IMPACT FEE FACILITY PLAN

Overview

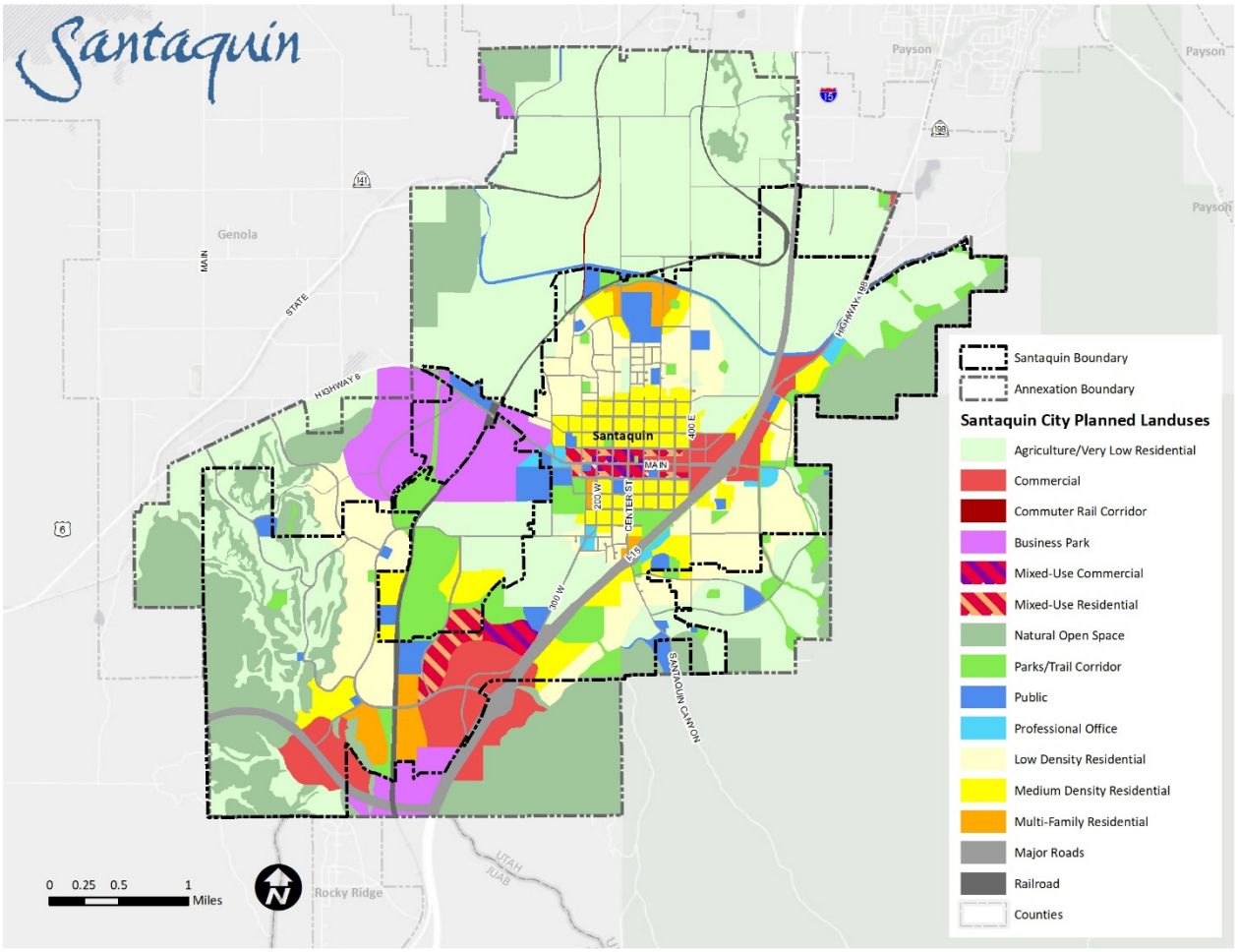
Transportation

Santaquin City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain Level of Service C according to the Mountain Land Association of Government's (MAG) Travel Demand model.[1] Santaquin City's system-wide transportation Capital Facilities Plan (CFP) is a comprehensive plan with a total cost of approximately $120 million in road projects. Approximately $9 million of the road projects will maintain the current and proposed level of service as a result of new development and will be built between 2020 and 2030. These projects (Table 1) make up the Transportation Impact Fee Facilities Plan (IFFP) and are a subset of phase 1 CFP projects which are impact fee eligible. Eligible projects are those that are required to meet the capacity need of the projected 54,011 new average daily trips attributable to new development within the city between 2020 and 2030. In addition to the $9 million in new projects on the IFFP, there is approximately $750,000 of costs incurred by Santaquin City in existing excess capacity available for new development.

Table 1: Transportation IFFP				
Roads				
Street	**From**	**To**	**Total Cost**	**IFFP Cost**
500/600 West	Lark Rd	US 6	$950,590	$126,904
500 West	US 6	500 South	$2,889,028	$176,893
Highland Drive	Center Street	Summit Ridge Pkwy	$6,317,098	$2,937,821
Main Street	Maverik	Oak Summit Drive	$934,872	$934,872
900 East	Main Street	150 South	$785,205	$521,481
400 East	200 North	US 6	$593,039	$568,725
400 East	400 North	200 North	$1,356,911	$1,301,278
Highland Drive	400 East	Main Street	$2,577,617	$2,471,935
Main Street	I-15	500 West	$680,000[1]	$183,161
Source: Parametrix. See Appendix A for cost estimates *[1]MAG estimate of $9.9 million, with 6.77% city match*		*Total Roads:*	$21,961,531	$9,223,069

[1] The travel demand model is the accepted model of the Mountain Land Association of Governments (MAG) which represents an appropriate planning tool for estimating existing congestion levels and forecasting future congestion levels based on the impacts of growth.

Figure 1: Future Land Use



2.1 Growth

If Santaquin City "builds out" according to the land use plan in Figure 1 by 2050, the City will have a population of approximately 48,000 people living in 12,000 households. New resident population is expected to occur primarily on currently vacant, residentially-zoned land. This anticipated growth in households and resident population would be accompanied by an increase in commercial and industrial development. This 340 percent increase in population and 300 percent increase in households will require additional road infrastructure to serve the new development.

For purposes of calculating an impact fee in the state of Utah a ten year growth horizon is used to ensure that the projects identified and the fee imposed will be encumbered within the statutorily required six year period. Table 2 provides current MAG and Santaquin City estimates and projections for the IFFP 10-year window (2030) and 2050 based on the general plan land use map.

Table 2. Demographic Projections

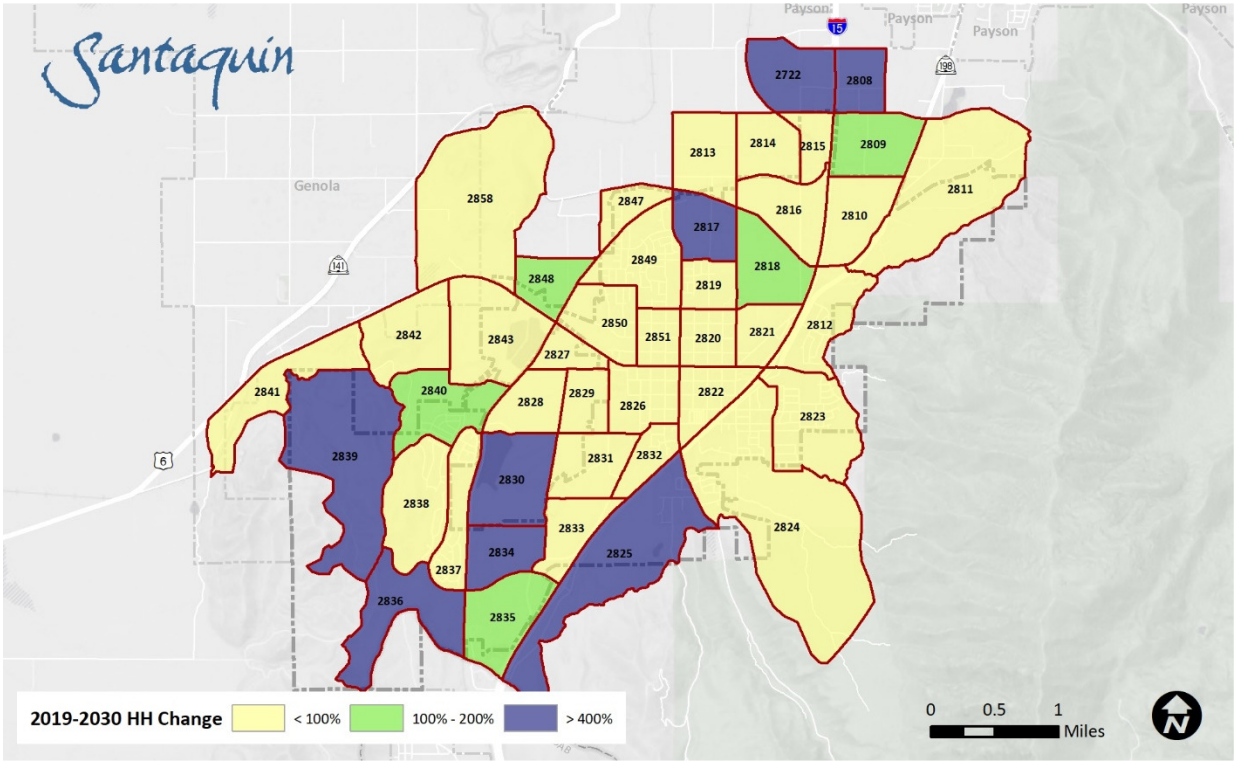
	Current MAG	Santaquin Revisions	MAG Projections		Santaquin Projections	
	2019	2019	2030	2050	2030	2050
Population	13,897	13,897	18,286	35,950	26,135	47,775
Households	3,956	3,956	5,580	12,039	6,701	12,250
Employment	2,554	2,554	5,101	11,948	5,626	12,163

Future Growth Trends

Santaquin City is projected to grow by 12,238 people and 2,745 households between 2019 and 2030. This residential growth represents an 88 percent increase in population and a 69 percent increase in households. At the same time employment is projected to grow by 145 percent.

The majority of residential growth is anticipated in three areas of Santaquin: the Summit Ridge Development of the southwest, the Foothill Village to the southeast, and areas north of 400 North. The highest growth in employment occurs just north of Main Street and west of I-15 where a grocery store and a high school will be located. Other relatively high growth areas for employment are in the southern portion of the city along I-15. Figure 2 illustrates the areas of projected household growth through 2030.

Figure 2: Projected Household Growth through 2030



3.1 Level of Service (LOS)

Santaquin City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain Level of Service C according to the Mountain Land Association of Government's travel demand model[2]. Level of service standards are defined in the American Association of State and Territorial Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2011 (6th Edition) where LOS C is defined by traffic levels which represent "stable flow." This level can be measured by methods included in the Transportation Research Board TRB), *Highway Capacity Manual HCM2010*, October 2010.

LOS calculations can be complex and data intensive but simplified planning methods are reasonably accurate. LOS calculations according to the HCM2010 depend on the following factors:

- number of travel lanes
- number of turn lanes
- number of trucks in the travel flow
- the level of "platooning" of vehicles approaching each intersection
- the timing of traffic signals and the coordination of multiple traffic signals
- the number of turning vehicles
- the vertical grade of the roadway and other horizontal alignment factors
- the familiarity of drivers to local conditions
- the availability of shoulders and lateral clearances
- various natural environmental conditions

To simplify the analysis, travel models use a link based capacity (even though much of the actual delay is manifested at intersections). Algorithms exist in the travel model to estimate the delay associated with increased traffic volume with the primary input being the travel link number of lanes, functional classification of the road, and area type (urban, suburban, rural, etc.). These simplifications are necessary since detailed data may not be available for forecasting future conditions and the travel model is developed at a regional (metropolitan area) scale. The analysis in Santaquin City estimated the capacity of existing and future roads based on the design standards of the City and available information related to transportation plans such as number of travel lanes and classification. Table 3 summarizes the daily traffic capacities used in the Santaquin City analysis.

Table 3:Daily :LOS C Capacity in Santaquin

	Max Daily Traffic Capacity Estimates	
Lanes	Arterial	Collector
2	8,200	7,500
3	11,000	8,500
4	23,000	16,000
5	26,500	18,000

Source: Parametrix

[2] The travel demand model is the accepted model of the Mountain Land Association of Governments (MAG) which represents an appropriate planning tool for estimating existing congestion levels and forecasting future congestion levels based on the impacts of growth.

3.2 Existing Facilities

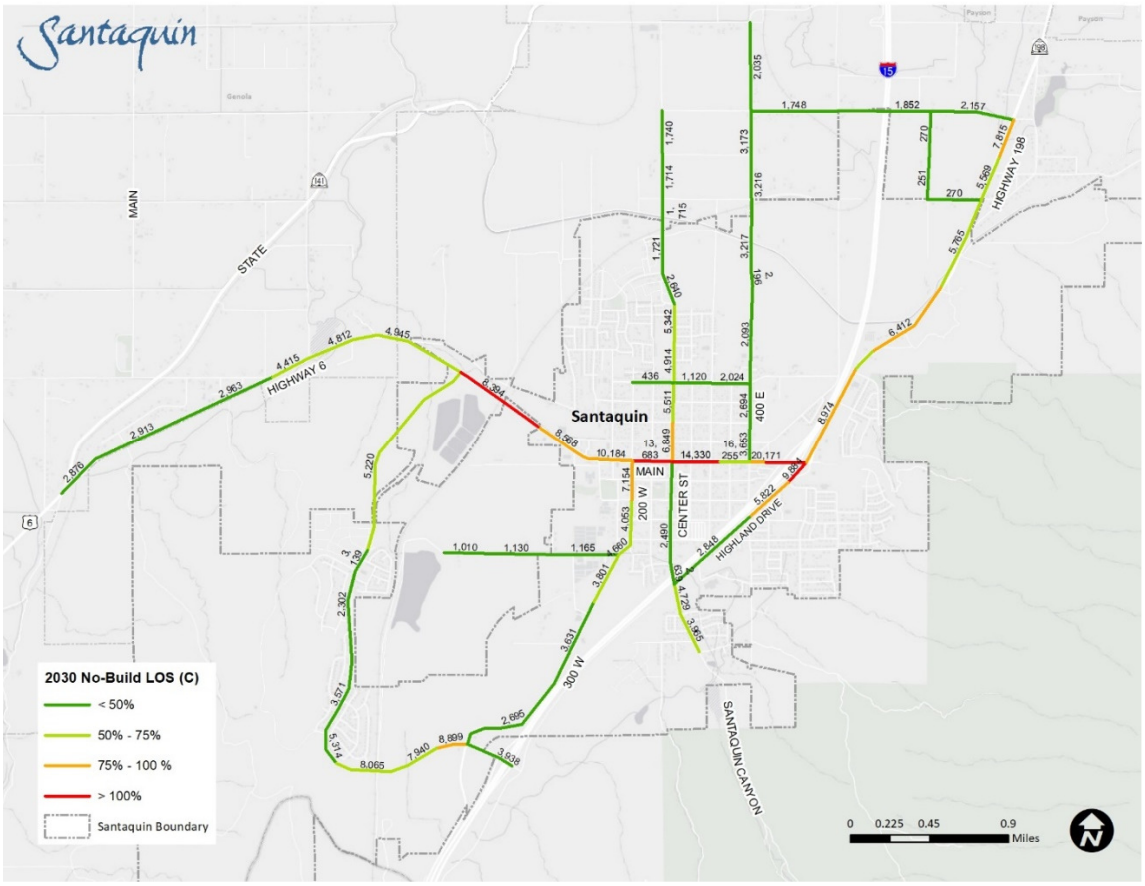
A calibrated travel demand model was used to generate current traffic volumes for each segment in Santaquin City's current road network. For segments with capacity greater than volumes, there is existing excess capacity. For segments with capacity less than volumes, there is an existing deficiency. Road improvements occur as major investments in anticipation of increased traffic volumes, as such, at any point in time there will be segments that are above capacity and segments that are below capacity. This is why the system is modeled as a whole and the City-wide system treated as one service area. In addition, the travel demand model was used to form a consistent source of estimating existing traffic that can be used to forecast traffic growth in the future.

3.3 Impact of Growth

The travel demand model was also used to estimate the impact of the anticipated 12,238 new residents and 3,072 new jobs in 2030. This growth within the city is attributable to a projected growth of 54,011 average daily trips between 2019 and 2030. Parametrix worked with Santaquin City staff to develop a capital improvement program represented by a first phase that would encompass the period from 2020 to 2030 and subsequent phases beyond the year 2030, as needed. Traffic volume estimates were developed by road segment. Traffic volumes were estimated based on the existing conditions, modeled conditions in the year 2030 based on planned improvements to be completed by 2030, and modeled conditions in the year 2050 based on planned improvements by Santaquin City. Although improvements to the State Highway System are not eligible for impact fees, improvements included in the Mountainland Association of Government's *Regional Transportation Plan* (TransPlan50) were assumed in the modeling, allowing the most accurate representation of future conditions possible with the available information.

Figure 5 depicts the forecasted LOS in a no build scenario for the year 2030, where no improvements are made on the road network.

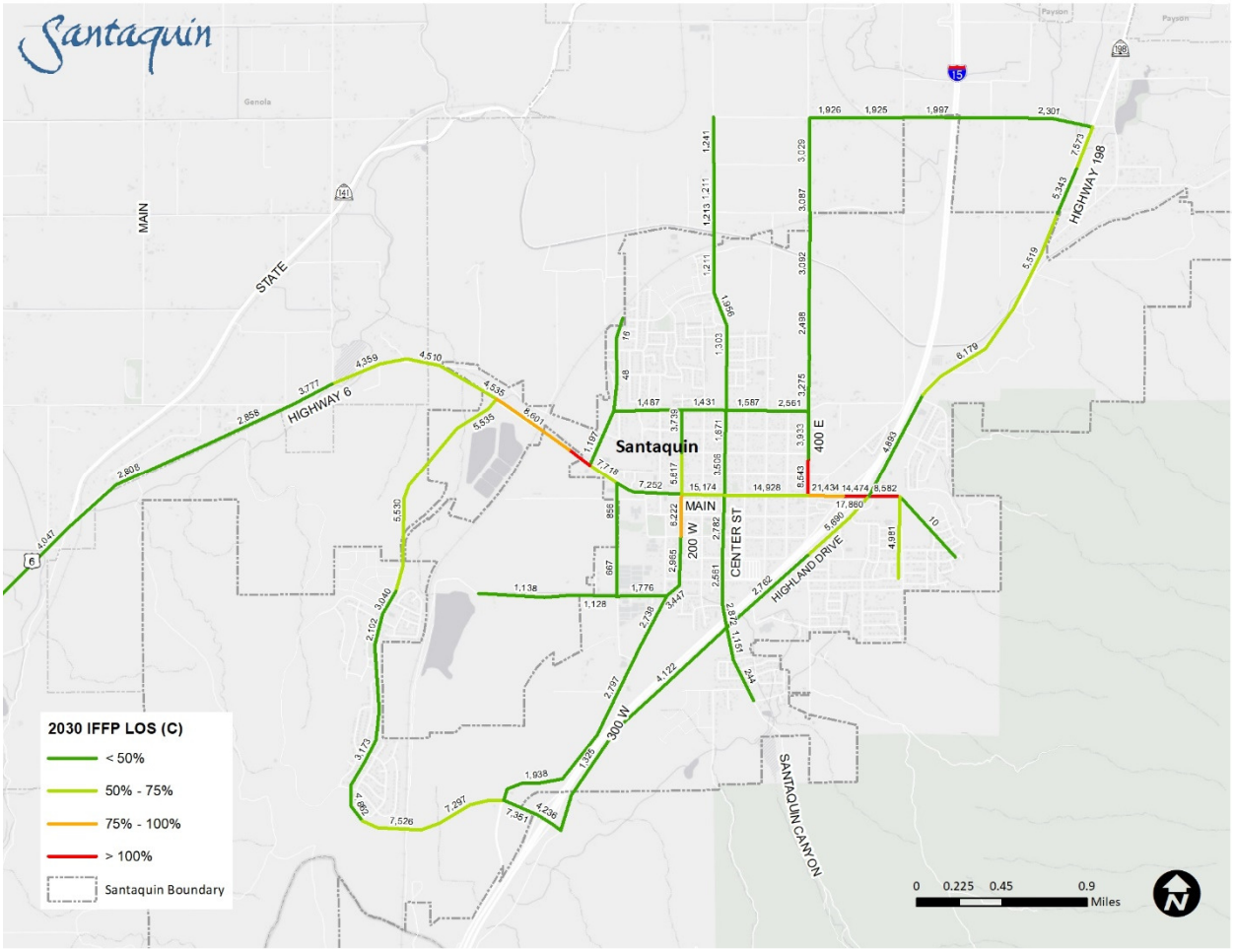
Figure 5 – 2030 No Build Level of Service



Source: Parametrix, WFRC/MAG travel model version 8.3.

Parametrix and Santaquin City staff worked to develop capital improvement projects on the road segments that reflect the priorities of the City, will directly benefit expected new development, and relieve capacity deficiencies in the year 2030. Since the transportation system works as a network of improvements, projects were identified beyond those with 2030 estimated traffic volumes exceeding current, 2019, capacity at LOS C. However, the IFFP was developed to eliminate all capacity deficiencies in the year 2030, although sometimes making improvements to parallel facilities where direct capacity constraints occur. Figure 6 depicts the forecasted LOS for the year 2024 in a scenario which includes IFFP projects.

Figure 6 – 2030 Level of Service with Impact Fee Facilities Plan Projects



Source: Parametrix, WFRC/MAG travel model version 8.3.

3.4 Future Facilities/Impact Fee Facilities Plan

To serve the approximately 3,130 new residents and 1,091 new jobs projected through 2030 additional lane miles and intersection capacity are required. Figure 7 illustrates, and Table 4 lists, the projects included in the IFFP. The total cost is the planning level cost estimate to construct the project, while the IFFP cost is the cost to upsize the road to the city preferred cross section from the local road cross section which the developer is responsible for.

Figure 7 – Impact Fee Facility Plan

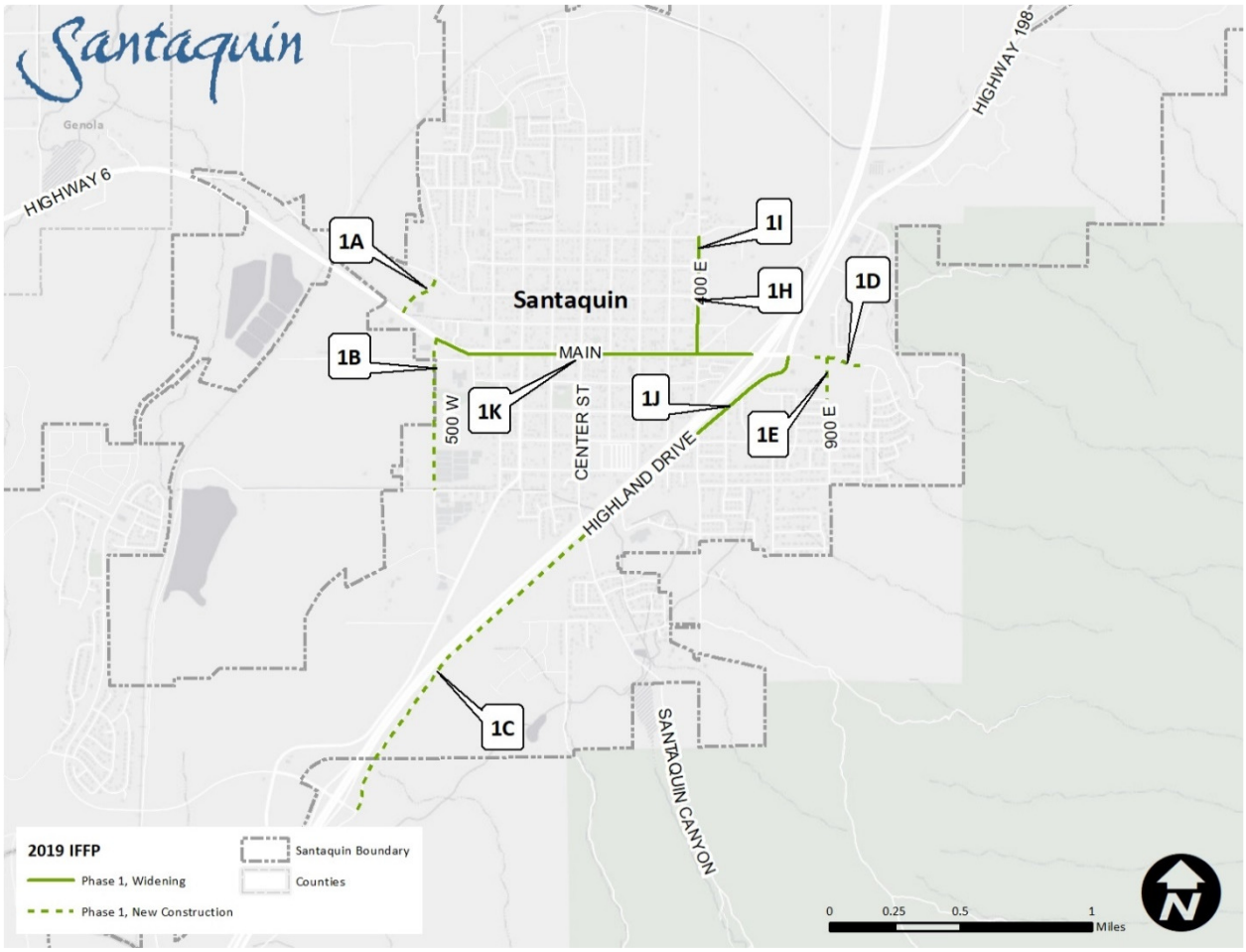


Table 4: Transportation IFFP						
Street	**From**	**To**	**Added Capacity**	**% of Added Capacity Required to Accommodate New Development**	**Total Cost**	**IFFP Cost**
500/600 West	Lark Rd	US 6	8,500	13%	$950,590	$126,904
500 West	US 6	500 South	8,500	6%	$2,889,028	$176,893
Highland Drive	Center Street	Summit Ridge Pkwy	8,500	47%	$6,317,098	$2,937,821
Main Street	Maverik	Oak Summit Drive	8,500	100%	$934,872	$934,872
900 East	Main Street	150 South	7,500	66%	$785,205	$521,481
400 East	200 North	US 6	1,000	96%	$593,039	$568,725
400 East	400 North	200 North	1,000	96%	$1,356,911	$1,301,278
Highland Drive	400 East	Main Street	1,000	96%	$2,577,617	$2,471,935
Main Street	I-15	500 West	15,500	27%	$680,000[1]	$183,161
Source: Parametrix. See Appendix A for cost estimates *[1]MAG estimate of $9.9 million, with 6.77% city match*					$21,961,531	$9,223,069

3.5 Existing Excess Capacity

The concept of allocating the cost of existing capacity in excess of what existing traffic needs is similar to the process of allocating the cost of new capacity. For existing excess capacity, the total cost incurred by the City to add capacity is divided by the share of existing traffic, through traffic, and traffic from future new development in Santaquin City. Since no future road is planned to have future capacity deficiencies, all future roads will meet the LOS C standard, the volume of traffic from new development in Santaquin City using the excess capacity in the year 2030 is simply a subset of all future traffic from new development in Santaquin City. The share of volume created by new growth in Santaquin City in the year 2030 was derived based on interpolated model years.

Table 5 shows the existing excess capacity based on information provided by Santaquin City staff. Of the almost $104,350 of actual historical cost incurred by the City for existing capacity, $77,358 is available for use by future development in the year 2030 in Santaquin City. Furthermore, this $77,358 of existing capacity buy-in for future development is available through 2030 and will continue to be available based on long term growth of the City.

Table 5: Existing Excess Capacity Buy-In

Street	Limits		2019 Vol	2030 Vol	Project Cost	2030 Buy-In Eligible Cost
	From	To				
Center Street	450 North	550 North	874	1,045	$14,100	$281.39
Highland Drive	500 East	300 East	3,255	5,690	$7,500	$2,227.13
Canyon	400 South	900 South	1,438	2,872	$71,400	$13,651.68
Highland Drive	Canyon	300 East	796	2,762	$11,350	$2,721.23
Summit Ridge	Stone Way	Main Street	3,296	5,530	$2,687,995	$732,314.88
		Total Buy-In			$2,792,346	$751,196.32

Source: Parametrix, Historical cost provided by Santaquin City Staff

Appendix A:

500/600 West				ID: 1A
From:	To:			
Lark Rd	US 6			
New 3-Lane Collector		Length of Project (Mi):		0.20
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$14,500
MOBILIZATION	LUMP	1	5.0%	$24,100
BONDING	LUMP	1	2.5%	$12,100
TRAFFIC CONTROL	LUMP	1	0.2%	$1,000
SWPPP & BMPs	LUMP	1	1.0%	$4,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,500
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.45	$1,000.00	$1,449
3-LANE COLLECTOR	MI	0.20	$1,388,000	$276,459
STORM DRAIN SYSTEM	MI	0.20	$450,000	$89,630
LANDSCAPING & FINISH ITEMS	LF	1100	$100.00	$110,000
PERMANENT SIGNING	LF	1100	$4.00	$4,400
			SUBTOTAL	$541,038
			CONTINGENCY (40%)	$216,415
			ROADWAY SUBTOTAL	**$757,453**
DESIGN/OTHER				
ENGINEERING			9%	$68,171
CONSTRUCTION ENGINEERING/MGMT			11%	$83,320
			DESIGN SUBTOTAL	**$151,491**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.45	$25,000	$36,214
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$5,432
			RIGHT-OF-WAY SUBTOTAL	**$41,646**
			PROJECT SUBTOTAL	$950,590

500 West				ID: 1B
From:	To:			
US 6	500 South			
New 3-Lane Collector		Length of Project (Mi):		0.59
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$42,600
MOBILIZATION	LUMP	1	5.0%	$70,900
BONDING	LUMP	1	2.5%	$35,500
TRAFFIC CONTROL	LUMP	1	0.1%	$1,500
SWPPP & BMPs	LUMP	1	1.0%	$14,200
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$7,100
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	4.0%	$56,800
CLEARING AND GRUBBING	ACRE	4.28	$1,000.00	$4,277
3-LANE COLLECTOR	MI	0.59	$1,388,000	$816,184
STORM DRAIN SYSTEM	MI	0.59	$450,000	$264,613
LANDSCAPING & FINISH ITEMS	LF	3200	$100.00	$320,000
PERMANENT SIGNING	LF	3200	$4.00	$12,800
			SUBTOTAL	$1,646,474
			CONTINGENCY (40%)	$658,590
			ROADWAY SUBTOTAL	**$2,305,063**
DESIGN/OTHER				
ENGINEERING			9%	$207,456
CONSTRUCTION ENGINEERING/MGMT			11%	$253,557
			DESIGN SUBTOTAL	**$461,013**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	4.28	$25,000	$106,914
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$16,037
			RIGHT-OF-WAY SUBTOTAL	**$122,952**
			PROJECT SUBTOTAL	$2,889,028

Highland Drive				ID: 1C
From:	To:			
Center Street	Summit Ridge Rkwy			
New construction - Highland Dr Cross Section		Length of Project (Mi):		1.41
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$94,500
MOBILIZATION	LUMP	1	5.0%	$157,500
BONDING	LUMP	1	2.5%	$78,800
TRAFFIC CONTROL	LUMP	1	0.1%	$3,200
SWPPP & BMPs	LUMP	1	1.0%	$31,500
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$15,800
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP	1	1.0%	$31,500
CLEARING AND GRUBBING	ACRE	11.59	$1,000.00	$11,590
HIGHLAND DRIVE CROSS SECTION	MI	1.41	$1,226,600	$1,724,712
STORM DRAIN SYSTEM	MI	1.41	$450,000	$632,741
LANDSCAPING & FINISH ITEMS	LF	7500	$100.00	$750,000
PERMANENT SIGNING	LF	7500	$4.00	$30,000
			SUBTOTAL	$3,561,843
			CONTINGENCY (40%)	$1,424,737
			ROADWAY SUBTOTAL	**$4,986,581**
DESIGN/OTHER				
ENGINEERING			9%	$448,792
CONSTRUCTION ENGINEERING/MGMT			11%	$548,524
			DESIGN SUBTOTAL	**$997,316**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	11.59	$25,000	$289,740
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$43,461
			RIGHT-OF-WAY SUBTOTAL	**$333,201**
			PROJECT SUBTOTAL	$6,317,098

Main Street				ID: 1D
From:	To:			
Maverik	Oak Summit Drive			
New 3-Lane Collector		Length of Project (Mi):		0.19
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$14,300
MOBILIZATION	LUMP	1	5.0%	$23,700
BONDING	LUMP	1	2.5%	$11,900
TRAFFIC CONTROL	LUMP	1	0.3%	$1,500
SWPPP & BMPs	LUMP	1	1.0%	$4,800
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,400
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.42	$1,000.00	$1,416
3-LANE COLLECTOR	MI	0.19	$1,388,000	$270,219
STORM DRAIN SYSTEM	MI	0.19	$450,000	$87,607
LANDSCAPING & FINISH ITEMS	LF	1100	$100.00	$110,000
PERMANENT SIGNING	LF	1100	$4.00	$4,400
			SUBTOTAL	$532,241
			CONTINGENCY (40%)	$212,897
			ROADWAY SUBTOTAL	**$745,138**
DESIGN/OTHER				
ENGINEERING			9%	$67,062
CONSTRUCTION ENGINEERING/MGMT			11%	$81,965
			DESIGN SUBTOTAL	**$149,028**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.42	$25,000	$35,397
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$5,310
			RIGHT-OF-WAY SUBTOTAL	**$40,706**
			PROJECT SUBTOTAL	$934,872

900 East				ID: 1E
From:	To:			
Main Street	150 South			
New Major Local		Length of Project (Mi):		0.16
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$12,000
MOBILIZATION	LUMP	1	5.0%	$19,900
BONDING	LUMP	1	2.5%	$10,000
TRAFFIC CONTROL	LUMP	1	0.3%	$1,200
SWPPP & BMPs	LUMP	1	1.0%	$4,000
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,000
UTILITY RELOCATIONS	LUMP			$0
REMOVALS	LUMP			$0
CLEARING AND GRUBBING	ACRE	1.21	$1,000.00	$1,213
MAJOR LOCAL	MI	0.16	$1,425,900	$230,100
STORM DRAIN SYSTEM	MI	0.16	$450,000	$72,617
LANDSCAPING & FINISH ITEMS	LF	900	$100.00	$90,000
PERMANENT SIGNING	LF	900	$4.00	$3,600
			SUBTOTAL	$446,630
			CONTINGENCY (40%)	$178,652
			ROADWAY SUBTOTAL	**$625,283**
DESIGN/OTHER				
ENGINEERING			9%	$56,275
CONSTRUCTION ENGINEERING/MGMT			11%	$68,781
			DESIGN SUBTOTAL	**$125,057**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE	1.21	$25,000	$30,318
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$4,548
			RIGHT-OF-WAY SUBTOTAL	**$34,866**
			PROJECT SUBTOTAL	$785,205

400 East				ID: 1H
From:	To:			
200 North	US 6			
Widening to 3-Lane Collector		Length of Project (Mi):		0.23
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$8,700
MOBILIZATION	LUMP	1	5.0%	$14,500
BONDING	LUMP	1	2.5%	$7,300
TRAFFIC CONTROL	LUMP	1	0.2%	$600
SWPPP & BMPs	LUMP	1	1.0%	$2,900
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$1,500
UTILITY RELOCATIONS	LUMP	1	6.0%	$17,400
REMOVALS	LUMP	1	4.0%	$11,600
CLEARING AND GRUBBING	ACRE	0.51	$2,000.00	$1,019
3-LANE COLLECTOR	MI	0.12	$1,388,000	$162,120
STORM DRAIN SYSTEM	MI	0.12	$450,000	$52,560
LANDSCAPING & FINISH ITEMS	LF	700	$100.00	$70,000
PERMANENT SIGNING	LF	700	$4.00	$2,800
			SUBTOTAL	$353,000
			CONTINGENCY (40%)	$141,200
			ROADWAY SUBTOTAL	**$494,199**
DESIGN/OTHER				
ENGINEERING			9%	$44,478
CONSTRUCTION ENGINEERING/MGMT			11%	$54,362
			DESIGN SUBTOTAL	**$98,840**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$0
			RIGHT-OF-WAY SUBTOTAL	**$0**
			PROJECT SUBTOTAL	$593,039

400 East				ID: 1I
From:	To:			
400 North	200 North			
New 3-Lane Collector		Length of Project (Mi):		0.22
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$15,900
MOBILIZATION	LUMP	1	5.0%	$26,400
BONDING	LUMP	1	2.5%	$13,200
TRAFFIC CONTROL	LUMP	1	0.2%	$1,100
SWPPP & BMPs	LUMP	1	1.0%	$5,300
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$2,700
UTILITY RELOCATIONS	LUMP	1	6.0%	$31,700
REMOVALS	LUMP	1	4.0%	$21,100
CLEARING AND GRUBBING	ACRE	0.95	$2,000.00	$1,903
3-LANE COLLECTOR	MI	0.22	$1,388,000	$302,641
STORM DRAIN SYSTEM	MI	0.22	$450,000	$98,118
LANDSCAPING & FINISH ITEMS	LF	1200	$100.00	$120,000
PERMANENT SIGNING	LF	1200	$4.00	$4,800
			SUBTOTAL	$644,862
			CONTINGENCY (40%)	$257,945
			ROADWAY SUBTOTAL	**$902,807**
DESIGN/OTHER				
ENGINEERING			9%	$81,253
CONSTRUCTION ENGINEERING/MGMT			11%	$99,309
			DESIGN SUBTOTAL	**$180,561**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE	0.26	$900,000	$237,863
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$35,679
			RIGHT-OF-WAY SUBTOTAL	**$273,542**
			PROJECT SUBTOTAL	$1,356,911

Highland Drive				ID: 1J
From:	To:			
400 East	Main Street			
Widening - Highland Dr Cross Section		Length of Project (Mi):		0.47
Description	Unit	Quantity	Unit Cost	Estimated Cost
ROADWAY				
SURVEY	LUMP	1	3.0%	$36,700
MOBILIZATION	LUMP	1	5.0%	$61,200
BONDING	LUMP	1	2.5%	$30,600
TRAFFIC CONTROL	LUMP	1	1.5%	$18,400
SWPPP & BMPs	LUMP	1	1.0%	$12,300
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	$6,200
UTILITY RELOCATIONS	LUMP	1	6.0%	$73,400
REMOVALS	LUMP	1	6.0%	$73,400
CLEARING AND GRUBBING	ACRE	3.85	$1,000.00	$3,851
HIGHLAND DRIVE CROSS SECTION	MI	0.47	$1,226,600	$573,022
STORM DRAIN SYSTEM	MI	0.47	$450,000	$210,223
LANDSCAPING & FINISH ITEMS	LF	2500	$100.00	$250,000
PERMANENT SIGNING	LF	2500	$4.00	$10,000
SIGNAL MODIFICATIONS	EACH	1	$175,000.00	$175,000
			SUBTOTAL	$1,534,296
			CONTINGENCY (40%)	$613,718
			ROADWAY SUBTOTAL	**$2,148,014**
DESIGN/OTHER				
ENGINEERING			9%	$193,321
CONSTRUCTION ENGINEERING/MGMT			11%	$236,282
			DESIGN SUBTOTAL	**$429,603**
RIGHT-OF-WAY				
UNDEVELOPED	ACRE		$25,000	$0
DEVELOPED	ACRE		$900,000	
RESIDENTIAL RELOCATIONS	EACH			
BUSINESS RELOCATIONS	EACH			
ROW ACQUISTION (MAPS, APPRAISALS, ETC)	LUMP		15%	$0
			RIGHT-OF-WAY SUBTOTAL	**$0**
			PROJECT SUBTOTAL	$2,577,617

Certification

I certify that the attached impact fee facilities plan:

1. Includes only the costs of 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;
    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; or
    c. An expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and

3. complies in each and every relevant respect with the Impact Fees Act.