

June 30, 2026

Mr. Matt Garcia
Pursuit Development
316 West Residence Avenue
Albany, GA 31701

Re: Circle K – Buckeye Loop Road/Dundee Road
Lincks Project No: 24014

Dear Mr. Garcia,

The purpose of this letter is to provide the proportionate share cost of the improvements at the intersection of Dundee Road and Buckeye Loop Road that include the following:

- Construct a southbound right turn lane.
- Convert the existing lanes to southbound dual left turn lanes.
- Modifying the signal to accommodate the improvements.

The methodology utilized to calculate the proportionate share shown in Table 1 of this letter is as follows:

1. The cost utilized in the letter was based on the total construction cost developed by Kimley-Horn. See Appendix.
2. The capacity for the critical movements within the intersection were extracted from the Synchro printout.
3. The project traffic within the critical movements was obtained from the Access Management Analysis dated December, 2024.

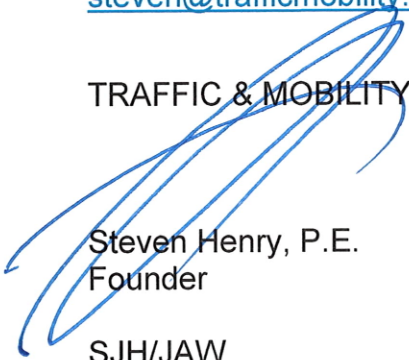
Table 2 provides the calculation of the percent of the capacity consumed for the project from the intersection of Dundee Road and Buckeye Loop Road.

As shown in Table 1, the project's proportionate share of the proposed intersection improvements is \$92,599.

Mr. Matt Garcia
June 30, 2026
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If you have any questions, please do not hesitate to contact me at steveh@trafficmobility.com or (813)-559-9589.

TRAFFIC & MOBILITY CONSULTANTS



Steven Henry, P.E.
Founder

SJH/JAW

Enclosures

TABLE 1
INTERSECTION PROPORTIONATE SHARE DETERMINATION

	<u>Improvement</u>	<u>Improvement Cost (1)</u>	<u>Percentage Capacity Consumed by Project Traffic (2)</u>	<u>Proportionate Share</u>
Dundee Rd and Buckeye Loop Rd	Intersection Modification	\$964,569.38	9.60%	\$92,599

(1) Source: Kimley-Horn Cost Estimates dated 6/26/2026.
(2) Percent Capacity Consumed - See Table 2.

TABLE 2
PROJECT CAPACITY CONSUMED CALCULATION

<u>Intersection</u>	<u>Time Period</u>	<u>Critical Movement</u>	<u>Lane Group Capacity</u>	<u>New Project Trips</u>
Dundee Rd and Buckeye Loop Rd	AM	EB Left	165	9
		WB Through	1,012	72
		NB Left/Through/Right	20	0
		SB Left/Through	231	46
			1,428	127
				8.89%
	PM	EB Left	257	12
		WB Through	843	51
		NB Left/Through/Right	21	0
		SB Left/Through	317	75
			1,438	138
				9.60%

APPENDIX

TRAFFIC VOLUMES



LEGEND

33 = NEW PROJECT TRAFFIC
 <36> = PASSERBY PROJECT TRAFFIC

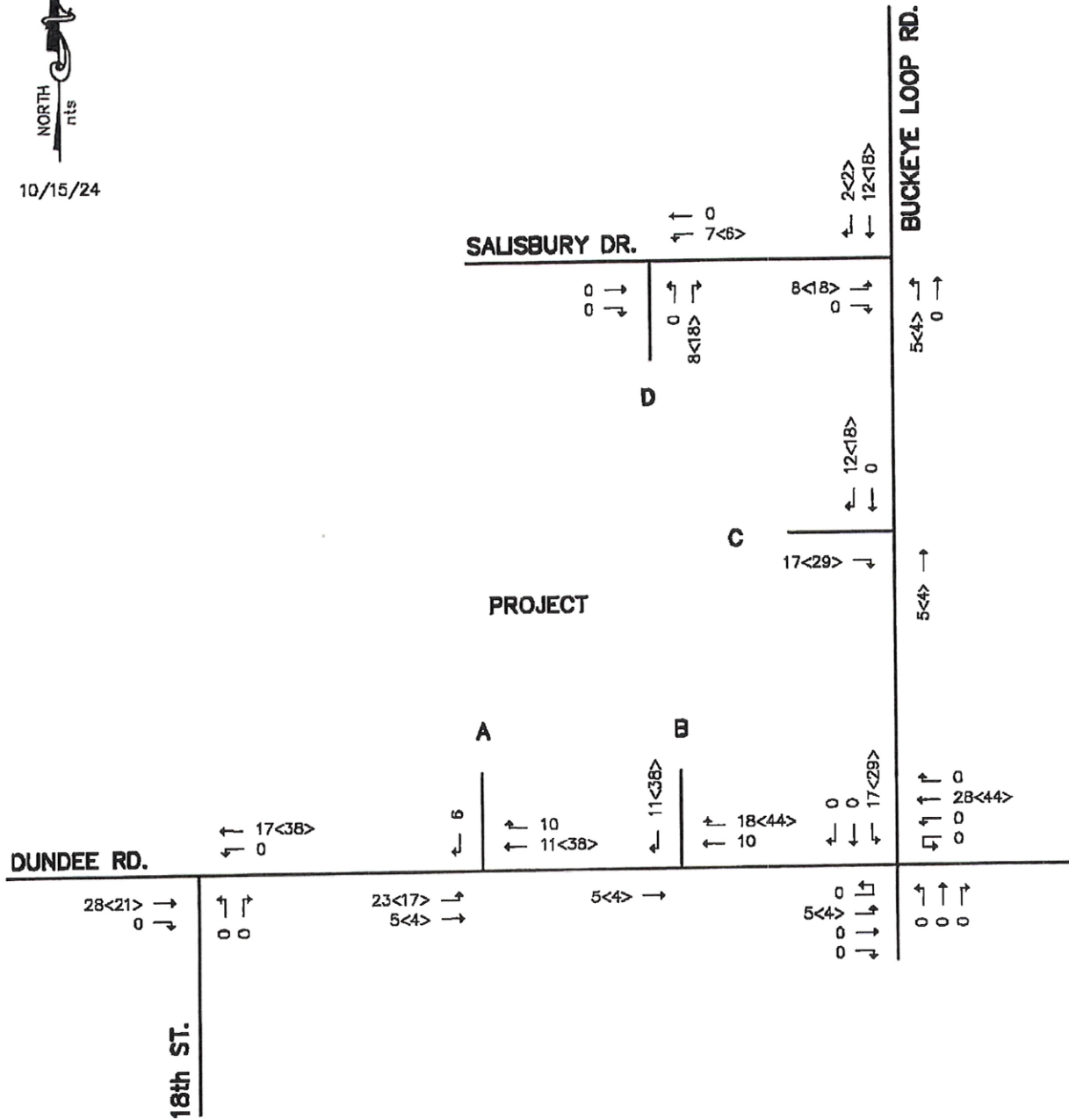


FIGURE 2
AM PEAK HOUR
PROJECT TRAFFIC



10/15/24

NORTH
nls

LEGEND

33 = NEW PROJECT TRAFFIC
<36> = PASSERBY PROJECT TRAFFIC

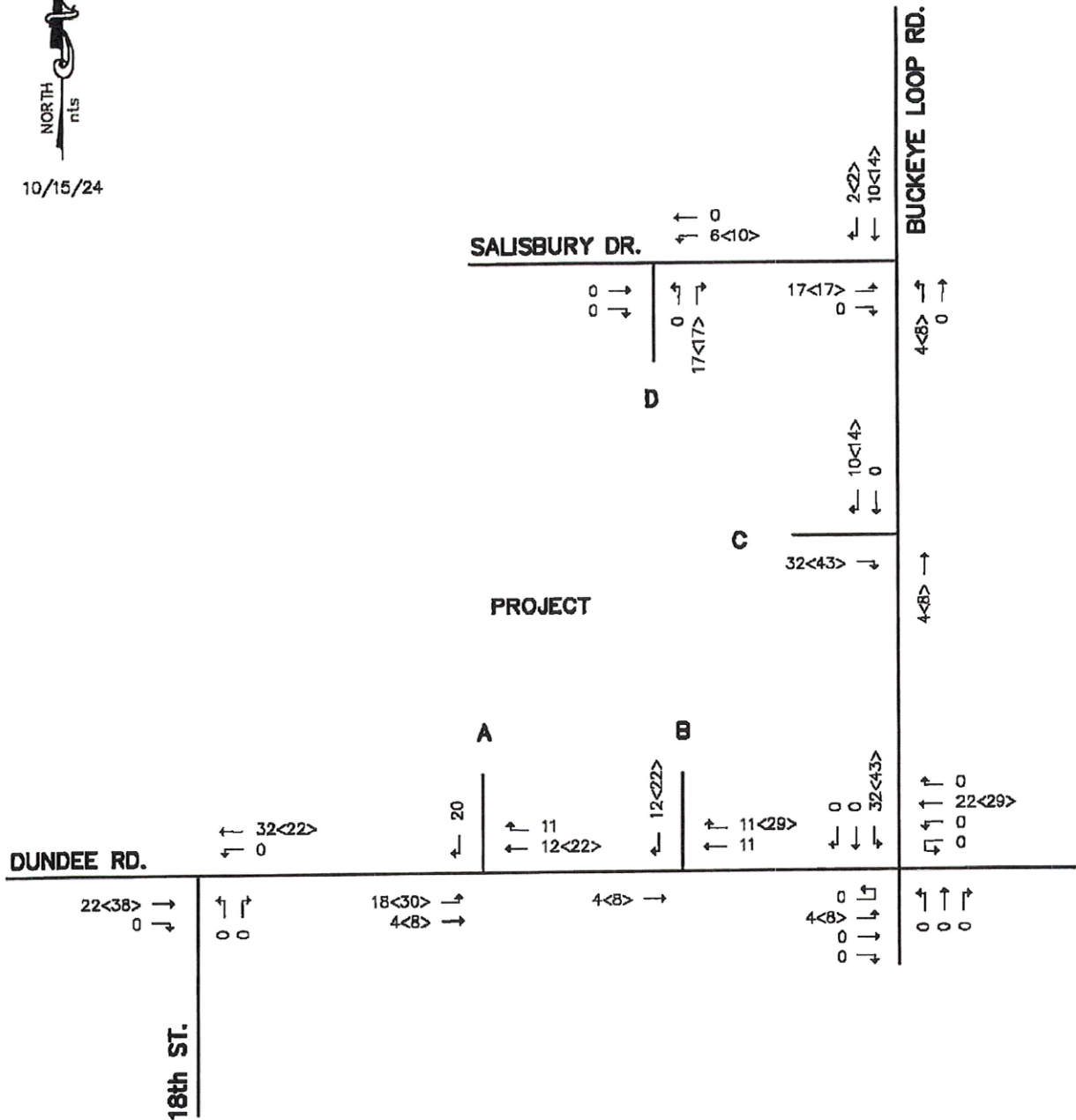


FIGURE 3
PM PEAK HOUR
PROJECT TRAFFIC



INTERSECTION ANALYSIS

HCM Signalized Intersection Capacity Analysis 1: Buckeye Loop Road & Dundee Road

01/28/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	←	↑	→	←	↑	→	←	↑	→	←	↑	→
Lane Configurations	↰	↱		↰	↱	↱		↰		↰	↱	↱
Traffic Volume (vph)	113	552	1	20	908	420	1	0	0	402	1	218
Future Volume (vph)	113	552	1	20	908	420	1	0	0	402	1	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3		7.3	7.3	7.3		7.3		7.3	7.3	7.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		1.00	1.00	0.85
Frt	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95		0.95	0.95	1.00
Satd. Flow (prot)	1719	3470		1626	1863	1568		1805		1603	1607	1583
Flt Permitted	0.06	1.00		0.43	1.00	1.00		0.95		0.95	0.95	1.00
Satd. Flow (perm)	110	3470		736	1863	1568		1805		1603	1607	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	120	587	1	21	966	447	1	0	0	428	1	232
RTOR Reduction (vph)	0	0	0	0	0	143	0	0	0	0	0	199
Lane Group Flow (vph)	120	588	0	21	966	304	0	1	0	214	215	33
Heavy Vehicles (%)	5%	4%	0%	11%	2%	3%	0%	0%	0%	7%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6		6						4
Actuated Green, G (s)	72.3	65.6		63.9	61.4	61.4		1.3		16.3	16.3	16.3
Effective Green, g (s)	72.3	65.6		63.9	61.4	61.4		1.3		16.3	16.3	16.3
Actuated g/C Ratio	0.64	0.58		0.57	0.54	0.54		0.01		0.14	0.14	0.14
Clearance Time (s)	7.3	7.3		7.3	7.3	7.3		6.1		6.6	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	165	2014		435	1012	851		20		231	231	228
v/s Ratio Prot	c0.04	0.17		0.00	c0.52			c0.00		0.13	c0.13	
v/s Ratio Perm	c0.42			0.03		0.19						0.02
v/c Ratio	0.73	0.29		0.05	0.95	0.36		0.05		0.93	0.93	0.15
Uniform Delay, d1	26.6	12.0		10.8	24.5	14.6		55.2		47.8	47.8	42.3
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	14.8	0.1		0.0	18.2	0.3		1.0		39.2	40.5	0.3
Delay (s)	41.3	12.1		10.9	42.7	14.9		56.3		86.9	88.3	42.6
Level of Service	D	B		B	D	B		E		F	F	D
Approach Delay (s/veh)		17.0			33.5			56.3			71.8	
Approach LOS		B			C			E			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			38.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)		113.0					Sum of lost time (s)		27.3			
Intersection Capacity Utilization		83.8%					ICU Level of Service		E			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 1: Buckeye Loop Road & Dundee Road

01/28/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	←	→	↘	←	→	↗	←	→	↘	←	→	↗
Lane Configurations	↰	↱		↰	↱	↗		↰	↱	↰	↱	↗
Traffic Volume (vph)	182	967	8	38	645	361	8	2	0	458	6	114
Future Volume (vph)	182	967	8	38	645	361	8	2	0	458	6	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3		7.3	7.3	7.3		6.1		6.6	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00		1.00	1.00	0.85
Frt	1.00	1.00		1.00	1.00	0.85		1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96		0.95	0.95	1.00
Satd. Flow (prot)	1805	3570		1805	1863	1568		1825		1698	1705	1583
Flt Permitted	0.12	1.00		0.19	1.00	1.00		0.96		0.95	0.95	1.00
Satd. Flow (perm)	234	3570		359	1863	1568		1825		1698	1705	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	204	1087	9	43	725	406	9	2	0	515	7	128
RTOR Reduction (vph)	0	1	0	0	0	195	0	0	0	0	0	104
Lane Group Flow (vph)	204	1095	0	43	725	211	0	11	0	263	259	24
Heavy Vehicles (%)	0%	1%	0%	0%	2%	3%	0%	0%	0%	1%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases	2			6		6						7
Actuated Green, G (s)	57.8	49.9		49.4	45.7	45.7		1.2		18.8	18.8	18.8
Effective Green, g (s)	57.8	49.9		49.4	45.7	45.7		1.2		18.8	18.8	18.8
Actuated g/C Ratio	0.57	0.49		0.49	0.45	0.45		0.01		0.19	0.19	0.19
Clearance Time (s)	7.3	7.3		7.3	7.3	7.3		6.1		6.6	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	257	1765		228	843	710		21		316	317	294
v/s Ratio Prot	c0.06	0.31		0.01	c0.39			c0.01		c0.15	0.15	
v/s Ratio Perm	c0.39			0.09		0.13						0.02
v/c Ratio	0.79	0.62		0.19	0.86	0.30		0.52		0.83	0.82	0.08
Uniform Delay, d1	18.3	18.6		14.3	24.7	17.5		49.6		39.5	39.4	33.9
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	15.4	0.7		0.4	8.9	0.2		21.6		16.8	14.9	0.1
Delay (s)	33.7	19.3		14.7	33.7	17.7		71.2		56.4	54.3	34.0
Level of Service	C	B		B	C	B		E		E	D	C
Approach Delay (s/veh)		21.6			27.4			71.2			51.2	
Approach LOS		C			C			E			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		30.1										C
HCM 2000 Volume to Capacity ratio		0.86										
Actuated Cycle Length (s)		100.9							27.3			
Intersection Capacity Utilization		76.5%										D
Analysis Period (min)		15										
c Critical Lane Group												

CONSTRUCTION COST

**Kimley-Horn and Associates, Inc.**

1530 Cornerstone Blvd.
Daytona Beach, FL 32117
Ph: (386) 271-0282

Project: Master Infrastructure - Dundee & Buckeye Loop
Permit No.: Polk County Permit No. LDROW-2024-58

KHA Project No. 249343005

Date: 6/26/2026

Quantities for construction are based on the turn lane improvements on Buckeye Loop per the Master Infrastructure - Dundee & Buckeye Loop construction plans dated 10/27/2025

Project Description

Note: The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

DEMOLITION					
Item No.	Description	Quantity	Unit	Unit Price	TOTAL
1	Mobilization / Demobilization	1	LS	\$11,600.00	\$11,600.00
2	Inlet Protection	2	EA	\$50.00	\$100.00
3	Maintenance of Traffic	1	LS	\$11,600.00	\$11,600.00
4	Clearing and Grubbing	0.106	AC	\$200.00	\$21.12
5	Saw cut and remove existing Type 'F' curb	40	LF	\$20.00	\$800.00
6	Saw cut and remove existing 5' sidewalk	152	SY	\$5.50	\$836.00
7	Milling and Resurfacing (2"-3 1/2" average depth)	1,460	SY	\$4.20	\$6,132.00
8	Removal of existing 12" water main (Utility pipe, remove & disposal)	372	LF	\$85.00	\$31,620.00
9	Removal of existing force main (Utility pipe, remove & Dispose 5-7.9")	225	LF	\$50.00	\$11,250.00
10	Remove and relocate fiber optic box	1	EA	\$1,500.00	\$1,500.00
11	Remove and relocate existing single sign and post	1	EA	\$370.00	\$370.00
				Sub-Total	\$75,829.12

SITE WORK					
Item No.	Description	Quantity	Unit	Unit Price	TOTAL
1	9" Limerock Base (Optional base Group 15) (Type B-12.5)	250	SY	\$105.00	\$26,250.00
2	12" Stabilized Subgrade	360	SY	\$5.00	\$1,800.00
3	2" Asphalt Structural Course (Traffic C) (SP-9.5 - 2 LIFTS)	500	SY	\$158.00	\$79,000.00
4	4" Concrete Sidewalk (Class I, 3,000 psi)	110	SY	\$80.00	\$8,800.00
5	Type B Stabilization (includes 2' stabilized shoulder)	282	SY	\$13.00	\$3,666.00
6	Concrete curb and gutter (Type F)	45	LF	\$48.50	\$2,182.50
7	Concrete Traffic Separator (Type 1, Option II)	65	LF	\$160.00	\$10,400.00
8	Resod / restore right of way	200	SY	\$4.50	\$900.00
9	Construction Admin	1	LS	\$7,500.00	\$7,500.00
10	Maintenance of Traffic	1	LS	\$40,000.00	\$40,000.00
				Sub-Total	\$180,498.50

PAVEMENT MARKINGS AND SIGNAGE					
Item No.	Description	Quantity	Unit	Unit Price	TOTAL
1	Thermoplastic, standard open graded asphalt surfaces, white, solid 6"	0.116	GM	\$6,700.00	\$777.20
2	Thermoplastic, standard open graded asphalt surfaces, yellow, solid 6"	0.110	GM	\$6,800.00	\$748.00
3	Thermoplastic, standard, yellow, solid, 18" for diagonals and chevrons	75	LF	\$6.00	\$450.00
4	Directional Arrows (thermoplastic)	6	EA	\$95.00	\$570.00
5	Thermoplastic, standard, white solid, 24" for stop bar	35	LF	\$8.00	\$280.00
6	Raised pavement Markers (RPMs)	46	EA	\$4.75	\$218.50
7	Testing (density, thickness, etc.)	1	LS	\$8,000.00	\$8,000.00
8	As-Built Documentation	1	LS	\$5,000.00	\$5,000.00
				Sub-Total	\$16,043.70

POTABLE WATER					
Item No.	Description	Quantity	Unit	Unit Price	TOTAL
1	Compaction of Trenches	1	LS	\$5,000.00	\$5,000.00
2	12" Water Main installation (including fittings, restraints, adapters, etc.) (open cut)	139	LF	\$320.00	\$44,480.00
3	Testing (pressure, etc.)	1	LS	\$5,000.00	\$5,000.00
4	Remove and Relocate Fire Hydrant	1	EA	\$5,000.00	\$5,000.00
5	As-Built Documentation	1	LS	\$3,000.00	\$3,000.00
				Sub-Total	\$62,480.00

GRADING					
Item No.	Description	Quantity	Unit	Unit Price	TOTAL
1	*Earthwork (fill)	0	CY	\$10.00	\$0.00
2	*Export CUT	390	CY	\$20.00	\$7,800.00
				Sub-Total	\$7,800.00

CIVIL ENGINEERING AND PERMITTING FEES					
Item No.	Description	Quantity	Unit	Unit Price	TOTAL
1	Engineering Design & Services Fee	1	LS	\$ 182,800.00	\$182,800.00
2	Construction Phase Services	1	LS	\$20,000.00	\$20,000.00
3	Performance Bond	1	LS	\$6,837.00	\$6,837.00
				Sub-Total	\$209,637.00

SIGNALIZATION PROPOSAL					
Item No.	Description	Quantity	Unit	Unit Price	TOTAL
101-1	Mobilization	1	LS	\$18,630.00	\$18,630.00
611-2-1	ITSFM Location Documentation, Intersection	1	EA	\$3,285.00	\$3,285.00
630-2-11	Conduit, F&I, Open Trench	185	LF	\$22.25	\$4,116.25
630-2-12	Conduit, F&I, Directional Bore	835	LF	\$56.80	\$47,428.00
632-7-1	Cable (Signal) (F&I)	1	PI	\$13,550.00	\$13,550.00
632-7-6	Signal Cable - Remove - Intersection	1	PI	\$3,250.00	\$3,250.00
635-2-11	Pull & Splice Box, 13 X 24	9	EA	\$1,925.00	\$17,325.00
639-1-122	ELCT PWR SVC U/G (Meter Provided By PWR CO)	1,000	AS	\$7,650.00	\$7,650.00
639-2-1	Electrical Service Wire	155	LF	\$22.10	\$3,425.50
639-3-11	Electrical Service Disconnect (F&I) (Pole Mount)	1	EA	\$3,165.00	\$3,165.00
641-2-12	Prestressed Concrete Service Pole	1	EA	\$3,010.00	\$3,010.00
641-2-60	Prestressed Concrete Pole, Complete Removal, Pedestal	1	EA	\$1,200.00	\$1,200.00
650-1-14	Traffic Signal, 3S1W	1	EA	\$2,385.00	\$2,385.00
650-1-70	Traffic Signal, Relocate	2	AS	\$1,685.00	\$3,370.00
650-2-102	Vehicular Signal AUX (Backplate W/Retroreflective Border)	2	EA	\$1,125.00	\$2,250.00
660-1-109	Inductive Loop Detector (F&I) (Type 9)	1	EA	\$475.00	\$475.00
660-1-110	Inductive Loop Detector (F&I) (Type 10)	1	EA	\$550.00	\$550.00
660-2-106	Loop Assembly (F&I) (Type F)	3	AS	\$2,385.00	\$7,155.00
671-2-40	Traffic Controller, Modify	1	EA	\$3,590.00	\$3,590.00
715-1-12	Lighting Conductors, F&I (Insulate) No. 8-6	3,285	LF	\$3.35	\$11,004.75
715-1-13	Lighting Conductors, F&I (Insulated) No 4 TO No 2	1,120	LF	\$5.25	\$5,880.00
715-7-11	Load Center (Secondary Voltage)	1	EA	\$17,525.00	\$17,525.00
715-7-41	Load Center, Remove (Secondary Voltage)	1	EA	\$2,680.00	\$2,680.00
715-11-211	Luminaire, F&I - Replace Existing on Existing Pole/Arm Roadway, Co	3	EA	\$2,360.00	\$7,080.00
715-61-321	Light Pole Complete, F&I, Standard Pole, 40 MH, 10 Fixture Arm Len	4	EA	\$12,575.00	\$50,300.00
715-69-000	Light Pole Complete, Remove Pole and Foundation	4	EA	\$1,500.00	\$6,000.00
715-500-1	Pole Cable Distribution Systems	4	EA	\$1,310.00	\$5,240.00
				Sub-Total	\$251,519.50

TOTAL	\$803,807.82
CONTINGENCY (20%)	\$160,761.56
GRAND TOTAL	\$964,569.38

*NOTE: The earthwork quantities listed above are an estimate based on available information at the time of completion and are subject to change based on engineering design, agency permitting, master developer coordination, and site plan revisions. Earthwork above assumes that fill needed on-site will be hauled to the site.

Jarod C. Stubbs, P.E.
FL P.E. # 89387