

EXHIBIT 10c (FDOT)  
BABCOCK MPD - YEAR 2026  
PROPORTIONATE SHARE ESTIMATE - INTERSECTIONS

| Babcock MPD                                                                        |      |                                                                                   |                   |                   |                                        |                   |           |                                   |                 |                                         |                                                     |                |                                        |                                         |
|------------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-------------------|-------------------|----------------------------------------|-------------------|-----------|-----------------------------------|-----------------|-----------------------------------------|-----------------------------------------------------|----------------|----------------------------------------|-----------------------------------------|
| Draft Proportionate Share Cost Estimates for Significant and Adverse Intersections |      |                                                                                   |                   |                   |                                        |                   |           |                                   |                 |                                         |                                                     |                |                                        |                                         |
| Intersection                                                                       |      | Improvement                                                                       | Construction Cost | Contingency (25%) | Total Construction Cost <sup>(1)</sup> | Engineering (15%) | CEI (15%) | Total Project Cost <sup>(2)</sup> | Project Traffic | Proportionate Share Calculation         |                                                     |                |                                        |                                         |
|                                                                                    |      |                                                                                   |                   |                   |                                        |                   |           |                                   |                 | Capacity (with background improvements) | Capacity (with background and project improvements) | Capacity Added | Proportionate Share (%) <sup>(3)</sup> | Proportionate Share Cost <sup>(4)</sup> |
| SR 31 at SR 80                                                                     | LT   | No Project related improvement                                                    | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 243                                     | 155                                                 | -              | 0%                                     | \$0                                     |
|                                                                                    | Thru | Restripe to add NBT on approach and add receiving NBT (total of 2) <sup>(5)</sup> | \$366,163         | \$91,541          | \$457,704                              | \$68,656          | \$68,656  | \$595,015                         | 667             | 880                                     | 2,000                                               | 1,120          | 60%                                    | \$354,353                               |
|                                                                                    | RT   | Channelize NBRT <sup>(6)</sup>                                                    | \$174,767         | \$43,692          | \$218,459                              | \$32,769          | \$32,769  | \$283,996                         | -               | 385                                     | 578                                                 | 193            | 0%                                     | \$0                                     |
| SB                                                                                 | LT   | No Project related improvement                                                    | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 339             | 494                                     | 769                                                 | 275            | 0%                                     | \$0                                     |
|                                                                                    | Thru | No Project related improvement                                                    | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 259                                     | 409                                                 | 150            | 0%                                     | \$0                                     |
|                                                                                    | RT   | Channelize SBRT <sup>(7)</sup>                                                    | \$174,767         | \$43,692          | \$218,459                              | \$32,769          | \$32,769  | \$283,996                         | 361             | 412                                     | 618                                                 | 206            | 100%                                   | \$283,996                               |
| EB                                                                                 | LT   | Add EBLT (total of 2)                                                             | \$83,334          | \$20,834          | \$104,168                              | \$15,625          | \$15,625  | \$135,418                         | 346             | 356                                     | 675                                                 | 319            | 100%                                   | \$135,418                               |
|                                                                                    | Thru | No Project related improvement                                                    | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 2,073                                   | 1,897                                               | -              | 0%                                     | \$0                                     |
|                                                                                    | RT   | No Project related improvement                                                    | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 643                                     | 721                                                 | 78             | 0%                                     | \$0                                     |
| WB                                                                                 | LT   | Add WBLT (total of 2)                                                             | \$83,334          | \$20,834          | \$104,168                              | \$15,625          | \$15,625  | \$135,418                         | -               | 255                                     | 217                                                 | -              | 0%                                     | \$0                                     |
|                                                                                    | Thru | Add WBT on approach (total of 3) <sup>(8)</sup>                                   | \$366,163         | \$91,541          | \$457,704                              | \$68,656          | \$68,656  | \$595,015                         | -               | 1,363                                   | 1,219                                               | -              | 0%                                     | \$0                                     |
|                                                                                    | RT   | No Project related improvement                                                    | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 321             | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
| Subtotal                                                                           |      |                                                                                   | \$1,248,528       | \$312,132         | \$1,560,660                            | \$234,099         | \$234,099 | \$2,028,858                       |                 |                                         |                                                     |                |                                        | \$773,767                               |

| Proportionate Share Calculation |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 |                                         |                                                     |                |                                        |                                         |
|---------------------------------|------|-----------------------------------------------------------------|-------------------|-------------------|----------------------------------------|-------------------|-----------|-----------------------------------|-----------------|-----------------------------------------|-----------------------------------------------------|----------------|----------------------------------------|-----------------------------------------|
| Intersection                    |      | Improvement                                                     | Construction Cost | Contingency (25%) | Total Construction Cost <sup>(1)</sup> | Engineering (15%) | CEI (15%) | Total Project Cost <sup>(2)</sup> | Project Traffic | Proportionate Share Calculation         |                                                     |                |                                        |                                         |
|                                 |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 | Capacity (with background improvements) | Capacity (with background and project improvements) | Capacity Added | Proportionate Share (%) <sup>(3)</sup> | Proportionate Share Cost <sup>(4)</sup> |
| SR 31 at SR 78                  | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 310                                     | 303                                                 | -              | 0%                                     | \$0                                     |
|                                 | Thru | Add NBT approach and receiving lane (total of 2) <sup>(7)</sup> | \$732,326         | \$183,082         | \$915,408                              | \$137,311         | \$137,311 | \$1,190,030                       | 982             | 880                                     | 2,000                                               | 1,120          | 88%                                    | \$1,043,401                             |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
| SB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
|                                 | Thru | Add SBT approach and receiving lane (total of 2) <sup>(7)</sup> | \$732,326         | \$183,082         | \$915,408                              | \$137,311         | \$137,311 | \$1,190,030                       | 715             | 880                                     | 2,000                                               | 1,120          | 64%                                    | \$759,707                               |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 642                                     | 1,063                                               | 421            | 0%                                     | \$0                                     |
| EB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 301             | 415                                     | 560                                                 | 145            | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
| WB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
| Subtotal                        |      |                                                                 | \$1,464,653       | \$366,163         | \$1,830,816                            | \$274,622         | \$274,622 | \$2,380,060                       |                 |                                         |                                                     |                |                                        | \$1,803,108                             |

| Proportionate Share Calculation |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 |                                         |                                                     |                |                                        |                                         |
|---------------------------------|------|-----------------------------------------------------------------|-------------------|-------------------|----------------------------------------|-------------------|-----------|-----------------------------------|-----------------|-----------------------------------------|-----------------------------------------------------|----------------|----------------------------------------|-----------------------------------------|
| Intersection                    |      | Improvement                                                     | Construction Cost | Contingency (25%) | Total Construction Cost <sup>(1)</sup> | Engineering (15%) | CEI (15%) | Total Project Cost <sup>(2)</sup> | Project Traffic | Proportionate Share Calculation         |                                                     |                |                                        |                                         |
|                                 |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 | Capacity (with background improvements) | Capacity (with background and project improvements) | Capacity Added | Proportionate Share (%) <sup>(3)</sup> | Proportionate Share Cost <sup>(4)</sup> |
| SR 31 at North River Road       | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 563                                     | 213                                                 | -              | 0%                                     | \$0                                     |
|                                 | Thru | Add NBT approach and receiving lane (total of 2) <sup>(7)</sup> | \$732,326         | \$183,082         | \$915,408                              | \$137,311         | \$137,311 | \$1,190,030                       | 1,253           | -                                       | 2,000                                               | 2,000          | 63%                                    | \$745,554                               |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | 859                                                 | 859            | 0%                                     | \$0                                     |
| SB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 231             | 536                                     | 349                                                 | -              | 0%                                     | \$0                                     |
|                                 | Thru | Add SBT approach and receiving lane (total of 2) <sup>(7)</sup> | \$732,326         | \$183,082         | \$915,408                              | \$137,311         | \$137,311 | \$1,190,030                       | 1,045           | -                                       | 2,000                                               | 2,000          | 52%                                    | \$621,791                               |
|                                 | RT   | Add SBRT                                                        | \$174,767         | \$43,692          | \$218,459                              | \$32,769          | \$32,769  | \$283,996                         | 40              | -                                       | 991                                                 | 991            | 4%                                     | \$11,463                                |
| EB                              | LT   | Add EBLT                                                        | \$83,334          | \$20,834          | \$104,168                              | \$15,625          | \$15,625  | \$135,418                         | 36              | -                                       | 169                                                 | 169            | 21%                                    | \$28,846                                |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 9                                       | 190                                                 | 181            | 0%                                     | \$0                                     |
|                                 | RT   | Add EBRT                                                        | \$174,767         | \$43,692          | \$218,459                              | \$32,769          | \$32,769  | \$283,996                         | -               | -                                       | 161                                                 | 161            | 0%                                     | \$0                                     |
| WB                              | LT   | Add WBLT                                                        | \$83,334          | \$20,834          | \$104,168                              | \$15,625          | \$15,625  | \$135,418                         | -               | -                                       | 191                                                 | 191            | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 8                                       | 196                                                 | 188            | 0%                                     | \$0                                     |
|                                 | RT   | Add WBRT                                                        | \$174,767         | \$43,692          | \$218,459                              | \$32,769          | \$32,769  | \$283,996                         | 220             | -                                       | 393                                                 | 393            | 56%                                    | \$158,980                               |
| Signalization                   |      |                                                                 |                   |                   |                                        |                   |           |                                   | 256             | 17                                      | 1,300                                               | 1,283          | 20%                                    | \$65,518                                |
| Subtotal                        |      |                                                                 | \$2,155,622       | \$538,905         | \$2,694,527                            | \$404,179         | \$404,179 | \$3,831,243                       |                 |                                         |                                                     |                |                                        | \$1,632,152                             |

| Proportionate Share Calculation |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 |                                         |                                                     |                |                                        |                                         |
|---------------------------------|------|-----------------------------------------------------------------|-------------------|-------------------|----------------------------------------|-------------------|-----------|-----------------------------------|-----------------|-----------------------------------------|-----------------------------------------------------|----------------|----------------------------------------|-----------------------------------------|
| Intersection                    |      | Improvement                                                     | Construction Cost | Contingency (25%) | Total Construction Cost <sup>(1)</sup> | Engineering (15%) | CEI (15%) | Total Project Cost <sup>(2)</sup> | Project Traffic | Proportionate Share Calculation         |                                                     |                |                                        |                                         |
|                                 |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 | Capacity (with background improvements) | Capacity (with background and project improvements) | Capacity Added | Proportionate Share (%) <sup>(3)</sup> | Proportionate Share Cost <sup>(4)</sup> |
| SR 80 at Tropic Avenue          | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 18              | 179                                     | 214                                                 | 35             | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 85                                      | 188                                                 | 103            | 0%                                     | \$0                                     |
|                                 | RT   | Add NBRT                                                        | \$174,767         | \$43,692          | \$218,459                              | \$32,769          | \$32,769  | \$283,996                         | -               | 131                                     | 238                                                 | 107            | 0%                                     | \$0                                     |
| SB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 206                                     | 223                                                 | 17             | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 40                                      | 222                                                 | 182            | 0%                                     | \$0                                     |
|                                 | RT   | Add SBRT                                                        | \$174,767         | \$43,692          | \$218,459                              | \$32,769          | \$32,769  | \$283,996                         | 16              | 206                                     | 299                                                 | 93             | 17%                                    | \$48,860                                |
| EB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 17              | 259                                     | 249                                                 | -              | 0%                                     | \$0                                     |
|                                 | Thru | Add EBT approach and receiving lane (total of 2) <sup>(7)</sup> | \$732,326         | \$183,082         | \$915,408                              | \$137,311         | \$137,311 | \$1,190,030                       | 289             | 2,269                                   | 3,020                                               | 751            | 38%                                    | \$457,948                               |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 19              | 1,012                                   | 907                                                 | -              | 0%                                     | \$0                                     |
| WB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 124                                     | 206                                                 | 82             | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 275             | 2,279                                   | 2,009                                               | -              | 0%                                     | \$0                                     |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 1,016                                   | 896                                                 | -              | 0%                                     | \$0                                     |
| Subtotal                        |      |                                                                 | \$1,081,860       | \$270,465         | \$1,352,325                            | \$202,849         | \$202,849 | \$1,758,023                       |                 |                                         |                                                     |                |                                        | \$506,807                               |

| Proportionate Share Calculation |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 |                                         |                                                     |                |                                        |                                         |
|---------------------------------|------|-----------------------------------------------------------------|-------------------|-------------------|----------------------------------------|-------------------|-----------|-----------------------------------|-----------------|-----------------------------------------|-----------------------------------------------------|----------------|----------------------------------------|-----------------------------------------|
| Intersection                    |      | Improvement                                                     | Construction Cost | Contingency (25%) | Total Construction Cost <sup>(1)</sup> | Engineering (15%) | CEI (15%) | Total Project Cost <sup>(2)</sup> | Project Traffic | Proportionate Share Calculation         |                                                     |                |                                        |                                         |
|                                 |      |                                                                 |                   |                   |                                        |                   |           |                                   |                 | Capacity (with background improvements) | Capacity (with background and project improvements) | Capacity Added | Proportionate Share (%) <sup>(3)</sup> | Proportionate Share Cost <sup>(4)</sup> |
| SR 80 at Davis Avenue           | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 74                                      | 149                                                 | 75             | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
| SB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 138                                     | 186                                                 | 48             | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | -                                       | -                                                   | -              | 0%                                     | \$0                                     |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 12              | 84                                      | 213                                                 | 129            | 0%                                     | \$0                                     |
| EB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 14              | 250                                     | 220                                                 | -              | 0%                                     | \$0                                     |
|                                 | Thru | Add EBT approach and receiving lane (total of 2) <sup>(7)</sup> | \$732,326         | \$183,082         | \$915,408                              | \$137,311         | \$137,311 | \$1,190,030                       | 323             | 2,622                                   | 3,020                                               | 398            | 81%                                    | \$965,778                               |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 1,169                                   | 1,021                                               | -              | 0%                                     | \$0                                     |
| WB                              | LT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 76                                      | 130                                                 | 54             | 0%                                     | \$0                                     |
|                                 | Thru | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | 309             | 2,547                                   | 2,137                                               | -              | 0%                                     | \$0                                     |
|                                 | RT   | No Project related improvement                                  | \$0               | \$0               | \$0                                    | \$0               | \$0       | \$0                               | -               | 1,136                                   | 953                                                 | -              | 0%                                     | \$0                                     |
| Subtotal                        |      |                                                                 | \$732,326         | \$183,082         | \$915,408                              | \$137,311         | \$137,311 | \$1,190,030                       |                 |                                         |                                                     |                |                                        | \$965,778                               |

|       |             |             |             |             |             |              |  |  |  |  |  |  |  |             |
|-------|-------------|-------------|-------------|-------------|-------------|--------------|--|--|--|--|--|--|--|-------------|
| Total | \$6,682,989 | \$1,670,747 | \$8,353,736 | \$1,253,060 | \$1,253,060 | \$11,188,215 |  |  |  |  |  |  |  | \$5,681,613 |
|-------|-------------|-------------|-------------|-------------|-------------|--------------|--|--|--|--|--|--|--|-------------|

1. Total Construction Cost includes addition of 25% for Scope Contingency to the Construction Cost.  
2. Total Project Cost includes addition of 15% for Preliminary Engineering and 15% for CEI to the Total Construction Cost. This does not include Right-Of-Way Cost.  
3. Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)].  
4. Proportionate Share Cost = Proportionate Share % \* Total Project Cost.  
5. Receiving lane based on 1/8 mile length. Cost per mile: \$2,929,305.  
6. Improvement assumes 50% additional capacity. Assumes full cost of a right turn lane.  
7. Added capacity based on generalized peak hour directional service volumes. Assumes total 1/4 mile length for approach and departure lane. Cost per mile: \$2,929,305.

