

**ANCLOTE HARBOR APPLICATIONS
CITY OF TARPON SPRINGS BOARD OF COMMISSIONERS
MEETING OF JANUARY 15, 2021**

APPLICANT'S SUGGESTED ADDITIONAL CONDITIONS

1. The project shall be revised to delete the Pocket Park location and labeling.
2. The Applicant will discuss with FDOT the feasibility of a signal or arrow at the Offset Median Openings on US Highway 19 and determine if the signal or arrow can be tied to the existing signals at US Highway 19' intersections with Spruce Street and Beckett Way.
3. The Applicant commits to designing and constructing the project consistent with the Bronze level of the National Green Building Standards and will pursue the certification of the project at the Bronze level.
4. The Applicant agrees to replace Viburnum Odoratissimum with Viburnum Suspensum and to replace Dahoon Holly with Yaupon Upright or Weeping. These landscape material changes will be reflected on the Final Development Plan when submitted to the City.
5. Should the City elect to build Hays Road, the Applicant will connect the project to new Hays Road, pay transportation impact fees estimated at \$573,680, and will contribute an additional ~~\$100,000~~ \$ 509,000 to the City's Transportation Fund to defray the City's cost of construction of Hays Road east to Jasmine Avenue. The City agrees to notify the Applicant in writing of its decision to build, or not build, Hays Road within 90 days of Final Development Plan approval.
6. The Applicant will extend the existing reclaimed water line to the project, at the Applicant's cost, subject to the City's commitment to provide the requisite amount of reclaimed water to serve the project.
7. The Applicant will develop and provide to the City a professionally prepared conceptual landscape/ hardscape design for the City Parcel located south of the project entrance on US Highway 19. The professional fees for this design shall not exceed \$20,000, which fees shall be eligible for impact fee credits.
8. The Applicant will install solar panels to serve the main Clubhouse building.
9. The Applicant will install underground conduit at each building location to enable the future installation of additional Electric Vehicle Charging Stations as demand for these Charging Stations increases.

10. The Applicant will continue to work with Pasco County Public Transportation to determine if a bus shelter is needed at the project entrance.
11. The Applicant will investigate planting additional trees at the project entrance, subject to review and approval of Duke Energy who have approval authority on all trees and landscape material within their easement along the site's US 19 frontage.

Revision to City Condition #16 with new language underlined:

16. The proposed boat dock located adjacent to the Anclote river is subject to all applicable permitting requirements; and, upon the issuance of the applicable permits, the timing of construction of the dock will be determined by the Applicant in his sole discretion. The boat dock will contain a maximum of ten (10) slips which shall be for the sole benefit of the residents of the project.

Anclote Harbor - Rural Secondary Access OPC:

Phase	Road Type	Length (mile)	Total Cost per Mile	Total
Off-site - Secondary Rural Access	2-Lane Undivided w/ 40' ROW	0.17	\$ 2,996,000	\$ 509,000
			Total:	\$ 509,000

NOTES:

This opinion of probable cost was prepared using some interpretation and approximation to further define the proposed improvements. Therefore, there may be instances where the proposed estimates will deviate from the planning documents in order to efficiently define the intended scope of work.

- It is assumed the right-of-way is maintained by the City of Tarpon Springs.
- The contingency for the individual roadway types was assumed to be 30% for this planning level assessment. Also, this will help account somewhat for construction cost escalation, but there is no way to predict the future.
- Mobilization was assumed to 10% of the estimated construction cost.
- Signalization and lighting costs are not accounted for and are excluded from this estimate.
- Design and Construction Engineering Inspection (CEI) services were assumed to be 15% of the estimated construction cost.
- These estimates do not include utilities such as water, sewer, telecom, gas, electric, etc.
- These estimates do not include the cost of excavating pond sites, mitigating existing soil conditions, or wetland permitting and impacts. These items may need to be provided as part of the proposed improvements.
- This estimate doesn't include costs or time involved to obtain temporary construction and/or permanent easements to complete the improvements.

The attached spreadsheet showing the planning level roadway construction cost estimates were derived using best available FDOT unit model roadway costs for similar roadways. These unit models were revised as necessary to address the typical sections as proposed in the planning documents. However, these roadway estimates are strictly planning level and should only be used to determine an order of magnitude cost for the proposed improvements. These estimates do not take into consideration an accurate determination of construction cost escalation, as it is difficult to predict when these improvements would actually be constructed.

Kimley-Horn does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs, including but not limited to opinions as to the costs of construction and materials, shall be made on the basis of its experience and represent its judgment as an experienced and qualified professional, familiar with the industry. Kimley-Horn cannot and does not guarantee that proposals, bids or actual costs will not vary from its opinions of cost. If the Client wishes greater assurance as to the amount of any cost, it shall employ an independent cost estimator.

Local Roadway - Minimum 40' ROW (2 Lane)
Per FDOT Project NUR2LN-R-01-BB dated July 2020

Description	Total Quantity	Unit	Weighted Average Price	Total Amount
Maintenance of traffic (5% of construction cost)		1 LS	-	\$ 87,123
Mobilization (10% of construction cost)		1 LS	-	\$ 174,246
SEDIMENT BARRIER	13,728.00	LF	\$1.70	\$ 23,338
FLOATING TURBIDITY BARRIER	250.00	LF	\$10.00	\$ 2,500
SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,500.00	\$ 2,500
LITTER REMOVAL	1.20	EA	\$20.00	\$ 24
MOWING	1.20	AC	\$34.00	\$ 41
CLEARING & GRUBBING	14.12	AC	\$18,000.00	\$ 254,160
REGULAR EXCAVATION	19,360.00	CY	\$6.50	\$ 125,840
EMBANKMENT	54,493.51	CY	\$10.00	\$ 544,935
TYPE B STABILIZATION	25,813.33	SY	\$3.80	\$ 98,091
OPTIONAL BASE,BASE GROUP 09	14,467.20	TN	\$19.00	\$ 274,877
SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,645.87	TN	\$100.00	\$ 264,587
ASPH CONC FC,INC BIT,FC-5,PG76-22	594.18	CY	\$140.00	\$ 83,185
PERFORMANCE TURF, SOD	16,250.67	SY	\$2.60	\$ 42,252
SINGLE POST SIGN, F&I GM,	2.00	SY	\$340.00	\$ 680
SINGLE POST SIGN, F&I GM, 12-20 SF	20.00	SY	\$1,200.00	\$ 24,000
RAISED PAVMT MARK, TYPE B W/O FINAL SURF	135.00	LF	\$4.40	\$ 594
PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.00	LF	\$430.00	\$ 860
Contingency (30% of total cost)		1 LS	-	\$ 601,150
Design services and CEI (15% of total cost)				\$ 390,747
			Total Cost Per Mile	\$ 2,996,000

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