Limit Sign

Relocate Residential Mailbox

6 FT

Relocate R1-1 Stop Sign

Curb Ramp

Crosswalk

Curb Ramp

Proposed Concrete Sidewalk

W\8298-12 W French Ave SUP\W French base.dwg Feb 07, 2013 - 8:32pm\ahabit 15 .rwd

Match Line Exhibit 14



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W French Ave Sidewalk - Exhibit 15

Project #: 8298-12

# EXHIBIT 16: TEMPORARY CONSTRUCTION EASEMENT COST ESTIMATE

**EXHIBIT 16 - RIGHT OF WAY COST ESTIMATE**

Parcel Number (W to E)	Total Parcel Value (\$)	Parcel Sq Footage	Lenth of Parcel (Ft)	Value per Sq foot (\$)	Depth of Taking (Ft)	Total Area Taking (Ft)
04-18-30-00-00-0284	23,600.00	108900	165	\$0.2167	10	1650
04-18-30-00-00-0286	29,500.00	108900	165	\$0.2709	10	1650
04-18-30-00-00-0280	26,550.00	108900	165	\$0.2438	10	1650
04-18-30-00-00-0285	29,500.00	108900	165	\$0.2709	10	1650
04-18-30-00-00-0283	93,000.00	810216	486	\$0.1148	10	4860
04-18-30-00-00-0290	10,850.00	20159	164	\$0.5382	10	1640
03-18-30-15-00-0010	2,723.00	3432	26	\$0.7934	10	260
03-18-30-15-00-0020	7,121.00	13200	100	\$0.5395	10	1000
03-18-30-15-00-0060	7,854.00	9900	75	\$0.7933	10	750
03-18-30-15-00-0090	7,854.00	9900	75	\$0.7933	10	750
03-18-30-15-00-0120	10,053.00	19800	150	\$0.5077	10	1500
03-18-30-15-00-0180	8,972.00	16632	126	\$0.5394	10	1260
03-18-30-13-03-0050	10,601.00	21875	175	\$0.4846	10	1750
03-18-30-13-03-0130	6,875.00	7500	75	\$0.9167	10	750
03-18-30-13-03-0160	6,875.00	7500	75	\$0.9167	10	750
03-18-30-13-03-0190	9,167.00	10000	100	\$0.9167	10	1000
03-18-30-13-03-0230	4,584.00	5000	50	\$0.9168	10	500
03-18-30-13-03-0250	9,167.00	10000	100	\$0.9167	10	1000
03-18-30-00-00-1015	8,842.00	12160	80	\$0.7271	10	800
03-18-30-00-00-1019	8,468.00	15440	120	\$0.5484	10	1200
03-18-30-00-00-1014	7,139.00	11700	130	\$0.6102	10	1300
03-18-30-00-00-1032	10,019.00	13950	90	\$0.7182	10	900
03-18-30-00-00-1020	9,821.00	23250	150	\$0.4224	10	1500
03-18-30-00-00-1040	10,981.00	30600	180	\$0.3589	10	1800
03-18-30-00-00-1120	10,618.00	29250	150	\$0.3630	10	1500
03-18-30-00-00-0940	8,113.00	24700	100	\$0.3285	10	1000
03-18-30-00-00-0960	9,992.00	18525	75	\$0.5394	10	750
03-18-30-00-00-0930	14,311.00	20875	125	\$0.6856	10	1250
11-18-30-08-23-0101	7,304.00	12000	80	\$0.6087	10	800
11-18-30-08-23-0102	7,106.00	14250	95	\$0.4987	10	950
11-18-30-08-23-0100	7,826.00	21500	86	\$0.3640	10	860
11-18-30-08-23-0112	8,768.00	17200	86	\$0.5098	10	860
11-18-30-08-23-0114	9,212.00	15000	75	\$0.6141	10	750
11-18-30-08-23-0115	9,212.00	15000	75	\$0.6141	10	750
11-18-30-08-23-0116	9,248.00	15150	75	\$0.6104	10	750
11-18-30-08-23-0111	8,030.00	10950	73	\$0.7333	10	730
03-18-30-20-00-0110	7,282.00	9840	84	\$0.7400	10	840
03-18-30-27-00-0120	11,526.00	18318	142	\$0.6292	10	1420
03-18-30-19-00-0040	8,352.00	20000	100	\$0.4176	10	1000
03-18-30-19-00-0021	9,328.00	25000	200	\$0.3731	10	2000
03-18-30-21-00-0010	9,398.00	15958	101	\$0.5889	10	1010
03-18-30-21-00-0020	9,288.00	15453	101	\$0.6010	10	1010
03-18-30-21-00-0031	8,034.00	21160	50	\$0.3797	10	500
03-18-30-21-00-0030	5,650.00	7803	51	\$0.7241	10	510
11-18-30-08-23-0140	40,425.00	100623.6	300	\$0.4017	10	3000
11-18-30-08-23-0141	35,700.00	10944	40	\$3.2621	10	400
11-18-30-08-23-0152	41,948.00	122839.2	12	\$0.3415	10	120
11-18-30-08-23-0153	10,604.00	26000	80	\$0.4078	10	800
11-18-30-08-23-0151	43,264.00	33075	110	\$1.3081	10	1100
11-18-30-08-23-0150	11,413.00	25000	125	\$0.4565	10	1250
11-18-30-08-23-0168	11,250.00	5000	50	\$2.2500	10	500
11-18-30-08-23-0167	11,250.00	5000	50	\$2.2500	10	500
11-18-30-08-23-0166	104,625.00	18600	186	\$5.6250	10	1860
				<b>95th Percentile Value</b>		
				<b>\$2.25</b>		
						<b>Total Area Taking</b>
						<b>60,640</b>
						<b>Total</b>
						<b>\$136,440.00</b>