

ROSEY ROAD PHASE II

# COMPLETE STREET





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ROSEY ROAD PHASE II

**COMPLETE STREET**







# CONSTRUCTION FUNDING CATEGORY

Project Title: City of Largo Rosery Road Complete Streets Phase II Construction

Project Sponsor: City of Largo

## PROJECT CRITERIA

### 1. Documented Community Support

The City of Largo City Commission approved a resolution to submit an application to forward Pinellas Complete Streets Program on December 5, 2017 for the Rosery Road Phase II Complete Streets project. A copy of Resolution No. 2202 is included in the appendix.

In addition to City Commission resolution, letters of support from Pinellas County Transportation Department, Pinellas County Department of Health, Friends of the Pinellas Trail and Ponce De Leon Elementary School to further document the need for the project. Copies of the letters of community support are also included in the appendix.

### 2. Project must improve accommodations for multiple modes of transportation

Rosery Road has been identified by the City of Largo as a key roadway in the City's Multimodal Plan and Strategic Plan and is supported by the 2009 Comprehensive Plan, Transportation Element objective 1.6 – “Encourage bicycle use and pedestrian activity for community and recreational purposes through increased availability, improved design, and interconnectivity of different transportation modes.” The City's Multimodal Plan feasibility study of Rosery Road demonstrates preliminary design concepts that would

improve all modes of transportation in the corridor. The final design of Rosery Road Phase II will implement recommendations from the Multimodal Plan and/or the 2018 FDOT Design Manual context sensitive principles. Funding for construction of Phase of Rosery Road, from Missouri Ave to Eagle Lake County Park, would go towards enhancing the safety, convenience and attractiveness of walking, biking, accessing transit and driving through this corridor.

### 3. Application must demonstrate how the project will be a catalyst for transformative change

Rosery Road has been identified by the City of Largo as a key roadway in the City's Multimodal Plan and Strategic Plan and is supported by the 2009 Comprehensive Plan, Transportation Element objective 1.6 – “Encourage bicycle use and pedestrian activity for community and recreational purposes through increased availability, improved design, and interconnectivity of different transportation modes.” The Rosery Road corridor is located within the City's municipal boundary and connects of the Pinellas Trail to Eagle Lake County Park. Rosery Road transverses neighborhoods and activity centers that create a need to accommodate multiple modes of transportation along this corridor. Based on the 2017 Forward Pinellas traffic



count data, the roadway experiences an excess of 12,500 average daily traffic counts. Currently, Rosery has numerous gaps in the sidewalk system, has minimal bicycle access and it is not an attractive roadway.

The City has divided the corridor into Phase I, from Missouri Avenue to the Pinellas Trail, and Phase II, from Missouri Avenue to Eagle Lake Park. Phase I is currently programmed in the City's Capital Improvement Plan for design in FY 2017/2018 and construction in FY 2018/2019. Phase II is programmed for design in FY2022/2023. The CIP Project Sheets can be found in the appendix. It is anticipated that if Rosery Road Phase II is selected for construction funding, a transformative change would take place for the bicycle and pedestrian access throughout the corridor, between the Pinellas Trail and Eagle Lake County Park, to the activity center at the intersection of Missouri Avenue and Rosery Road, and to several activity centers and other destinations located with relatively close proximity by bicycle via the Pinellas trail.

Additionally, there are several new developments that are currently under review or recently approved for construction in this corridor and the new design would provide the City leverage to complete the vision for this important Largo corridor.

#### 4. LAP Status

The City of Largo is in the final stage of Project Specific LAP Certification for the construction of the West Bay Drive Trail Head project. FDOT and the City of Largo have funding scheduled for construction in July 2018.

#### 5. Documentation that 100% of ROW has been acquired

The City of Largo has jurisdiction over Rosery Road. The proposed project will be designed and constructed entirely within the City-owned and maintained existing right of way. No additional ROW will be acquired for construction.





# PROJECT INFORMATION



## 1. Name and Contact Information for Agency Point of Contact for Application

RICHARD PEREZ, AICP, MPA  
Planning Manager

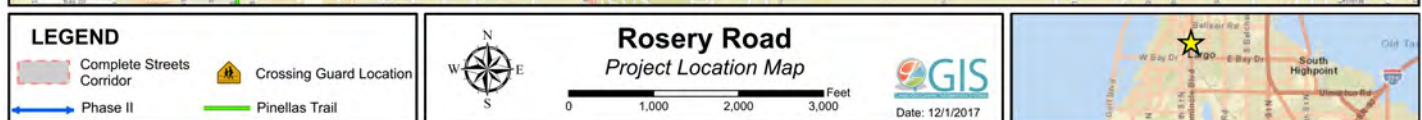
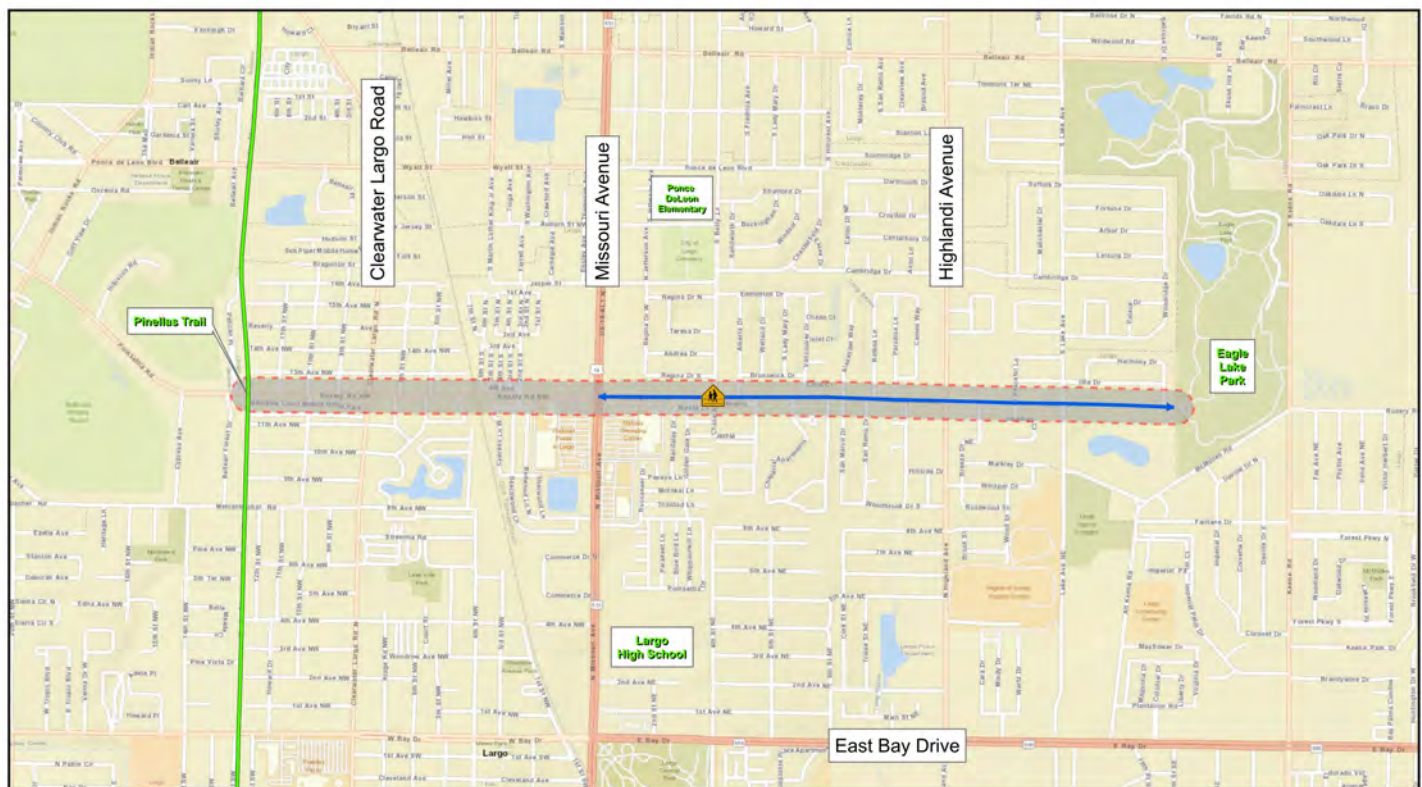


Community Development  
City of Largo  
201 Highland Avenue  
Largo, FL 33779

Phone: 727.586.7350  
Email: rperez@largo.com

## 2. Project Location

The Rosery Road corridor is one of the main collector roads connecting the Pinellas Trail, Downtown Largo, Highland Avenue, and Eagle Lake Park. Rosery Road Phase II is located in the northwest quadrant of the City of Largo. The project is a City owned 2-lane roadway that begins at the intersection of the Missouri Avenue and Rosery Road and continues east to Eagle Lake County Park, approximately 1.25 miles.



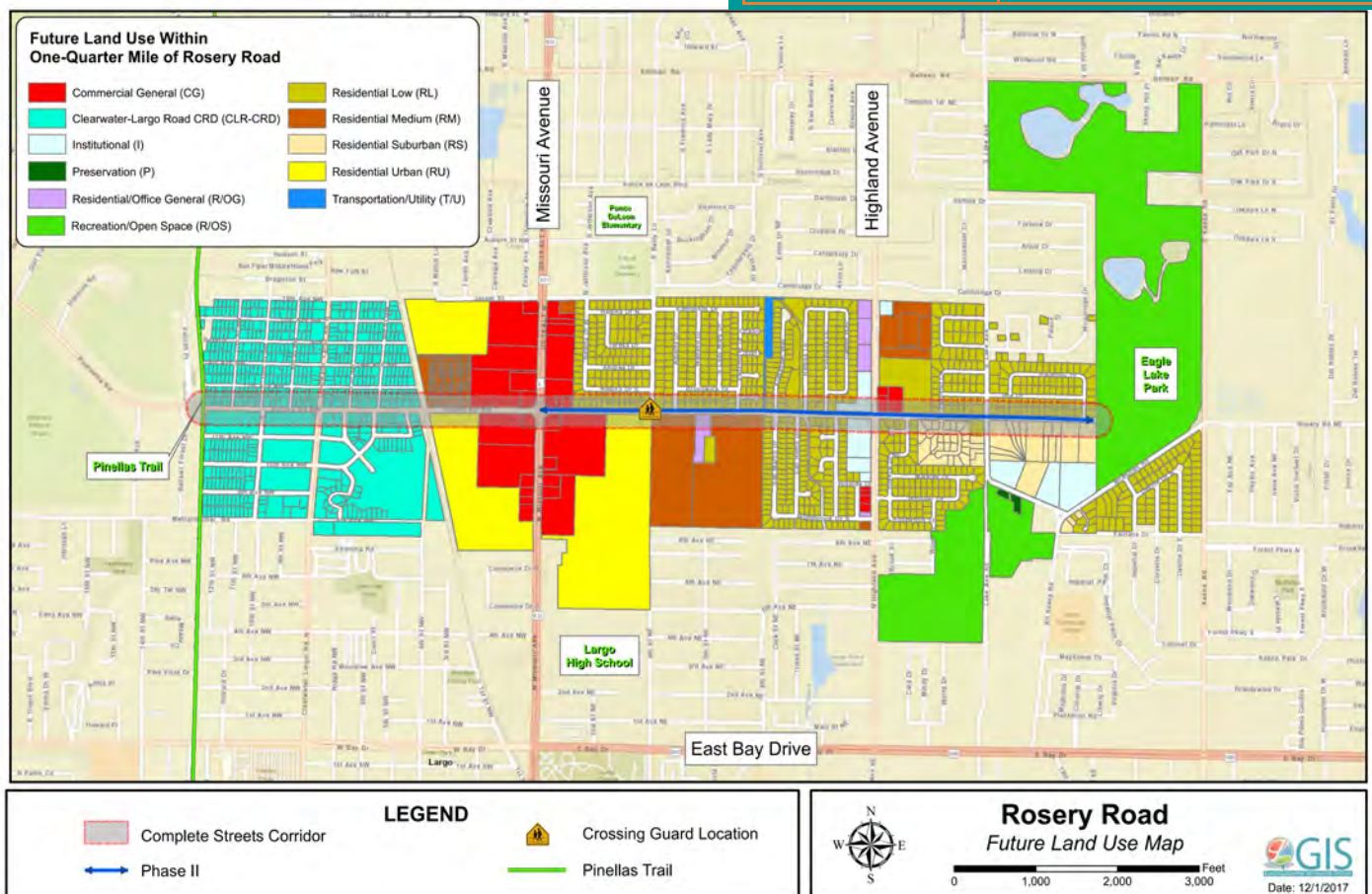


The project corridor includes a mix of land uses including residential low, medium and urban; commercial general, institutional and recreational. The majority of the corridor is surrounded by residential land uses, including single and multi-family residents, a mobile home park, and a 55+ retirement living community (Teakwood Village). Commercial uses are found in a neighborhood activity center at the intersection of Missouri Avenue. There are existing sidewalks and landscaping along a majority of the corridor but there are no existing bike facilities to connect to Eagle Lake County Park. Additionally, there is a school crossing at Rosery Road and South Betty Lane serving children walking to and from Ponce De Leon Elementary School north of the project area.

### 3. Existing Conditions

Rosery Road is a currently substandard and constrained major collector road with a rural section throughout a majority of the corridor. With the exception of the first 600 feet from Missouri Ave, Rosery Road is a 2-lane undivided roadway with a middle turn lane between Missouri Ave and Lake Ave. There are sidewalks on both sides of the street with some gaps east of Lake Ave. Bicycle facilities are minimal throughout the corridor and there is no paved shoulder.

Feature	Existing Values
Functional Classification	Collector
Traffic Counts	12,519 AADT
Posted Speed	30 mph
ROW Width	Max 60 ft (varies)
Lane Width	10.0-Foot
Sidewalk Width	4 ft (short segment 6 and 8 ft)









## a. Sidewalks

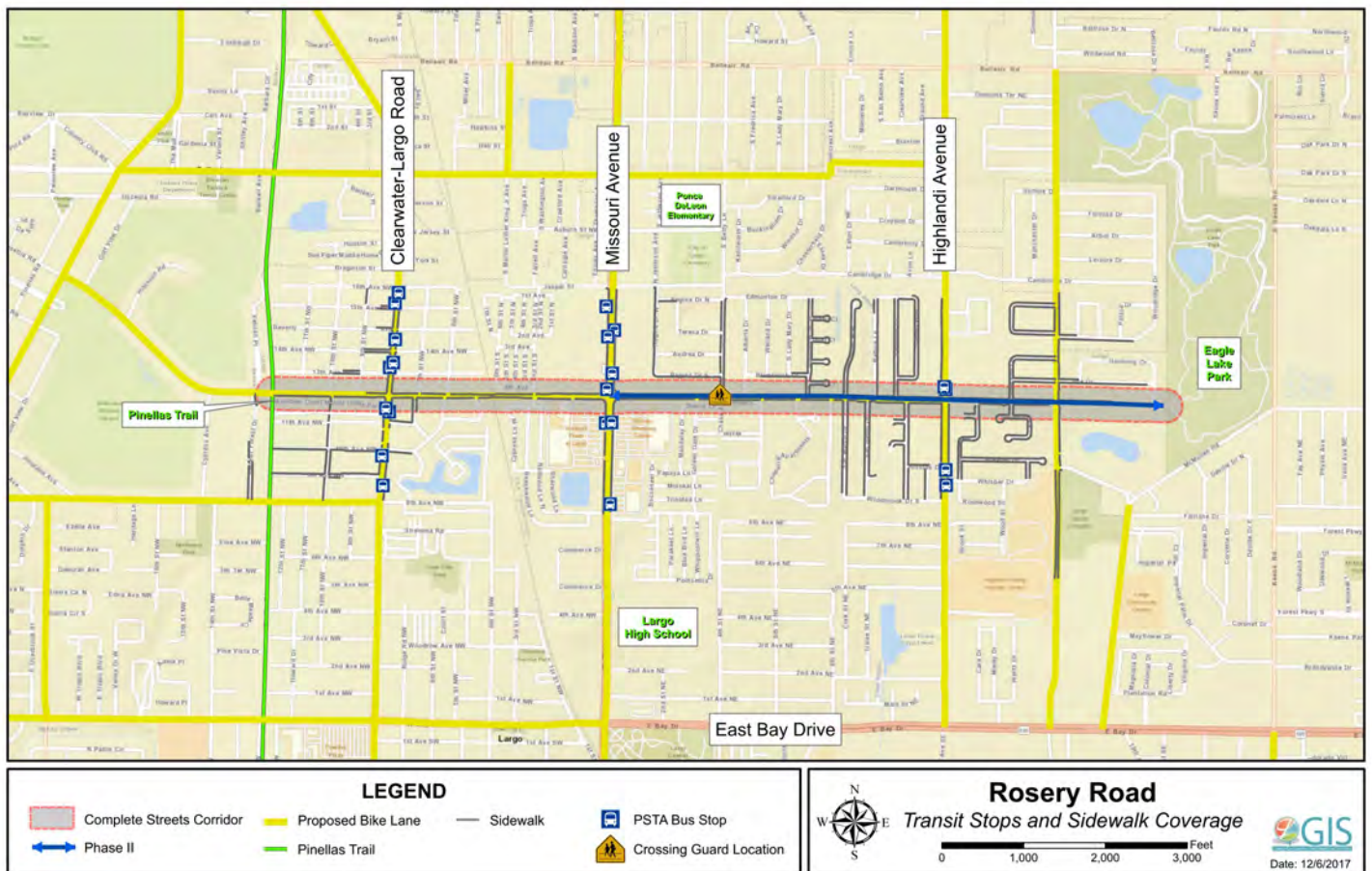
There is existing sidewalk coverage on both sides of the road along the entire corridor with the exception of a few gaps east of Lake Ave. The majority of existing sidewalks are 4 feet wide. From Missouri Ave to the east there is approximately 620 feet of 8-ft wide sidewalk on the south side of road and 720 feet of 6-ft wide sidewalk on the north side.

## b. Bicycle

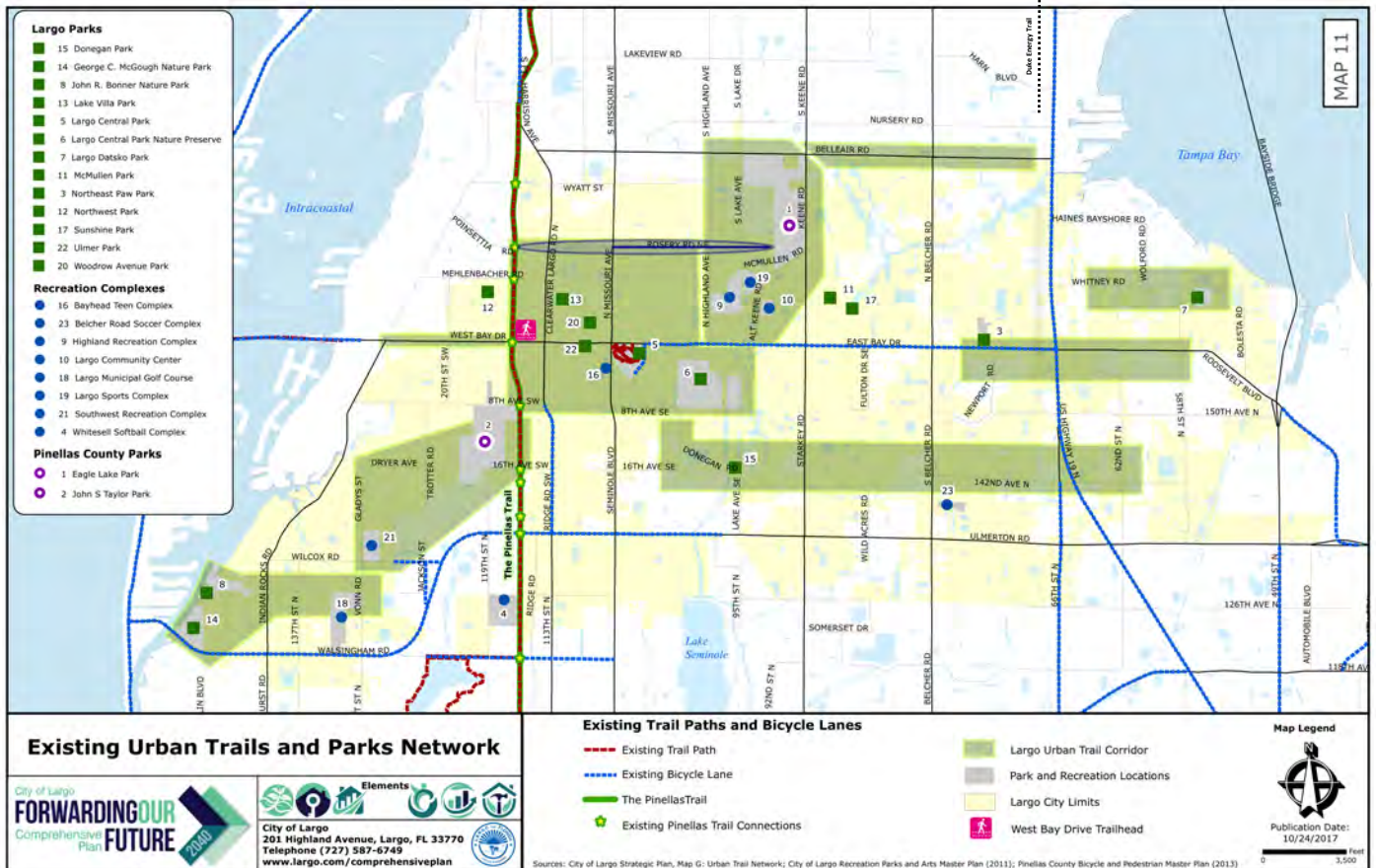
The only bicycle facilities along the corridor are short segment, east of Missouri Avenue, with approximately 500 LF of bikelane along the westbound lane and a marked sharrow within the eastbound lane.

## c. School Crossings

A posted school zone crossing served by the Largo Police Department Crossing Guards is located at the intersection of







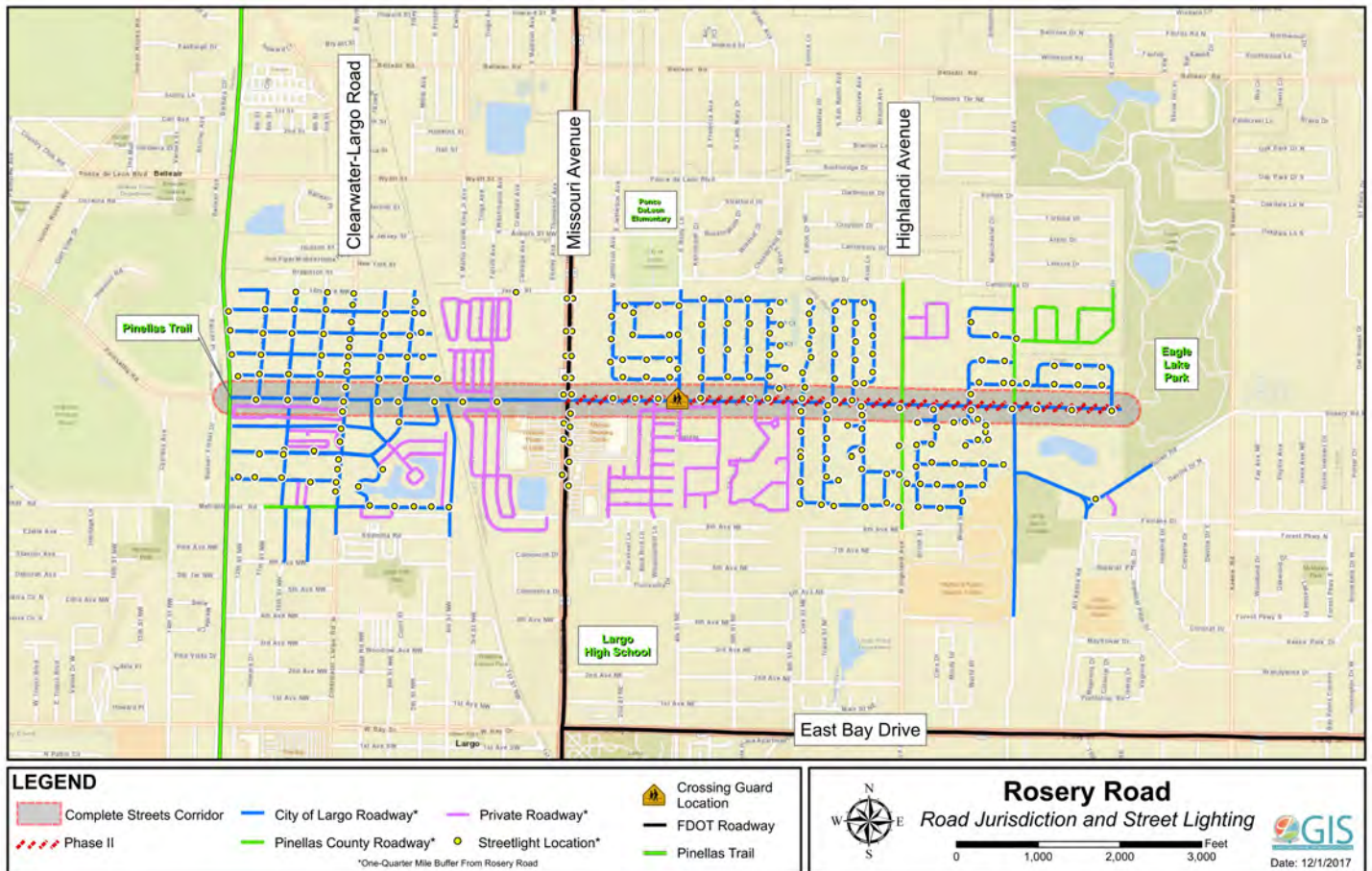
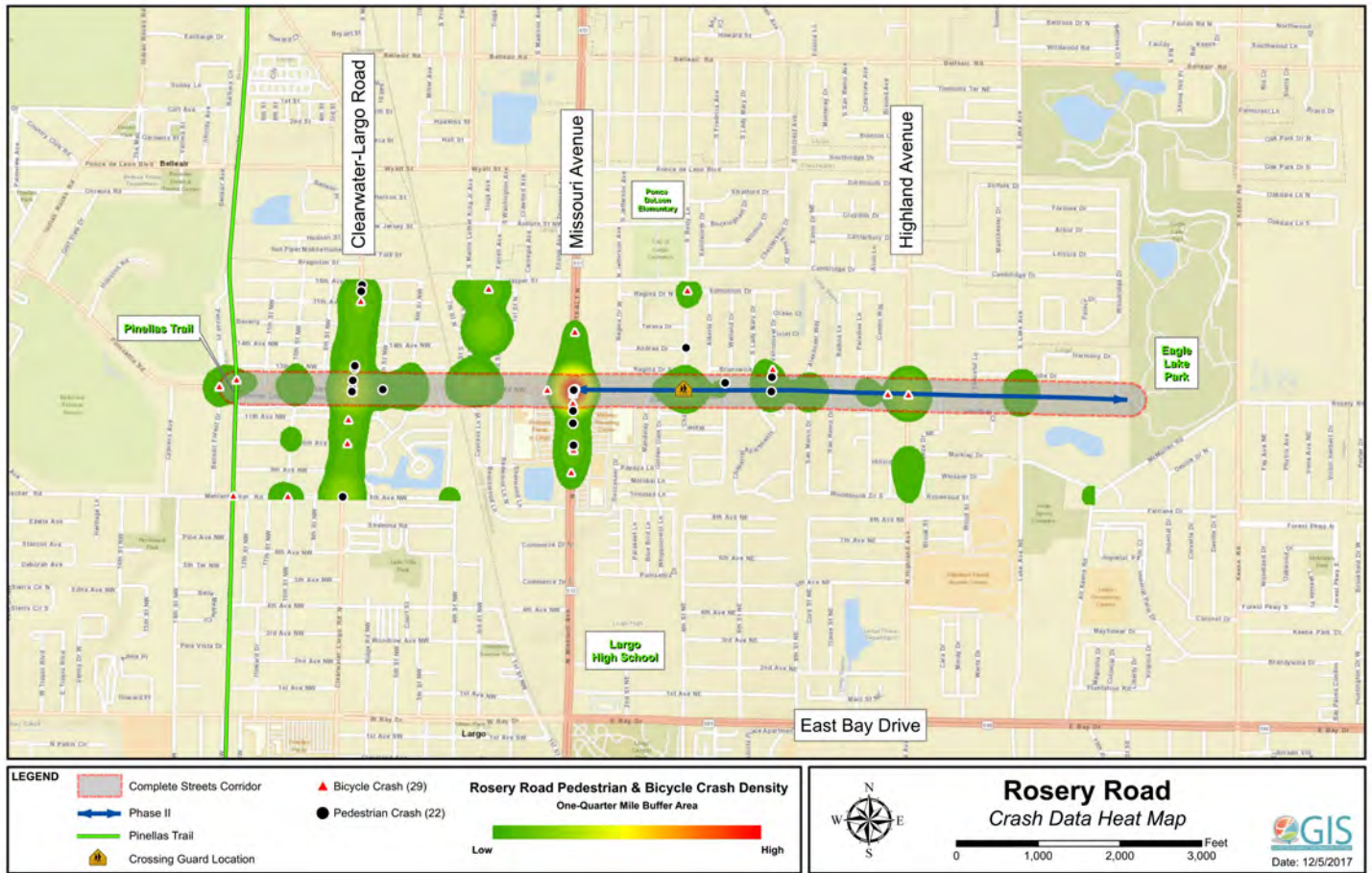
Rosery Road and South Betty Lane. The school crossing provides safe passage for children walking to and from Ponce De Leon Elementary School located approximately 0.39 miles north of Rosery Road.

#### d. Documented Safety Concerns

The 2016 Traffic Crash Trends and Conditions Report indicated that the Rosery Road/ Missouri Avenue intersection was ranked #9 in the top ten crash rates in Pinellas County and #1 for Largo. The City will be working with FDOT to address how improvements can be made at this intersection. A total of 686 crashed have been reported in the past 10 years along the Rosery Road corridor including vehicles, bicyclists, and pedestrians. An analysis of the crash data identifies that 22 of the total crashed involved pedestrians and 26 involved bicyclists. A majority of the accidents occurred at the intersec-









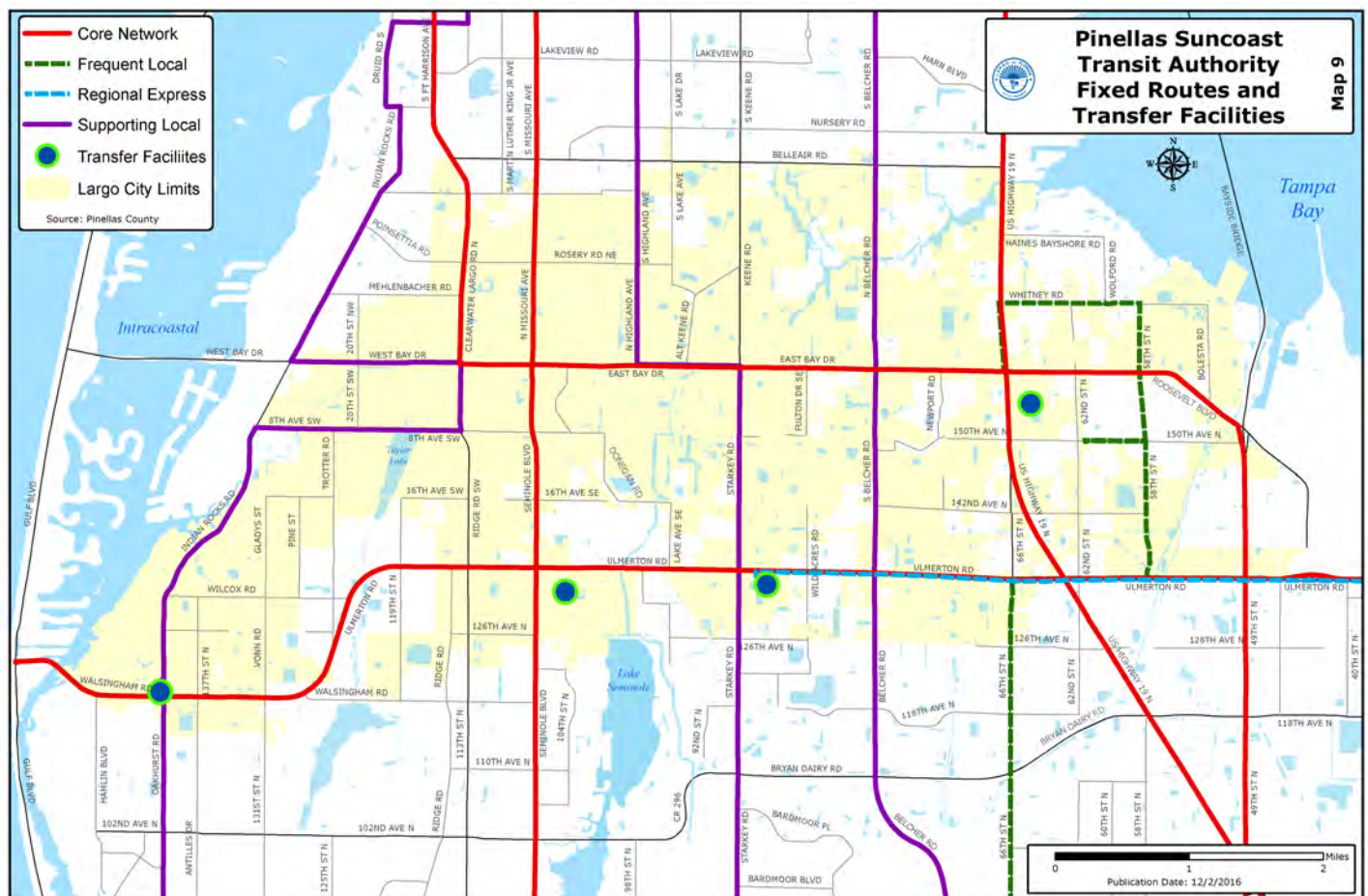
tion of Missouri Avenue/ Rosery Road and Clearwater-Largo Road / Rosery Road. The design phase for this project will include a traffic study to evaluate the risks at both these intersections, existing crossing and proposed crossing safety and the existing street lighting along the corridor.

### e. Transit

Currently, no PSTA bus stops are directly on Rosery Road although there are stops near the Rosery intersections at Clearwater-Largo Road, Missouri Avenue and Highland Avenue (Please refer to the Appendix for the PSTA Map). Existing routes do run along Clearwater-Largo Road, Missouri Avenue, and Highland Avenue. Bus stops for those existing routes are located within 400 feet of the Rosery Road intersections. Route connections include Routes 18, 52, 61, 73, and 98. The frequency varies based on the time of day and day of the week, but gen-

erally run ever 20-50 minutes during the week and every hour on weekends and holidays. The two stops located on Clearwater-Largo Road near Rosery Road have a daily average ridership rate of 35 for one and 19 for the other. The two locations nearest to the Rosery Road and Missouri Avenue intersection have an average daily ridership of 31 and 100. The nearest stop on Highland Avenue near Rosery Road has a daily average ridership rate of 7.

There are currently no stop locations for Pinellas County School (PCS) along Rosery Road. The School Board has the requirement that stops are allowed only on 2 lane roads and they consider turn lanes an active lane which would include the road diet of Rosery Road. Until recently there was an arterial stop at Highland and Rosery. There were issues with the church's driveway being blocked so the stop was moved 500 feet south.







### **f. Transit Accommodations**

While there are no PSTA bus route currently operating on Rosery Road, existing routes do run along Clearwater-Largo Road, Missouri Avenue, and Highland Avenue. Bus stops for those existing routes are located within 400 feet of the Rosery Road intersections. During the design phase, the City will work with PSTA to determine if shelter improvements can be made to the high ridership stops and coordinate with them on any new routes be proposed along Rosery Road.



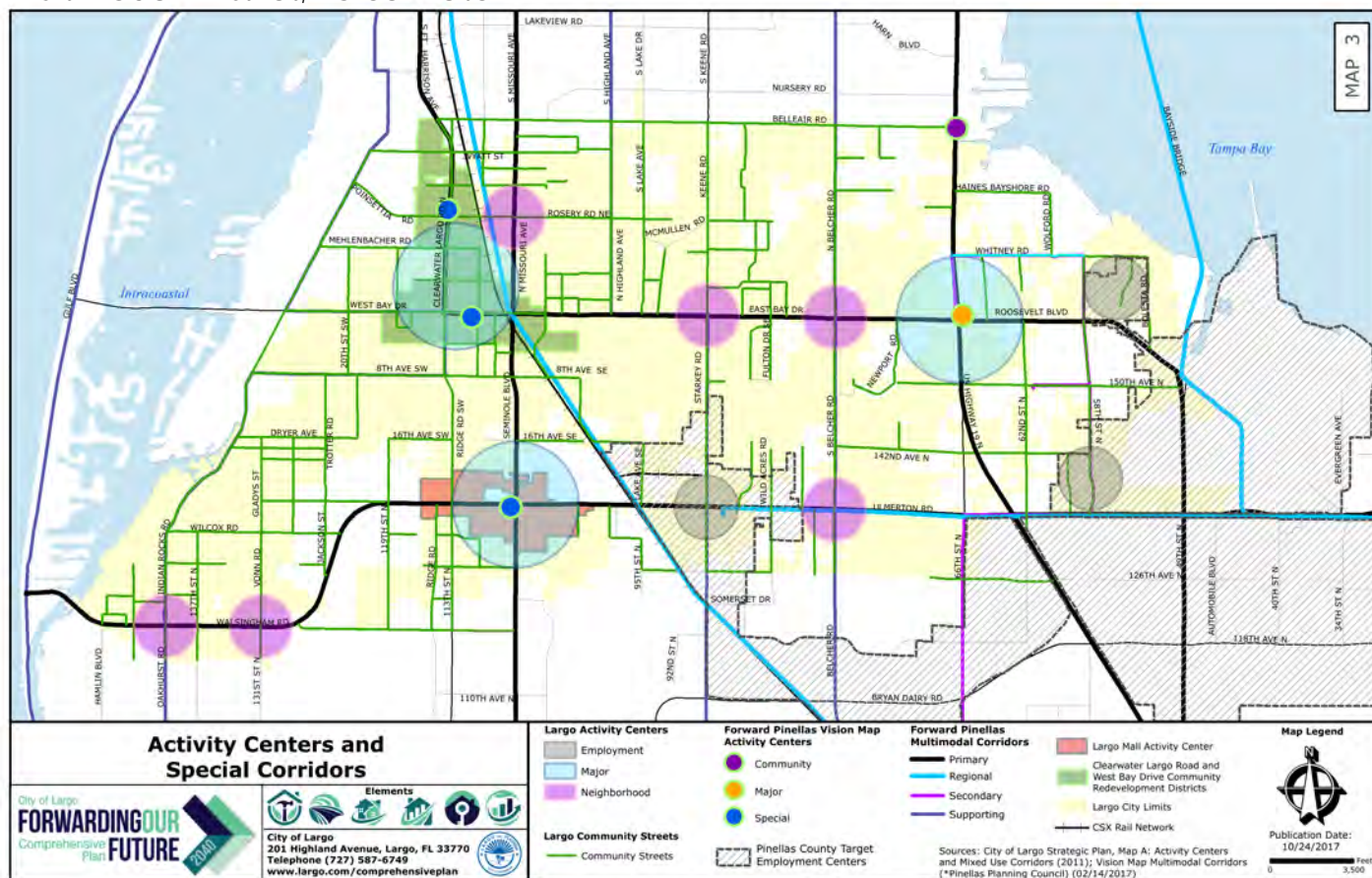
## g. Activity Centers and Multi-modal Corridor Access and Connections

According to the Forward Pinellas 2040 LRTP Transit Oriented Land Use Vision Map, the project corridor connects the Missouri Ave/Alt US 19 (Primary Corridor) and Highland Ave (Supporting Corridor) to Downtown Largo/CLR-WBD CRAs (Special Centers) which have linkages to planned Transit Station Centers and other Special Centers within close proximity. The Rosery Road Complete Street improvements will enhance this network of corridors and centers with a multi-modal alternative.

Activity centers that are accessible within the Rosery Road corridor include Downtown Largo Multimodal District, Clearwater-



Largo Road CRD, West Bay Drive CRD, and the neighborhood activity center located at Missouri Avenue (Alt US 19) and Rosery Road. The Rosery Road and Missouri Avenue neighborhood activity center ties together the eastern and western halves of the Largo Downtown Connection District at its northern edge. See the Largo Downtown Connection District exhibit in the appendix. Additional activity centers and destinations are accessible within a reasonable distance for bicyclists from Rosery Road via the Pinellas Trail connection such as the Largo Medical Arts District, John Taylor County Park and Downtown Clearwater.





## h. Adopted CRA

The Rosery Road Complete Street Corridor is within the Clearwater Largo Road CRA, but the proposed Phase II construction is outside of the CRA limits.

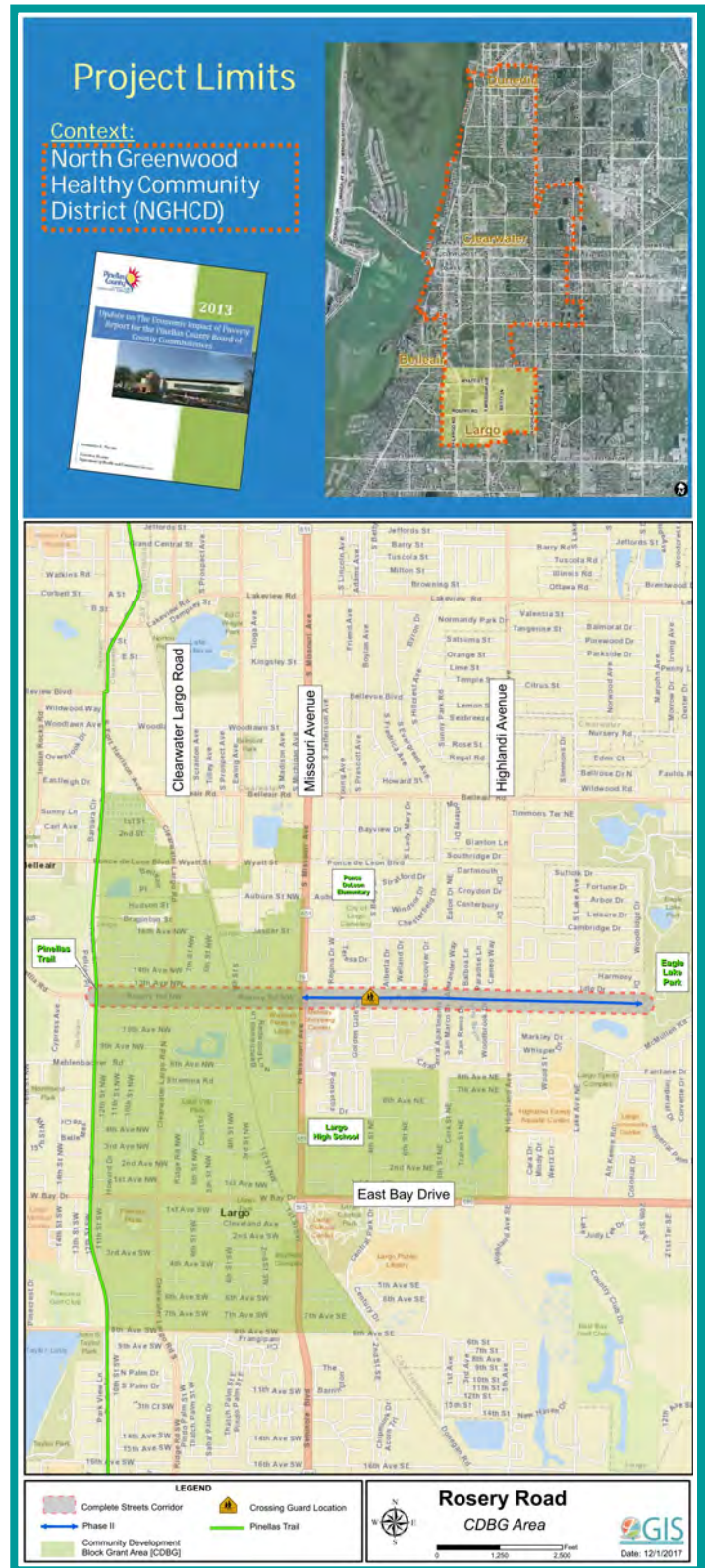
## i. Street Lighting

There is currently cobra head street lighting along the corridor. During the design phase the type of lighting and spacing will be evaluated for potential enhancements and gaps. As needed, additional lighting will be provided including upgrading existing lighting to LED.

## j. Low Income, Disadvantaged Populations and Environmental Justice Areas

The entire project is within an Environmental Justice Area. See the Forward Pinellas Environmental Justice Area Map located in the appendix. The Rosery Road corridor has many challenges related to the socioeconomic status of the population living in this area. It serves as the highest priority area in Largo for the utilization of Community Development Block Grant (CDBG) funds administered by the City's Housing Division.

The Housing Division focuses on improving low and moderate income neighborhoods and households through increasing home ownership, maintaining existing housing, improving neighborhood infrastructure and providing incentives for the construction of new affordable housing. The primary focus of these efforts are within the CDBG Target Area, which encompasses the West Bay Drive and Clearwater-Largo Road Community Re-development Districts (CRDs). In FY 2016-2017, the City invested \$957,000 in the CDBG Target Area with Community Development Block Grant (CDBG), State Housing Initiative Partnership (SHIP) and Home Investment Partnership (HOME) funding. An additional \$795,000 was allocated toward projects that

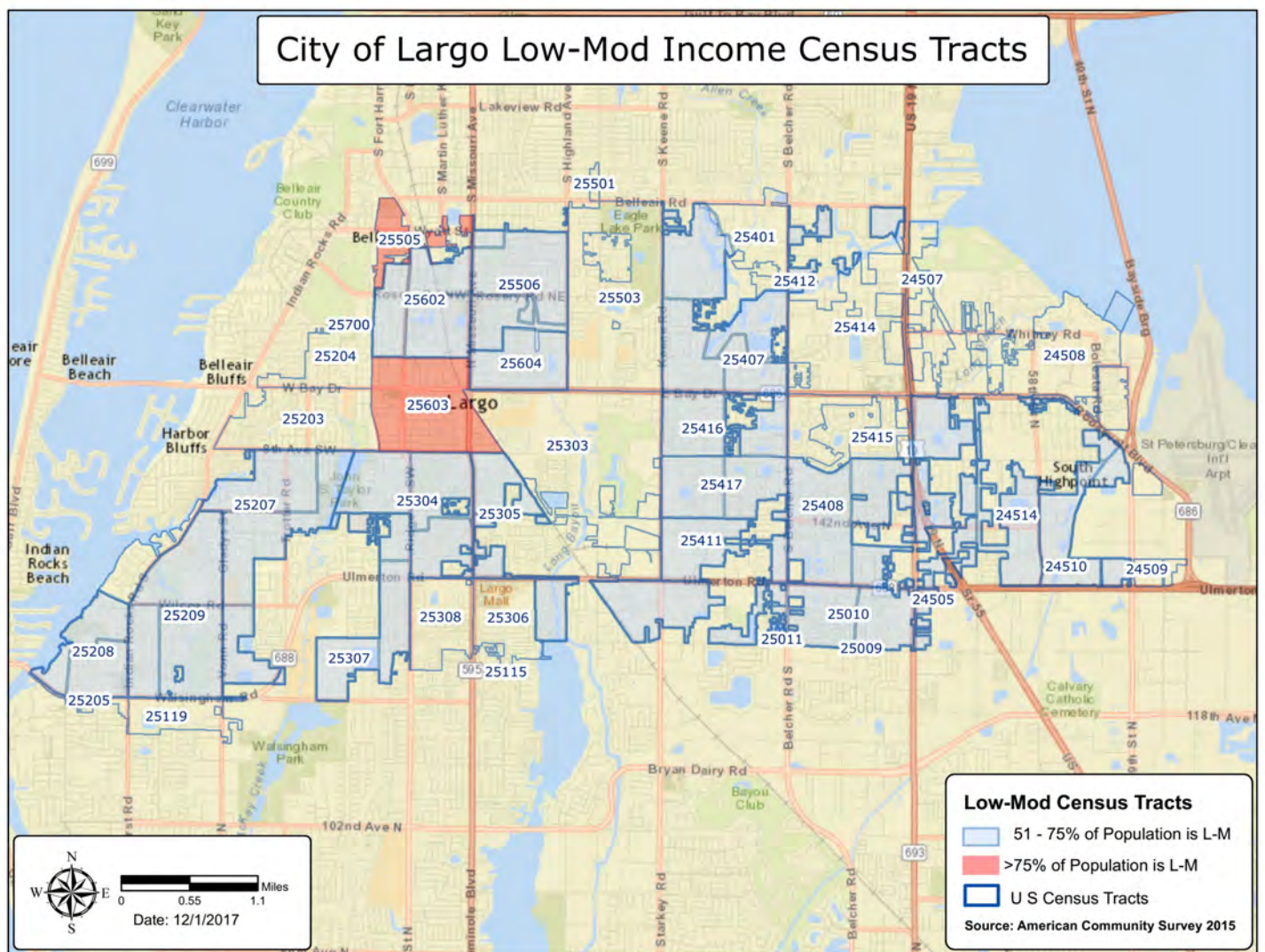


are still underway in the Target Area at the end of FY 2016-2017, for a total investment of \$1.75 million. The majority of this investment was utilized to preserve the housing stock in the CDBG Target Area.

The Florida Department of Health in Pinellas County initiated a community health improvement planning process to help identify areas within the County that have high concentrations of poverty and a small return to the tax base. The results indicated that the Rosery Road corridor fell within the second largest at-risk community, Zone 2: North Greenwood. This at-risk zone has increased in size since 2000, which proves the need for greater investment in the area. This health assessment effort has led to the develop-

ment of a Community Health Improvement Plan (CHIP).

One of the main goals outlined in this plan is to create a healthy community and environment. A main strategy is to increase safe transportation linkages which will promote easier access to healthy food and increased opportunities for safe and healthy lifestyles. Converting Rosery Road to a complete street would help achieve these goals. Future complete street improvements commencing at the Pinellas Trail will provide safe and convenient access to healthy food and active lifestyle and transportation opportunities to more residents than those just along the Rosery Road corridor. It would provide benefits to numerous residents with in Zone 2





that live along the trail that would then be able to safely access Rosery Road and then be able to access activity centers such as the one located at Rosery Road and Missouri Avenue (Alt 19) which offers grocery stores and other retail opportunities for consumption or employment opportunities. In addition, safe access and healthy lifestyle options would then be provided to Eagle Lake Park along with convenient access to the Recreation Center. Furthermore, the improved corridor will allow residents that live near the Rosery Road corridor better accessibility to variety employment and services provided in the Clearwater Largo Road and West Bay Drive Community Redevelopment Districts (CRDs), the Largo Medical Arts District and even downtown Clearwater via the Pinellas Trail.

Largo has begun the task of expanding the Clearwater Largo Road CRD to match a portion of the North Greenwood at-risk community. The Finding of Necessity Report was completed in 2017 and it is anticipated that the request to expand the boundary will be submitted to Pinellas County in 2018.

### **k. Access Management Strategies**

The Rosery Road project is an east to west corridor in the City of Largo. This corridor is used as a primary route to avoid congested east to west roadways such as East Bay Drive, Belleair Road, and Ulmerton Road. The project corridor includes a mix of land uses including residential low, medium and urban; commercial general, institutional and recreational. The current access management consists of driveway conflicts and median bollards. Some access management improvements were made at the SE corner of Missouri Avenue and Rosery Road at the time of development of the Walmart shopping center in 2013. This project will evaluate and recommend improvements to reduce conflict points, minimize the num-

ber of driveways per site, and manage median safety. Another potential improvement identified in the 2012 Multimodal Plan feasibility study includes textured ramps or stamped concrete at major driveways.



#### 4. Project Cost Estimate and Local Match

The estimated total project cost to transform the Rosery Road corridor into a complete street is currently estimated at \$11,75,000; this includes evaluation, design, construction, and construction administration. The Rosery Road project has multiple components required to make it a complete street, including multimodal, roadway infrastructure, drainage enhancements, signalization improvements, and utilities. Design and reconstruction of the corridor is currently phased and programmed in the City of Largo's current FY2018-FY2022 Capital Improvement Program (CIP) for funding as follows:

- ⇒ **Phase I** - Design (Pinellas Trail to Missouri Avenue): FY 2017/18 - \$709,000\*
- ⇒ **Phase I** - Construction (Pinellas Trail to Missouri Avenue): FY 2018/19 - \$3,786,000\*
- ⇒ **Phase II** - Design (Missouri Avenue to Eagle Lake County Park): FY 2022/23 - \$506,000 (in current FY 2018/22 CIP); PROPOSED FY 2021/22 - \$1,148,600\*\*
- ⇒ **Phase II** - Construction (Missouri Avenue to Eagle Lake County Park): PROPOSED FY 2023/24 - \$5,092,500\*\*\*

\*estimates for Phase I are currently being updated and may change in the FY 2019-2023 CIP to be approved in May 2018.

\*\*Proposed revision to the draft FY 2019-2023 CIP to be approved in May 2018.

\*\*\*Proposed project funding in the draft FY 2019-2023 CIP to be approved in May 2018.

#### Construction Budget

The following is a summary of the construction costs for the key project components of Rosery Road Phase II - Missouri Avenue to Eagle Lake County Park:

The total estimated cost for this project is **\$7,240,000**, and includes evaluation, design, construction, and construction administration.

Project Component	2017 Engineering Cost Estimate
Multimodal	\$2,000,000
Roadway Infrastructure	\$1,000,000
Drainage	\$1,500,000
Signalization	\$250,000
Utilities	\$200,000
Miscellaneous	\$853,000





# CONSTRUCTION FUNDING CATEGORY

Project Title: City of Largo Rosery Road Complete Streets Phase II Construction

Project Sponsor: City of Largo

## PROJECT COST

The City of Largo's current FY2018-2022 Capital Improvement Program (CIP) has programmed Rosery Road Phase II for design in FY2022/23. In the current CIP planning cycle for FY2019-2023 CIP, City staff is recommending advancing the design phase to FY2021/22 and allocating funding for construction in FY2023/24.

Total estimated cost of the work requested:

- ⇒ Project Development and Environmental Studies. \$ 286,000
- ⇒ Engineering and Final Plans Preparation Work. \$ 862,000
- ⇒ Construction. \$ 5,803,000
- ⇒ Construction Engineering and Inspection Activities. \$ 289,500

**TOTAL: \$ 7,240,000**



Missouri Avenue to Eagle Lake County Park, Construction

Funding: Forward Pinellas Funds \$1,000,000

+

Local \$ 5,092,500

=

Total \$ 6,092,500

Forward Pinellas Funds 16% + Local 84% = Total 100%



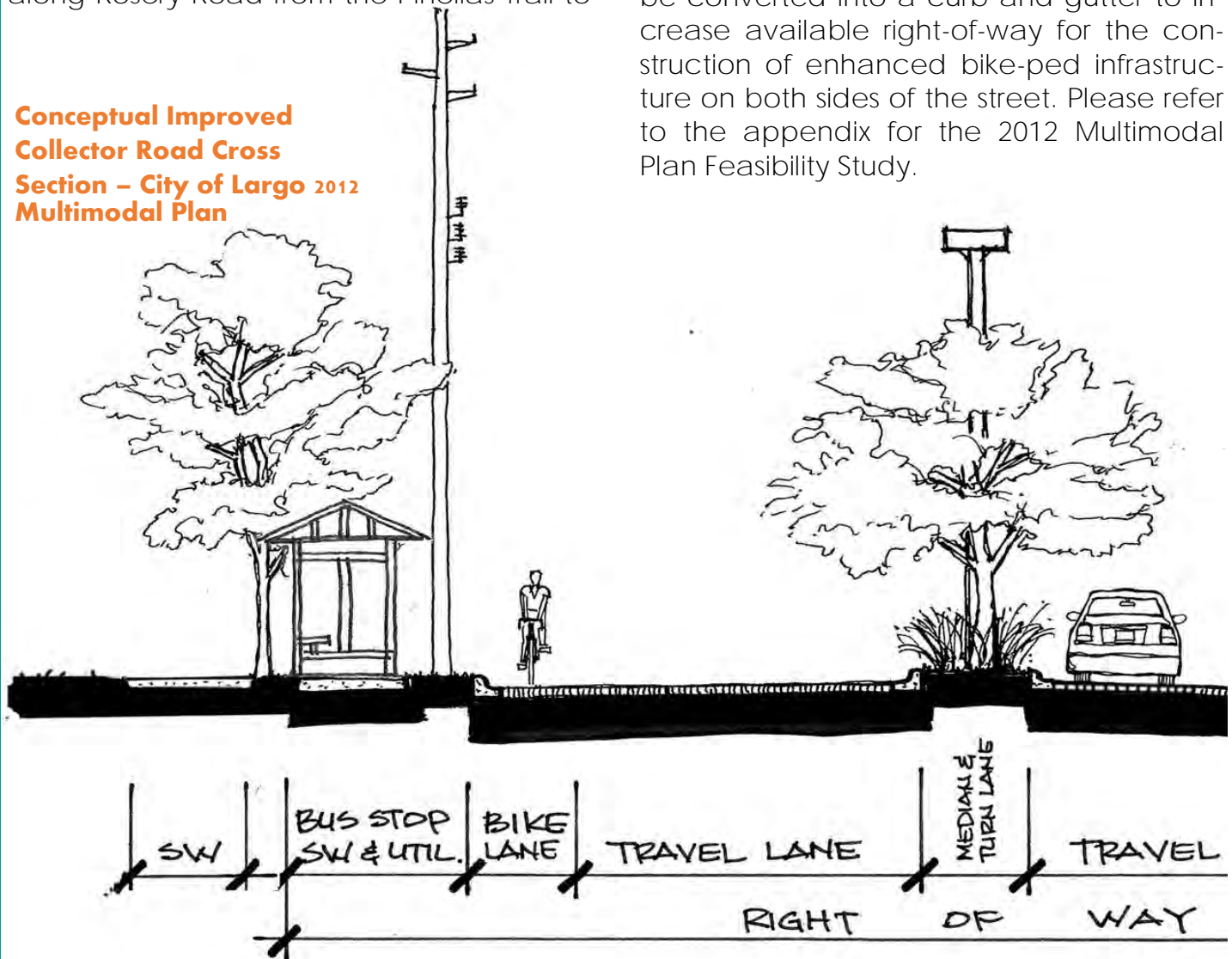
## 5. Proposed Conditions: How will the project serve multiple travel modes?

As part of the ongoing implementation of the City of Largo's Strategic Plan, the Rosery Road project includes a number of multi-modal enhancements to encourage bicyclists and pedestrians to use the corridor for travel with the City as an alternative to automobile use. The Rosery Road project is a key component in the Citywide mobility planning currently underway. The Multimodal Network includes a number of projects to create a network that connects the local community. The project will improve pedestrian and bicycle facilities, including the school crossing at South Betty Lane, along Rosery Road from the Pinellas Trail to

Eagle Lake Park. The City has also proposed that a wide sidewalk be installed along the east side of Highland Avenue to connect the Rosery Road sidewalk network to the Highland Avenue Recreation Complex located half a mile south of the project.

The 2012 Multimodal Plan included a feasibility study to identify and document the anticipated alignment, features, and typical cross sections. The study evaluated multiple corridors, assessed the available right-of-way, and identified constraints. The study evaluated a total of 5 corridors and identified Rosery Road as the highest priority. The evaluation confirmed that the existing drainage along Rosery Road will need to be converted into a curb and gutter to increase available right-of-way for the construction of enhanced bike-ped infrastructure on both sides of the street. Please refer to the appendix for the 2012 Multimodal Plan Feasibility Study.

**Conceptual Improved  
Collector Road Cross  
Section – City of Largo 2012  
Multimodal Plan**

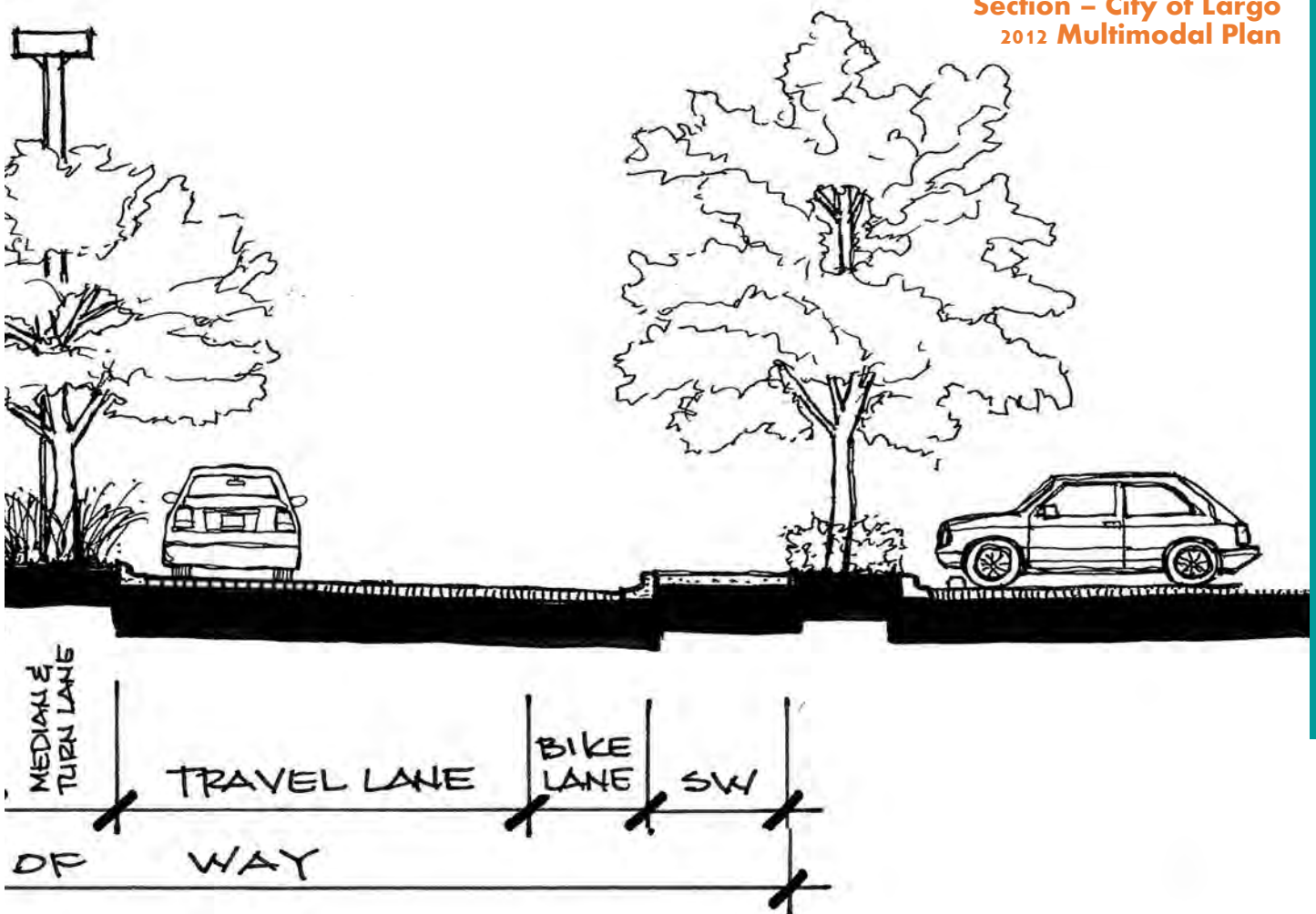




The proposed conditions will reflect the recommendations from the Multimodal Plan and/or the 2018 FDOT Design Manual context sensitive principles to implement a complete street design that supports increased use, accessibility and safety for pedestrians, bicyclists and transit users with the appropriate infrastructure enhancements such as wider sidewalks, bike lanes, shared roadways, and/or multi-use paths to address the constraints within the varying sections of corridor. Intersection improvements may include bulb-outs, more defined crosswalks with better signage, and/or enhanced pedestrian crossing warning lights. While existing gaps in sidewalks will be eliminated, additional lighting will be provided including upgrading existing lighting to LED.

When completed the reconstructed roadway will provide an urban section with comparable facilities to the improvements made in the right of way along the approximately 800 feet extending from the intersection of Missouri Avenue in 2013. To ensure the improved conditions are context sensitive, the cross section and design treatments will transition east of Lake Ave to Eagle Lake Park consistent with the character of a local residential street. Ultimately, the transformation of Rosery Road will improve the conditions of all users along the corridor between Pinellas Trail and Eagle Lake County Park.

**Conceptual Improved  
Collector Road Cross  
Section – City of Largo  
2012 Multimodal Plan**





The scope of project design phase, currently scheduled in the City CIP plan for Fiscal Year 2022, will include the development of multiple design alternatives that will consider both the preferred design features identified in the City's 2012 Multimodal Plan and the 2018 FDOT Design Manuala for designing context-sensitive streets to accomplish the goals for the project including evaluation of transportation needs, utility conflicts, social impacts, economic factors, environmental impacts, right-of-way needs, and construction and operations costs. The design phase will result in 100% construction plans to begin reconstruction of Phase II by Fiscal Year 2023.

## 6. Barriers to Connecting Low Income or Elderly communities to Activity Centers

There are many barriers associated with connecting the residents within the project corridor to these activity centers including lack of PSTA bus routes that run east and west, bus shelters, sufficient lighting, proper bicycle facilities, gaps in sidewalks, and poor crosswalks at several intersections. Additionally, there are numerous ADA conflicts with poles, inadequate ramps and pads, and other obstructions throughout the corridor. One of the most challenging obstacles is safe crossing at the Rosery Road and Missouri Ave (Alt US 19) intersection. This intersection was ranked #9 in the top ten crash rates in Pinellas County and #1 for Largo by Forward Pinellas in the 2016 Traffic Crash Trends and Conditions Report. The City is participating in the FDOT Alt US 19 Corridor Study to ensure improvements are considered to enhance safety at this intersection. The Rosery Road Phase I design from Pinellas Trail to Missouri Avenue, funded by the City in the current fiscal year (2017/18), will consider various improvements to address the transit concerns, shelters and bike racks near

the intersections of Rosery Road/ Clearwater Largo Road and Rosery Road / Missouri Avenue to support high ridership. Additionally, it will consider the incorporation of the appropriate bike treatment facilities to address the constraints within the corridor itself, this can entail either bike lanes, shared roadways, or multi-use paths. Potential solutions for intersections could include bulb-outs, more defined crosswalks with better signage, mid-block crossings and/or enhanced pedestrian crossing warning lights. While existing gaps in sidewalks will be eliminated, additional lighting will be provided including upgrading existing lighting to LED.



## 7. How will the local planning requirements make the area surrounding the project corridor supportive of multimodal transportation improvements?

Complete Streets or what Largo refers to as “community streets”, is an effort that has strong support from not only City Administration but also the elected officials and citizens. Largo has numerous plans and policies to aid in the development of the City’s community streets. In 2002 the City’s Strategic Planning process was initiated with the help of consultants and extensive community participation with the Plan being adopted in 2004. One of the four principles that was developed was “Establish a Network of Community Streets.” Residents recognized the need for improved safety for all modes of transportation, especially bicyclists and pedestrians. This effort gained further momentum as the Multimodal Plan was developed and identified key streets that would be pursued for the improvements that would allow for safe and comfortable travel for all modes. A large component of this also included connecting neighborhoods to parks, cultural facilities and daily services. This plays hand in hand with another Strategic Plan principle, “Expand Parks, Trails, and Greenways.” The two main goals of this principle includes continuing to improve accessibility to the system of parks, trails and greenways and expand the local trail network to provide accessibility to regional trails and destinations such as activity centers and employment centers. Rosery Road is the prime location to achieve all the above mention goals by connecting our regional asset, the Pinellas Trail with Eagle Lake Park and provide easier access to Highland Recreation Center, the Cultural Center, as well as numerous retail uses.

The corridor is essentially built out with the exception of the redevelopment occurring

at the Missouri Ave (Alt US 19) neighborhood activity center. Access management standards for any new development will be applied to ensure bike-access is included and new driveway access limited or designed in a way that reduces conflicts with other modes of transportation. These policies and standards supported by the City’s Comprehensive Plan: Transportation Element, Comprehensive Development Code, the 2017 updated Strategic Plan, the Large Scale Retail Development Standards and the Downtown Multimodal Plan.

The following Goals, objectives and policies support the implementation of pedestrian, bicycle and transit mobility standards found in the City’s Comprehensive Development Code:

From the adopted City of Largo 2009 Comprehensive Plan Future Land Use Element, Objective 1.2, “Establish a System of Community Streets”:

*1.2.1: Enhance existing streets to support pedestrian and bicycle activity through the provision of sidewalks and/or multi-purpose trails, street trees, signage, lighting, and improved pedestrian crosswalks.*

*1.2.4: Improve the inter-connectivity of the City’s Community Streets and Urban Trails network to enable use of alternative modes of transit to and within Major Activity Centers, Neighborhood Activity Centers, Major Employment Centers, and Mixed Use Corridors.*

From the Draft City of Largo Comprehensive Plan: Forwarding our Future 2040 Future Land Use Element, Goal 3, “Connectivity”:

*Objective 3.1: Interconnect Largo’s transportation system into its surrounding context and provide for new and improved connections with emphasis*



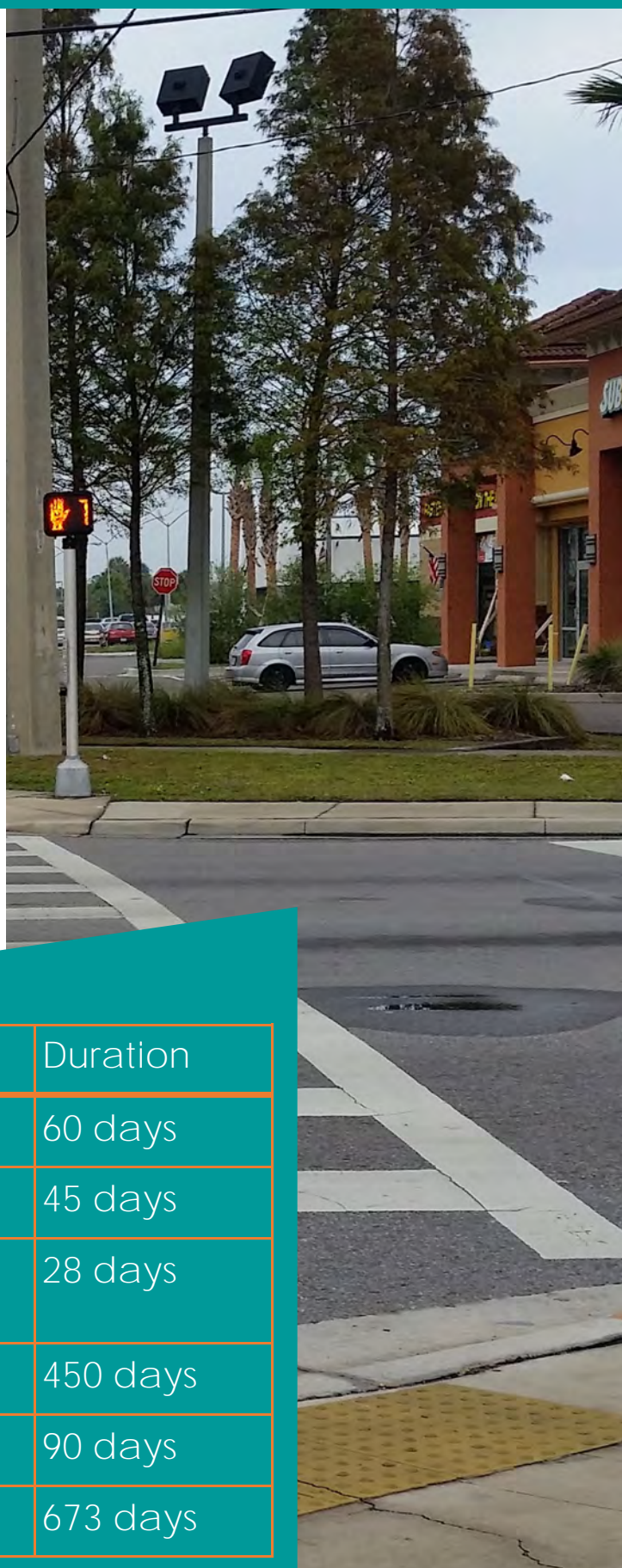
on a network of streets, corridors and trails that will expand and improve pedestrian and bicycle facilities.

Section 9.4 of the Comprehensive Development Code requires and sets standards for the provision of sidewalks, offsite access to sidewalks, bicycle parking, transit shelters and access to transit facilities. Section 9.5 sets maximums for off-street parking and reductions for multimodal site design elements such as cross-access for bike-ped circulation, shuttle service, provision of bus stop facilities (both on-site or off-site) and shared parking.

## 7. Project Schedule

The construction phase of the project is projected to take 673 days and will include bidding, Commission awarding, construction, record drawing. The bidding and awarding process will take an additional 133 days, and construction with record drawings is estimated to take 540 days. The table below is the project duration of each of the project tasks and can be initiated upon the award of the Forward Pinellas funding.

Project Task	Duration
Contractor Bidding Process	60 days
Commission Approval	45 days
Notice to Proceed Construction	28 days
Construction	450 days
Record Drawing	90 days
Total	673 days







ROSEY ROAD PHASE II

**COMPLETE STREET**







# CONSTRUCTION FUNDING CATEGORY

**Project Title:** City of Largo Rosery Road Complete Streets Phase II Construction

**Project Sponsor:** City of Largo

## CERTIFICATION OF PROJECT SPONSER

I hereby certify that the proposed project herein described is supported by, the Largo City Commission on December 5, 2017 Resolution No. 2202 (municipal, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, and (4) support other actions necessary to fully implement the proposed project, and (5) enter into a LAP Agreement with the Florida Department of Transportation. I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

Signature

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Henry Schubert  
City Manager

# APPENDIX

- I. Illustrations
- II. FY2017-2022 CIP Project Sheets
- III. Detailed Cost Estimates
- IV. Multimodal Plan Feasibility Study
- V. City Commission Resolution and Staff Memo
- VI. Letters of Community Support



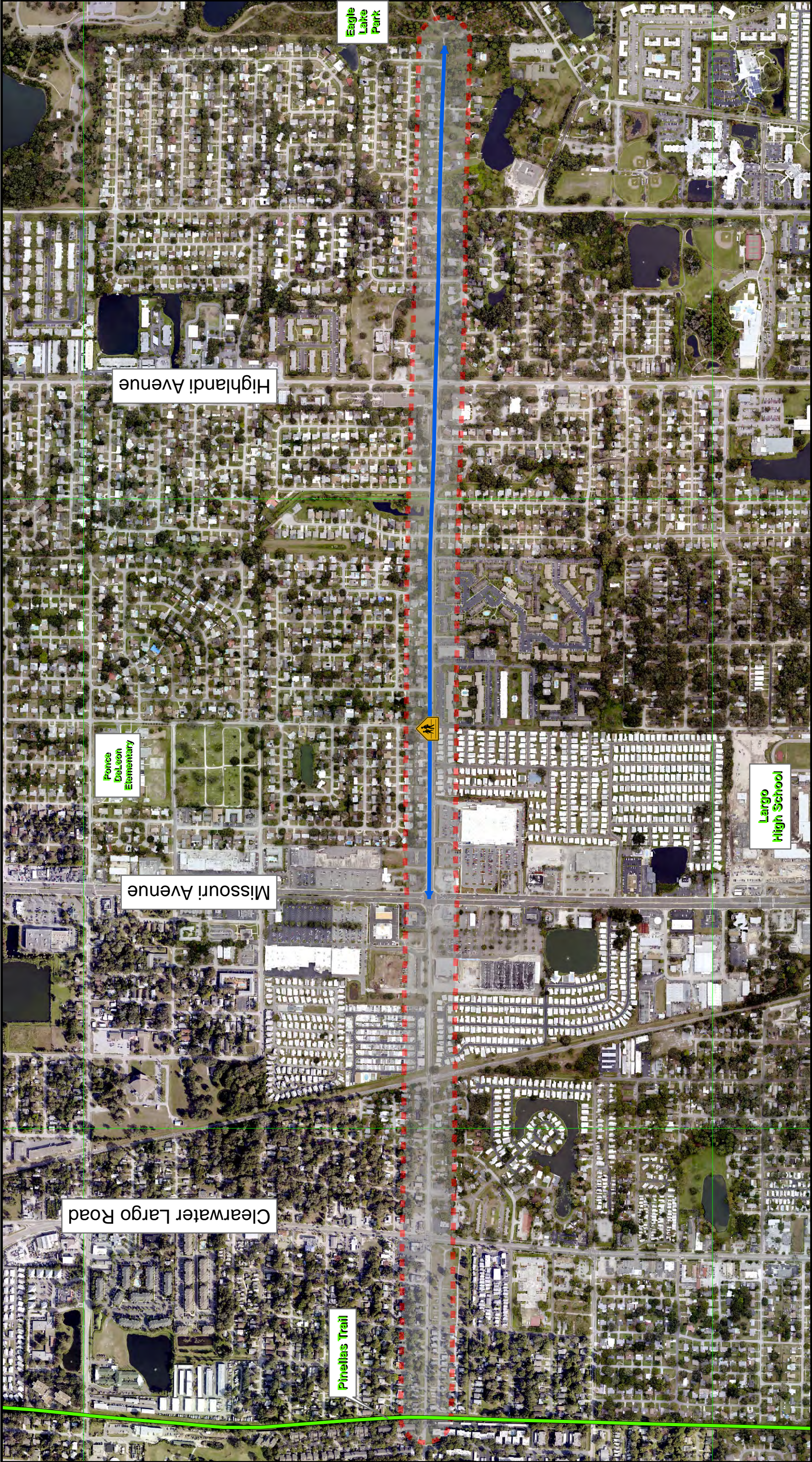
December 2017









# **I. SUPPLEMENTAL ILLUSTRATIONS**



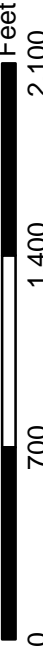
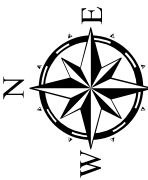



### LEGEND

-  Complete Streets Corridor
-  Phase II
-  Crossing Guard Location
-  Pinellas Trail

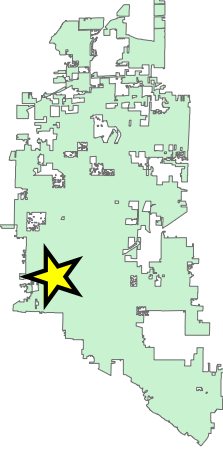
## Rosery Road

### Project Location Map

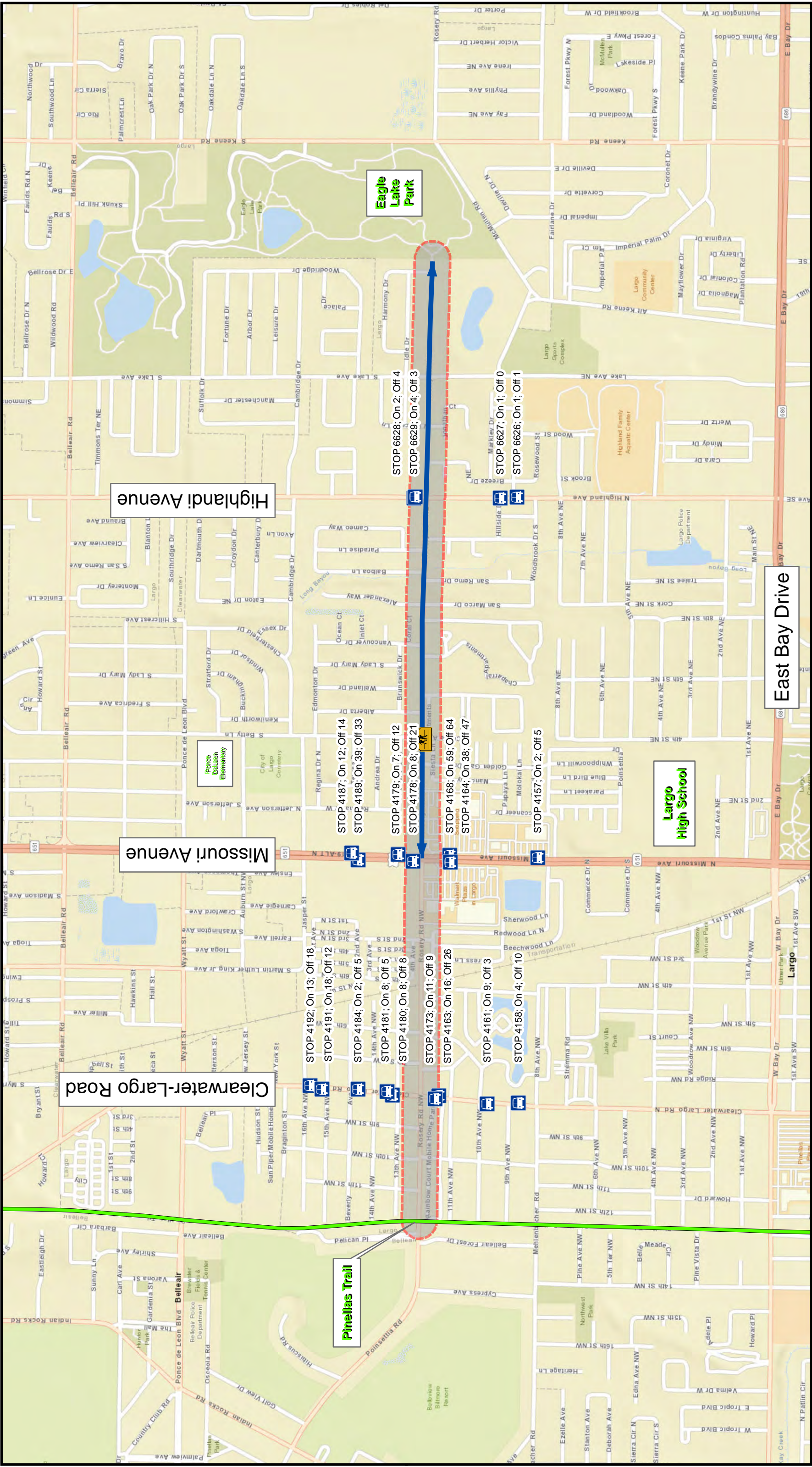




Date: 12/8/2017







LEGEND

Complete Streets Corridor



Pinellas Trail

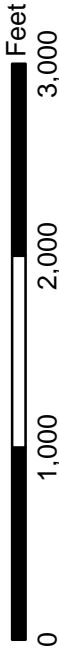


PSTA Bus Stop  
Stop #, Riders On/Off



Crossing Guard Location

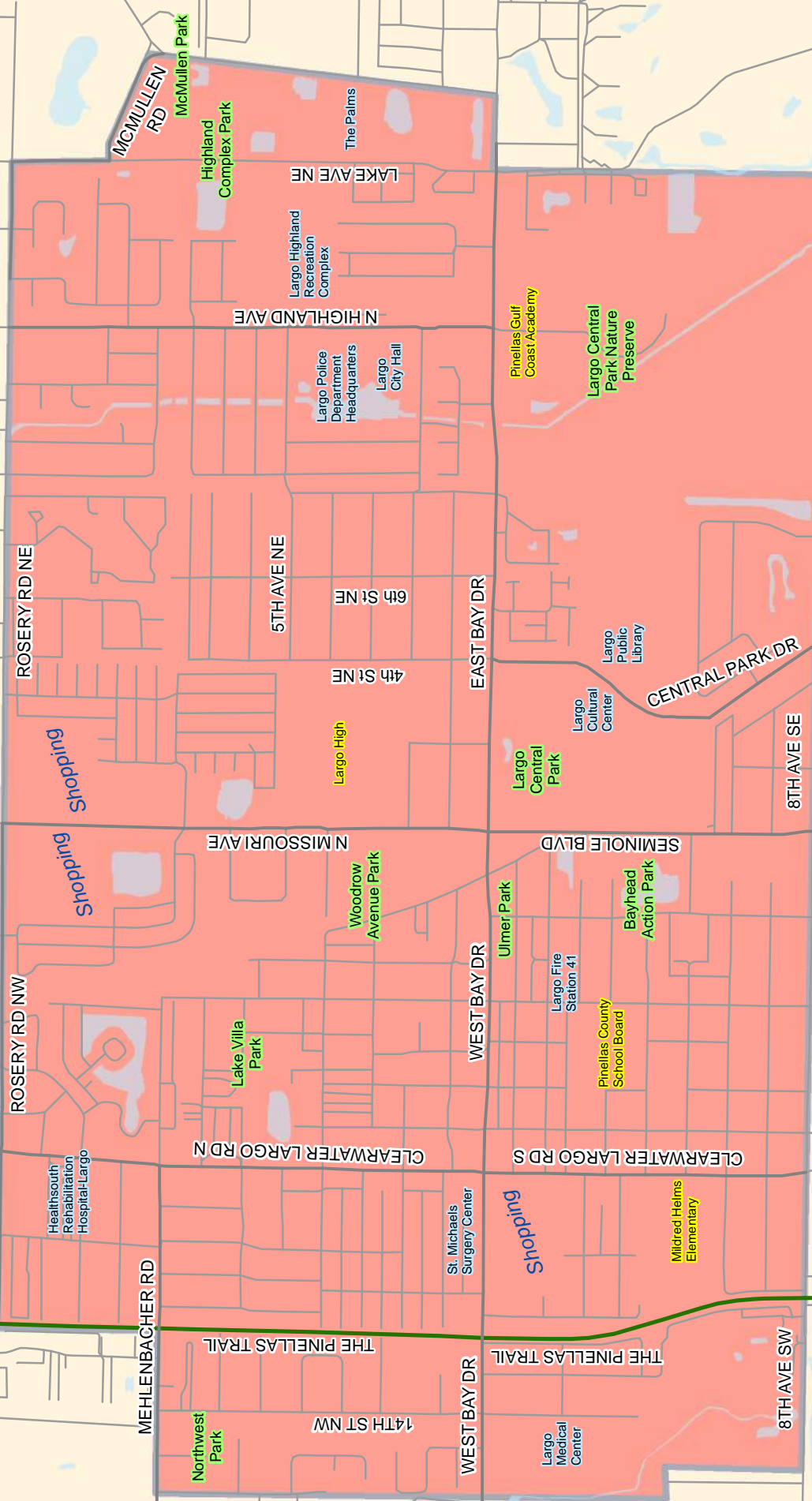
Rosery Road  
Transit Stop Activity



Date: 12/6/2017



# LARGO DOWNTOWN CONNECTION DISTRICT



**Legend**

 Largo Downtown Connection District Boundary

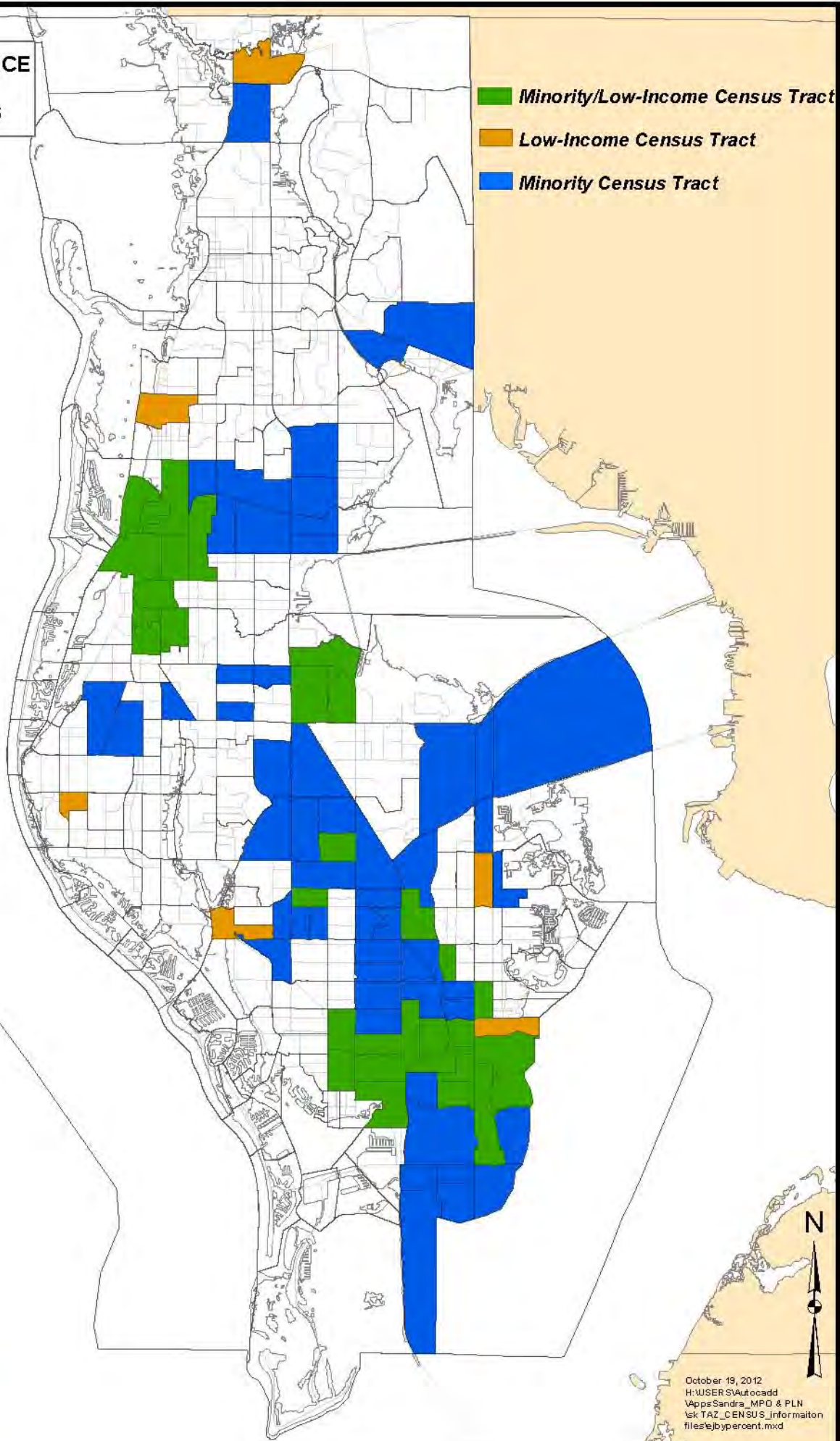
Publication Date: 8/21/2017

 Feet  
0 1,250 2,500



**ENVIRONMENTAL JUSTICE  
MINORITY &  
LOW-INCOME AREAS**

- Minority/Low-Income Census Tract
- Low-Income Census Tract
- Minority Census Tract







## **II. FY2017-2022 CIP PROJECT SHEETS**



## COMMUNITY STREETS - ROSERY RD NE (1) (PC02)

**Project Number: 20**

<b>Project Manager:</b>	City Engineer	<b>Additional FTEs:</b>	0.00
<b>Project Customer:</b>	Street Maintenance	<b>Estimated Useful Life:</b>	25 Years
<b>Strategic Focus Area:</b>	Sustainability	<b>Project Status:</b>	Funded
<b>Strategic Plan Initiative:</b>	Invest in Quality Public Infrastructure	<b>Project Score:</b>	19

### Project Description:

The City of Largo Community Street Network consists of over 90 miles of interconnected streets, sidewalks, trails and unimproved rights-of-way within central Pinellas County. The City has two goals for the Community Street Network: improving community streets to provide safe and efficient routes from neighborhoods to local destinations; and accommodating growth by improving mobility for all users, especially pedestrians and bicyclists. This includes promoting use of transit, and addressing deficient bicycle and pedestrian accommodations along community streets. The existing transportation facilities on the City's Community Streets do not meet level of service goals for bicycle and pedestrian activities, due to a lack of bicycle facilities, gaps or obstacles along existing sidewalks, inadequate roadway crossings, or other safety hazards. In addition to improving transportation, this project includes critical repairs and rehabilitation of existing infrastructure including pavement, sidewalk, and underground stormwater and wastewater facilities. Consolidating multiple infrastructure improvements into single projects will minimize construction impacts on the community and reduce overall costs. Paving group PC02 consists of 0.97 miles of scheduled pavement improvements. The project scope includes pedestrian, bicycle, sidewalk, urban trail, stormwater infrastructure improvements. Stormwater improvements are a primary driver of this project. The scope of pavement work involves rehabilitation.

### Revisions from Previous Year:

N/A

### Beyond 5 Years:

This asset will require ongoing maintenance throughout its expected service life.

### Level of Service Change Due to Project:

Investments in pedestrian and bicycle improvements along these roadways will not only serve to expand transportation options for residents of the City, but also will serve to reduce the number of bicycle and pedestrian-related accidents that occur along these streets. Improvements to the pavement, stormwater and wastewater infrastructure will preserve or restore level of service.

### Funding Breakdown:

Fund	2018	2019	2020	2021	2022
County Gas Tax (CGT) Fund	\$152,000	\$800,000	-	-	-
Local Option Sales Tax (LOST) Fund	\$193,000	\$1,012,000	-	-	-
Stormwater Fund	\$348,000	\$1,824,000	-	-	-
Transportation Impact Fee (TIF) Fund	\$1,000	\$9,000	-	-	-
Trust Funds	-	\$66,000	-	-	-
Wastewater Operations Fund	\$15,000	\$75,000	-	-	-

## COMMUNITY STREETS - ROSERY RD NE(2)/NW (PC04/PC10)

**Project Number: 118**

<b>Project Manager:</b>	City Engineer	<b>Additional FTEs:</b>	0.00
<b>Project Customer:</b>	Street Maintenance	<b>Estimated Useful Life:</b>	25 Years
<b>Strategic Focus Area:</b>	Public Health and Safety	<b>Project Status:</b>	New
<b>Strategic Plan Initiative:</b>	Invest in Quality Public Infrastructure	<b>Project Score:</b>	19

### Project Description:

The City of Largo Community Street Network consists of over 90 miles of interconnected streets, sidewalks, trails and unimproved rights-of-way within central Pinellas County. The City has two goals for the Community Street Network: improving community streets to provide safe and efficient routes from neighborhoods to local destinations; and accommodating growth by improving mobility for all users, especially pedestrians and bicyclists, within constrained rights-of-way that cannot be expanded to accommodate additional automobiles. This includes promoting use of transit, and addressing deficient bicycle and pedestrian accommodations along community streets. The existing transportation facilities on the City's Community Streets do not meet level of service goals for bicycle and pedestrian activities, due to a lack of bicycle facilities, gaps or obstacles along existing sidewalks, inadequate roadway crossings, or other safety hazards. In addition to improving transportation, this project includes critical repairs and rehabilitation of existing infrastructure including pavement, sidewalk, and underground stormwater and wastewater facilities. Consolidating multiple infrastructure improvements into single projects will minimize construction impacts on the community and reduce overall costs. Paving groups PC04 and PC10 consists of 0.83 miles of scheduled pavement improvements. The project scope includes pedestrian, bicycle, sidewalk, urban trail, stormwater infrastructure improvements. Stormwater and multi-modal improvements are a primary driver of this project. The scope of pavement work involves preventative maintenance and rehabilitation.

### Revisions from Previous Year:

N/A.

### Beyond 5 Years:

The construction phase of this project is planned for 2023.

### Level of Service Change Due to Project:

Investments in pedestrian and bicycle improvements along these roadways will not only serve to expand transportation options for residents of the City, but also will serve to reduce the number of bicycle and pedestrian-related accidents that occur along these streets. Improvements to the pavement, stormwater and wastewater infrastructure will preserve or restore level of service.

### Funding Breakdown:

Fund	2018	2019	2020	2021	2022
County Gas Tax (CGT) Fund	-	-	-	-	\$65,000
Local Option Sales Tax (LOST) Fund	-	-	-	-	\$127,000
Stormwater Fund	-	-	-	-	\$161,000
Transportation Impact Fee (TIF) Fund	-	-	-	-	\$144,000
Wastewater Operations Fund	-	-	-	-	\$9,000





### **III. DETAILED COST ESTIMATES**

**PC02 Pavement Group – Rosery Road NE**

REVISED: 11/28/17

ENGINEER'S COST ESTIMATE**GENERAL**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
1	GENERAL ALLOWANCE (10%)	LA	1	\$397,099.74	\$397,099.74
2	MOBILIZATION (101-0100) (10%)	LS	1	\$397,099.74	\$397,099.74
3	TRAFFIC CONTROL (102-0100) (15%)	LS	1	\$595,649.62	\$595,649.62
					<b>\$1,389,849.11</b>

**GENERAL**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
4	TESTING LABORATORY ALLOWANCE	LA	1	\$50,000.00	\$50,000.00
5	SURVEY AND LAYOUT BY CONTRACTOR	LS	1	\$65,000.00	\$65,000.00
6	PREVENTION, CONTROL, AND ABATEMENT OF EROSION AND WATER POLLUTION	LS	1	\$30,000.00	\$30,000.00
					<b>\$145,000.00</b>

**DRAINAGE**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
7	DRAINAGE,CURB INLET, FDOT TYPE J	EA	36	\$6,000.00	\$216,000.00
8	DRAINAGE CONFLICT STRUCTURE, INLET, FDOT DBI TYPE F (4' X 4' J-BOTTOM)	EA	5	\$7,000.00	\$35,000.00
9	DRAINAGE, MANHOLE, FDOT TYPE J-8 (4.0' X 4.0' BOTTOM)	EA	5	\$7,000.00	\$35,000.00
10	DRAINAGE, PIPE CULVERT (18-INCH RCP)	LF	1,000	\$65.00	\$65,000.00
11	DRAINAGE, PIPE CULVERT (24-INCH RCP)	LF	8,242	\$75.00	\$618,150.00
12	DRAINAGE, PIPE CULVERT (36-INCH RCP)	LF	1,000	\$115.00	\$115,000.00
13	EXISTING STORM PIPE & STRUCTURE DEMO	ls	1	\$40,000.00	\$40,000.00
14	CURB AND GUTTER – CONCRETE (TYPE F)	LF	8,242	\$25.00	\$206,050.00
					<b>\$1,330,200.00</b>

**1.5 INCH FULL DEPTH RECLAMATION WITH 2 ft SHOULDER RECONSTRUCTION Pinellas Trail to Missouri Ave**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
15	12-INCH SUB-BASE (MIN. 40 LBR)	SY	14,567	\$15.00	\$218,505.00
16	8-INCH LIMEROCK BASE (MIN. 100 LBR)	SY	14,567	\$41.00	\$597,247.00
17	1.5-INCH ASPHALT SUPERPAVE SURFACE (TYPE SP-12.5 FINE)	SY	14,567	\$20.00	\$291,340.00
18	FULL DEPTH RECLAMATION (BETWEEN 6-INCH AND 9-INCH DEPTH) (FDR) (392)	SY	0	\$50.00	\$0.00
					<b>\$1,107,092.00</b>

**PAVEMENT MARKINGS**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
19	FDOT, DETECTABLE WARNING (STD. NO. 304)	EA	32	\$355.00	\$11,360.00
20	FDOT, REFLECTIVE PAVEMENT MARKERS	EA	117	\$4.00	\$468.00
21	FDOT, THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS, 24-INCH SOLID, WHITE	LF	100	\$5.00	\$500.00
22	FDOT, THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS, 6-INCH SOLID, YELLOW	LF	12,366	\$3.00	\$37,098.00
23	SHARROW	LS	1	\$10,000.00	\$10,000.00
					<b>\$59,426.00</b>

**UTILITIES**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
24	SANITARY SEWER, CLEANOUT	EA	30	\$1,500.00	\$45,000.00
25	UTILITY RELOCATION	LS	1	\$25,000.00	\$25,000.00
26	8 INCH SEWER	LF	8,242	\$55.00	\$453,310.00
27	SEWER BYPASS	LS	1	\$40,000.00	\$40,000.00
28	ADJUST MANHOLE RIM (ROADWAY)	EA	20	\$400.00	\$8,000.00
					<b>\$571,310.00</b>

**MISCELLANEOUS**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
29	EXISTING SIGN RELOCATION (INCLUDES POST)	EA	10	\$450.00	\$4,500.00
30	PAVEMENT – CEMENT CONCRETE, DRIVEWAYS (6-INCH THICK MIN.)	SY	1,832	\$35.00	\$64,104.44
31	SIDEWALK – CONCRETE (4-INCH THICK MIN.)	SY	4,577	\$30.00	\$137,310.00
32	HANDRAIL – PIPE (ALUMINUM)	LF	200	\$90.00	\$18,000.00
33	MODIFY CURB RAMPS	EA	22	\$1,200.00	\$26,400.00
34	ARMOR-TILE, CAST-IN-PLACE DETECTABLE WARNING (09614)	EA	22	\$355.00	\$7,810.00
35	CLEARING & GRUBBING (SEE CONSTRUCTION PLANS)	LS	1	\$50,000.00	\$50,000.00
36	ROOT CONTROL BARRIER	LF	400	\$15.30	\$6,120.00
37	REGULAR EXCAVATION	CY	15,000	\$10.00	\$150,000.00
38	GRADING	LS	1	\$40,000.00	\$40,000.00
39	TREE REMOVAL 8"-29"	EA	20	\$600.00	\$12,000.00
40	LANDSCAPE	LS	1	\$50,000.00	\$50,000.00
41	SODDING	SY	8,345	\$5.00	\$41,725.00
42	SIGNALIZATION	LS	1	\$150,000.00	\$150,000.00
					<b>\$757,969.44</b>

\*QUANTITIES FOR MISCELLANEOUS ITEM IS ASSUMED

**TOTAL BID PRICE: \$5,360,846.55****25% CONTINGENCY: \$1,340,211.64****TOTAL: \$6,701,058.19**



## CAPITAL IMPROVEMENT PROGRAM FUNDING

## PC02 Pavement Group – Rosery Road NE

CURRENT CIP FUNDING BREAKDOWN				
FUNDING SOURCE	2015	2016	2018	TOTAL
STORMWATER	\$72,993.00	\$218,979.00	\$1,492,868.00	\$1,784,840.00
WASTEWATER	\$1,278.00	\$3,835.00	\$26,144.00	\$31,257.00
LOST	\$-	\$-	\$-	\$0.00
TIF-7	\$-	\$-	\$-	\$0.00
TIF-7A	\$13,484.00	\$40,450.00	\$275,771.00	\$329,705.00
CGT	\$10,193.00	\$30,579.00	\$208,470.00	\$249,242.00
WBD-CRD	\$38,420.00	\$115,259.00	\$780,657.00	\$934,336.00
TREE	\$7,632.00	\$22,895.00	\$156,087.00	\$186,614.00
TOTAL	\$144,000.00	\$431,997.00	\$2,939,997.00	\$3,515,994.00

ENGINEER COST ESTIMATE		
PROJECT PHASE	ESTIMATE	ROUNDED
EVALUATION (5%):	\$335,052.91	\$335,000.00
DESIGN(15%):	\$1,005,158.73	\$1,005,000.00
CONSTRUCTION ADMIN(5%):	\$335,052.91	\$335,000.00
CONSTRUCTION:	\$6,701,058.19	\$6,701,000.00
MAINTENANCE:	\$-	\$0.00
TOTAL	\$8,376,322.73	\$8,376,000.00

PROJECT CONSTRUCTION FUNDING BREAKDOWN			
FUNDING SOURCE	ESTIMATE	W/ CONTINGENCY	PERCENTAGE
CGT	\$753,831.40	\$942,289.25	15%
LOST	\$1,582,187.23	\$1,977,734.04	33%
TIF-7 A	\$8,721.11	\$10,901.39	0%
WASTEWATER	\$66,040.14	\$82,550.18	1%
STORMWATER	\$2,406,756.66	\$3,008,445.82	49%
TREE	\$50,000.00	\$62,500.00	1%
TOTAL	\$4,867,536.55	\$6,084,420.69	100.00%

ACTUAL – FUNDING BREAKDOWN PER PROJECT PHASE								
	CGT	LOST	TIF-7 A	WASTEWATER	STORMWATER	TREE	Total	
PERCENTAGE BREAKDOWN	15%	33%	0%	1%	49%	1%	100.00%	FY
EVALUATION (5%):	\$51,881.18	\$108,891.37	\$600.22	\$4,545.10	\$165,640.97	\$3,441.17	\$335,000.00	2018
DESIGN(15%):	\$155,643.53	\$326,674.11	\$1,800.65	\$13,635.30	\$496,922.91	\$10,323.50	\$1,005,000.00	2018
CONSTRUCTION ADMIN(5%):	\$51,881.18	\$108,891.37	\$600.22	\$4,545.10	\$165,640.97	\$3,441.17	\$335,000.00	2019
CONSTRUCTION:	\$1,037,778.38	\$2,178,152.45	\$12,006.11	\$90,915.60	\$3,313,313.87	\$68,833.59	\$6,701,000.00	2019
TOTAL	\$1,297,184.26	\$2,722,609.30	\$15,007.19	\$113,641.10	\$4,141,518.73	\$86,039.42	\$8,376,000.00	

ROUNDED – FUNDING BREAKDOWN PER PROJECT PHASE								
	CGT	LOST	TIF-7 A	WASTEWATER	STORMWATER	TREE	Total	
PERCENTAGE BREAKDOWN	15%	33%	0%	1%	49%	1%	100.00%	FY
EVALUATION / DESIGN BUILD (15%):	\$52,000.00	\$109,000.00	\$1,000.00	\$5,000.00	\$166,000.00	\$-	\$333,000.00	2018
DESIGN(15%):	\$156,000.00	\$327,000.00	\$2,000.00	\$14,000.00	\$497,000.00	\$-	\$996,000.00	2019
CONSTRUCTION ADMIN(5%):	\$52,000.00	\$109,000.00	\$1,000.00	\$5,000.00	\$166,000.00	\$3,000.00	\$336,000.00	2019
CONSTRUCTION:	\$1,038,000.00	\$2,178,000.00	\$12,000.00	\$91,000.00	\$3,313,000.00	\$69,000.00	\$6,701,000.00	2019
TOTAL	\$1,298,000.00	\$2,723,000.00	\$16,000.00	\$115,000.00	\$4,142,000.00	\$72,000.00	\$8,366,000.00	

FUNDING				
	EVAL	DESIGN	CONST / CA	TOTAL
CGT	\$52,000.00	\$156,000.00	\$1,090,000.00	\$1,298,000.00
LOST	\$109,000.00	\$327,000.00	\$2,287,000.00	\$2,723,000.00
TIF-7 A	\$1,000.00	\$2,000.00	\$13,000.00	\$16,000.00
WASTEWATER	\$5,000.00	\$14,000.00	\$96,000.00	\$115,000.00
STORMWATER	\$166,000.00	\$497,000.00	\$3,479,000.00	\$4,142,000.00
TREE	\$-	\$-	\$72,000.00	\$72,000.00
TOTAL	\$333,000.00	\$996,000.00	\$7,037,000.00	\$8,366,000.00

PHASE	2018	2018	2019
EVALUATION (5%):	\$333,000.00		
DESIGN(15%):		\$996,000.00	
CONSTRUCTION ADMIN(5%):			\$335,000.00
CONSTRUCTION:			\$6,702,500.00
TOTAL:			\$8,366,500.00

**PC04 & PC10 Pavement Group – Rosery Road NE**

REVISED: 11/28/17

ENGINEER'S COST ESTIMATE**GENERAL**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
1	GENERAL ALLOWANCE (10%)	LA	1	\$343,944.13	\$343,944.13
2	MOBILIZATION (101-0100) (10%)	LS	1	\$343,944.13	\$343,944.13
3	TRAFFIC CONTROL (102-0100) (15%)	LS	1	\$515,916.20	\$515,916.20

**\$1,203,804.47****GENERAL**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
4	TESTING LABORATORY ALLOWANCE	LA	1	\$75,000.00	\$50,000.00
5	SURVEY AND LAYOUT BY CONTRACTOR	LS	1	\$100,000.00	\$100,000.00
6	PREVENTION, CONTROL, AND ABATEMENT OF EROSION AND WATER POLLUTION	LS	1	\$45,000.00	\$25,000.00

**\$175,000.00****DRAINAGE -MISSOURI TO EAGLE LAKE PARK**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
7	DRAINAGE,CURB INLET, FDOT TYPE J	EA	40	\$6,000.00	\$240,000.00
8	DRAINAGE CONFLICT STRUCTURE, INLET, FDOT DBI TYPE F (4' X 4' J-BOTTOM)	EA	10	\$7,000.00	\$70,000.00
9	DRAINAGE, MANHOLE, FDOT TYPE J-8 (4.0' X 4.0' BOTTOM)	EA	15	\$7,000.00	\$105,000.00
10	DRAINAGE, PIPE CULVERT (24-INCH RCP)	LF	6,864	\$75.00	\$514,800.00
11	CURB AND GUTTER – CONCRETE (TYPE F)	LF	13,728	\$25.00	\$343,200.00
12	EXISTING STORM PIPE & STRUCTURE DEMO	ls	1	\$40,000.00	\$40,000.00

**\$1,313,000.00****0.5" TO 2" MILL, 1.5" ASPHALT OVERLAY (Entire length 20 ft wide)**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
13	1.5-INCH ASPHALT SUPERPAVE SURFACE (TYPE SP-12.5 FINE)	SY	15,924	\$20.00	\$318,480.00
14	1.5-2-INCH MILL EXISTING ASPHALT PAVEMENT	SY	15,924	\$5.00	\$79,620.00

**\$398,100.00****SHOULDER RECONSTRUCTION (4ft wide both sides)**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
15	12-INCH SUB-BASE (MIN. 40 LBR)	SY	6,100	\$15.00	\$91,500.00
16	8-INCH LIMEROCK BASE (MIN. 100 LBR)	SY	6,100	\$41.00	\$250,100.00
17	1.5-INCH ASPHALT SUPERPAVE SURFACE (TYPE SP-12.5 FINE)	SY	6,100	\$20.00	\$122,000.00

**\$463,600.00****PAVEMENT MARKINGS**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
18	FDOT, DETECTABLE WARNING (STD. NO. 304)	EA	24	\$355.00	\$8,520.00
19	FDOT, REFLECTIVE PAVEMENT MARKERS	EA	150	\$4.00	\$600.00
20	FDOT, THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS, 24-INCH SOLID, WHITE	LF	200	\$5.00	\$1,000.00
21	FDOT, THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS, 6-INCH SOLID, YELLOW	LF	27,456	\$3.00	\$82,368.00
22	SHARROW	LS	1	\$10,000.00	\$10,000.00

**\$102,488.00****UTILITIES**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
23	SANITARY SEWER, CLEANOUT	EA	20	\$1,500.00	\$30,000.00
24	UTILITY RELOCATION	LS	1	\$25,000.00	\$25,000.00
25	8 INCH SEWER	LF	12	\$55.00	\$660.00
26	SEWER BYPASS	LS	1	\$40,000.00	\$40,000.00
27	ADJUST MANHOLE RIM (ROADWAY)	EA	25	\$400.00	\$10,000.00

**\$105,660.00****MISCELLANEOUS**

BID #	ITEM	UNIT	QTY	UNIT \$	TOTAL \$
28	EXISTING SIGN RELOCATION (INCLUDES POST)	EA	10	\$450.00	\$4,500.00
29	PAVEMENT – CEMENT CONCRETE, DRIVEWAYS (6-INCH THICK MIN.)	SY	3,051	\$35.00	\$106,773.33
30	SIDEWALK – CONCRETE (4-INCH THICK MIN.)	SY	5,387	\$30.00	\$161,610.00
31	HANDRAIL – PIPE (ALUMINUM)	LF	200	\$90.00	\$18,000.00
32	MODIFY CURB RAMPS	EA	26	\$1,200.00	\$31,200.00
33	ARMOR-TILE, CAST-IN-PLACE DETECTABLE WARNING (09614)	EA	26	\$355.00	\$9,230.00
34	CLEARING & GRUBBING (SEE CONSTRUCTION PLANS)	LS	1	\$50,000.00	\$50,000.00
35	ROOT CONTROL BARRIER	LF	400	\$15.30	\$6,120.00
36	REGULAR EXCAVATION	CY	15,000	\$10.00	\$150,000.00
37	GRADING	LS	1	\$40,000.00	\$40,000.00
38	TREE REMOVAL 8"-29"	EA	20	\$600.00	\$12,000.00
39	LANDSCAPE	LS	1	\$50,000.00	\$50,000.00
40	SODDING	SY	18,432	\$5.00	\$92,160.00
41	SIGNALIZATION	LS	1	\$150,000.00	\$150,000.00

\*QUANTITIES FOR MISCELLANEOUS ITEM IS ASSUMED

**\$881,593.33****TOTAL BID PRICE: \$4,643,245.80****25% CONTINGENCY: \$1,160,811.45****TOTAL: \$5,804,057.25**



**CAPITAL IMPROVEMENT PROGRAM FUNDING**  
**PC04 & PC10 Pavement Group – Rosery Road NE**

CURRENT CIP FUNDING BREAKDOWN			
FUNDING SOURCE	2017	2019	TOTAL
STORMWATER	\$148,673.00	\$768,470.00	\$917,143.00
WASTEWATER	\$3,885.00	\$20,082.00	\$23,967.00
LOST	\$183,051.00	\$896,163.00	\$1,079,214.00
TIF-7A	\$-	\$-	\$0.00
TIF-7	\$32,647.00	\$168,749.00	\$201,396.00
CGT	\$16,191.00	\$86,533.00	\$102,724.00
WBD-CRD	\$-	\$-	\$0.00
TREE	\$-	\$50,000.00	\$50,000.00
TOTAL	\$384,447.00	\$1,989,997.00	\$2,374,444.00

ENGINEER COST ESTIMATE		
PROJECT PHASE	ESTIMATE	ROUNDED
EVALUATION (5%):	\$290,202.86	\$290,000.00
DESIGN(15%):	\$870,608.59	\$871,000.00
CONSTRUCTION ADMIN(5%):	\$290,202.86	\$290,000.00
CONSTRUCTION:	\$5,804,057.25	\$5,804,000.00
MAINTENANCE:	\$0.00	\$0.00
TOTAL	\$7,255,071.56	\$7,255,000.00

PROJECT CONSTRUCTION FUNDING BREAKDOWN			
FUNDING SOURCE	ESTIMATE	/ CONTINGENCY	PERCENTAGE
CGT	\$701,352.64	\$876,690.80	15.1%
TIF-7	\$1,205,179.95	\$1,506,474.94	26.0%
WASTEWATER	\$150,038.77	\$187,548.46	3.2%
LOST	\$659,532.31	\$824,415.38	14.2%
STORMWATER	\$1,877,142.14	\$2,346,427.67	40.4%
TREE	\$50,000.00	\$62,500.00	1.1%
TOTAL	\$4,643,245.80	\$5,804,057.25	100.00%

ACTUAL – FUNDING BREAKDOWN PER PROJECT PHASE								
	CGT	TIF-7	WASTEWATER	LOST	STORMWATER	TREE	Total	
PERCENTAGE BREAKDOWN	15.1%	26.0%	3.2%	14.2%	40.4%	1.1%	100.00%	FY
EVALUATION (5%):	\$43,803.90	\$75,271.09	\$9,370.87	\$41,191.95	\$117,239.37	\$3,122.82	\$290,000.00	2018
DESIGN(15%):	\$131,562.74	\$226,072.83	\$28,144.92	\$123,717.90	\$352,122.39	\$9,379.21	\$871,000.00	2018
CONSTRUCTION ADMIN(5%):	\$43,803.90	\$75,271.09	\$9,370.87	\$41,191.95	\$117,239.37	\$3,122.82	\$290,000.00	2022
CONSTRUCTION:	\$876,682.15	\$1,506,460.08	\$187,546.61	\$824,407.25	\$2,346,404.53	\$62,499.38	\$5,804,000.00	2022
TOTAL	\$1,095,852.68	\$1,883,075.10	\$234,433.26	\$1,030,509.07	\$2,933,005.66	\$78,124.23	\$7,255,000.00	

ROUNDED – FUNDING BREAKDOWN PER PROJECT PHASE								
	CGT	TIF-7	WASTEWATER	LOST	STORMWATER	TREE	Total	
PERCENTAGE BREAKDOWN	15%	26%	3%	14%	40%	1%	100.00%	FY
EVALUATION (5%):	\$44,000.00	\$75,000.00	\$9,000.00	\$41,000.00	\$117,000.00	\$-	\$286,000.00	2018
DESIGN(15%):	\$132,000.00	\$226,000.00	\$28,000.00	\$124,000.00	\$352,000.00	\$-	\$862,000.00	2019
CONSTRUCTION ADMIN(5%):	\$44,000.00	\$75,000.00	\$9,000.00	\$41,000.00	\$117,000.00	\$3,000.00	\$289,000.00	2019
CONSTRUCTION:	\$877,000.00	\$1,506,000.00	\$188,000.00	\$824,000.00	\$2,346,000.00	\$62,000.00	\$5,803,000.00	2019
TOTAL	\$1,097,000.00	\$1,882,000.00	\$234,000.00	\$1,030,000.00	\$2,932,000.00	\$65,000.00	\$7,240,000.00	

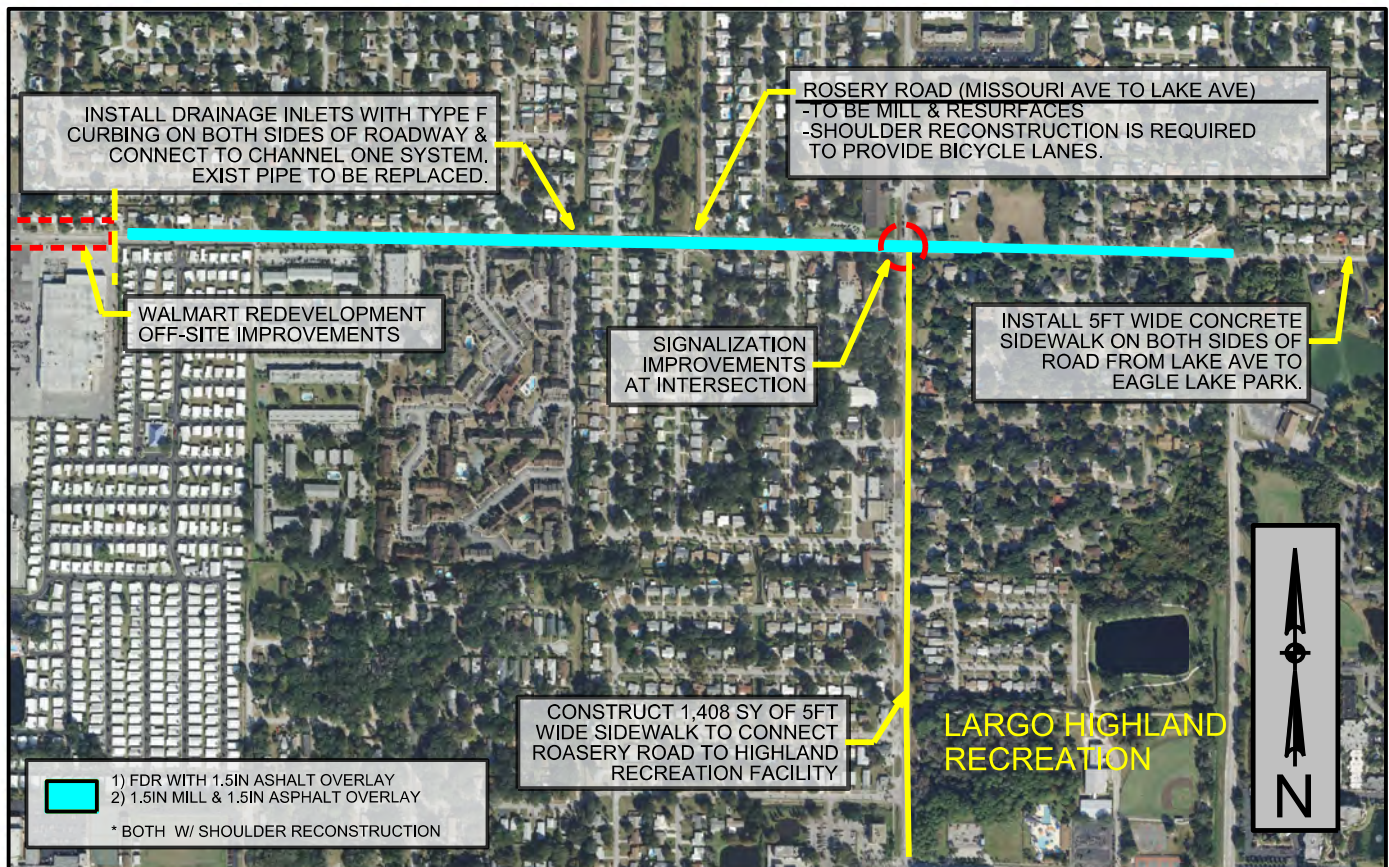
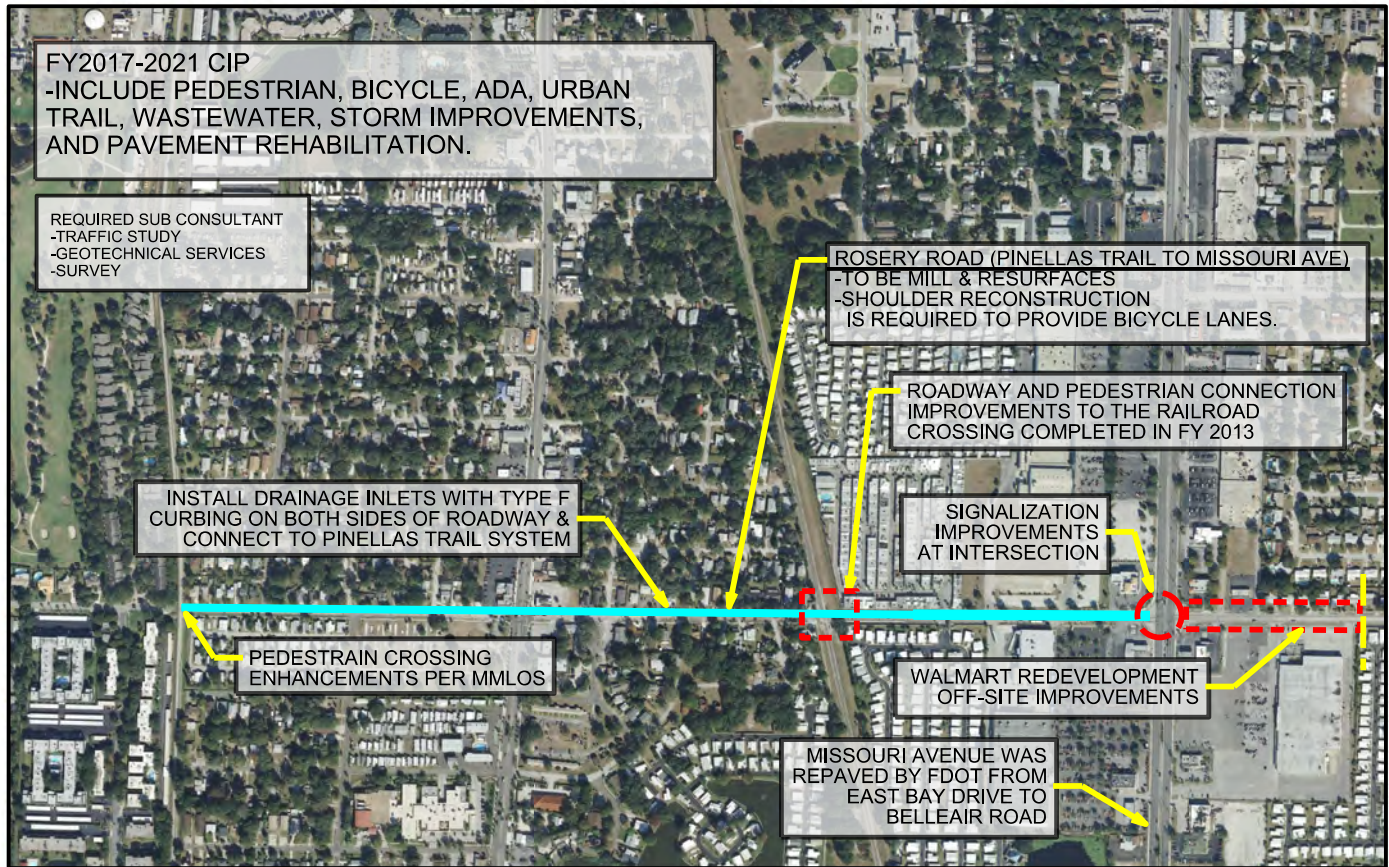
FUNDING				
	EVAL/DB		CONST/CA/ Design	TOTAL
CGT	\$44,000.00	\$132,000.00	\$921,000.00	\$1,097,000.00
TIF-7	\$75,000.00	\$226,000.00	\$1,581,000.00	\$1,882,000.00
WASTEWATER	\$9,000.00	\$28,000.00	\$197,000.00	\$234,000.00
LOST	\$41,000.00	\$124,000.00	\$865,000.00	\$1,030,000.00
STORMWATER	\$117,000.00	\$352,000.00	\$2,463,000.00	\$2,932,000.00
TREE	\$-	\$-	\$65,000.00	\$65,000.00
TOTAL	\$286,000.00	\$862,000.00	\$6,092,000.00	\$7,240,000.00

PHASE	2022	2022	2023
EVALUATION (5%):	\$286,000.00		
DESIGN(15%):		\$862,000.00	
CONSTRUCTION ADMIN(5%):			\$289,500.00
CONSTRUCTION:			\$5,802,500.00
TOTAL:			\$7,240,000.00



## **IV. 2012 MULTIMODAL PLAN FEASIBILITY STUDY**

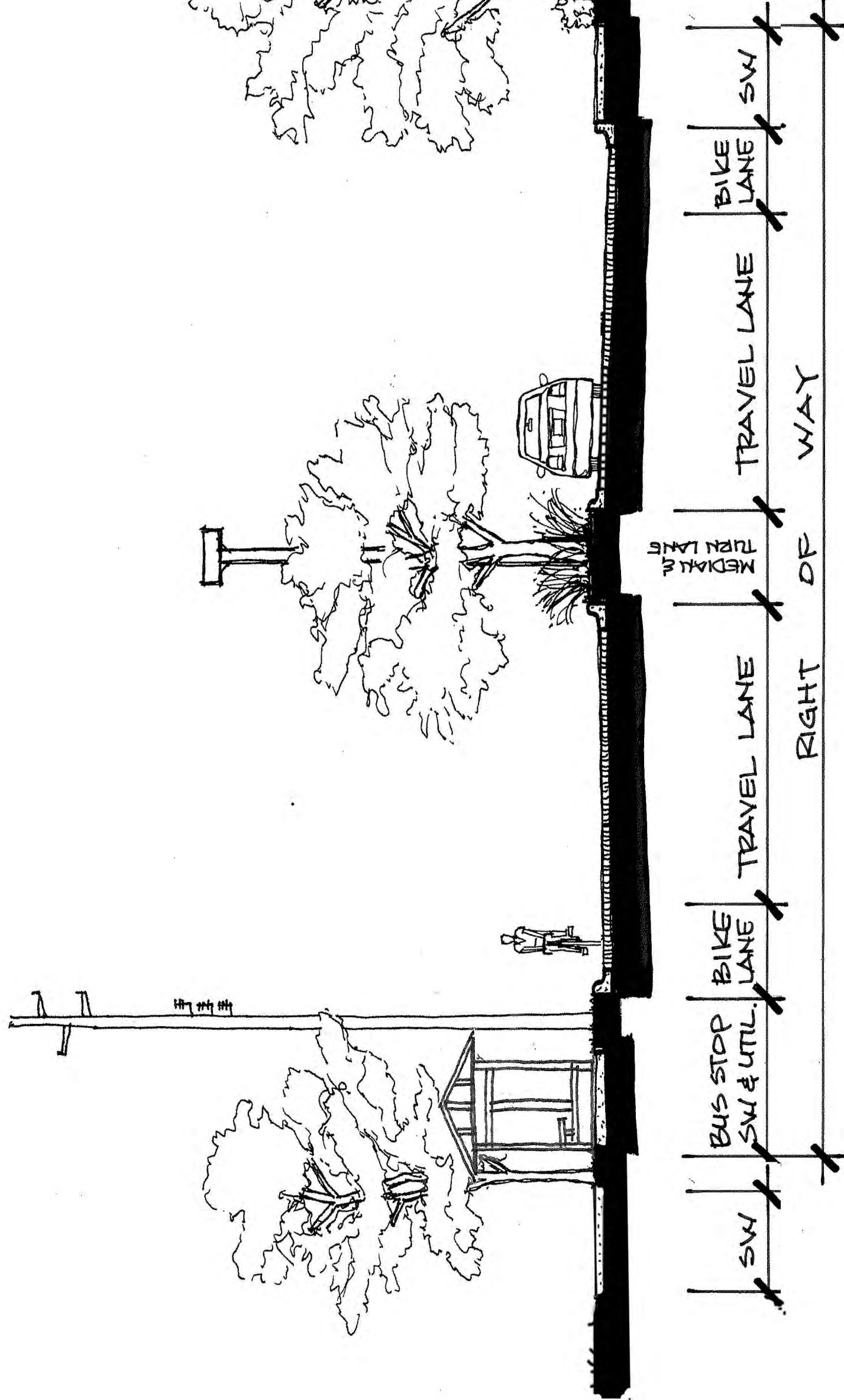




Project Name: Rosery Rd NE Drainage Impr.  
Project Location: Largo, FL  
Section: 33 Township: 29 Range: 15  
Scale: NTS  
Date: December 2016

## ROSARY ROAD COMMUNITY STREETS CONCEPT DESIGN





# TYPICAL COLLECTOR ROAD





# **V. CITY COMMISSION RESOLUTION & STAFF MEMO**

**RESOLUTION NO. 2173**

A RESOLUTION OF THE CITY OF LARGO, FLORIDA,  
AUTHORING THE CITY MANAGER TO RESPOND WITH  
TWO (2) APPLICATIONS TO THE FORWARD PINELLAS  
CALL FOR PROJECTS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Forward Pinellas as the unified Metropolitan Planning Organization/Pinellas Planning Council (MPO/PPC) has been tasked by a special act of the state legislature to coordinate transportation and land use planning in Pinellas County; and

WHEREAS, Forward Pinellas seeks to incentivize transportation investments so they serve as a catalyst for transformative redevelopment, particularly through the implementation of "Complete Streets"; and

WHEREAS, on October 3, 2016, Forward Pinellas issued a call to solicit concept planning, design or construction projects that meet the intent of the Complete Streets program; and

WHEREAS, Forward Pinellas will provide one (1) incentive of up to \$100,000 for the selected Concept Planning and Design application to be funded in Fiscal Year 2017; and

WHEREAS, Forward Pinellas will provide one (1) incentive of up to \$1,000,000 for the selected Construction Project application funded in Fiscal Year 2022 or 2023.

NOW, THEREFORE, THE CITY OF LARGO CITY COMMISSION HEREBY RESOLVES:

Section 1: That the City Commission for the City of Largo, Florida, hereby endorses its community support for the Forward Pinellas Complete Streets incentive projects.

Section 2: That the City Commission authorizes the City Manager to submit two Complete Streets applications, one in the Planning and Design category for the Rosery Road NW project, and one in the Construction category for the 1<sup>st</sup> Avenue NE Roadway and Infrastructure Improvements project.

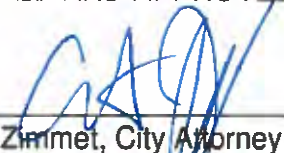
Section 3: That this resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED THIS 1<sup>st</sup> DAY OF November, 2016.

CITY OF LARGO, FLORIDA

  
\_\_\_\_\_  
Louis L. Brown, Mayor

REVIEWED AND APPROVED:

  
\_\_\_\_\_  
Alan S. Zimmer, City Attorney

ATTEST:

  
\_\_\_\_\_  
Diane Bruner, City Clerk





City of Largo  
Agenda Item

Form Revision Date: 09/18/17

Meeting Date  
12/05/17

Presenter: Rick Perez, Planning Manager

Department: CD – Community Development

TITLE:

RESOLUTION NO. 2202 - AUTHORIZING THE CITY MANAGER TO RESPOND TO THE FORWARD PINELLAS CALL FOR PROJECTS WITH AN APPLICATION FOR CONSTRUCTION FUNDING FOR ROSERY ROAD PHASE II.

This resolution documents the City Commission's support to submit an application in response to Forward Pinellas Complete Streets Program call for projects.

Forward Pinellas call for projects will select one project in each of the following categories:

- \$100,000 incentive (County funding) towards a Complete Streets design. The estimated award date is mid-summer 2018.
- \$1,000,000 incentive (FDOT funding) towards a Complete Streets construction project. The estimated award is Fiscal Year between 2019/20 and 2023/24. The program strongly encourages local matching funds, but does not require a minimum amount.

City staff will pursue the construction category, submitting the Rosery Road NE (2)/NW (Phase II) project. The application is due by the December 15, 2016 submittal deadline. Currently Rosery Road redesign and construction are identified in the CIP schedule as follows:

- The Rosery Road NE (1) (Phase I), from the Pinellas Trail to Missouri Avenue, is budgeted for design in Fiscal Year 2018 for \$709,000 and scheduled for construction in Fiscal Year 2019 for \$3,786,000. The next segment scheduled for construction is the one mile length of roadway. It is budgeted for construction in Fiscal Year 2019.
- The Rosery Road NE (2)/NW (Phase II), from Missouri Avenue to Eagle Lake County Park, is budgeted for design in Fiscal Year 2022 for \$506,000. Construction is anticipated in Fiscal Year 2023.

Budgeted Amount: \$0.00 Budget Page No(s): NA Available Amount: \$0.00 Expenditure Amount: \$0.00

Additional Budgetary Information: Not applicable

Funding Source(s): NA Sufficient Funds Available: ☒ Yes ☐ No Budget Amendment Required: ☐ Yes ☒ No Source: N/A

City Attorney Reviewed: ☒ Yes ☐ No ☐ N/A Advisory Board Recommendation: ☐ For ☐ Against ☒ N/A Consistent With: ☒ Yes ☐ No ☐ N/A Strategic Plan

Potential Motion/ Direction Requested: I MOVE TO APPROVE/DISAPPROVE RESOLUTION NO. 2202

Staff Contact: Rick Perez, Planning Manager 7350 rperez@largo.com

Attachments: Resolution No. 2202



## **VI. LETTERS OF COMMUNITY SUPPORT**



**BOARD OF COUNTY  
COMMISSIONERS**

Dave Eggers  
Pat Gerard  
Charlie Justice  
Janet C. Long  
John Morroni  
Karen Williams Seel  
Kenneth T. Welch



December 6, 2017

Mr. Richard Perez, Planning Manager  
City of Largo  
Community Development Department – Planning Division  
201 Highland Avenue  
Largo, Florida 33770 – 0296

**SUBJECT: Letter of Support Rosery Road Phase II  
Complete Streets Proposal to Forward Pinellas**

Dear Mr. Perez:

This letter is to support the City of Largo's proposal to Forward Pinellas for Complete Streets funding for the reconstruction of Rosery Road, Phase II. The intent of the project is to improve conditions for bicyclists and pedestrians on the corridor between the Pinellas Trail and Eagle Lake Park. The Complete Streets design will include more defined crosswalks with better signage, and/or enhanced pedestrian crossing warning lights as well as improved sidewalks, bike lanes and/or a trail based on the design that is most appropriate and feasible in the Rosery Road corridor.

The Rosery Road Complete Streets project is a high priority in the City's Strategic Plan. The project supports two of the Strategic Plan's principles; expanding parks and trails and investing in quality infrastructure that builds a safe and healthy community.

Furthermore, the project supports Pinellas County's objectives to enhance alternative modes of transportation, improve bicycle and pedestrian safety and access, which includes enhancing Pinellas Trail loop. This Complete Streets corridor will connect the Pinellas Trail, through Eagle Lake Park and eventually to the County's planned Belleair Trail to connect to the Pinellas Trail/Duke Energy Trail.

Ultimately, the improvements will make Rosery Road more attractive, convenient and safer for all users. We are providing this letter of support for the proposal that the City of Largo is submitting to Forward Pinellas for funding.

Sincerely,

Ken Jacobs  
Transportation Division Director

Pinellas County Public Works  
22211 U.S. 19 N. • Building 1  
Clearwater, FL 33765  
Main Office: (727) 464-8900  
FAX: (727) 464-8915  
V/TDD: (727) 464-4062

[www.pinellascounty.org](http://www.pinellascounty.org)



**Mission:**

To protect, promote & improve the health of all people in Florida through integrated state, county & community efforts.



**Rick Scott**  
Governor

**Celeste Philip, MD, MPH**  
Surgeon General and Secretary

**Vision:** To be the Healthiest State in the Nation

December 7, 2017

Rick Perez, Planning Manager  
Community Development Department – Planning Division  
201 Highland Avenue  
Largo, Florida 33770 – 0296

**SUBJECT: Letter of Support Rosery Road Phase II Complete Streets Proposal to Forward Pinellas**

Dear Mr. Perez,

On behalf of the Florida Department of Health-Pinellas County (DOH-Pinellas) please accept this letter of commitment in support to the City of Largo's proposal to Forward Pinellas for Complete Streets funding for reconstruction of Rosery Road, Phase II. The intent of the project is to improve conditions for bicyclists and pedestrians to safely and conveniently use the corridor between the Pinellas Trail and Eagle Lake County Park as well as the many neighborhoods with the corridor. The Complete Streets design will include more defined crosswalks with better signage, and/or enhanced pedestrian crossing warning lights as well as improved sidewalks, bikelanes and/or a trail based on the design that is most appropriate and feasible in the Rosery Road corridor.

The Rosery Road Complete Street project is a high priority in the City's Strategic Plan. The project supports two of the Strategic Plan's principles:

- Continuing to improve accessibility to the system of parks, trails and greenways and expand the local trail network to provide accessibility to regional trails and destinations such as Eagle Lake Park, and
- Investing in quality infrastructure that builds a community of safe and healthy neighborhoods.

Furthermore, the project supports Pinellas County objectives to support alternative modes of transportation, reduce vehicle, bicycle and pedestrian safety and enhance access to the Pinellas Trail and Eagle Lake Park.

Ultimately, the improvements will make Rosery Road more attractive, convenient and safer for all users. Thus, we are providing this letter of support for the proposal that the City of Largo is submitting to Forward Pinellas for funding. Good luck with your proposal application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ulyee Choe".

Ulyee Choe, D.O.  
County Health Department Director

UC/mb

**Florida Department of Health**  
in Pinellas County

205 Dr. Martin Luther King Jr. St. N. • St. Petersburg, FL 33701-3109  
PHONE: (727) 824-6900 • FAX (727) 820-4285

**FloridaHealth.gov**



**Accredited Health Department**  
Public Health Accreditation Board





## Ponce de Leon Elementary School

1301 Ponce de Leon Blvd. Clearwater, Fl. 33756

Phone: (727) 588-3573 Fax: (727) 588-3700

Website: [www.ponce-es.pinellas.k12.fl.us](http://www.ponce-es.pinellas.k12.fl.us)

Stephanie Blackman  
Principal

Greg Logan  
Assistant Principal

To Whom It May Concern,

12/4/17

This letter is to support the request of the Rosery Road Complete Street project. This high priority project includes investing in quality infrastructure that builds a community of safe and healthy neighborhoods as well as continuing to improve accessibility to the system of parks, trails and greenways. The objective of the project is to reconstruct the roadway to improve conditions for bicyclists and pedestrians to safely and conveniently use the corridor between the Pinellas Trail and Eagle Lake Park. Safety is a critical component of the proposed reconstruction and the safety of my students at the school crossing at Rosery Road and Betty Lane is one area that this improvement would revisit. Largo Police Department volunteers work diligently to ensure the safety of children walking to and from school. However, the reconstruction will make Rosery Road safer to cross. Since Ponce de Leon is a community school, the vast majority of our students walk and nearly a third of my students walk this way. The improvements will include more defined crosswalks with better signage, and/or enhanced pedestrian crossing warning lights as well as improved sidewalks, bike lanes and/or a trail based on the design that is most appropriate and feasible in the Rosery Road corridor. Ultimately, the improvements will make Rosery Road more attractive, convenient and safer for all users. As the principal of Ponce de Leon, I feel confident in saying that my students, staff, and families would all support these improvements as we all believe that safety is the upmost priority for our students. If there are any questions or additional information I could provide to help guide you in your decision, please feel free to contact me.

Sincerely

Stephanie Blackman