

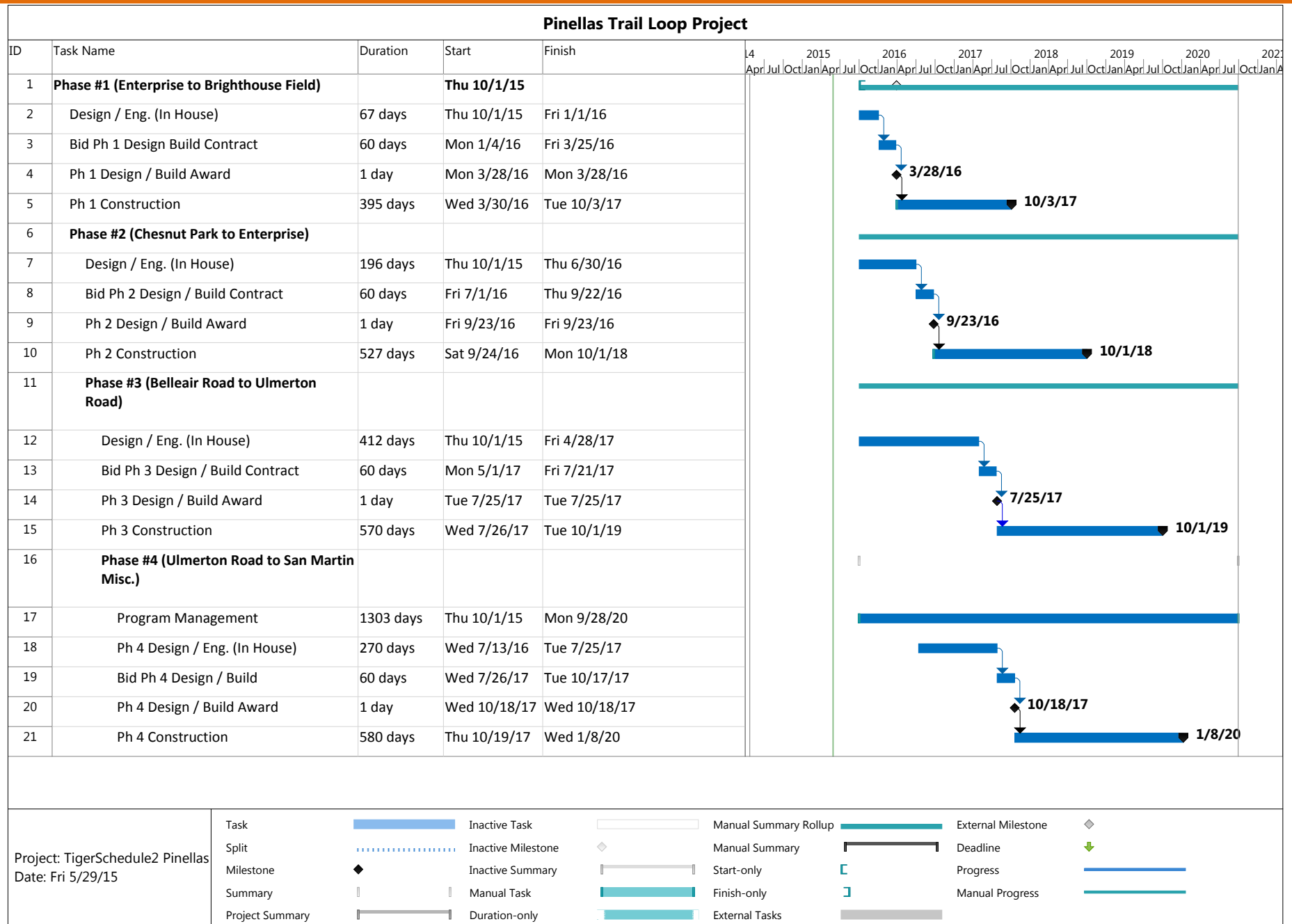
Appendix A: Statement of Work, Project Schedule and Budget

Statement of Work

General Project Description – Completing the Loop will finish the Pinellas Trail Loop, a 75-mile multi-modal transportation facility that provides for the safe and efficient movement of nonmotorized modes. There are two components to this project, all located within Pinellas County. These investments include construction of the following: a multi-use trail in the North Gap and South Gap of the Pinellas Trail Loop. This project will finish the final segments of the Pinellas Trail Loop, connecting the two largest cities in Pinellas County, several other municipalities and a number of unincorporated communities with transit, employment, commercial attractors, and recreational facilities. Completing the Pinellas Trail Loop will also significantly enhance the safety of pedestrians and bicyclists in the areas around the gaps, by providing safe off-road facility. It is expected that this project will be classified as a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA), due to its status as a bicycle and pedestrian facility, the Florida Department PD&E Manual CE checklist, and past experience with similar actions. Duke Energy is a major partner in this project, based on the Agreement to Lease and Joint Participation Agreement between Pinellas County and Duke Energy.

- **Pinellas Trail Loop – North Gap:** This component of the Pinellas Trail Loop will connect the existing terminus of the Pinellas Trail in the East Lake area to the existing terminus of the Duke Energy Florida Trail in the Clearwater area, near Brighthouse Networks Field. This segment will utilize the existing overpasses near Enterprise Rd. and Curlew Rd. to carry the Trail over U.S. Highway 19 and Curlew, respectively. The project includes the design and construction of a 8.26 mile long Trail in the existing Duke Energy utility right-of-way and in County and City of Clearwater right-of-way, along with the appropriate markings and signage.

- **Pinellas Trail Loop – South Gap:** This component of the Pinellas Trail Loop will connect the existing terminus of the Duke Energy Florida Trail in the Clearwater area near Belleair Rd. to the existing terminus of the North Bay Trail in St. Petersburg. This segment will utilize the existing underpass at Ulmerton Rd. to carry the Trail under this roadway and will also include the reconstruction of the San Martin Bridge at the southern terminus to include a dedicated Trail facility. The project includes the design and construction of a 12.01 mile long Trail, along with the appropriate markings and signage.



Base trail cost:
(15' width)

\$400,000 per mile
\$75.76 per linear foot

Alignment	Description	Segment	Segment Length (ft)	Trail Width	Cost Factor	Estimated Construction Cost	Driveways or Conflict Points	Roadway Crossing or Intersection
N1	North Gap - Chesnut Park to Enterprise							
		Chesnut Park to Boot Ranch Blvd S.	6,378	15	1.5	\$ 724,773	0	4
		Boot Ranch Blvd S. to Curlew Road	10,394	15	2	\$ 1,574,848	0	7
		Curlew Road to Enterprise Road	17,745	15	1.5	\$ 2,016,477	9	9
			34,517			\$ 4,316,098		
			6.5 miles					
		structure 1 (162')				\$ 300,000		
		structure 2 (KCA - over LTOC)				\$ 1,100,000		
		structure 3 (35' prefab)				\$ 150,000		
		TOTAL				\$ 5,866,098		

Alignment	Description	Segment	Segment Length (ft)	Trail Width	Cost Factor	Estimated Construction Cost	Driveways or Conflict Points	Roadway Crossing or Intersection
N2	North Gap - Enterprise to Bright House Field							
		Enterprise Road to Sunset Point Road	6,439	15	2	\$ 975,606	0	0
		Sunset Point Road to NE Coachman	3,508	15	2	\$ 531,515	2	0
		along NE Coachman to Old Coachman	1,817	15	1.5	\$ 206,477	2	0
		along Ream Wilson Trail to BH Field	1,896	12	1.5	\$ 172,364	1	1
			13,660			\$ 1,885,962		
			2.6 miles					
		structure 1 - bridge replacement				\$ 400,000		
		structure 2 - heavy vehicle structure				\$ 1,000,000		
		TOTAL				\$ 3,285,962		

Alignment	Description	Segment	Segment Length (ft)	Trail Width	Cost Factor	Estimated Construction Cost	Driveways or Conflict Points	Roadway Crossing or Intersection
S1	South Gap - From Belleair Road to Ulmerton Rd							
		along Belleair Road	1,164	10	0	\$ -	6	4
		along US19	2,752	10	0	\$ -	4	2
		along Haines Bayshore Road	575	10	0	\$ -	3	0
		Haines Bayshore Road to Whitney Road	3,084	15	2	\$ 467,273	0	1
		Whitney Road to Roosevelt Blvd	3,074	15	1	\$ 232,879	0	2
		Roosevelt Blvd to 150th Avenue North	2,692	15	1.5	\$ 305,909	5	2
		150th Avenue North to 142nd Avenue North	2,842	15	1.5	\$ 322,955	9	1
		142nd Avenue North to Icot Blvd	2,851	15	1.5	\$ 323,977	0	2
		along Icot Blvd (South)	1,091	12	2	\$ 132,242	1	0
		along Ulmerton Road	835	12	2	\$ 101,212	0	2
			20,960			\$ 1,886,447	28	16
			4.0 miles					
		structure 1 (50' span - prefab)				\$ 200,000		
		structure 2 (45' span - prefab)				\$ 150,000		
		TOTAL				\$ 2,236,447		

Alignment	Description	Segment	Segment Length (ft)	Trail Width	Cost Factor	Estimated Construction Cost	Driveways or Conflict Points	Roadway Crossing or Intersection
S4	South Gap - From Ulmerton Rd. to San Martin							
		along Ulmerton Road	1,186	15	3	\$ 269,545	4	2
		Ulmerton Road to 126th Ave North	2,768	15	2	\$ 419,394	0	0
		along 126th Ave North	11,742	10	2	\$ 1,186,061	32	8
		along Roosevelt Blvd North	11,619	10	0	\$ -	5	10
		across 4th St North	1,091	10	0	\$ -	0	1
		along Gandy Blvd North (north side)	3,677	10	4	\$ 3,677,000	12	3
		along Gandy Blvd North (south side)	1,728	15	2	\$ 261,818	7	0
		along San Martin Blvd	9,210	12	1.5	\$ 837,273	23	4
			43,021			\$ 6,651,091		
			8.1 miles					
		San Martin Blvd over Riviera Bay bridge				\$ 600,000		
		TOTAL				\$ 7,251,091		

Intersections / Signalization	65 intersections	\$ 3,250,000
Total Construction Cost		\$ 21,889,598.48
Design and Survey	10%	\$ 2,188,959.85
Mobilization	5%	\$ 1,094,479.92
MOT	3%	\$ 656,687.95
Geotech and Testing	2%	\$ 437,791.97
Unforeseen additional items	10%	\$ 2,188,959.85
Contingency	10%	\$ 2,188,959.85
As-builts / Project Close-out	2%	\$ 437,791.97
TOTAL		\$ 31,083,229.85