

TRANSPORTATION IMPACT FEE ANALYSIS

900 East Midvalley Road
Enoch, Utah 84721



February 2023

PREPARED BY:
Sunrise Engineering, Inc.

DRAFT





MAYORGeoffrey Chesnut
COUNCIL MEMBER David Harris
COUNCIL MEMBER Katherine Ross
COUNCIL MEMBER Richard Jensen
COUNCIL MEMBER West Harris
COUNCIL MEMBERShawn Stoor
CITY MANAGER..... Rob Dotson

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TRANSPORTATION IMPACT FEE ANALYSIS

IMPACT FEE ANALYSIS

1.0 Executive Summary

The purpose of this Impact Fee Analysis (IFA) is to provide Enoch City with a summary of recommended capital improvements to meet the City's existing and future demands for its transportation facilities. **The proposed projects in this Impact Fee Analysis are based on the Capital Improvements Plan (CIP) included in the Enoch City Transportation and Active Transportation Plans (TATP) completed in 2021 which included the Level of Service (LOS) analyses.** The TATP identifies the existing Level of Service (LOS) for the Enoch City roadways and identifies improvements needed to maintain the level of service throughout the planning horizon.

The proposed improvements included in this Impact Fee Analysis are part of a 27-year planning horizon through the year 2050. The proposed Impact Fees are based a 10-year Impact Fee Analysis period (the projects from the planning horizon to be completed by 2033). The total estimated cost of recommended future improvements for projects during the 10-year Impact Fee Analysis period is \$6,815,000 as shown in Table 1.1-2: Impact Fee Eligible Costs. These recommended improvements will allow Enoch City to maintain existing Levels of Service currently being experienced by the City.

The projected increase in average daily trips (ADT) at the end of the Impact Fee Analysis period estimates an increase of 9,951 trips. With the total estimated costs of identified projects, divided by this growth, a maximum allowable impact fee of \$6,458.14 per single family equivalent may be assessed by the City.

Traffic Analysis Zones (TAZ) and data for projected growth were pulled from the Utah Statewide Travel Model (USTM) to forecast future employment and population and anticipate long term transportation needs.

1.1 Impact Fee Eligible Costs

The Impact Fees Act allows for the charging of Impact Fees to pay for transportation facilities needed to mitigate the impact of new development on public infrastructure. A portion of these facilities will be designated as Impact Fee eligible due to the City needing to install the necessary infrastructure to provide for new growth.

This Impact Fee Analysis has been performed based on the improvements indicated in the TATP. This Impact Fee Analysis looks at improvements needed through the year 2050 as outlined and justified in the TATP. The improvements shown below are deemed impact fee eligible because they are needed due to an increase in the Average Daily Traffic (ADT) caused by new growth. Because LOS was taken as ADT, this affects the projected LOS of the roads throughout Enoch City.

Utah State Code 11-36a-306 outlines the certification requirements for an Impact Fee Analysis and states that Impact Fee Facilities Plans do “not include: cost of operation and maintenance of public facilities; or costs for qualifying public facilities that will raise the Level of Service for the facilities, through Impact Fees, above the Level of Service that is supported by existing residents...”

The current planning horizon extends through the year 2050 as established in the TATP. The Impact Fee Analysis includes the costs projected to be incurred or encumbered within a 10 year Impact Fee Analysis period with the recommendation that the Impact Fees are updated every five years to help the City see that all impact fees are spent or encumbered within six years of them being paid.

Below is a list of the projects, cost, and estimated percent Impact Fee eligible amounts prior to adding estimated financing or inflation. The total cost of the project shown in the table below shows those portions of the streets for which the City will use Impact Fees to account for roadway improvements as necessitated by growth.

Table 1.1-1. Impact Fee Eligible Costs

Improvements	Locations	Future Road Classification	Improvement	Costs	% I.F. El.	I.F. El. Costs
Project #1 (SR-130 (7% match))	3000 North to Midvalley Highway	Principal Arterial	Widening	\$ 881,000	100%	\$ 881,000
Project #2 (Midvalley Hwy)	200 West to Old 91	Principal Arterial	Widening	\$ 3,458,000	100%	\$ 3,458,000
Project #3 (1000 East)	Old 91 to Stage Coach Ln	Major Collector	Widening	\$ 1,630,000	0%	\$ -
Project #4 (200 West)	Midvalley Hwy to Cedar Valley Beltway	Major Collector	Widening	\$ 2,721,000	0%	\$ -
Project #5 (3600 North)	SR 130 to 1000 East	Major Collector	New Collector	\$ 2,566,000	0%	\$ -
Project #6 (5200 North)	900 West to SR 130	Major Collector	New Collector	\$ 3,468,000	0%	\$ -
Project #7 (5200 North)	1000 East to SR-130	Major Collector	New Collector	\$ 2,580,000	0%	\$ -
Project #8 (Canyon Ranch Road)	SR-130 to I-15 Tunnel	Minor Arterial	New Arterial	\$ 4,923,000	0%	\$ -
Project #9 (I-15 Tunnel)	Old 91 to Canyon Ranch Road	Principal Arterial	Tunnel	\$ 3,000,000	0%	\$ -
Total Costs				\$25,227,000		\$ 4,339,000

All the listed projects are considered by this report to be necessitated due to new growth (Impact Fee eligible), however only Project #1 and Project #2 are shown as Impact Fee eligible during this 10-year Impact Fee Analysis period. These projects were selected by the City to be put in as whole parts instead of waiting for developers to complete them small sections at a time. The projects were determined to be Impact Fee eligible based on the projected growth and Level of Service studies as shown in the TATP. For widening projects, the Engineer’s Opinion of Probable Cost includes 24 feet of asphalt widening with eight inches of granular borrow, six inches of untreated base course, and three inches of hot mix asphalt. Costs include the installation of curb and gutter and the installation of a 24-inch storm drainage pipe. Developers will be responsible for any improvements from top back of curb to the edge of right of way.

See Appendix A for a map of project locations.

The table below shows the anticipated year of construction for each project, the inflated costs (at an assumed 3% per year), financed costs (at a 2.5% interest rate for a 20-year term), and the resulting Impact Fee Eligible costs.

Table 1.1-2. Impact Fee Eligible Costs (After Adding Inflation)

Improvements	Locations	Year	Costs with Inflation	Financed Cost	Total I.F. El. Costs
Project #1 (SR-130 (7% match))	3000 North to Midvalley Highway	2028	\$ 1,021,000	\$ 1,310,000	\$ 1,310,000
Project #2 (Midvalley Hwy)	200 West to Old 91	2030	\$ 4,253,000	\$ 5,456,000	\$ 5,456,000
Project #3 (1000 East)	Old 91 to Stage Coach Ln	2035	\$ 2,324,000	\$ 2,982,000	\$ -
Project #4 (200 West)	Midvalley Hwy to Cedar Valley Beltway	2035	\$ 3,879,000	\$ 4,977,000	\$ -
Project #5 (3600 North)	SR 130 to 1000 East	2040	\$ 4,241,000	\$ 5,441,000	\$ -
Project #6 (5200 North)	900 West to SR 130	2040	\$ 5,732,000	\$ 7,354,000	\$ -
Project #7 (5200 North)	1000 East to SR-130	2045	\$ 4,944,000	\$ 6,343,000	\$ -
Project #8 (Canyon Ranch Road)	SR-130 to I-15 Tunnel	2045	\$ 9,433,000	\$12,102,000	\$ -
Project #9 (I-15 Tunnel)	Old 91 to Canyon Ranch Road	2050	\$ 6,664,000	\$ 8,550,000	\$ -
Subtotal for Roadway Improvements				\$54,515,000	\$ 6,766,000
Transportation IFFP/IFA Update	1 each	Every 5 Yrs	\$ 48,690.00		\$ 48,690.00
				Total IF Eligible:	\$ 6,815,000
				New Trips:	9951
				Cost per Trips:	\$ 684.85
				Single Family Equivalent (SFE):	\$ 6,458.14

1.2 Maximum Eligible Impact Fee

In order to determine the maximum eligible impact fee amount, the additional average number of trips per day caused by new growth in the next ten years has been calculated as 9,951 trips. These trips are broken down by TAZ for the years 2022 and 2033 (see Appendix C). The number of trips for the year 2022 were determined based on the projected growth in the USTM per each TAZ. This number (44,662 total trips) was then subtracted from the 2033 trips (54,613 trips) to determine the number of trips caused by new growth. See the equation below for further clarification.

(No. 2033 Trips) – (No. 2022 Trips) = Trips caused by New Growth

The impact fee amount per trip was calculated as \$684.87 per trip by dividing the total impact fee eligible costs by the additional number of trips per day cause by new growth. The per trip impact fee amount can then be converted to a single-family equivalent (SFE) by multiplying by the average number of trips per single family household. Common practice for transportation impact fee analyses is to use the Trip Generation Manual as published by the Institute of Transportation of Engineers (ITE). ITE (11th Edition) lists the value of trips per single family dwelling unit as 9.43. Accordingly, the maximum eligible impact fee amount per single family equivalent is \$6,458.34. See the equations below for further clarification.

\$6,815,000/9,951 Trips = \$684.85 per Trip

\$684.87 per Trip x 9.43 Trips/SFE = \$6,458.14 SFE Impact Fee Amount

Because residential and non-residential entities place varying demands on the transportation network by the number of trips that are generated

from the specific land use, impact fees will be charged accordingly.

The ITE Trip Generation manual has been used to develop Table 1.2-1. The number of trip ends per unit (ADT) as specified in the ITE Trip Generation manual is shown on the following page. That number is multiplied by a heavy vehicle adjustment factor and pass-by trip adjustment factor. The pass-by trip adjustment factor accounts for those trips which may not be primary trips (the land use is not the primary reason for the trip).

A Demand Index is calculated by dividing each effective trip ends per unit value by the single-family effective trip ends per unit. The impact fee cost per unit for each land use type is calculated by multiplying the SFE impact fee amount by the demand index. Impact fees should be charged per unit shown in the table

Table 1.2-1. Impact Fee Eligible Costs Per Unit

Category	Land Use	Unit	Applicable ITE Code(s)	ITE Trip Ends per Unit (Weekday)	Heavy Vehicle %	Heavy Vehicle Adjustment	Pass-by Trip Adjustment	Diverted Trip Adjustment	Primary Trip Adjustment Factor	Effective Trip Ends per Unit	Demand Index (Single Family Equivalent)	Max. Eligible Impact Fee Cost Per Unit
Residential	Single Family Detached	Dwelling Units	210	9.43	0%	1.00			1.00	9.43	1.00	\$ 6,458
	Single Family Attached	Dwelling Units	215	7.20	0%	1.00			1.00	7.20	0.76	\$ 4,931
	Apartment	Dwelling Units	230	3.44	0%	1.00			1.00	3.44	0.36	\$ 2,356
	Assisted Living/Convalescent Care	Beds	254	2.60	0%	1.00			1.00	2.60	0.28	\$ 1,781
Office	Office Building	1,000 sq. ft.	710	10.84	2%	1.02			1.02	11.05	1.17	\$ 7,569
	Medical-Dental Office Building	1,000 sq. ft.	720	36.00	2%	1.02			1.02	36.71	3.89	\$ 25,138
Retail	Supermarket	1,000 sq. ft.	850	93.84	2%	1.02	0.36	0.38	0.27	24.88	2.64	\$ 17,037
	Less Intensive Retail	1,000 sq. ft.	890	6.30	2%	1.02	0.53	0.31	0.16	1.03	0.11	\$ 704
	Intensive Retail	1,000 sq. ft.	820	37.01	2%	1.02	0.34	0.26	0.41	15.09	1.60	\$ 10,337
Services	Quality Restaurant	1,000 sq. ft.	931	83.84	2%	1.02	0.44	0.27	0.30	24.79	2.63	\$ 16,977
	Fast Food	1,000 sq. ft.	934	467.48	2%	1.02	0.50	0.25	0.26	119.16	12.64	\$ 81,607
	Convenience Market w/ Gas Pumps	Pump Stations	945	265.12	2%	1.02	0.59	0.26	0.15	40.55	4.30	\$ 27,769
	Bank	1,000 sq. ft.	912	100.35	2%	1.02	0.35	0.22	0.44	44.00	4.67	\$ 30,131
Industrial	Industrial	1,000 sq. ft.	110	4.87	13%	1.13			1.13	5.41	0.57	\$ 3,705
	Manufacturing	1,000 sq. ft.	140	4.75	13%	1.13			1.13	5.28	0.56	\$ 3,614
	Warehousing	1,000 sq. ft.	150	1.71	20%	1.20			1.20	1.97	0.21	\$ 1,349
	Self Storage/RV Storage	Units	151	1.45	20%	1.20			1.20	1.67	0.18	\$ 1,144
Institutional	Elementary School	Students	520	2.27	0%	1.00			1.00	2.27	0.24	\$ 1,555
	Middle/Junior School	Students	522	2.10	0%	1.00			1.00	2.10	0.22	\$ 1,438
	High School	Students	525	1.94	0%	1.00			1.00	1.94	0.21	\$ 1,329
	Private School (K-12)	Students	530	2.48	0%	1.00			1.00	2.48	0.26	\$ 1,698
	Junior/Community College	Students	540	1.15	0%	1.00			1.00	1.15	0.12	\$ 788
	Day Care	1,000 sq. ft.	565	47.62	0%	1.00	0.00	0.56	0.44	20.95	2.22	\$ 14,350
	Library	1,000 sq. ft.	590	72.05	0%	1.00	0.50	0.00	0.50	36.03	3.82	\$ 24,672
Church	1,000 sq. ft.	560	7.60	0%	1.00			1.00	7.60	0.81	\$ 5,205	
Lodging	Hotel	Rooms	310/320	7.99	2%	1.02			1.02	8.15	0.86	\$ 5,579
	Motel	Rooms	330	3.35	2%	1.02			1.02	3.42	0.36	\$ 2,339

1.3 Non-Standard Impact Fees

The proposed fees are based upon assumed growth. The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities. This adjustment could result in a higher or lower impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. To determine the impact fee for a non-standard use, the City should use the following formula:

$$IF \text{ Amount} = \frac{\left(\begin{array}{l} \text{Total Trips: ADT Per} \\ \text{Specified Land Use} \\ \text{in ITE Manual} \end{array} \right) * \left(\begin{array}{l} \text{Applicable} \\ \text{Adjustment} \\ \text{Factors} \end{array} \right) * \left(\begin{array}{l} \text{Single Family} \\ \text{Detached IF} \\ \text{Amount} \end{array} \right)}{9.43}$$

1.4 Funding Plans and Revenue Sources

1.4.1 Impact Fees

According to the “Impact Fees Act” (11-36a-101), an Impact Fee is described as a “payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure.” In other words, public improvements that are necessitated due to new growth may be paid for by growth in accordance with the Impact Fees Act.

This Impact Fee Analysis estimates the portion of new improvements necessitated due to growth, and correspondingly the maximum allowable Impact Fee that can be charged to growth.

1.4.2 Federal Funding Sources

There are several types of federal funds that are allocated to the state of Utah each year for use on transportation. In Utah, the Joint Highway Committee (JHC) provides coordination and yearly project recommendations to the Utah Transportation Commission for the use of these federal funds.

The following are specific highway funds that are administered by the JHC:

- STP Non-Urban Funds - Areas less than 5,000 population
- STP Small Urban Funds - Areas between 5,000 & 50,000 population
- Off-System Bridge Funds - Bridges on local/rural minor collector roads
- State Park Access Funds - Facilities accessing State Parks
- TAP Non-Urban Funds - Areas less than 5,000 population
- TAP Small Urban Funds - Areas between 5,000 & 50,000 population

A large portion of the available funds are from the Surface Transportation Program (STP). According to the Federal Highway Administration, STP funds are provided for “flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.”

1.4.3 State Funding Sources

The Class B&C road system with a funding program was established by the Utah State Legislature in 1937 as a means of aiding counties and incorporated municipalities for the improvement of roads and streets throughout the state.

The funds differ from ordinary local revenues since they are subject to administrative direction by the State in accordance with legislative provision. The Utah Department of Transportation is the administrative authority on behalf of the State.

1.4.4 Local Funding Sources

Another possible source of local funding for transportation projects is the City’s general fund. One requirement is that there be adequate funds for the overall city budget in the general fund.

1.5 Impact Fee Certification

The Impact Fee Certification is included as Appendix E.

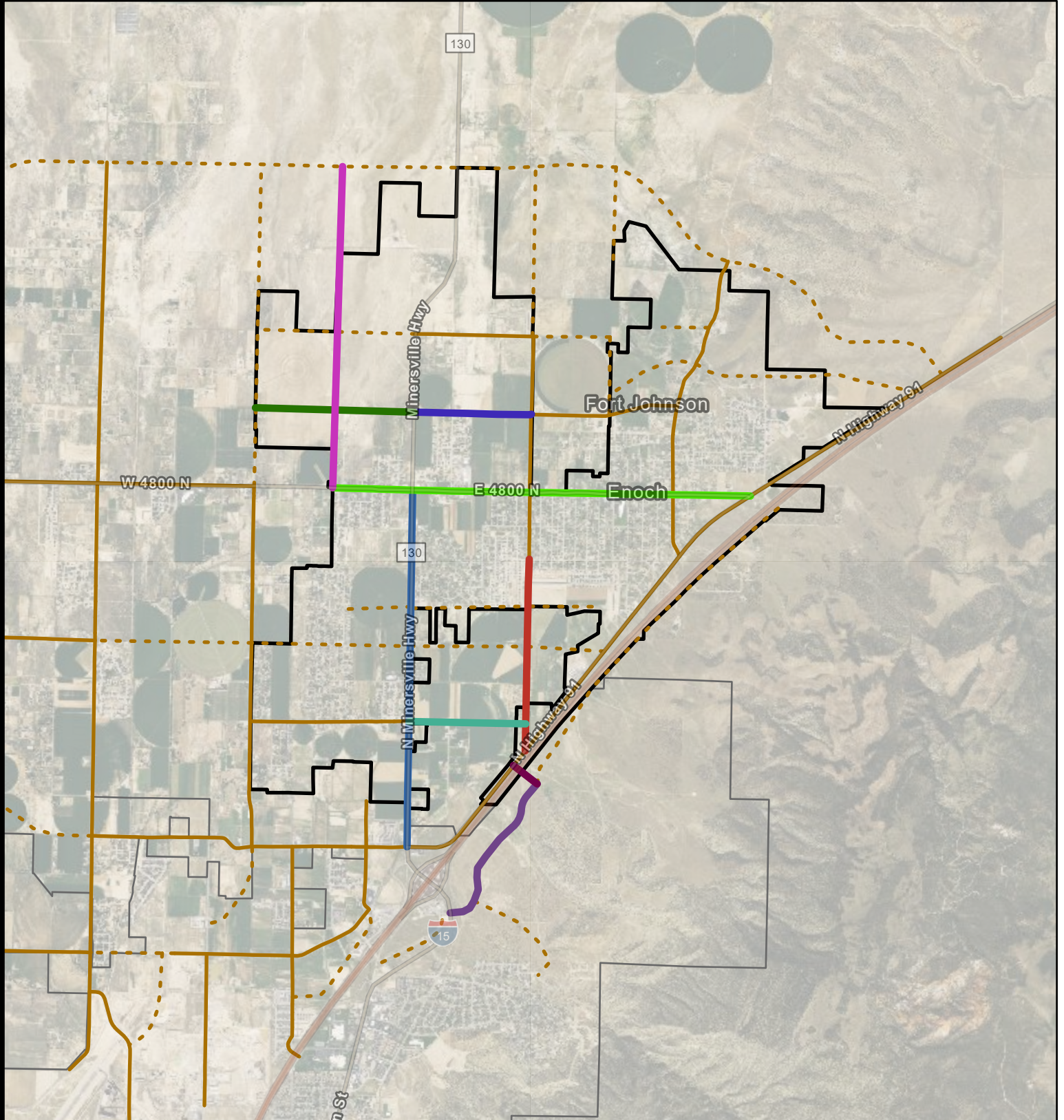
1.6 Impact Fee Related Items

The impact fees proposed as part of this analysis represent the maximum amounts the City may enact per Utah's Impact Fee Act. Ultimately, the City may adopt any impact fee levels it deems appropriate as long as it does not exceed the amounts as presented. Lower impact fees will pose a risk of not collecting sufficient funds to implement the recommended improvements as listed. This plan assumes that the Impact Fee Analysis will be updated every five years per recommendation. City staff should be made aware that, in conformance with Utah Code 11-36a-602, impact fees can only be expended for a system improvement that is identified in the Impact Fee Facilities Plan and that is for the specific public facility type for which the fee was collected (i.e. transportation impact fees cannot be used for water or sewer projects). Also, impact fees must be expended or encumbered for a permissible use within six years of their receipt unless 11-36a-602(2)(b) applies. City staff should also ensure that proper accounting of the Impact Fees occurs (track each fee in and out. See Utah Code 11-36a-601).

APPENDIX A

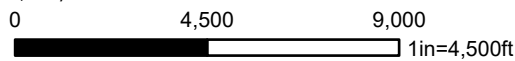
MAPS

Enoch Transportation Roadway Facilities Plan



Map Legend

- | | | | |
|---|--|--|---|
| <ul style="list-style-type: none"> — Project #1, SR-130 (7% match) — Project #2, Midvalley Highway — Project #3, 1000 East — Project #4, 200 West | <ul style="list-style-type: none"> — Project #5, 3600 North — Project #6, 5200 North — Project #7, 5200 North — Project #8, Canyon Ranch Road | <ul style="list-style-type: none"> — Project #9, I-15 Tunnel - - - New Road — Road Widening | <ul style="list-style-type: none"> Enoch City Municipality Cedar City Municipality |
|---|--|--|---|



APPENDIX B

Land Use Data

Enoch City and Vicinity USTM Travel Model Land Use

TAZ #	Households (2022)	Households (2029)	Households (2033)	Households (2050)	Typical Employment (2022)	Typical Employment (2029)	Typical Employment (2033)	Typical Employment (2050)	All Employment (2022)	All Employment (2029)	All Employment (2033)	All Employment (2050)
2627	75	106	122	177	54	54	54	54	87	92	94	101
2628	51	93	119	214	9	10	10	10	37	57	66	83
2629	328	378	401	476	2	2	2	4	63	66	65	74
2630	32	44	51	76	4	6	6	12	13	19	22	34
2631	265	299	315	366	20	28	32	54	65	71	78	106
2632	283	304	314	350	92	102	106	124	126	136	141	167
2633	306	332	344	386	87	96	100	114	127	136	140	162
2634	330	336	339	346	19	22	23	28	46	47	49	53
2635	263	263	263	263	101	101	101	101	116	115	115	115
2636	2	3	3	3	5	6	6	6	9	5	6	9
2637	62	84	95	131	6	7	7	7	26	30	31	37
2707	69	83	90	111	130	138	142	154	145	155	159	174
2710	21	40	53	102	13	16	17	22	26	36	44	59
2711	42	57	66	103	9	10	12	16	22	27	32	48
2768	177	182	186	194	16	19	20	24	31	34	36	40
2769	5	6	7	10	0	0	0	0	1	2	2	3
2789	5	7	8	11	6	8	9	16	8	10	11	19
2790	0	0	0	0	6	8	9	14	6	8	9	14
2791	37	46	51	71	1	1	2	2	10	12	14	19
2849	0	0	0	0	0	0	1	2	0	0	1	1
2850	30	58	75	143	8	9	10	12	26	38	44	65
2851	0	0	0	0	1	1	1	2	1	1	1	2
2852	46	66	76	111	4	4	4	5	21	25	26	33
2853	28	38	44	71	0	0	1	2	8	12	16	23
2854	10	12	13	16	0	0	0	0	2	2	2	3
2857	30	39	44	63	10	14	17	28	18	25	29	44
2880	60	77	86	117	6	9	11	21	22	28	32	48
Total:	2557	2953	3165	3911	609	671	703	839	1058	1190	1265	1536

APPENDIX C

Total Trip Data

TAZ #	Daily Productions (2022)	Daily Attractions (2022)	Daily Productions (2029)	Daily Attractions (2029)	Daily Productions (2033)	Daily Attractions (2033)	Daily Productions (2050)	Daily Attractions (2050)
2627	845	1305	1194	1380	1374	1410	1993	1515
2628	574	555	1047	855	1340	990	2410	1245
2629	3693	945	4256	990	4515	975	5360	1110
2630	360	195	495	285	574	330	856	510
2631	2984	975	3367	1065	3547	1170	4121	1590
2632	3187	1890	3423	2040	3536	2115	3941	2505
2633	3446	1905	3738	2040	3873	2100	4346	2430
2634	3716	690	3783	705	3817	735	3896	795
2635	2961	1740	2961	1725	2961	1725	2961	1725
2636	23	75	34	90	34	90	34	135
2637	698	390	946	450	1070	465	1475	555
2707	777	2175	935	2325	1013	2385	1250	2610
2710	236	390	450	540	597	660	1149	885
2711	473	330	642	405	743	480	1160	720
2768	1993	465	2049	510	2094	540	2184	600
2769	56	15	68	30	79	30	113	45
2789	56	120	79	150	90	165	124	285
2790	0	90	0	120	0	135	0	210
2791	417	150	518	180	574	210	799	285
2849	0	0	0	0	0	15	0	15
2850	338	390	653	570	845	660	1610	975
2851	0	15	0	15	0	15	0	30
2852	518	315	743	375	856	390	1250	495
2853	315	120	428	180	495	240	799	345
2854	113	30	135	30	146	30	180	45
2857	338	270	439	375	495	435	709	660
2880	676	330	867	420	968	480	1317	720
Total:	28792	15870	33251	17850	35638	18975	44038	23040

APPENDIX D
Engineer's Opinion of Probable Cost

SUNRISE ENGINEERING, INC.

11 North 300 West, Washington, Utah 84780

Tel: (435) 652-8450 Fax: (435) 652-8416

Engineer's Opinion of Probable Cost

IMPACT FEE ANALYSIS	PROBABLE COSTS ARE LISTED AS A PRICE PER LINEAR FOOT OF NEW IMPROVEMENT	20-Dec-22
ENOCH CITY		

NO.	DESCRIPTION	EST. QTY	UNIT	UNIT PRICE	AMOUNT
NEW COLLECTOR					
1	Mobilization	5%	LS	\$ 16.00	\$ 16.00
2	Dust Control & Watering	1	LS	\$ 1.50	\$ 1.50
3	24" Storm Drain Pipe and Installation	1	LN FT	\$ 140.00	\$ 140.00
4	Granular Borrow (8" Depth Under UBC)	1	CY	\$ 45.00	\$ 38.91
5	Untreated Base Course (6" Depth Under Asphalt)	0.65	CY	\$ 50.00	\$ 32.41
7	3" Bituminous Surface Course	35	SQ FT	\$ 3.00	\$ 105.00
8	Striping	1	LS	\$ 1.50	\$ 1.50
9	Standard Curb and Gutter (w/6" UBC)	2	LN FT	\$ 30.00	\$ 60.00
				CONTINGENCY	\$ 59.30
INCIDENTALS					
8	Materials Sampling & Testing	1	LS	\$ 1.50	\$ 1.50
9	Construction Staking	1	LS	\$ 1.50	\$ 1.50
10	Engineering Design	1	LS	8.0%	\$ 36.37
11	Bidding & Negotiating, Construction Engineering	1	LS	9.0%	\$ 40.92
12	Geotechnical Report	1	LS	\$ 1.50	\$ 1.50
				CONSTRUCTION TOTAL	\$ 536.00
NEW ARTERIAL					
1	Mobilization	5%	LS	\$ 20.00	\$ 20.00
2	Dust Control & Watering	1	LS	\$ 1.25	\$ 1.25
3	24" Storm Drain Pipe and Installation	1	LN FT	\$ 140.00	\$ 140.00
4	Granular Borrow (8" Depth Under UBC)	1	CY	\$ 45.00	\$ 56.70
5	Untreated Base Course (6" Depth Under Asphalt)	0.94	CY	\$ 50.00	\$ 47.22
7	3" Bituminous Surface Course	51	SQ FT	\$ 3.00	\$ 153.00
8	Striping	1	LS	\$ 1.50	\$ 1.50
9	Standard Curb and Gutter (w/6" UBC)	2	LN FT	\$ 30.00	\$ 60.00
				CONTINGENCY	\$ 71.95
INCIDENTALS					
8	Materials Sampling & Testing	1	LS	\$ 1.50	\$ 1.50
9	Construction Staking	1	LS	\$ 1.50	\$ 1.50
10	Engineering Design	1	LS	8.0%	\$ 44.13
11	Bidding & Negotiating, Construction Engineering	1	LS	9.0%	\$ 49.65
12	Geotechnical Report	1	LS	\$ 1.50	\$ 1.50
				CONSTRUCTION TOTAL	\$ 650.00

ROADWAY WIDENING						
1	Mobilization	5%	LS	\$ 6.00	\$ 6.00	
2	Dust Control & Watering	1	LS	\$ 1.25	\$ 1.25	
3	24" Storm Drain Pipe and Installation	1	LN FT	\$ 140.00		
4	Granular Borrow (8" Depth Under UBC)	0.59	CY	\$ 45.00	\$ 26.68	
5	Untreated Base Course (6" Depth Under Asphalt)	0.44	CY	\$ 50.00	\$ 22.22	
7	3" Hot Mix Asphalt	24	SQ FT	\$ 3.00	\$ 72.00	
8	Striping	1	LS	\$ 1.50	\$ 1.50	
9	Standard Curb and Gutter (w/6" UBC)	2	LN FT	\$ 30.00	\$ 60.00	
				CONTINGENCY	15%	\$ 19.45
INCIDENTALS						
8	Materials Sampling & Testing	1	LS	\$ 1.50	\$ 1.50	
9	Construction Staking	1	LS	\$ 1.50	\$ 1.50	
10	Engineering Design	1	LS	8.0%	\$ 16.73	
11	Bidding & Negotiating, Construction Engineering	1	LS	9.0%	\$ 18.82	
12	Geotechnical Report	1	LS	\$ 1.50	\$ 1.50	
				CONSTRUCTION TOTAL		\$ 249.00
<i>In providing opinions of probable construction cost, the Client understands that the Engineer has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinion of probable construction cost provided herein is made on the basis of the Engineer's qualifications and experience. The Engineer makes no warranty, expressed or implied, as to the accuracy of such opinions compared to bid or actual costs.</i>						

APPENDIX E

Impact Fee Certification

CERTIFICATION OF IMPACT FEE ANALYSIS BY CONSULTANT

In accordance with Utah Code Annotated, § 11-36a-306 David M Christensen, P.E., on behalf of Sunrise Engineering, Inc., make the following certification:

I certify that the attached Impact Fee Facilities Plan and Impact Fee Analysis:

1. Includes only the costs for qualifying public facilities that are:
 - a. Allowed under the Impact Fees Act; and
 - b. Actually incurred; or
 - c. Projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
 - a. Costs of operation and maintenance of public facilities; or
 - b. Costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

David M Christensen, P.E., makes this certification with the following qualifications:

1. All of the recommendations for implementation of the Impact Fee Facilities Plan (“IFFP”) made in the IFFP documents or in the Impact Fee Analysis (“IFA”) documents, together the “IFFPA”, are followed in their entirety by Enoch City, Utah, staff, and elected officials.
2. If all or portion(s) of the IFFPA are modified or amended, this certification is no longer valid.
3. All information provided to Sunrise Engineering, Inc., its contractors or suppliers, is assumed to be correct, complete and accurate. This includes information provided by Enoch City, Utah, and outside sources.
4. The undersigned is trained and licensed as a professional engineer and has not been trained or licensed as an attorney at law. Nothing in the foregoing certification shall be deemed an opinion of law or an opinion of compliance with law which under applicable professional licensing laws or regulations or other laws or regulations must be rendered by an attorney licensed in the State of Utah.
5. The foregoing certification is an expression of professional opinion based on the undersigned’s best knowledge, information and belief and shall not be construed as a warranty or guaranty of any fact or circumstance.

6. The foregoing certification is made only to Enoch City, Utah, and may not be used or relied upon by any other person or entity without the express written authorization of the undersigned.

Sunrise Engineering, Inc.

By: 

Dated: _____