

After Recording Return to:
City of Palm Bay
Attn: City Clerk
120 Malabar Road SE
Palm Bay, Florida 32907

**DRP FL 6 IMPACT FEE CREDIT AGREEMENT
FOR PROPORTIONATE FAIR SHARE CONTRIBUTIONS**

THIS AGREEMENT (“Agreement”) is entered into by and between DRP FL 6, LLC, a foreign limited liability company (“Owner”), the record title property owner whose mailing address is 590 Madison Avenue, Thirteenth Floor, New York, New York 10022, and the CITY OF PALM BAY, a Florida municipal corporation (“City”) whose mailing address is 120 Malabar Road SE, Palm Bay, Florida 32907.

WHEREAS, Owner is the fee simple owner of that certain real property being approximately 449.8+/- acres in size, located in the City of Palm Bay along the east side of St. Johns Heritage Parkway north of its intersection with Pace Drive NW, legally described to wit in Exhibit A attached hereto and incorporated herein;

WHEREAS, the City adopted the Lassiter Transportation Group (“LTG”) Traffic Impact Study, attached hereto and incorporated herein as Exhibit B, dated November 27, 2023 (“Study”), which provides the total buildout development will consist of a maximum of Eight Hundred Fifty-Four (854) single-family homes and Six Hundred Twenty-Four (624) multi-family homes, along with other amenities (“Project”);

WHEREAS, the City finds that the Owner is entitled to receive transportation facilities impact fee credits for such contributions pursuant to Sec. 183.37, City Code, and that such contributions are consistent with the City’s Comprehensive Plan, are an integral part of and a reasonably necessary accommodation of contemplated off-site improvements, and the proposed funding or construction time schedule is consistent with the City’s transportation work schedule to be completed by Buildout Year of December 30, 2028 for roadway improvements herein described and signalization is based on when the intersection meets warrant for the installation of a traffic signal.

WHEREAS, the LTG Traffic Impact Study calculated a proportionate fair share (“PFS”) for the total buildout of the Project offsite traffic improvements based upon a maximum buildout of 854 single-family dwelling units and 624 multi-family dwelling units at Four Million One Hundred Ninety Thousand One Hundred Sixteen and 47/100 (\$4,190,116.47) Dollars; and

WHEREAS, Owner agrees to place on deposit with the City cash funds to be used by the City for the improvements on St. Johns Heritage Parkway from Malabar Road to Pace Drive and Emerson Drive from St. Johns Heritage Parkway to Jupiter Boulevard (“SJHP Improvements”).

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the Parties agree as follows:

DRP FL 6 IMPACT FEE CREDIT AGREEMENT

1. *Recitals.* The recitals set forth above are true and correct, form a material part of this Agreement, and are incorporated herein by reference.
2. *City Improvements.* For the purposes of this Agreement, the amount of \$4,190,116.47 (“Developer Funding”) shall be paid to the City per each Plat of the Project. The Developer Funding shall be a credit against transportation facilities impact fees. The City shall program the Developer Funding for the purposes of constructing the SJHP Improvements described in Table 1 below:

Item	Location	Improvement	Proportionate Share Cost
1	SJHP from Malabar Rd to Pace Dr.	Widening to 4 lanes divided	\$452,115.98
2	Emerson Dr from SJHP to Jupiter Blvd	Widening to 4 lanes divided	\$3,040,033.87
3	Emerson Dr at Minton Rd	Signal timing optimize splits and phasing sequence	\$5,200
4	Malabar Rd at Jupiter Blvd	Add flashing yellow arrow EB/WB and optimize splits and phasing	\$15,600
5	Palm Bay Rd at I-95 SB ramps	Optimize splits and phasing	\$5,200
		Total Proportionate Share Cost	\$3,518,149.85
		FDOT inflation factor	1.191
		Everlands East PFS total	\$4,190,116.47

Project description for the five transportation improvements required to be complete by the buildout year for the project of 2028 as provided by the 2022 Traffic Study by LTG:

1. *Item 1 is the segment improvement of SJHP from Malabar Road to Pace Drive to widen from 2 to 4 travel lanes divided roadway within the existing right of way.*
2. *Item 2 is the segment improvement of Emerson Drive from SJHP to Jupiter Boulevard to widen from 2 to 4 travel lanes divided roadway within the existing right of way.*
3. *Item 3 is an intersection improvement of Emerson Drive at Minton Road to improve the signal timing by optimizing the splits and phasing sequence.*
4. *Item 4 is an intersection improvement of Malabar Road at Jupiter Boulevard to add flashing yellow arrow on the Eastbound/Westbound approaches and improve the signal timing by optimizing the splits and phasing sequence.*
5. *Item 5 is an intersection improvement of Palm Bay Road at I-95 interchange ramps to improve the signal timing by optimizing the splits and phasing sequence.*

2.1 Owner intends to build the Project in phases identified as “Palm Vista (Northeast) a/k/a Riverwood” and “Palm Vista Medley at Everlands a/k/a Timbers”. The Study has identified each respective phase’s proportionate share as follows:

2.1.1 Palm Vista (Northeast)/Riverwood: One Million Eight Hundred Five Thousand One Hundred Five and 18/100 (\$1,805,102.18) Dollars, or Forty-Three and Eight Thousandths (43.08%) percent of the total proportionate share; and

DRP FL 6 IMPACT FEE CREDIT AGREEMENT

2.1.2 Palm Vista Medley at Everlands/Timbers: Two Million Three Hundred Eighty-Five Thousand Fourteen and 30/100 (\$2,385,014.30) Dollars, or Fifty-Six and Ninety-Two Hundredths (56.92%) percent of the total proportionate share.

Owner and City agree to have the Developer Funding for each phase paid after the Final Plat approvals for the respective phase, per Plat.

2.1.3 As to Riverwood Plats: Phase 1 Plat is recorded and payment for one hundred twenty-four (124) lots shall be made within thirty (30) days of recording of this Agreement. Payments per building permit for Phase 2 (114 lots), Phase 3 (64 lots) and Phase 4 (96 lots) shall be paid within thirty (30) days of recording of each Phases' Plat.

2.1.4 As to Timbers' Plats: Phase 1A Plat (66 lots), Phase 1B Plat (41 lots), Phase 1C Plat (77 lots) and Phase 2 (62 sf lots, 54 villas and 80 townhomes) have been recorded and payments have been made on a lot-by-lot basis for lots with submitted (and paid for) permits. Payments for lots in these specific phases shall continue to be made on a lot-by-lot basis. Phase 3 (210 lots) and Phase 4 (96 villas and 154 townhomes) have been recorded and payments per building permit shall be paid within thirty (30) days of recording of this Agreement.

2.2 Owner shall be entitled to City transportation facilities impact fee credits, as prescribed in Section 171.31 and Section 183.37, Palm Bay Code of Ordinances, against the payments made as required by Paragraph 2 and Subparagraph 2.1, above. The transportation facilities impact fees for the proposed NE Quadrant development are expected to exceed the proportionate share cost amount by \$539,598.22 and the transportation impact fees for the proposed Timbers at Everlands development is expected to exceed the proportionate share cost amount by \$701,507.62.

2.3 Pursuant to Section 163.31801(5)(a), Florida Statutes, Owner shall receive a credit on a dollar-for-dollar basis for impact fees and other transportation concurrency mitigation requirements paid or payable in the future for the Project. The Owner shall not be required to pay a fee in excess of the transportation facilities impact fee required by ordinance. No additional traffic related obligations will be required from Owner to the City except as provided in this Agreement.

2.4 Park impact fees, police impact fees and fire impact fees shall be determined by Resolution 2021-50, Fair Share Impact Fees Schedule Fiscal Year 2022-2023.

3. *Owner Acknowledgement/Waiver.* Owner acknowledges that it has no right to direct or claim a right to direct the application of Developer Funding to making any specific public roadway infrastructure improvements other than those identified in Table 1.

4. *Timing.* The parties agree that construction of the thoroughfare road improvements shall be constructed as determined by the City.

5. *Assignment of Impact Fee Credits by the Owner.* Any impact fee credits granted to Owner shall be freely assignable by the Owner, its successors or assigns, without limitation on the number of such

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With a copy to: City Attorney
City of Palm Bay
120 Malabar Road SE
Palm Bay, Florida 32907

AS TO OWNER: DRP FL 6, LLC
590 Madison Ave. FL 13
New York, NY 10022

With a copy to: Lennar Homes, LLC
3931 RCA Blvd., Suite 3105
Palm Beach Gardens, FL 33410

12. The Agreement and Exhibits or addendum constitute the entire Agreement and understanding of the parties and shall not be modified or amended except by a written agreement executed by the parties.
13. *Counterparts.* This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original but all of which together shall constitute one and the same instrument. The electronic (i.e., facsimile or email) transmittal of an executed copy of this Agreement shall be deemed valid as if an original signature was delivered.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on behalf of the respective entities, their successors and assigns.

ATTEST:

CITY OF PALM BAY, a Florida municipal corporation,

Terese Jones, City Clerk

J. Robert Medina, Mayor

DRP FL 6 IMPACT FEE CREDIT AGREEMENT

DRP FL 6, LLC, a foreign limited liability company,

Witnesses:

Brian Clanson
Signature

BRIAN CLANSON
Print Name

590 madison Ave. 13th Floor
New York, NY 10022
Address

[Signature]
Signature

DAN KIMMEL
Print Name

590 madison Ave. 13th Floor
New York, NY 10022
Address

Hovdin Honarvar
Signature

Hovdin Honarvar
Print Name

AUTHORIZED SIGNATORY
Title

STATE OF NEW YORK

COUNTY OF NEW YORK

The foregoing instrument was acknowledged before me by means of physical presence OR
 online notarization, this 2nd day of May, 2024, by Hovdin Honarvar,
who is personally known to me OR who has produced _____ as
identification.

[Signature]
Notary Public



EXHIBIT A

Legal Description

DESCRIPTION OF MEDLEY AT EVERLANDS (TIMBERS AT EVERLANDS)

ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 150.00 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT AND A POINT ON THE BOUNDARY OF COMMERCIAL PARCELS C-13 THROUGH C-16, AS DESCRIBED IN OFFICIAL RECORDS BOOK 5750, PAGE 7950, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID COMMERCIAL PARCELS C-13 THROUGH C-16, THE FOLLOWING 4 (FOUR) COURSES AND DISTANCES; 1) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 35.00 FEET, A CENTRAL ANGLE OF 90°00'00", A CHORD LENGTH OF 49.50 FEET AND A CHORD BEARING OF S44°19'54"E) A DISTANCE OF 54.98 FEET TO THE END OF SAID CURVE; 2) THENCE S00°40'06"W A DISTANCE OF 128.22 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; 3) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE EAST AND HAVING A RADIUS OF 990.00 FEET, A CENTRAL ANGLE OF 07°56'29", A CHORD LENGTH OF 137.11 FEET AND A CHORD BEARING OF S03°18'09"E), A DISTANCE OF 137.22 FEET TO THE SOUTHEAST CORNER OF SAID COMMERCIAL PARCELS C-13 THROUGH C-16; 4) THENCE N89°19'54"W A DISTANCE OF 1052.38 FEET TO THE SOUTHWEST CORNER OF SAID COMMERCIAL PARCELS C-13 THROUGH C-16 AND A NON-TANGENT INTERSECTION WITH THE CURVED EAST RIGHT-OF-WAY LINE OF SAID ST JOHNS HERITAGE PARKWAY, (A 200.00 FOOT WIDE PUBLIC RIGHT-OF-WAY AS RECORDED IN OFFICIAL RECORDS BOOK 7491, PAGE 1713, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA); THENCE ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING 8 (EIGHT) COURSES AND DISTANCES; 1) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 2200.00 FEET, A CENTRAL ANGLE OF 06°09'07", A CHORD LENGTH OF 236.01 FEET AND A CHORD BEARING OF S11°13'05"W), A DISTANCE OF 236.22 FEET TO THE A POINT OF REVERSE CURVATURE; 2) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 2700.00 FEET, A CENTRAL ANGLE OF 14°17'39", A CHORD LENGTH OF 671.85 FEET AND A CHORD BEARING OF S07°08'50"W), A DISTANCE OF 673.60 FEET TO THE END OF SAID CURVE; 3) THENCE S00°00'00"E A DISTANCE OF 58.06 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; 4) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 4500.00 FEET, A CENTRAL ANGLE OF 17°24'15", A CHORD LENGTH OF 1361.68 FEET AND A CHORD BEARING OF S08°42'08"E), A DISTANCE OF 1366.93 FEET TO A POINT OF REVERSE CURVATURE; 5) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 2700.00 FEET, A CENTRAL ANGLE OF 18°06'58", A CHORD LENGTH OF 850.15 FEET AND A CHORD BEARING OF S08°20'46"E), A DISTANCE OF 853.70 FEET TO THE END OF SAID CURVE; 6) THENCE S00°42'43"W A DISTANCE OF 893.10 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; 7) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 2697.00 FEET, A CENTRAL ANGLE OF 14°26'59", A CHORD LENGTH OF 678.37 FEET AND A CHORD BEARING OF S07°56'12"W), A DISTANCE OF 680.17 FEET TO THE END OF SAID CURVE; 8) THENCE S15°09'41"W A DISTANCE OF 180.00 FEET TO THE NORTHWEST CORNER OF SAID PACE DRIVE AND THE BEGINNING OF A CURVE TO THE LEFT; THENCE ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID PACE DRIVE, THE FOLLOWING 6 (SIX) COURSES AND DISTANCES; 1) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 35.00 FEET, A

CENTRAL ANGLE OF 90°02'36" A CHORD LENGTH OF 49.52 FEET AND A CHORD BEARING OF S29°51'36"E), A DISTANCE OF 55.00 FEET TO THE END OF SAID CURVE; 2) THENCE S74°52'54"E A DISTANCE OF 221.98 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; 3) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTH AND HAVING A RADIUS OF 1060.00 FEET, A CENTRAL ANGLE OF 27°34'32", A CHORD LENGTH OF 505.25 FEET AND A CHORD BEARING OF S88°40'09"E), A DISTANCE OF 510.16 FEET TO A POINT OF REVERSE CURVATURE; 4) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 1580.00 FEET, A CENTRAL ANGLE OF 32°56'36", A CHORD LENGTH OF 895.99 FEET AND A CHORD BEARING OF S85°59'07"E), A DISTANCE OF 908.45 FEET TO A POINT OF REVERSE CURVATURE; 5) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTH AND HAVING A RADIUS OF 1462.49 FEET, A CENTRAL ANGLE OF 20°44'51", A CHORD LENGTH OF 526.69 FEET AND A CHORD BEARING OF S79°53'15"E), A DISTANCE OF 529.58 FEET TO THE END OF SAID CURVE; 6) THENCE N89°44'20"E A DISTANCE OF 298.01 FEET TO THE POINT OF BEGINNING. CONTAINING 291.11 ACRES, MORE OR LESS.

AND

DESCRIPTION OF EVERLANDS PHASE II (PALM VISTA NE QUADRANT)

A PARCEL OF LAND IN SECTIONS 20 AND 21, TOWNSHIP 28 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE NORTHEAST CORNER OF EMERSON DRIVE, A 100 FOOT WIDE PUBLIC RIGHT-OF-WAY AS RECORDED IN OFFICIAL RECORDS BOOK 6149, PAGE 2602, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND RUN WESTERLY, ALONG THE ARC OF THE CURVED NORTH RIGHT-OF-WAY LINE OF SAID EMERSON DRIVE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 1490.00 FEET, A CENTRAL ANGLE OF 12°01'04", A CHORD LENGTH OF 311.95 FEET AND A CHORD BEARING OF S84°06'13"W), A DISTANCE OF 312.53 FEET TO THE END OF SAID CURVE; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE S78°05'41"W A DISTANCE OF 102.96 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 1550.00 FEET, A CENTRAL ANGLE OF 3°03'55", A CHORD LENGTH OF 82.91 FEET AND A CHORD BEARING OF S79°37'38"W), A DISTANCE OF 82.92 FEET TO THE SOUTHEAST CORNER OF PARCELS C-2 THROUGH C-5, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 5750, PAGE 7946, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID COMMERCIAL PARCELS C-2 THROUGH C-5, THE FOLLOWING 5 (FIVE) COURSES AND DISTANCES; 1) THENCE N00°40'06"E A DISTANCE OF 278.70 FEET; 2) THENCE N89°19'54"W A DISTANCE OF 300.00 FEET; 3) THENCE N00°40'06"E A DISTANCE OF 500.00 FEET; 4) THENCE N89°19'54"W A DISTANCE OF 650.00 FEET; THENCE S00°40'06"W A DISTANCE OF 800.00 FEET TO THE NORTH RIGHT-OF-WAY LINE OF SAID EMERSON DRIVE; THENCE N89°19'54"W, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 100.00 FEET TO THE SOUTHEAST CORNER OF PARCELS C-6 THROUGH C-9, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 5750, PAGE 7946, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE N00°40'06"E, ALONG THE BOUNDARY OF SAID PARCELS C-6 THROUGH C-9, A DISTANCE OF 800.00 FEET TO THE NORTHEAST CORNER OF SAID PARCELS C-6 THROUGH C-9; THENCE CONTINUE N00°40'06"E A DISTANCE OF 368.77 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE

ALONG THE ARC OF SAID CURVE (SAID CURVE BEING CURVED CONCAVE TO THE EAST AND HAVING A RADIUS OF 325.00 FEET, A CENTRAL ANGLE OF 28°54'38", A CHORD LENGTH OF 162.25 FEET AND A CHORD BEARING OF N15°07'25"E), A DISTANCE OF 163.99 FEET TO AN INTERSECTION WITH A NON-TANGENT LINE TO THE NORTHWEST; THENCE N60°25'16"W, ALONG SAID NON-TANGENT LINE, A DISTANCE OF 255.47 FEET; THENCE N89°17'00"W A DISTANCE OF 829.96 FEET TO THE EAST RIGHT-OF-WAY LINE OF ST JOHNS HERITAGE PARKWAY, A 200 FOOT WIDE PUBLIC RIGHT-OF-WAY AS RECORDED IN OFFICIAL RECORDS BOOK 7491, PAGE 1713, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE N00°43'00"E, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 581.32 FEET TO THE SOUTHWEST CORNER OF COMMERCIAL PARCEL C-1, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 5750, PAGE 7946, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID COMMERCIAL PARCEL C-1, THE FOLLOWING 4 (FOUR) COURSES AND DISTANCES; 1) THENCE S89°19'54"E A DISTANCE OF 182.34 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; 2) THENCE ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 930.00 FEET, A CENTRAL ANGLE OF 7°14'51", A CHORD LENGTH OF 117.56 FEET AND A CHORD BEARING OF S85°42'28"E), A DISTANCE OF 117.64 TO THE SOUTHEAST CORNER OF SAID COMMERCIAL PARCEL C-1; 3) THENCE N00°42'13"E A DISTANCE OF 307.33 FEET; 4) THENCE N89°19'54"W A DISTANCE OF 325.59 FEET TO A NON-TANGENT INTERSECTION WITH THE CURVED EAST RIGHT-OF-WAY LINE OF SAID ST JOHNS HERITAGE PARKWAY; THENCE NORTHERLY ALONG THE ARC OF SAID CURVED RIGHT-OF-WAY LINE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 1200.00 FEET, A CENTRAL ANGLE OF 4°35'55", A CHORD LENGTH OF 96.29 AND A CHORD BEARING OF N13°33'23"W), A DISTANCE OF 96.31 FEET TO A POINT OF REVERSE CURVATURE; THENCE ALONG THE ARC OF SAID CURVE AND CONTINUING ALONG SAID RIGHT-OF-WAY LINE, (SAID CURVE BEING CURVED CONCAVE TO THE EAST AND HAVING A RADIUS OF 800.00 FEET, A CENTRAL ANGLE OF 21°02'56", A CHORD LENGTH OF 292.25 FEET AND A CHORD BEARING OF N05°12'22"W), A DISTANCE OF 293.90 FEET TO THE END OF SAID CURE; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE N05°19'06"E A DISTANCE OF 303.76 FEET TO THE BEGINNING OF A CURVE TO THE LEFT; THENCE ALONG THE ARC OF SAID CURVE AND CONTINUING ALONG SAID RIGHT-OF-WAY LINE, (SAID CURVE BEING CURVED CONCAVE TO THE WEST AND HAVING A RADIUS OF 1200.00 FEET, A CENTRAL ANGLE OF 4°38'01", A CHORD LENGTH OF 97.02 FEET AND A CHORD BEARING OF N03°00'05"E), A DISTANCE OF 97.04 FEET TO THE END OF SAID CURVE; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE N00°41'05"E A DISTANCE OF 582.19 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF MELBOURNE-TILLMAN WATER CONTROL DISTRICT CANAL FIFTY FOUR; THENCE S89°37'12"E, ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 33.57 FEET TO THE WEST LINE OF THE NORTHWEST ONE QUARTER OF SAID SECTION 21; THENCE N89°46'53"E, CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 1973.79 FEET TO THE WEST LINE OF THE EAST ONE HALF OF THE NORTHEAST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF SAID SECTION 21; THENCE S00°46'00"W ALONG SAID WEST LINE A DISTANCE OF 613.69 FEET TO THE NORTHEAST CORNER OF THE SOUTHWEST ONE QUARTER OF THE NORTHEAST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF SAID SECTION 21; THENCE S89°46'47"W A DISTANCE OF 658.09 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST ONE QUARTER OF THE NORTHEAST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF SAID SECTION 21; THENCE S00°46'54"W A DISTANCE OF 659.73 FEET TO THE SOUTHWEST CORNER OF THE

SOUTHWEST ONE QUARTER OF THE NORTHEAST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF SAID SECTION 21; THENCE N89°46'40"E A DISTANCE OF 1316.53 FEET TO THE SOUTHEAST CORNER OF THE EAST ONE-HALF OF THE NORTHEAST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF SAID SECTION 21; THENCE S00°45'06"W, ALONG THE EAST LINE OF THE WEST ONE-HALF OF SAID SECTION 21, A DISTANCE OF 1319.35 FEET TO THE NORTHEAST CORNER OF THE SOUTHWEST ONE QUARTER OF SAID SECTION 21; THENCE S89°46'26"W ALONG THE NORTH LINE OF SAID SOUTHWEST ONE QUARTER A DISTANCE OF 55.01 FEET TO THE WEST RIGHT-OF-WAY LINE OF MELBOURNE-TILLMAN WATER CONTROL DISTRICT CANAL NUMBER FIFTY NINE (A 95 FOOT RIGHT-OF-WAY); THENCE S00°45'06"W ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 1049.35 FEET TO THE POINT OF BEGINNING. CONTAINING 143.73 ACRES, MORE OR LESS.

AND

DESCRIPTION OF RIVERWOOD AT EVERLANDS MULTI-FAMILY PARCEL

A PARCEL OF LAND IN SECTION 21, TOWNSHIP 28 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF EMERSON DRIVE, A 100.00 FOOT WIDE PUBLIC RIGHT-OF-WAY AS RECORDED IN OFFICIAL RECORDS BOOK 6149, PAGE 2602, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND RUN WESTERLY, ALONG THE ARC OF THE CURVED NORTH RIGHT-OF-WAY LINE OF SAID EMERSON DRIVE, (SAID CURVE BEING CURVED CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 1490.00 FEET, A CENTRAL ANGLE OF 12°01'04", A CHORD LENGTH OF 311.95 FEET AND A CHORD BEARING OF S84°06'13"W), A DISTANCE OF 312.53 FEET TO THE END OF SAID CURVE; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE S78°05'41"W A DISTANCE OF 102.96 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE, (SAID CURVE BEING CURVED CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 1550.00 FEET, A CENTRAL ANGLE OF 3°03'55", A CHORD LENGTH OF 82.91 FEET AND A CHORD BEARING OF S79°37'38"W), A DISTANCE OF 82.92 FEET TO THE SOUTHEAST CORNER OF PARCELS C-2 THROUGH C-5, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 5750, PAGE 7946, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID COMMERCIAL PARCELS C-2 THROUGH C-5, THE FOLLOWING 5 (FIVE) COURSES AND DISTANCES; 1) THENCE N00°40'06"E A DISTANCE OF 278.70 FEET; 2) THENCE N89°19'54"W A DISTANCE OF 300.00 FEET; 3) THENCE N00°40'06"E A DISTANCE OF 500.00 FEET; 4) THENCE N89°19'54"W A DISTANCE OF 650.00 FEET; 5) THENCE S00°40'06"W A DISTANCE OF 800.00 FEET TO THE NORTH RIGHT-OF-WAY LINE OF SAID EMERSON DRIVE; THENCE N89°19'54"W, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 100.00 FEET TO THE SOUTHEAST CORNER OF PARCELS C-6 THROUGH C-9, AS DESCRIBED IN OFFICIAL RECORDS BOOK 5750, PAGE 7946, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE N00°40'06"E, ALONG THE BOUNDARY OF SAID PARCELS C-6 THROUGH C-9, A DISTANCE OF 800.00 FEET TO THE NORTHEAST CORNER OF SAID PARCELS C-6 THROUGH C-9 AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE N00°40'06"E A DISTANCE OF 368.77 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT; THENCE ALONG THE ARC OF SAID CURVE (SAID CURVE BEING CURVED CONCAVE TO THE EAST AND HAVING A RADIUS OF 325.00 FEET, A CENTRAL ANGLE OF 28°54'38", A CHORD LENGTH OF 162.25 FEET AND A CHORD BEARING OF N15°07'25"E), A DISTANCE OF 163.99

DRP FL 6 IMPACT FEE CREDIT AGREEMENT

FEET TO AN INTERSECTION WITH A NON-TANGENT LINE TO THE NORTHWEST; THENCE N60°25'16"W, ALONG SAID NON-TANGENT LINE, A DISTANCE OF 255.47 FEET; THENCE N89°17'00"W A DISTANCE OF 829.96 FEET TO THE EAST RIGHT-OF-WAY LINE OF ST JOHNS HERITAGE PARKWAY, A 200.00 FOOT WIDE PUBLIC RIGHT-OF-WAY AS RECORDED IN OFFICIAL RECORDS BOOK 7491, PAGE 1713, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE S00°43'00"W, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 650.10 FEET TO THE NORTHWEST CORNER OF SAID PARCELS C-6 THROUGH C-9; THENCE S89°19'54"E, ALONG THE NORTH LINE OF SAID PARCELS C-6 THROUGH C-9, A DISTANCE OF 1013.64 FEET TO THE POINT OF BEGINNING. CONTAINING 14.96 ACRES, MORE OR LESS.

EXHIBIT B

*LTG Memorandum
Proportionate Fair Share Cost and Calculations*

Via E-Mail: (frank.watanabe@palmbayflorida.org)

Ref: 5283.03

November 27, 2023

Frank Watanabe, City Engineer
The City of Palm Bay
1050 Malabar Road SW
Palm Bay, FL 32907

Re: Everlands East – PS Cost Calculations
Palm Bay, Florida

Dear Mr. Watanabe:

LTG, Inc. has prepared a Traffic Impact Study (TIS) for the proposed Everlands East development (including Palm Vista (Northeast) and Palm Vista Medley at Everlands) on behalf of BSE Consultants, Inc. In response to comments received from City of Palm Bay staff, proportionate share costs have been calculated for the proposed development. This letter outlines those cost calculations and estimated transportation impact fees.

The results of the TIS, dated December 21st, 2022, showed the need for the following improvements as a result of project traffic:

- Widen St. Johns Heritage Parkway (SJHP) from Malabar Road to Pace Drive from 2 to 4 lanes;
- Widen Emerson Drive from SJHP to Jupiter Boulevard from 2 to 4 lanes;
- Optimize the splits and phasing sequence (AM peak hour only) at the intersection of Emerson Drive and Minton Road;
- Add Flashing Yellow Arrow phasing in the eastbound/westbound direction and optimize the splits and phasing sequence at the intersection of Malabar Road and Jupiter Boulevard;
- Optimize the splits (PM peak hour only) at the intersection of Palm Bay Road and I-95 SB Ramps.

PROPORTIONATE SHARE DETERMINATION & BASIS OF COST ESTIMATES

Based on the Florida Statutes, the proportionate share contribution is to be calculated based on the number of project trips anticipated along the deficient segment and the change in capacity resulting from the improvement required to remain within the adopted level of service. The percentage of the total estimated cost associated with the improvement to be fulfilled by the applicant/developer is determined by the following equation:

$$\frac{Demand_{Project}}{Capacity_{Improved} - Capacity_{Existing}} * 100\%$$

Where:

- $Demand_{Project}$ = Two-Way Peak Hour Traffic Volumes generated by the Project
- $Capacity_{Existing}$ = Two-Way Peak Hour Capacity of the Existing Road Segment
- $Capacity_{Improved}$ = Two-Way Peak Hour Capacity of the Improved Road Segment

Using this calculation, FDOT's cost-per-mile (based on October 2022 Update which is included as Exhibit A), and comparable cost estimates for area improvements, the estimated proportionate share of improvement costs for the proposed Everlands East development is shown in Table 1.

TECHNICAL MEMORANDUM

Frank Watanabe
November 27, 2023
Page 2

Table 1
Proportionate Share Cost Estimate
Everlands East

Roadway	Segment		FDOT Cost per Mile Model ¹	Estimated Length (miles)	Improvement	Base Improvement Cost	Additional Cost ²	Total Estimated Improvement Cost ³	Project Volume (a)	Unimproved Lane Group Capacity (b)	Improved Lane Capacity (c)	PFS (%) (d)=a/(c-b)	Proportionate Share Cost
	From:	To:											
SJHP	Malabar Road	Pace Drive	\$4,122,294.78	1.29	Widen Existing 2 Lane Arterial to 4 Lane Divided, rural	\$5,317,760.27	\$0.00	\$6,913,088.35	125	1,510	3,420	6.54%	\$452,115.98
Emerson Drive	SJHP	Jupiter Boulevard	\$4,122,294.78	2.51	Widen Existing 2 Lane Arterial to 4 Lane Divided, rural	\$10,346,959.90	\$550,000.00	\$14,166,047.87	425	1,600	3,580	21.46%	\$3,040,033.87
Segment PS Subtotal:													\$3,492,149.85

Off-Site Intersections	FDOT Cost per Mile Model ¹	Estimated Length (miles)	Improvement	Base Improvement Cost	Additional Cost ²	Total Estimated Improvement Cost ³	Project Volume (a)	Unimproved Intersection Capacity (b)	Improved Intersection Capacity (c)	PFS (%) (d)=a/(c-b)	Proportionate Share Cost
Emerson Drive at Minton Road	-	-	Optimize splits and phasing sequence (AM peak hour only)	\$4,000.00	\$0.00	\$5,200.00	-	-	-	100.00%	\$5,200.00
Malabar Road at Jupiter Boulevard	-	-	Add Flashing Yellow Arrow phasing in EB/WB direction	\$8,000.00	\$0.00	\$10,400.00	-	-	-	100.00%	\$10,400.00
	-	-	Optimize splits and phasing sequence	\$4,000.00	\$0.00	\$5,200.00	-	-	-	100.00%	\$5,200.00
Palm Bay Road at I-95 SB Ramps	-	-	Optimize splits and phasing sequence	\$4,000.00	\$0.00	\$5,200.00	-	-	-	100.00%	\$5,200.00
Off-site Intersection PS Subtotal:											\$26,000.00

EVERLANDS EAST PS TOTAL:											\$3,518,149.85
FDOT 2028 INFLATION FACTOR:											1.191
EVERLANDS EAST PS GRAND TOTAL:											\$4,190,116.47
PALM VISTA (NORTHEAST) TRIPS (APPROXIMATELY 442) PERCENTAGE OF EVERLANDS EAST TRIPS (1,026):											43.08%
PALM VISTA (NORTHEAST) PS GRAND TOTAL:											\$1,805,102.18
PALM VISTA MEDLEY AT EVERLANDS TRIPS (APPROXIMATELY 584) PERCENTAGE OF EVERLANDS EAST TRIPS (1,026):											56.92%
PALM VISTA MEDLEY AT EVERLANDS PS GRAND TOTAL:											\$2,385,014.30

¹ Cost obtained from FDOT Long Range Estimates (LRE) for improvement identified; unless otherwise stated.

² Additional costs pertain to site specific modifications associated with the improvement (examples include traffic signal updates, right-of-way, bridge modifications, etc.).

³ Includes Design & CEI (30%).

⁴ Approximate cost for intersection modification at Emerson Drive and Glencove Avenue.

TRANSPORTATION IMPACT FEES

The proposed development plan has been assessed for transportation impact fees based on the standard rates adopted by the City of Palm Bay. As shown in Tables 2 and 3, approximately \$2,344,700.40 in total transportation impact fees is anticipated for Palm Vista (Northeast) and 3,086,521.92 in total transportation impact fees is anticipated for Palm Vista Medley at Everlands.

**Table 2
 Transportation Impact Fees
 Everlands East – Palm Vista (Northeast)**

Palm Vista (Northeast) Transportation Impact Fees Determination				
Land Use	Size (a)	Units	Fiscal Year 2022-2023 Impact Fee (b)	Fair Share Impact Fee (c) = (a)*(b)
Single-Family Detached Housing	398	DU	\$ 4,353.00	\$ 1,732,494.00
Multifamily Housing (Mid-Rise)	240	DU	\$ 2,550.86	\$ 612,206.40
Total Fair Share Impact Fees:				\$ 2,344,700.40

**Table 3
 Transportation Impact Fees
 Everlands East – Palm Vista Medley at Everlands**

Palm Vista Medley at Everlands Transportation Impact Fees Determination				
Land Use	Size (a)	Units	Fiscal Year 2022-2023 Impact Fee (b)	Fair Share Impact Fee (c) = (a)*(b)
Single-Family Detached Housing	456	DU	\$ 4,353.00	\$ 1,984,968.00
Multifamily Housing (Low-Rise)	384	DU	\$ 2,868.63	\$ 1,101,553.92
Total Fair Share Impact Fees:				\$ 3,086,521.92

Tables 4 and 5 show the estimated difference in the proportionate share cost and the transportation impact fees. As indicated, estimated transportation impact fees are expected to exceed the estimated proportionate share costs.

**Table 4
 Estimated Difference in Proportionate Share and Transportation Impact Fees
 Everlands East – Palm Vista (Northeast)**

Proportionate Share	\$ 1,805,102.18
Transportation Impact Fees	\$ 2,344,700.40
Difference	\$ (539,598.22)

**Table 5
 Estimated Difference in Proportionate Share and Transportation Impact Fees
 Everlands East – Palm Vista Medley at Everlands**

Proportionate Share	\$ 2,385,014.30
Transportation Impact Fees	\$ 3,086,521.92
Difference	\$ (701,507.62)

CONCLUSION

- Using the proportionate share equation set forth in the Florida Statutes, historical cost estimates from the FDOT Cost Per Mile Models, and comparable cost estimates for area improvements, the total estimated proportionate share of improvement costs for the proposed Everlands East development equates to \$4,190,116.47. Palm Vista (Northeast) is responsible for \$1,805,102.18 and Palm Vista Medley at Everlands is responsible for \$2,385,014.30.
- Based on the City of Palm Bay current transportation impact fee schedule, the total estimated transportation impact fees for the proposed Everlands East development equates to \$5,431,222.32. Palm Vista (Northeast) is responsible for \$2,344,700.40 and Palm Vista Medley at Everlands is responsible for 3,086,521.92.
- The transportation impact fees for the proposed Palm Vista (Northeast) development are expected to exceed the proportionate share cost amount by \$539,598.22 and the transportation impact fees for the proposed Palm Vista Medley at Everlands development is expected to exceed the proportionate share cost amount by \$701,507.62.

I affirm, by affixing my signature and seal below, that the findings contained herein are, to my knowledge, accurate and truthful and were developed using current procedures standard to the practice of professional engineering.

Prepared by:

LTG, Inc.

1450 W. Granada Blvd., Suite 2
Ormond Beach, FL 32174
386/257-2571

*THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY:*

ON THE DATE ADJACENT TO THE SEAL

*PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED AND
THE SIGNATURE MUST BE VERIFIED ON ANY
ELECTRONIC COPIES.*

*LTG, INC.
1450 W. GRANADA BLVD., SUITE 2
ORMOND BEACH, FL 32174
GEORGE A. GALAN, P.E. NO. 60080*

EXHIBIT A

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: WDRA24-R-22-BB			Letting Date: 01/2099		
Description: Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders.					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19-P Project Grand Total					
					\$4,122,294.78
Description: October 2022 Update					
Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			\$336,553.29
101-1	MOBILIZATION	10.00			\$370,208.62
104-10-3	SEDIMENT BARRIER	13,728.00	LF	\$1.70	\$23,337.60
104-11	FLOATING TURBIDITY BARRIER	350.00	LF	\$12.00	\$4,200.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	350.00	LF	\$6.70	\$2,345.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,600.00	\$2,600.00
107-1	LITTER REMOVAL	2.40	AC	\$30.00	\$72.00
107-2	MOWING	2.40	AC	\$46.00	\$110.40
110-1-1	CLEARING & GRUBBING	14.12	AC	\$23,000.00	\$324,760.00
120-1	REGULAR EXCAVATION	19,360.00	CY	\$9.50	\$183,920.00
120-6	EMBANKMENT	54,493.51	CY	\$14.00	\$762,909.14
160-4	TYPE B STABILIZATION	25,813.33	SY	\$5.90	\$152,298.65
285-704	OPTIONAL BASE,BASE GROUP 04	6,253.87	SY	\$17.00	\$106,315.79
285-709	OPTIONAL BASE,BASE GROUP 09	14,467.20	SY	\$20.00	\$289,344.00
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	\$2.70	\$15,840.01
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	14,080.00	SY	\$2.70	\$38,016.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	5,291.74	TN	\$120.00	\$635,008.80
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,188.36	TN	\$160.00	\$190,137.60
425-1-541	INLETS, DT BOT, TYPE D,	1.00	EA	\$6,200.00	\$6,200.00
425-2-71	MANHOLES, J-7,	1.00	EA	\$10,000.00	\$10,000.00
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	800.00	LF	\$150.00	\$120,000.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	168.00	LF	\$180.00	\$30,240.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	\$280.00	\$15,680.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: WDRA24-R-22-BB			Letting Date: 01/2099		
Description: Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders.					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19-P Project Grand Total					
					\$4,122,294.78
Description: October 2022 Update					
Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	200.00	LF	\$470.00	\$94,000.00
430-530-100	STRAIGHT CONC ENDW 30", SINGLE, 0 ROUND	2.00	EA	\$6,400.00	\$12,800.00
430-542-100	STRAIGHT CONC ENDW 42", SINGLE, 0 ROUND	2.00	EA	\$10,000.00	\$20,000.00
430-554-100	STRAIGHT CONC ENDW 54", SINGLE, 0 ROUND	2.00	EA	\$10,000.00	\$20,000.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	40.00	EA	\$2,500.00	\$100,000.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	\$1,200.00	\$2,400.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	\$30.00	\$35,400.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$5,700.00	\$5,700.00
570-1-2	PERFORMANCE TURF, SOD	22,117.34	SY	\$2.30	\$50,869.88
700-1-11	SINGLE POST SIGN, F&I GM,	12.00	AS	\$440.00	\$5,280.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	34.00	AS	\$1,400.00	\$47,600.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	\$260.00	\$520.00
700-1-60	SINGLE POST SIGN, REMOVE	12.00	AS	\$43.00	\$516.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	4.00	AS	\$5,800.00	\$23,200.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	\$910.00	\$1,820.00
706-1-3	RAISED PAVMT MARK, TYPE B	540.00	EA	\$3.80	\$2,052.00
710-11-101	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	4.00	GM	\$1,100.00	\$4,400.00
710-11-131	PAINTED PAVT MARK, STD, WHITE, SKIP, 6"	2.00	GM	\$520.00	\$1,040.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	\$5,300.00	\$21,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	\$1,700.00	\$3,400.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$50,000.00	\$50,000.00

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District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19-P Project Grand Total					
					\$4,122,294.78
Description: October 2022 Update					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
Project Unknowns					
			0.00	%	\$0.00
Design/Build			0.00	%	\$0.00
Version 19-P Project Grand Total					\$4,122,294.78