



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

JULY 28, 2026, 5:30 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 EAST STAGECOACH RUN, EAGLE MOUNTAIN, UTAH 84005

5:30 PM – PLANNING COMMISSION WORK SESSION

1. DISCUSSION ITEMS

1.A. TRAINING — Rob's Trains

1.B. DISCUSSION — Temporary Use (s) Standards

1.C. AGENDA REVIEW

6:30 PM PLANNING COMMISSION POLICY SESSION

2. CALL TO ORDER

3. PLEDGE OF ALLEGIANCE

4. DECLARATION OF CONFLICTS OF INTEREST

5. MINUTES

5.A. July 14, 2026, Planning Commission Minutes

6. STATUS REPORT

7. ACTION AND ADVISORY ITEMS

7.A. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain City, Utah, Amending the Master Plan Known as Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP).

BACKGROUND: *(Presented by Assistant City Engineer, David Salazar)* The hearing is for adoption of an update to the Transportation Master Plan and Impact Fee Facilities Plan (IFFP) The City's Transportation Master Plan is intended to identify the needed transportation infrastructure needed to provide adequate service for the City's residents and businesses. A comprehensive transportation plan must be developed and regularly maintained to combat the potential congestion caused by projected growth. The TMP must incorporate the goals of the City of Eagle Mountain regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

7.B. PUBLIC HEARING / ACTION ITEM — Angels Landing, Lot Split

BACKGROUND: *(Presented by Planner, Mickie Mills)* A proposed lot split for 2333 N 0 St., Utah County Parcel Number 59:055:0011, that will create two lots of approximately ten acres each.

7.C. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain City, Utah,

Amending the Eagle Mountain Municipal Code 16.20.040 Preliminary Plats.

BACKGROUND: *(Presented by Senior Planner, David Stroud)* Regarding street names on preliminary plats.

- 7.D. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain, Utah, Amending Eagle Mountain Municipal Code 16.25.040, Final Plats.

BACKGROUND: *(Presented by Senior Planner, David Stroud)* Proposed code amendments to include street naming standards required of final plats, and other plat requirements.

- 7.E. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain City, Utah, Approving the Eagle Mountain Chapel and Recreation Building Development Agreement.

BACKGROUND: *(Presented by Planner, Steven Lehmitz)* Planning Commission review of a proposed Development Agreement that would facilitate the development of the proposed Eagle Mountain Chapel and Recreation Building Site Plan.

- 7.F. SITE PLAN — Eagle Mountain Chapel and Recreation Building

BACKGROUND: *(Presented by Planner, Steven Lehmitz)* Planning Commission review of a site plan proposal that would demolish two residential dwellings, renovate and expand the current accessory building into a religious and cultural meeting hall, and construct an accessory recreation building.

- 7.G. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 17.60.12.C. Barbed Wire Fencing.

BACKGROUND: *(Presented by Senior Planner, Robert Hobbs)* A proposed amendment to Eagle Mountain Code section 17.60.120.C. to allow barbed wire fencing in the RTI Overlay Zone and to clarify that chain link fencing, where allowed in industrial areas, shall not be topped with barbed wire.

- 7.H. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 17.25.040. Residential Standards Table.

BACKGROUND: *(Presented by Senior Planner, Robert Hobbs)* Proposed amendment to Eagle Mountain Code Section 17.25.040, Residential Standards Table, to acknowledge existing lots smaller than 4,500 square feet that are rezoned to the RC Zone as legally nonconforming; likewise, for existing building setbacks that are smaller than the minimum setbacks otherwise required in the RC Zone.

- 7.I. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 17.100.040 Master Site Plans.

BACKGROUND: *(Presented by Senior Planner, Robert Hobbs)* A proposed amendment to Eagle Mountain Code Section 17.100.040 (Master Site Plans) to clarify when a Master Site Plan or standard Site Plan is required, establish the applicable review process, require a separate plat application for land proposed to be subdivided within a Site Plan, and require approval of a Master Site Plan before approval of a plat for land

proposed to be subdivided within that Plan's area.

- 7.J. PUBLIC HEARING / ACTION ITEM — An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Pinnacles.

BACKGROUND: (*Presented by Senior Planner, Robert Hobbs*) Request by Andy Flamm for Master Development Plan and Agreement Amendment (with an associated Rezone and Future Land Use Map Amendment) to change the identification and zoning of two parcels of land (County Assessor Acct./Serial #s 59:034:0192 & 59:034:0193) 6.04 acres and 5.24 acres respectively, from Commercial Neighborhood to Agriculture and the future land use setting/category from Neighborhood Residential 1 to Ag.

- 8. **DISCUSSION ITEMS**
- 9. **AGENDA REVIEW**
- 10. **NEXT SCHEDULED MEETING**
- 11. **ADJOURNMENT**

THE PUBLIC IS INVITED TO PARTICIPATE IN PUBLIC MEETINGS FOR ALL AGENDAS.

In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodations for participation in all Public Meetings and Work Sessions. Please call the City Recorder's Office at least 3 working days prior to the meeting at 801-789-6611. This meeting may be held telephonically to allow a member of the public body to participate. This agenda is subject to change with a minimum 24-hour notice.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	Trains
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	N/A

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

N/A

BACKGROUND:

A basic and truncated primer regarding trains and thoughts on the viability of rail transit in EMC. The Powerpoint presentation associated with this item will be emailed to the Commissioners following the meeting.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	DISCUSSION — Temporary Use (s) Standards
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

N/A

BACKGROUND:

A recent increase in temporary land uses being proposed or appearing in the City prompted Staff to prepare draft regulations addressing these types of activities. While the increase has been noticeable, it is consistent with anticipated development and community activity trends.

The City's current code references "temporary site plans". However, Staff believes this provision was intended for a different type of temporary land use arrangement. This interpretation is supported by the existing requirement that temporary site plans be reviewed and approved by the City Council. In many jurisdictions, Temporary Use Permits are reviewed and approved administratively due to their limited duration and generally lower level of impact to their surrounds.

Temporary land uses encompass a wide variety of activities. Rather than establish separate regulations for each individual use type, Staff organized the most commonly encountered temporary uses into broader categories. The proposed regulations establish standards applicable to each category, including requirements related to site placement, operating hours, duration, frequency, and the number of temporary uses permitted on a property.

Staff anticipates that Temporary Use Permits would involve basic application requirements, a nominal application fee, and an administrative review process with a typical turnaround time of one to three business days, often allowing for over-the-counter approval when appropriate.

The attached draft ordinance is provided for the Planning Commission's consideration and discussion. The draft has been reviewed by the City's legal counsel. (The attached document includes an extra blank page, which will be removed prior to final publication.)

ITEMS FOR CONSIDERATION:

Effect(s) of draft code changes

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Temporary Use Code Draft

Chapter 17.10

DEFINITIONS

Sections:

- 17.10.010** What this chapter does.
- 17.10.020** General purpose.
- 17.10.030** Definitions.

17.10.030 Definitions.

“Temporary Service Business(es)” means only the following: emissions testing vehicles, windshield repair tents, for-profit car washes.

17.05.200 Tables.

Table 17.05.200(b) Land Use Authority

	Land Use Authority	
	Advisory Body	Land Use Authority
GENERAL PLAN		
General Plan	Planning Commission	City Council
LAND USE ORDINANCE		
EMMC Title 17, Zoning	Planning Commission	City Council
EMMC Title 16, Subdivisions: Requirements and Approvals	Planning Commission	City Council
HOME BUSINESS		
License Official Approval	None	License Official
Planning Commission Approval	License Official	Planning Commission*
ACCESSORY DWELLING UNITS (ADUs)		
Planning Director Approval	None	Planning Director
Planning Commission Approval	Planning Director	Planning Commission*
SIGN REGULATIONS		
Sign Permit – Planning Director	None	Planning Director
Model Home Signage	Planning Commission	City Council
Directional/Advertising Business Signage	Planning Commission	City Council
<u>TEMPORARY USES</u>		
<u>Temporary Uses</u>	<u>None</u>	<u>Planning Director</u>
ANIMAL MANAGEMENT PLANS		
Animal Management Plan	Planning Director	Planning Commission*

Table 17.05.200(b) Land Use Authority

	Land Use Authority	
	Advisory Body	Land Use Authority
REZONING OF PROPERTY		
Rezoning	Planning Commission	City Council
CONDITIONAL USE		
Conditional Use Permit	Planning Director	Planning Commission*
SITE PLAN REVIEW		
Site Plan	Planning Commission	City Council
VARIANCES		
Variance	Planning Director	Planning Commission

Table 17.05.200(c) Appeal Authority

		1st Appeal		2nd Appeal		3rd Appeal	
	Land Use Authority	Days to Appeal	Body	Days to Appeal	Body	Days to Appeal	Body
GENERAL PLAN							
General Plan	City Council	30	District Court	N/A	None	N/A	None
LAND USE ORDINANCE							
EMMC Title 17, Zoning	City Council	30	District Court	N/A	None	N/A	None
EMMC Title 16, Subdivisions: Requirements and Approvals	City Council	30	District Court	N/A	None	N/A	None
HOME BUSINESS							
License Official Approval	License Official	10	Planning Commission	10	City Council	30	District Court
Planning Commission Approval	Planning Commission	10	City Council	30	District Court	N/A	None
ACCESSORY DWELLING UNITS (ADUs)							
Planning Director Approval	Planning Director	10	Planning Commission	10	City Council	30	District Court
Planning Commission Approval	Planning Commission	10	City Council	30	District Court	N/A	None
SIGN REGULATIONS							
Sign Permit – Planning Director	Planning Director	10	Planning Commission	10	City Council	30	District Court
Model Home Signage	City Council	30	District Court	N/A	None	N/A	None
Directional/Advertising Business Signage	City Council	30	District Court	N/A	None	N/A	None

ANIMAL MANAGEMENT PLANS							
Animal Management Plan	Planning Commission	10	City Council	30	District Court	N/A	None
REZONING OF PROPERTY							
Rezoning	City Council	30	District Court	N/A	None	N/A	None
CONDITIONAL USE							
Conditional Use Permit	Planning Commission	10	City Council	30	District Court	N/A	None
SITE PLAN REVIEW							
Site Plan	City Council	30	District Court	N/A	None	N/A	None
VARIANCES							
Variance	Planning Commission	10	City Council	30	District Court	N/A	None
ADMINISTRATIVE DECISIONS							
Nonconforming Use or Structure	Planning Director	10	City Attorney	30	District Court	N/A	None
<u>Temporary Use(s)</u>	<u>Planning Director</u>	<u>10</u>	<u>City Attorney</u>	<u>10</u>	<u>District Court</u>	<u>N/A</u>	<u>None</u>
Vested Rights	Planning Director	10	City Attorney	30	District Court	N/A	None
Administrative Decisions*	Planning Director	10	Planning Commission	10	City Council	30	District Court

Table 17.05.200(d) Application Expiration

An application shall be expired if inactive for a period of six or 12 months with no substantial action. Substantial action is a plan review submittal, return of a plan review to the applicant, or action by the Eagle Mountain City planning commission or Eagle Mountain City council. If an application is deemed to be expired, any subsequent review must be accompanied by a new application and resubmittal fee. Any vested rights accrued thereunder shall also terminate.

LAND USE APPLICATION TYPES:	EXPIRES AFTER INACTIVITY OF:
Concept Plan	12 Months
Conditional Use	
Final Plat	
General Plan Code Amendment	
Lot Line	
Master Development Application	
Master Development Plan	
Master Site Plan	
Preliminary Plat	
Recorded Plat Amendment	
Rezone	
Site Plan	
Variance	
OTHER PLANNING APPLICATIONS:	EXPIRES AFTER INACTIVITY OF:
Accessory Dwelling Units (ADUs)	6 Months
Construction Trailer	
Hobby Breeder	
Kennel License/Pet Sitting	
Second Kitchen	

Table 17.05.200(c) Appeal Authority

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LAND USE ORDINANCE							
EMMC Title 17, Zoning	City Council	30	District Court	N/A	None	N/A	None
EMMC Title 16, Subdivisions: Requirements and Approvals	City Council	30	District Court	N/A	None	N/A	None
HOME BUSINESS							
License Official Approval	License Official	10	Planning Commission	10	City Council	30	District Court
Planning Commission Approval	Planning Commission	10	City Council	30	District Court	N/A	None
ACCESSORY DWELLING UNITS (ADUs)							
Planning Director Approval	Planning Director	10	Planning Commission	10	City Council	30	District Court
Planning Commission Approval	Planning Commission	10	City Council	30	District Court	N/A	None
SIGN REGULATIONS							
Sign Permit – Planning Director	Planning Director	10	Planning Commission	10	City Council	30	District Court
Model Home Signage	City Council	30	District Court	N/A	None	N/A	None
Directional/Advertising Business Signage	City Council	30	District Court	N/A	None	N/A	None

Signs							

Table 17.05.200(c) Appeal Authority

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LAND USE APPLICATION TYPES:		EXPIRES AFTER INACTIVITY OF:					
LAND USE ORDINANCE							
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SIGN REGULATIONS							
Sign Permit – Planning Director	Planning Director	10	Planning Commission	10	City Council	30	District Court
Model Home Signage	City Council	30	District Court	N/A	None	N/A	None
Directional/Advertising Business Signage	City Council	30	District Court	N/A	None	N/A	None
Temporary Uses				45 Days			

CHAPTER 17.85

TEMPORARY USES

Sections:

<u>17.85.010</u>	<u>Purpose.</u>
<u>17.85.020</u>	<u>Applicability</u>
<u>17.85.030</u>	<u>Temporary Use Classifications</u>
<u>17.85.040</u>	<u>General standards applicable to all temporary uses</u>
<u>17.85.050</u>	<u>Supplemental standards by use classification</u>
<u>17.85.060</u>	<u>Exempt activities</u>
<u>17.85.070</u>	<u>Temporary use permit</u>
<u>17.85.080</u>	<u>Signage</u>
<u>17.85.090</u>	<u>Appeals</u>
<u>17.85.100</u>	<u>Revocation</u>
<u>17.85.110</u>	<u>Enforcement</u>

17.85.010 Purpose

The purpose of this chapter is to provide opportunities for temporary activities and events while protecting public health, safety, welfare, accessibility, traffic circulation, adjacent properties, and neighborhood character.

This chapter establishes uniform standards for temporary uses and provides a clear administrative framework for permitting operation, enforcement, and removal of temporary uses within the city.

17.85.020 Applicability

A. No temporary use shall be established, operated, maintained, or expanded except in compliance with this chapter.

B. Temporary uses shall comply with all applicable provisions of this title and all applicable building, fire, health, engineering, and business licensing requirements.

17.85.030 Temporary Use Classifications

Temporary Use Table:

<u>Temporary Use Class</u>	<u>Examples</u>	<u>Allowed Zone Locations</u>	<u>Maximum Duration</u>	<u>Maximum Frequency</u>	<u>Allowed Hours of Operation</u>
<u>Class 1 – Temporary Sales Uses</u>	<u>Seasonal sales, transient merchants,</u>	<u>CC, CR LMD</u>	<u>90 days annually</u>	<u>4 events annually</u>	<u>8:00 a.m. – 10:00 p.m.</u>

	<u>produce stands, holiday sales, merchandise tents</u>				
<u>Class 2 – Mobile Food & Beverage Uses</u>	<u>Food trucks, food trailers, coffee kiosks, smoothie stands, vendor carts</u>	<u>CN, CC, CR LMD</u>	<u>180 days annually</u>	<u>Ongoing through permit term</u>	<u>8:00 a.m. – 10:00 p.m.</u>
<u>Class 3 – Temporary Commercial Events</u>	<u>Vehicle sales events, carnivals, circuses, petting zoos, promotional events, temporary service businesses</u>	<u>CC, CR LMD</u>	<u>14 consecutive days</u>	<u>6 events annually</u>	<u>9:00 a.m. – 11:00 p.m.</u>
<u>Class 4 – Construction & Development Support Uses</u>	<u>Contractor trailers, model home offices, storage containers, temporary gravel parking, batch plants</u>	<u>Active development sites</u>	<u>365 days</u>	<u>Renewable during active development</u>	<u>As approved</u>
<u>Class 5 – Residential & Agricultural Support Uses</u>	<u>Caregiver residences, temporary construction residences, animal pens, kennels, temporary enclosures</u>	<u>Residential and Agricultural zones</u>	<u>365 days</u>	<u>As approved</u>	<u>As approved</u>

17.85.040 General Standards Applicable to All Temporary Uses

Unless specifically modified elsewhere in this chapter, all temporary uses shall comply with the following standards:

A. Property Authorization. Written authorization from the property owner shall be submitted with the permit application.

B. Site Access and Safety. Temporary uses shall maintain/provide adequate:

1. Fire lanes access/space.
2. Fire hydrant access.
3. Unimpeded emergency access routes.

4. Service drive flow.
5. Utility access.
6. Pedestrian circulation space.
7. ADA accessibility to buildings and ADA spaces.

C. Prohibited Locations. Temporary uses shall not be located within:

1. Required clear vision areas.
2. Required ADA parking spaces or loading zones.
3. Public sidewalks.
4. Required fire lanes.
5. Public rights-of-way without City approval.
6. Public easements without City approval.
7. Required setbacks unless specifically approved by the planning director or designee.

D. Surface Requirements:

Temporary uses shall be located on a stable surface approved by the City.

E. Sanitation

Temporary uses shall maintain adequate sanitary facilities for employees and patrons.

F. Maintenance:

Temporary uses shall be maintained in a safe, orderly, and sanitary condition at all times.

G. Removal:

All temporary structures, equipment, signage, and associated materials shall be removed upon expiration of the permit.

H. Number Allowed:

No more than one temporary use shall occupy a property at any given time unless expressly approved by the planning director or designee.

17.85.050 Supplemental Standards by Use Classification

A. Class 1 – Temporary Sales Uses

1. Fireworks sales shall comply with all applicable fire code requirements.
2. Outdoor lighting shall be directed away from residential properties.
3. Seasonal sales shall not become permanent commercial operations.

B. Class 2 – Mobile Food and Beverage Uses

1. Current health department approval shall be maintained.
2. Outdoor dining areas require separate approval.
3. Overnight parking or storage requires specific authorization.
4. Vehicles shall not function as permanent restaurants.

C. Class 3 – Temporary Commercial Events

1. Electrical permits may be required.
2. Traffic control plans may be required.
3. Dust control measures may be required.
4. Additional security measures may be required when warranted.

D. Class 4 – Construction and Development Support Uses

1. Uses shall be directly associated with an approved development or construction activity.
2. Storage containers shall not be stacked.
3. Temporary offices shall provide adequate parking, including ADA spaces and loading/unloading areas as prescribed by law.

4. Temporary batch plants and material processing facilities shall restore the site following completion of operations.
5. Temporary gravel parking lots shall comply with applicable ADA requirements.

E. Class 5 – Residential and Agricultural Support Uses

1. Temporary residences shall require Conditional Use Permit approval.
2. Recreational vehicles shall not be used as permanent residences.
3. Animal enclosures shall comply with accessory structure setback requirements.
4. Temporary caregiving residences shall be removed when no longer needed for the approved caregiving purpose.

17.85.060 Exempt Activities

The following activities are exempt from this chapter:

A. Garage sales and yard sales.

B. Farmers markets.

C. Political activities and campaign events.

D. School, church, and nonprofit fundraising events lasting seven days or less.

E. City-sponsored events.

F. Weddings and funerals.

G. On-site agricultural produce sales.

H. Activities conducted pursuant to another city permit process.

I. Similar activities determined by the director or designee to have minimal land use impacts.

17.85.070 Temporary Use Permit

A. Permit Required. A temporary use permit shall be required unless specifically exempted by this chapter.

B. Application. Applications shall be submitted on forms provided by the City and shall include:

1. A basic plot/site plan;
2. Operational description;
3. Property owner authorization;
4. Required agency approvals;
5. Any additional information deemed necessary by the director or their designee.

C. Review Authority. The Planning Director or designee shall review Temporary Use Permit applications.

D. Conditions. Reasonable conditions may be imposed to ensure compliance with this chapter and to mitigate impacts.

17.85.080 Signage

A. Temporary uses may utilize signage in accordance with section 17.80.

B. Unless otherwise authorized:

1. Portable signs shall be limited to two per site.
2. Banners shall be limited to two per site.
3. Signage shall not obstruct visibility, access, or traffic control devices.

17.85.090 Appeals

Any decision regarding a temporary use permit or administrative adjustment may be appealed in accordance with the procedures established by this title.

17.85.110 Revocation Procedures

A. Whenever the City determines that grounds for revocation exist under EMMC 17.85.100, the Planning Director or designee shall issue a notice of revocation to the temporary use permit holder. The notice of revocation shall include the following information:

1. Name of permit holder.
2. Permit number.

3. Street address listed on the temporary permit.
4. Grounds for revocation under EMMC 17.85.100.
5. Date grounds for revocation were observed.
6. Factual description of the conditions constituting the grounds for revocation.
7. The following procedure to request a hearing to contest the revocation: The request for hearing shall be made in writing and filed with the City Recorder within 10 calendar days from the date of service. The request shall contain the case number, permit number, and the signature of the permit holder.
8. The consequences for failure to request a hearing, including that failure to request a hearing as provided shall constitute a waiver of the right to a hearing and a waiver of the right to challenge the revocation.

B. The notice of revocation shall be served by regular mail, postage prepaid, to the last known address of the permit holder.

C. As soon as practicable after receiving the written notice of the request for hearing, a/the administrative law judge shall schedule a date, time, and place for the hearing.

D. Failure to request a hearing as provided shall constitute a waiver of the right to a hearing and a waiver of the right to challenge the revocation of the temporary use permit.

17.85.110 Enforcement

A. Violations of this chapter shall be subject to enforcement under this title.

B. The City may require immediate removal of any temporary use operating without approval or in violation of permit conditions.

C. Failure to remove a temporary use upon expiration, revocation, or termination of approval may result in abatement, fines, cost recovery, and other remedies authorized by law.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	AGENDA REVIEW
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE

PUBLIC HEARING

No

PREPARED BY

PRESENTED BY

Brandon Larsen

RECOMMENDATION:

BACKGROUND:

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	July 14, 2026, Planning and Zoning Commission meeting minutes
ITEM TYPE:	Minutes
FISCAL IMPACT:	N/A
APPLICANT:	N/A

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Megan Green, Planning
Secretary

PRESENTED BY

RECOMMENDATION:

N/A

BACKGROUND:

N/A

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. 07.14.2026 PC Meeting Minutes Draft



EAGLE MOUNTAIN PLANNING COMMISSION

MEETING MINUTES

July 14, 2026, 5:30 p.m.

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Commissioners Jason Allen, Rod Hess, Brent Strong, and Bryan Free.

ELECTED OFFICIAL PRESENT: Council Member, Melissa Clark.

CITY STAFF PRESENT: Brandon Larsen, Community Development Director; Marcus Draper, City Attorney; Robert Hobbs, Senior Planner; David Stroud, Senior Planner; Steven Lehmitz, Planner; and Megan Green, Planning Secretary.

5:30 P.M. – Eagle Mountain City Planning Commission Work Session

Commissioner Hess called the meeting to order at 5:32 p.m., excusing Commissioner DeCoursey and Jensen.

1. Discussion Items

1.A. TRAINING - Architecture: The Value of Constructing Buildings to Last

- Senior Planner David Stoud presented the training on “The Value of Constructing Buildings to Last,” starting with the 1893 Chicago World's Fair.
- David Stroud explained the impact of the Fair on modern city planning and the City Beautiful movement.
- The City Beautiful movement is credited to the Fair, emphasizing integrated design and beautification.
- David Stroud mentioned the ongoing World Expo and its various themes, including conservation and horticulture.
- The training transitioned to modern architecture, discussing various buildings in Utah and beyond.
- Buildings mentioned include American Fork City Hall, Box Elder County Courthouse, and the Utah County Courthouse.
- The discussion included examples of well-preserved buildings in other states, like the Metropolitan Museum of Art and Huntington City Hall (West Virginia).
- David Stroud emphasized the importance of building structures that last and contribute to the City's character.

1.B. Agenda Review

- The Commission and City staff reviewed the upcoming items on the Agenda for the Policy Session.

Commissioner Hess adjourned the work session at 6:07 p.m.

6:30 P.M. – Eagle Mountain City Planning Commission Policy Session

2. Commissioner Hess called the policy session to order at 6:31 p.m.

3. Pledge of Allegiance

Commissioner Hess led the Pledge of Allegiance.

4. Declaration of Conflicts of Interest

None.

5. Approval of Meeting Minutes

5.A.

MOTION: *Commissioner Strong moved to approve the minutes of June 23, 2026, Planning Commission meeting. Commissioner Allen seconded the motion.*

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

6. Status Report

Community Development Director, Brandon Larsen, reviewed the planning items discussed and voted upon during the City Council meeting on July 7, 2026.

7. Action and Advisory Items

7.A. Scenic Mountain Rezone

Presentation Summary: Senior Planner, Robert Hobbs, presented the Scenic Mountain Rezone. Robert explained the rezoning process, focusing on properties with outdated zoning codes. The rezoning aims to harmonize with current land use plans and provide predictable property rights. The discussion included the impact of the rezoning on property values and the potential for future code changes.

Discussion summary:

- Commissioner Hess and other Commissioners asked questions about the process and the specific properties involved.
- All Commissioners agreed on recommending approval to the City Council.

Commissioner Hess opened the public hearing at 6:44 p.m. As there were no comments, he closed the hearing at 6:45 p.m.

MOTION: *Commissioner Allen moved to recommend approval to the City Council of Item 7.A., Scenic Mountain Rezone. Commissioner Strong seconded the motion.*

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

7.B. Eagle Mountain Chapel and Recreation Building Site Plan

Presentation summary: City Staff recommended Item 7.B., Eagle Mountain Chapel and Recreation Building Site Plan, be tabled due to incomplete information.

MOTION: *Commissioner Hess moved to table Item 7.B., Eagle Mountain Chapel and Recreation Building Site Plan. Commissioner Strong seconded the motion.*

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

7.C. Eagle Mountain Chapel and Recreation Building Development Agreement

Presentation Summary Points: City Staff recommended Item 7.C., Eagle Mountain Chapel and Recreation Building Development Agreement, be tabled due to incomplete information.

MOTION: *Commissioner Strong moved to table Item 7.C., Eagle Mountain Chapel and Recreation Building Development Agreement. Commissioner Free seconded the motion.*

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

7.D. Wright Retaining Wall Variance

Presentation Summary Points: Planner, Steven Lehmitz, presented the Wright Retaining Wall Variance request, explaining the criteria for approval. Staff recommended denial stating they do not believe the criteria for approving a variance has been met.

Applicant's statements summary: The applicant's representative discussed the need for a 12-foot retaining wall. He explained the impact of the retaining wall on the property's usability and safety concerns. They argued that the wall is necessary for the property's intended use, pointing out that a tiered retaining wall would cause them to lose roughly 30 feet of land. He stated that the original site plan was approved and that there are already 12-foot retaining walls on the property. Scott Hazard, representing the Arrival HOA, provided additional context and support for the retaining wall.

Discussion summary points:

- Commissioner Strong and other Commissioners expressed concerns about the height of the retaining wall and its compliance with current codes.
- The Commission evaluated the variance criteria, including the impact on buildable areas and public interest.
- Marcus Draper emphasized the importance of evaluating the request based on legal standards and existing codes.
- The discussion included the possibility of reducing the wall height or using tiers to meet code requirements.
- The discussion highlighted the challenges of balancing code compliance with practical property needs.
- Steven Lehmitz acknowledged the property's unique topography but argued it's not the only one with slope.
- Jason Allen and Marcus Draper discussed the impact of the variance on public interest, including aesthetics and safety.
- Commissioner Hess summarized the findings of staff and the recommendations to deny the variance.

- Brandon Larsen mentioned ongoing staff discussions about proposing a code amendment related to retaining walls.

This Item is not a Public Hearing.

MOTION: *Commissioner Hess moved to deny Item 7.D., Wright Retaining Wall Variance, based on the following criteria:*

1. *There is enough buildable area on the property to build a tiered wall, that would meet the City's standards for retaining walls. It is not an unreasonable hardship if there is still buildable area available for use. Having sloped land does not make the subject property unique and is a general condition to the neighborhood.*
2. *The property is not deprived of privileges granted to other properties in the same district.*
3. *It may be in the public interest to have tiered retaining walls that blend better with the natural topography.*

Commissioner Strong seconded the motion.

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

7.E. Brylee Townhomes Development Agreement First Amendment

Presentation Summary Points: Steven Lehmitz presented the history and context of the Brylee Townhomes, Phase B Development Agreement. Steven explained the proposal to count four purchased units towards the 40-unit requirement and change the open space process.

Applicant's statements summary: Greg Wall from Landex Development explained the due diligence process and the need to reinstate the Development Agreement. Greg clarified the language of the Development Agreement and the need for clarification. He discussed the purchase of four lots, the construction of a model home, and the best option is to build the homes then finish the parks and open space.

Discussion summary points:

- Jason Allen clarified that the proposal does not change the total number of townhomes.
- Commissioner Hess confirmed the focus on revising the land and open space process.

This item is not a public hearing.

MOTION: *Commissioner Strong moved to recommend approval to the City Council of Item 7.E., Brylee Townhomes Development Agreement First Amendment. Commissioner Allen seconded the motion.*

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

7.F. Stadion Development Agreement First Amendment

Presentation Summary Points: Marcus Draper, City Attorney, presented the amendment to the Stadion Development Agreement. He explained the original agreement and the proposed amendment to standardize landscaping standards. Marcus mentioned the removal of a small portion of the property sold to Rocky Mountain Power.

Discussion summary points:

- The Commission had no comments or concerns and moved to forward a positive recommendation.

This Item is not a public hearing.

MOTION: *Commissioner Allen moved to recommend approval to the City Council of Item 7.F., Stadion Development Agreement First Amendment. Commissioner Strong seconded the motion.*

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

8. Discussion Items

Brandon Larsen reminded Commissioners about the reduced cost for attending the APA Conference, and that the registration fee will be covered.

9. Next Scheduled Meeting

The next Planning Commission meeting is scheduled for July 28, 2026.

10. Adjournment

MOTION: *Commissioner Hess moved to adjourn the meeting at 7:40 p.m. Commissioner Allen seconded the motion.*

Jason Allen	Yes
Bryan Free	Yes
Rod Hess	Yes
Brent Strong	Yes
Chad DeCoursey	Excused
Laura Jensen	Excused

The motion passed with a unanimous vote.

The meeting was adjourned at 7:40 p.m.

Approved by the Planning Commission on

Brandon Larsen
Community Development Director



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	PUBLIC HEARING / ACTION ITEM - An Ordinance of Eagle Mountain City, Utah, Amending the Master Plan Known as Transportation Master Plan and Impact Fee Facilities Plan (IFFP).
ITEM TYPE:	Master Development Plan
FISCAL IMPACT:	Unknown
APPLICANT:	N/A

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

Yes

PREPARED BY

David Salazar, Assistant City
Engineer

PRESENTED BY

David Salazar

RECOMMENDATION:

Staff recommends that the Planning Commission review the proposed updates to the Transportation Master Plan and Impact Fee Facilities Plan and forward a favorable recommendation to the City Council for final approval, subject to any revisions recommended by the Planning Commission and final review by City Staff.

BACKGROUND:

The City recently completed a review of the Transportation Master Plan and Impact Fee Facilities Plan. During this review, Staff identified several items that needed to be updated to reflect current roadway planning, project priorities, functional classifications, cost estimates, and anticipated funding contributions.

The updates include revisions associated with Lake Mountain Corridor becoming a future UDOT facility, changes to roadway cross-sections and classifications, updated level-of-service analysis and maps, revised transportation project lists, and updates to the 2035 and 2050 project cost tables. Staff also corrected typographical, formatting, and mapping inconsistencies throughout both documents.

These revisions are intended to ensure that the Transportation Master Plan and Impact Fee Facilities Plan remain consistent with the City's current transportation network, planned improvements, and infrastructure funding assumptions.

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the following as part of its review:

1. The revised roadway classifications and cross-sections and their consistency with the City's anticipated transportation needs.
2. The identification and incorporation of Lake Mountain Corridor as a future UDOT facility.
3. The updated existing, 2035, and 2050 level-of-service analyses and associated transportation network maps.
4. The revised project priority list and future transportation project lists.
5. The updated project locations and mapping.
6. The revised 2035 and 2050 project cost estimates and percentage contributions used as the basis for the Impact Fee Facilities Plan.
7. Any additional revisions recommended before the documents are presented to the City Council for final consideration.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Eagle Mountain IFFP 7.22.2026
2. EAGLE MOUNTAIN TMP-Final 7.22.2026
3. Transportation_Master_Plan_IFFP_Update_Summary 07-22-2026



Impact Fee Facilities Plan Certification (11-36a-306)

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; or
 - d. existing deficiencies are documented as such and not meant for inclusion in impact analysis.
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; or
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost 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 relevant respect with the Impact Fees Act

This certification is made with the following limitations:

1. All the recommendations for implementing this IFFP are followed in their entirety by the city.
2. If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.
3. All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the city or other outside sources.

Shane Eller, P.E.



Transportation Impact Fee Facilities Plan Summary

Introduction

The Impact Fee Facilities Plan (IFFP) was prepared to meet the requirements of Section 11-36a of the Utah State Impact Fee Code. The purpose of the IFFP is to identify master planned roadway infrastructure projects that are eligible for impact fees, estimate the implementation costs associated with those projects that are eligible for impact fees, and estimate the available capacities in the existing roadway network that are eligible for reimbursement through impact fees.

Existing Level of Service

According to the Impact Fee Act, level of service (LOS) is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS D was chosen as the acceptable LOS for Eagle Mountain. Based on existing traffic volumes, Eagle Mountain does not show any existing deficiencies within the city.

Future Demand

The basis of the future travel demand was projected using the trip generation created as part of the Transportation Master Plan (TMP). The entire region is divided into eight development zones. Within each development zones are individual land-use zones that were assigned trips using ITE’s trip generation methodology. The percentage of each of these zones that is currently developed was determined and projections were made in coordination with the city for how much development will occur in future years (20-year and 40-year scenarios). As part of the IFFP process, it is proposed that 10-year traffic growth follows straight line growth from the existing data and 20-year data.

Project Cost Attributable to Future Demand

Utilizing the TMP growth projections, a 10-year Capital Facilities Plan was created outlining the projects necessary to maintain adequate LOS throughout the City. This includes existing improvements as well as new roadways based on projected new development. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2025-2035 are impact fee eligible. For all impact fee-eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic. Of the **\$419,299,000** required from Eagle Mountain to build the expected roadway projects from 2025-2035, **\$127,743,000** is eligible to be paid using impact fees. All project costs included in the IFFP are based on 2025 costs.



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Impact Fee Facilities Plan

Introduction

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development, and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- **The existing level of service**
- **A proposed level of service**
- **Any excess capacity to accommodate future growth at the proposed level of service.**
- **The demands placed on existing public facilities by new development.**
- **A proposed means by which the local political subdivision will meet those demands.**
- **A general consideration of all potential revenue sources to finance the impacts on system improvements.**

This analysis incorporates the information provided in the Eagle Mountain Transportation Master Plan (TMP) regarding the upcoming demands on the existing infrastructure facilities that will require improvements to accommodate future growth and provide an acceptable LOS. Reference should be made to the previous chapters for additional information on the evaluation methodology and how the projections were made.

This section focuses on the improvements that are projected to be needed over the next ten years. Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase because of additional development.

Existing Level of Service (11-36a-302.1.a.i)

According to the Impact Fee Act, level of service is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS D was chosen as the acceptable LOS for Eagle Mountain. This allows for speeds at or near free-flow speeds, but with less freedom to maneuver. At intersections, LOS D means that vehicles should not have to wait more than one cycle to proceed through the intersection and experience delays less than 35 seconds, according to the Highway Capacity Manual 2010. [Table 1](#) below summarizes the capacities for roadway segments used by Eagle Mountain at LOS D. The capacity used for the roadways



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is 12,100 vehicles per day. The local roadway cross-section capacity, as shown in [Table 1](#), was determined based on local knowledge in the Wasatch Front area, as well as with assistance from City Staff.

Because roadways throughout the network were built at different times, not all roadways exactly fit the classifications and capacities shown in [Figure 2](#) and [Table 1](#). For analysis purposes, the existing roadway width and number of maximum lanes available are used to best determine the existing capacity of a roadway.

Table 1: Capacity Criteria in Vehicles per Day at LOS D

Functional Classification	Lanes	Capacity
Local Road	2	7,500
Minor Collector	2	12,100
Major Collector	3	13,400
Minor Arterial	5	32,800
Major Arterial	5	32,800
Parkway	5	32,800
Major Arterial	7	50,500

Intersection Standards

The performance of intersections has a large effect on the level of service of the roadway network. Intersections have different stop controls such as: no control, stop controlled, signal, roundabout, or are controlled in another way. The level of service for each type of intersection is calculated in a different way. Intersection improvements will be necessary to maintain LOS D. One method to reduce costs is to coordinate the placement of signal wiring, foundations, and other features, with roadway construction before the placement of the actual traffic signals and other elements. The costs of these intersection improvements have been included in the roadway network cost estimates included in [Table 3](#).

Trips

The unit of demand for transportation impact is the PM peak hour trip. A PM peak hour trip is defined by the Institute of Transportation Engineers (ITE) as a single or one-directional vehicle movement to or from a site between the hours of 4pm and 6pm. The total traffic impact of a new development can be determined by the sum of the total number of trips generated by a development during the PM peak hour.

An additional consideration is that certain types of developments do not generate primary trips or trips that originated for the sole purpose of visiting that development. An example of a primary trip is a home-based work trip where someone leaves their house with the express purpose of going to work. This primary trip has been generated by a combination of the home the trip originated in and the place of occupation where the trip is terminated. Thus, it is easily understood that the impact of this trip should be attributed to the housing development and workplace development, without either of these locations, the trip doesn't happen. Some trips are not primary trips, they are defined as pass-by trips. This essentially means that the trip (crossing the driveway of a development) was generated by a driver deciding to make a stop on their way to their primary destination. Good examples of pass-by trips are someone that stops at the gas station on their way to work (a gas station is a pass-by trip) or a driver that is enticed to stop at a fast-food restaurant as they drive by because the HOT DONUTS sign is illuminated



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(the fast-food restaurant is a pass-by trip). Pass-by trips do not add traffic to the roadway and therefore do not create additional impact.

System Improvements and Project Improvements

As described in the TMP, there are four primary classifications of roads, including local streets, collectors, arterials, and freeways/expressways. Eagle Mountain classifies street facilities based on the relative amounts of through and land-access service they provide. Local streets primarily serve land-access functions, while freeways and expressways are primarily meant for mobility. Each classification may have a variable number of lanes, which is a function of the expected traffic volume and serves as the greatest measure of roadway capacity.

Improvements to collectors and arterials are considered “system improvements” according to the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements may include anything within the roadway such as curb and gutter, asphalt, road base, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

Proposed Level of Service (11-36a-302.1.a.ii)

The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether a roadway will need improvements or not. According to the Utah Impact Fee Law, the proposed level of service may:

1. Diminish or equal the existing level of service.
2. Exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
3. Establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

This IFFP will not make any changes to the existing level of service, and LOS D will be the standard by which future growth will be evaluated.

Existing Capacity to Accommodate Future Growth (11-36a-302.1.a.iii)

Included is the determination of excess capacity on the existing roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. **Table 2** represents the excess capacity for each existing roadway under Eagle Mountain jurisdiction. A positive excess capacity represents available capacity for new development in the city before additional infrastructure will be needed. This represents a buy-in component from the City as the existing residents/property owners/developers are to proportionately reimburse the City for its actual cost of excess capacity in these improvements. The portion of these roadways that are calculated as the buy-in component of the impact fee is included in the Impact Fee Analysis (IFA). For the existing roadway segments with a negative existing excess capacity in **Table 2** (existing deficiencies under the Impact Fee



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Act) will undergo capacity improvements that will not be funded with Impact Fee revenues, and the analysis is included in the IFFP.

Table 2: Existing and 2035 Excess Capacity/Deficiency Calculations on Existing Roadways

Road Name	Existing Volume	Existing Capacity	Excess Capacity/Deficiency	Excess Capacity/Deficiency %	2035 Capacity (Projects Included)	2035 Volume	2035 Excess Capacity/Deficiency	2035 Excess Capacity/Deficiency %
Cory Wride Highway: Ranches Pkwy to Old Airport Road	17,500	13,400	-4,100	-31%	32,800	31,000	1,800	5%
Pony Express Pkwy	36,300	32,800	3,500	-11%	50,500	50,000	500	1%
Eagle Mountain Blvd: SR-73 to Lake Mountain Corridor	4,300	12,100	7,800	64%	32,800	2,200	30,600	93%
Pole Canyon Blvd	4,000	7,500	3,500	47%	31,200	8,300	22,900	73%
Ranches Pkwy	30,000	31,200	1,200	4%	50,500	40,700	9,800	19%
Lake Mountain Corridor: Sheps Ridge Rd to Pony Express Pkwy	2,300	12,100	9,800	81%	13,400	11,900	1,500	11%
Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway	6,000	12,100	6,100	50%	13,400	7,200	6,200	46%

Demands Placed on Facilities by New Development (11-36a-302.1.a.iv)

To meet the requirements of the Utah Impact Fee law, to “identify demands placed upon existing public facilities by new development activity at the proposed level of service” and to “identify the means by which the political subdivision or private entity will meet those growth demands”, the following steps were completed and are explained in further detail in the following sections:

1. **Existing Demand** – The traffic demand at the present time was estimated using traffic counts and population data.
2. **Existing Capacity** – The capacity of the current roadway network was estimated using the calculated LOS.
3. **Existing Deficiencies** – The deficiencies in the current network were identified by comparing the LOS of the roadways to the LOS standard.
4. **Future Demand** – The future demand on the network was estimated using development projections.
5. **Future Deficiencies** – The deficiencies in the future network were identified by comparing the calculated future LOS with the LOS standard.
6. **Recommended Improvements** – Recommendations were made that will help meet future demands.

Existing Roadway Network Conditions

Conversions of Growth and Development Projections to Trip Generations

The basis of the future travel demand was projected using the Mountainland Association of Governments (MAG) Travel Demand Model (TDM). The MAG TDM models the entire Wasatch Front from north of Ogden to south of Spanish Fork. The entire region is split into Traffic Analysis Zones (TAZ). Each TAZ includes socio-economic and land use data provided by MAG and the City. Variables include in the model come



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directly from the Utah Governor's Office of Management and budget such as total population, total households, household size, total income as well as average income.

The MAD TDM was calibrated to fit existing traffic conditions in Eagle Mountain City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and included annual average daily traffic (AADT) volumes as defined in Traffic on Utah Highways. On City owned roadways, traffic counts were either provided by Eagle Mountain City or were manually counted as part of the analysis. **Figure 1** shows the count locations throughout the City used for model calibration. Once collected, the TDM is updated so the model produces similar traffic patterns within the City.

The TDM generates traffic projects and future traffic demands/impacts based in the socioeconomic data within each TAZ. There are numerous variables within each TAZ, but the two main variables that determine traffic generation are total households and total employment. Since the MAG TDM provides a regional model with large TAZs, citywide traffic volumes generated in the model are not accurate. To align the MAG TDM with the existing local conditions, each TAZ is split into smaller units based on the roadway network in Eagle Mountain. The socioeconomic data within the original TAZs are then redistributed within the split TAZs. No data in the model is changed, but redistributed to ensure that the model is calibrated with the existing roadway conditions and better reflects future growth impacts (The TAZ socioeconomic data is included in TAZ Socioeconomic Data).

Within these development zones are individual land use zones, which were assigned trips using ITE's trip generation methodology. The percentage of each of these zones that is currently developed was determined, and projections were made in coordination with the city for how much development will occur in future years (10-year and 30-year scenarios).

Existing Functional Classification and Level of Service

The existing functional classification used in the TMP is shown in **Figure 2**. The LOS was calculated for each roadway and intersection according to the guidelines explained in the Level of Service section and a LOS map is included in **Figure 3**.



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Figure 1: Traffic Count Locations



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Figure 2: Existing Functional Classification



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Figure 3: Existing Level of Service



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Mitigations to Existing Capacity Deficiencies

Using LOS D as the threshold for roadway improvements in **Figure 3** (Indicated by red lines). The following shows the roadways that have existing capacity deficiencies:

Roadway Segments at or below LOS E:

- **Cory Wride Highway:** Ranches Parkway to the eastern border
- **Pony Express Pkwy:** Ranches Parkway to Lone Tree Parkway
- **Pony Express Pkwy:** Porter's Crossing to eastern border
- **Pony Express Pkwy:** Eagle Mountain Blvd to south of Wastewater Treatment Plant or Pole Canyon Blvd)

In most cases, roadway capacity improvements are achieved by adding travel lanes. In some cases, additional capacity can be gained by striping additional lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, and adding two-way left turn lanes where they don't currently exist. For all roadway capacity improvements, it is recommended that other mitigation methods be investigated before widening the roadway.

Future Roadway Network Conditions

By calibrating the MAG Travel Demand Model to fit the existing traffic conditions in Eagle Mountain, the model is prepared to project traffic volumes into the future. Two future models will be used for this TMP. The first model used was to identify potential capacity deficiencies, called the 2035 No Build Model. The other model used was the 2035 Master Plan Solution Model, which includes all future projects to improve the deficiencies in the 2035 No Build Model.

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city's roadway network. The travel demand model was again used to predict this condition by applying the future growth and travel demand to the existing roadway network. **Figure 4** shows the following roadways would perform at LOS E or worse if no action were taken by 2035 to improve the roadway network:

- **Cory B Wride Highway:** Airport Road to the eastern border
- **Ranches Pkwy:** Cory B Wride Highway to Pony Express Pkwy
- **Pony Express Pkwy:** White Birch Drive to the eastern border
- **Hidden Valley Pkwy:** Pony Express Pkwy to Lake Mountain Corridor
- **Pony Express Pkwy:** Eagle Mountain Blvd to south of Wastewater treatment Plant



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Figure 4: 2035 No Build Level of Service



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Infrastructure Required to Meet Demands of New Development (11-36a-302.1.a.v)

Table 3 and **Figure 5** show the funding sources for IFFP project costs attributable to new growth as a percentage of the total project. A portion of each project in **Table 3** is the impact fee eligible, depending on the funding. Only that portion of a project cost funded by Eagle Mountain is impact fee eligible. For each project, that amount is indicated in the **Eagle Mountain %** and **Eagle Mountain Total** columns. Where the project is likely to be completed using UDOT's Small Urban fund, the Eagle Mountain impact fee eligible portion of the project is its "matching funds" obligation of the total project cost. UDOT projects will be funded with state funds and are not eligible for impact fee expenditure.

There are additional costs included in each cost estimate based on a percentage of the construction costs. The four additional costs include contingency, mobilization, preconstruction engineering, and construction engineering. The percentages used for the additional costs may vary, as these values are estimated for each individual project. These estimates are based on the concept cost estimate values used by UDOT. Contingency accounts for the items not estimated during the concept cost estimate. Examples include roadway striping, utility placement, and survey. Contingency costs can range up to 25% based on the number of items not estimated. Mobilization is the preparation before construction begins on a project. It is recommended that a value of 10% be used for project mobilization. Preconstruction engineering is based on the complexity of the project as well as the construction costs. It is recommended that for local projects, the preconstruction costs can range up to 16% of the construction costs. For the cost estimates included in this IFFP, a value of 10% was used. Construction engineering includes the construction management and additional design necessary during construction. Recommended costs for local projects range up to 16%, and a value of 10% was used for the cost estimates included in the IFFP. All cost estimates, along with all unit costs and assumptions, are included in **IFFP Cost Estimates**.

Table 3: Impact Fee Facilities Plan Project Funding Sources

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	\$36,000,000	Eagle Mountain	2035	8,005	100%	\$36,000,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	\$459,000,000	UDOT	2035	131,727	0%	\$-
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	\$475,000,000	UDOT	2035	181,602	0%	\$-
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	\$69,400,000	Eagle Mountain	2035	23,232	100%	\$69,400,000
8	Pony Express Parkway Widening: e Mountain Corridor to Ranches Pkwy - Widen to 7 lanes	\$13,387,000	Eagle Mountain	Complete	5,693	100%	\$13,387,000



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2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	\$51,292,000	Eagle Mountain	2035	24,431	100%	\$51,292,000
11	Cory B Wride & Mustang Way - New Signal	\$620,000	UDOT	Complete	NA	0%	\$-
12	Eagle Mountain Blvd & Aviator Ave - New Signal	\$367,238	Eagle Mountain	Complete	NA	100%	\$367,238
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	\$86,200,000	UDOT	Complete	24,170	0%	\$-
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	\$10,194,000	Eagle Mountain	2035	7,452	100%	\$10,194,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	\$30,521,000	Eagle Mountain	2035	22,312	100%	\$30,521,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	\$4,080,000	Eagle Mountain	2035	2,982	100%	\$4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	\$7,574,000	Eagle Mountain	2035	5,537	100%	\$7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	\$1,647,000	Firefly	2035	1,550	0%	\$-
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	\$1,736,000	Firefly	2035	1,634	0%	\$-
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	\$2,040,000	Firefly	2035	1,920	0%	\$-
37	NPA 4 & 5 Road: Project 36.1 to Project 108	\$4,039,000	Firefly	2035	3,802	0%	\$-
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	\$4,746,000	Firefly	2035	4,466	0%	\$-
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	\$4,104,000	Firefly	2035	3,863	0%	\$-
41	Bobby Wren Blvd Extension: Existing to East Expressway	\$2,113,000	Eagle Mountain	2035	1,698	100%	\$2,113,000
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	\$2,484,318	Eagle Mountain	2035	1324	100%	\$2,484,318
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	\$1,437,004	Eagle Mountain	2035	NA	100%	\$1,437,004
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	\$219,000	Eagle Mountain	2035	160	100%	\$219,000
47	New Road (unknown E/W road): Project 48 to Project 49	\$2,916,000	Eagle Mountain	2035	2,132	100%	\$2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	\$3,922,000	Eagle Mountain	2035	2,867	100%	\$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	\$9,686,000	Eagle Mountain	2035	4,521	100%	\$9,686,000



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2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
50	New Road (unknown N/S Road): SR-73 to Project 137	\$2,056,000	Eagle Mountain	2035	1,935	100%	\$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	\$2,260,000	Eagle Mountain	2035	2,127	100%	\$2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	\$10,933,000	Eagle Mountain	2035	7,992	100%	\$10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	\$6,796,000	Eagle Mountain	2035	4,968	100%	\$6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	\$3,510,000	Firefly	2035	1,673	0%	\$-
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	\$10,935,000	Firefly	2035	5,213	0%	\$-
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	\$2,639,000	Firefly	2035	1,258	0%	\$-
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	\$8,112,000	Firefly	2035	3,867	0%	\$-
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	\$10,565,000	Eagle Mountain	Complete	6,223	100%	\$10,565,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	\$9,248,000	Eagle Mountain	2035	5,524	100%	\$9,248,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	\$3,785,000	Eagle Mountain	2035	2,767	100%	\$3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$20,257,000	Eagle Mountain	2035	9,345	100%	\$20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	\$620,000	Eagle Mountain	Complete	NA	100%	\$620,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
71	Eagle Mountain Boulevard & Major Street - New Signal	\$354,769	Eagle Mountain	Complete	NA	100%	\$354,769
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	\$3,012,029	Eagle Mountain	Complete	NA	100%	\$3,012,029
73	Eagle Mountain Boulevard and SR-73 - New Signal	\$620,000	UDOT	Complete	NA	0%	\$-
77	Pole Canyon Boulevard & Pony Express Parkway	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$8,983,000	Eagle Mountain	2035	5,366	100%	\$8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	\$3,320,000	Eagle Mountain	2035	1,271	100%	\$3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$930,000	Eagle Mountain	2035	600	100%	\$930,000



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2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$348,000	Eagle Mountain	2035	200	100%	\$348,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$110,100	Eagle Mountain	Complete	169	100%	\$110,100
98	Pony Express Pkwy & Parkway Fields – New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
105	Braxton Dr & Ranches Pkwy – New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
106	4000 North Widen: Tyson Parkway to IPA 2 Border	\$3,142,000	Firefly	2035	2,572	0%	\$-
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	Firefly	2035	2,665	0%	\$-
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	\$2,555,000	Firefly	2035	2,802	0%	\$-
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	Firefly	2035	2,467	0%	\$-
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	Firefly	2035	2,629	0%	\$-
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	Firefly	2035	2,007	0%	\$-
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	Firefly	2035	1,112	0%	\$-
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	\$1,876,000	Firefly	2035	1,371	0%	\$-
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	\$1,232,000	Firefly	2035	900	0%	\$-
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	\$775,000	Eagle Mountain	2035	NA	100%	\$775,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	\$13,236,000	Eagle Mountain	2035	6,984	100%	\$13,236,000
128	Half Mile Rd & Ranches Pkwy – New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	Eagle Mountain	Complete	2,327	100%	\$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	\$620,000	UDOT	Complete	NA	0%	\$0
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	\$11,050,334	Eagle Mountain	Complete	6,276	100%	\$11,050,334
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	\$21,910,000	Eagle Mountain	2035	8,401	100%	\$21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	Eagle Mountain	2035	2,497	100%	\$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	Eagle Mountain	2035	2,136	100%	\$4,577,000
139	New Road (Spring Run Parkway): Realignment	\$940,000	Eagle Mountain	2035	687	100%	\$940,000



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2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	\$4,708,000	Eagle Mountain	2035	2,002	100%	\$4,708,000
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	\$6,407,000	MAG	2035	2,990	7%	\$434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	Eagle Mountain	2027	1,496	100%	\$2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	\$4,601,000	Eagle Mountain	2027	3,363	100%	\$4,601,000
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	\$8,620,000	MAG	2035	3,300	7%	\$584,000
147	New Road (Arnot Peak): Project 19 to Airport Road	\$1,697,000	Eagle Mountain	2035	1,240	100%	\$1,697,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	\$3,010,000	Eagle Mountain	2035	2,200	100%	\$3,010,000
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	\$2,285,000	Eagle Mountain	2035	1,670	100%	\$2,285,000
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	\$620,000	UDOT	2035	NA	0%	\$-
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	\$1,546,000	Eagle Mountain	2035	1,455	100%	\$1,546,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	\$3,062,000	Eagle Mountain	2035	1,455	100%	\$3,062,000
154	Pole Canyon Blvd Hawk Signal	\$310,000	Eagle Mountain	2065	NA	100%	\$310,000
Total		\$1,519,243,000					\$419,299,000



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Project Cost Attributable to 10-Year Growth

Using the travel demand model mentioned in previous chapters, it is possible to estimate the number of PM trips originating or terminating in Eagle Mountain for the existing and future conditions. The difference between the future PM trips and the existing PM trips (the number of new trips in the City) becomes the denominator in the equation used to calculate the impact fee cost per PM peak hour trip for new development. The city of Eagle Mountain currently generates approximately **10,984** one-way PM peak hour trips. The projected 2035 PM peak hour trip number for Eagle Mountain is **19,037**, a **73%** increase on today's value. This gives a total increase of **8,053** trips.

Included in the IFFP are reductions to the City's total cost that are not attributed to growth. The reductions included in the following sections are for existing deficiencies, pass-through, and excess capacity that will not be consumed through 2035. These are calculated based on the projected 2035 traffic volumes.

Also included are the reductions for traffic signals. Traffic signals are implemented based on the traffic signal warrants found in Chapter 4C of the Utah Manual on Uniform Traffic Control Devices (MUTCD). Included in the MUTCD are warrants based on traffic volumes, pedestrian volumes, safety, as well as the roadway network in proximity to the intersection. A traffic signal is not installed without meeting one of the signal warrants included in the Utah MUTCD. To estimate the reductions for existing deficiencies, pass-through, and excess capacity, the weighted average of the two intersecting streets was used.

Pass-Through Reduction

Included in **Table 4** is the percent Pass-Through traffic for all project roadways. A vehicle trip is considered a pass-through when the origin and the destination for a specific trip occur outside the city limits. For all growth within Eagle Mountain, there is a certain percentage of new trips that are considered pass-through. This percentage is determined using the MAG Travel Demand Model. The Travel Demand Model determines pass-through traffic by keeping track of the origin, destination, and path for each vehicle trip generated. When the vehicle trip uses a roadway in Eagle Mountain and the origin and destination of that trip is located outside of Eagle Mountain, that trip is considered a pass-through trip. Since a pass-through trip does not arise from new development activity in Eagle Mountain, it cannot be paid for with impact fees. The proportion of pass-through traffic not attributable to impact fees is the proportion of pass-through traffic to the added capacity of the roadway.

Table 4: Pass-Through Traffic Cost Reduction Calculation

Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	32,800	500	2%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	40	1%
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	19,400	180	1%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	32,800	10	1%



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Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	17,700	10	1%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	20,700	-	0%
11	Cory B Wride & Mustang Way - New Signal	-	-	0%
12	Eagle Mountain Blvd & Aviator Ave - New Signal	12,100	20	1%
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	5,810	18%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	12,100	10	1%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	12,100	-	0%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	-	0%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	12,100	-	0%
35	NPA 1 & 2 Road: Project 34.2 to SR-73	12,100	110	1%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	40	1%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	40	1%
37	NPA 4 & 5 Road: Project 36.1 to Project 108	12,100	20	1%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	12,100	20	1%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	12,100	-	0%
41	Bobby Wren Blvd Extension: Existing to East Expressway	12,100	-	0%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	12,100	20	1%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	12,100	70	1%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	12,100	-	0%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	5	1%
48	New Road (unknown N/S road): Project 134 to northern Boundary	15,100	-	0%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	-	0%
50	New Road (unknown N/S Road): SR-73 to Project 137	12,100	-	0%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	-	0%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	12,100	-	0%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	12,100	-	0%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	23,700	20	1%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	23,700	20	1%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	23,700	-	0%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	23,700	-	0%



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Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	12,100	-	0%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	13,400	-	0%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	13,400	-	0%
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	1,300	-	0%
68	Pony Express Pkwy & East Expressway - New Signal	-	-	0%
69	Eagle Mountain Boulevard & Project 57 - New Signal	-	-	0%
71	Eagle Mountain Boulevard & Major Street - New Signal	-	-	0%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	-	-	0%
73	Eagle Mountain Boulevard and SR-73 - New Signal	-	-	0%
77	Pole Canyon Boulevard & Pony Express Parkway	-	-	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	1,300	-	0%
80	New High-T Signal: Ranches Parkway & Campus Drive	-	-	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	-	-	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	-	-	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	-	-	0%
98	Pony Express Pkwy & Parkway Fields – New Signal	-	-	0%
105	Braxton Dr & Ranches Pkwy – New Signal	-	-	0%
106	4000 North Widen: Tyson Parkway to IPA 2 Border	12,100	40	1%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	30	1%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	12,100	40	1%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	40	1%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	10	1%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	10	1%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	10	1%
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	12,100	70	1%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	12,100	70	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	-	-	0%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	19,300	310	2%
128	Half Mile Rd & Ranches Pkwy – New Signal	-	-	0%
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	1,300	-	0%
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	-	-	0%
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	20,700	-	0%
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	12,100	20	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	100	1%



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Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
137	New Road (unknown E/W road): Project 48 to Project 49	15,100	-	0%
139	New Road (Spring Run Parkway): Realignment	12,100	10	1%
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	17,700	10	1%
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	15,100	-	0%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	15,100	-	0%
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	12,100	-	0%
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	13,400	70	1%
147	New Road (Arnot Peak): Project 19 to Airport Road	38,400	40	1%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	13,400	20	1%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	10	1%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	-	-	0%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	12,100	10	1%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	32,800	7,580	24%
154	Pole Canyon Blvd Hawk Signal	-	-	0%

Excess Capacity Reduction

Included in **Table 5** is the calculated excess capacity remaining in 2035. The excess capacity is the proportion of the added capacity that is not used in 2035. Since this capacity is not used by 2035, it is not a cost of growth in this IFFP period, but can be recouped in a later IFFP period.

Table 5: Excess Capacity Cost Reduction Calculations

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	32,800	32,800	11,900	20,900	64%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	12,100	3,610	8,490	70%
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	32,800	19,400	31,000	1,800	9%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	32,800	32,800	15,910	16,890	51%
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	50,500	17,700	50,000	500	3%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	32,800	20,700	2,200	30,600	100%
11	Cory B Wride & Mustang Way - New Signal	-	-	-	-	0%
12	Eagle Mountain Blvd & Aviator Ave - New Signal	12,100	12,100	2,200	9,900	82%



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Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	32,800	10,200	22,600	69%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	12,100	12,100	5,100	7,000	58%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	12,100	12,100	6,300	5,800	48%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	12,100	1,000	11,100	92%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	12,100	12,100	3,800	8,300	69%
35	NPA 1 & 2 Road: Project 34.2 to SR-73	12,100	12,100	10,720	1,380	11%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	12,100	4,450	7,650	63%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	12,100	4,450	7,650	63%
37	NPA 4 & 5 Road: Project 36.1 to Project 108	12,100	12,100	2,000	10,100	83%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	12,100	12,100	2,200	9,900	82%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	12,100	12,100	360	11,740	97%
41	Bobby Wren Blvd Extension: Existing to East Expressway	12,100	12,100	1,600	10,500	87%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	12,100	12,100	2,200	9,900	82%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	12,100	12,100	7,300	4,800	40%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	12,100	12,100	5,000	7,100	59%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	12,100	800	11,300	93%
48	New Road (unknown N/S road): Project 134 to northern Boundary	15,100	15,100	9,900	5,200	34%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	13,400	9,200	4,200	31%
50	New Road (unknown N/S Road): SR-73 to Project 137	12,100	12,100	1,000	11,100	92%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	12,100	1,000	11,100	92%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	12,100	12,100	1,400	10,700	88%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	12,100	12,100	2,080	10,020	83%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	31,200	23,700	9,300	21,900	92%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	31,200	23,700	9,300	21,900	92%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	31,200	23,700	9,300	21,900	92%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	31,200	23,700	8,300	22,900	97%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	12,100	12,100	5,500	6,600	55%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	13,400	13,400	4,400	9,000	67%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	13,400	13,400	4,500	8,900	66%
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	13,400	1,300	10,200	3,200	100%
68	Pony Express Pkwy & East Expressway - New Signal	-	-	-	-	0%
69	Eagle Mountain Boulevard & Project 57 - New Signal	-	-	-	-	0%



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Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
71	Eagle Mountain Boulevard & Major Street - New Signal	-	-	-	-	0%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	-	-	-	-	0%
73	Eagle Mountain Boulevard and SR-73 - New Signal	-	-	-	-	0%
77	Pole Canyon Boulevard & Pony Express Parkway	-	-	-	-	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	13,400	1,300	2,800	10,600	100%
80	New High-T Signal: Ranches Parkway & Campus Drive	-	-	-	-	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	-	-	-	-	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	-	-	-	-	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	-	-	-	-	0%
98	Pony Express Pkwy & Parkway Fields – New Signal	-	-	-	-	0%
105	Braxton Dr & Ranches Pkwy – New Signal	-	-	-	-	0%
106	4000 North Widen: Tyson Parkway to IPA 2 Border	12,100	12,100	3,610	8,490	70%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	12,100	3,000	9,100	75%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	12,100	12,100	3,720	8,380	69%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	12,100	4,320	7,780	64%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	12,100	1,480	10,620	88%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	12,100	1,460	10,640	88%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	12,100	1,460	10,640	88%
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	12,100	12,100	6,500	5,600	46%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	12,100	12,100	6,500	5,600	46%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	-	-	-	-	0%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	50,500	19,300	40,700	9,800	51%
128	Half Mile Rd & Ranches Pkwy – New Signal	-	-	-	-	0%
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	13,400	1,300	11,900	1,500	100%
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	-	-	-	-	0%
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	32,800	20,700	11,200	21,600	100%
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	12,100	12,100	1,800	10,300	85%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	15,100	10,000	5,100	34%
137	New Road (unknown E/W road): Project 48 to Project 49	15,100	15,100	200	14,900	99%
139	New Road (Spring Run Parkway): Realignment	12,100	12,100	800	11,300	93%
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	50,500	17,700	30,500	20,000	93%
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	15,100	15,100	6,500	8,600	57%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	12,100	100	12,000	99%



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Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	12,100	12,100	100	12,000	99%
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	13,400	13,400	7,300	6,100	46%
147	New Road (Arnot Peak): Project 19 to Airport Road	50,500	38,400	15,400	35,100	91%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	12,100	12,100	-	12,100	100%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	13,400	13,400	4,300	9,100	68%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	-	-	-	-	0%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	12,100	12,100	1,000	11,100	92%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	32,800	32,800	13,300	19,500	59%
154	Pole Canyon Blvd Hawk Signal	-	-	-	-	0%

Existing User Share for New Construction Projects

For all roadways in the roadway system, a portion of the traffic volume would be used by the existing roadway users, regardless of future development. For existing roadways, the existing user share is the existing roadway volume. For new construction, a proportion of the new traffic volume is attributed to those users who would use the road regardless of the development. **Table 6** shows the cost reduction based on the existing user share for all new roadway construction.

Table 6: Existing User Share Cost Reduction Calculation

Project	Location	Added Capacity	Existing User Volume	Existing User %
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	32,800	328	1%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	121	1%
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	19,400	194	1%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	32,800	328	1%
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	17,700	177	1%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	20,700	207	1%
11	Cory B Wride & Mustang Way - New Signal	0	0	0%
12	Eagle Mountain Blvd & Aviator Ave - New Signal	0	0	0%
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	0	0%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	12,100	121	1%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	12,100	121	1%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	121	1%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	12,100	121	1%



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Project	Location	Added Capacity	Existing User Volume	Existing User %
35	NPA 1 & 2 Road: Project 34.2 to SR-73	12,100	121	1%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	121	1%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	121	1%
37	NPA 4 & 5 Road: Project 36.1 to Project 108	12,100	121	1%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	12,100	121	1%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	12,100	121	1%
41	Bobby Wren Blvd Extension: Existing to East Expressway	12,100	121	1%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	12,100	121	1%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	12,100	121	1%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	12,100	121	1%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	12	1%
48	New Road (unknown N/S road): Project 134 to northern Boundary	15,100	151	1%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	134	1%
50	New Road (unknown N/S Road): SR-73 to Project 137	12,100	121	1%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	121	1%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	12,100	121	1%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	12,100	121	1%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	23,700	237	1%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	23,700	237	1%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	23,700	237	1%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	23,700	237	1%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	12,100	121	1%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	13,400	134	1%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	13,400	134	1%
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	1,300	13	1%
68	Pony Express Pkwy & East Expressway - New Signal	0	0	0%
69	Eagle Mountain Boulevard & Project 57 - New Signal	0	0	0%
71	Eagle Mountain Boulevard & Major Street - New Signal	0	0	0%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	0	0	0%
73	Eagle Mountain Boulevard and SR-73 - New Signal	0	0	0%
77	Pole Canyon Boulevard & Pony Express Parkway	0	0	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	13,400	134	1%
80	New High-T Signal: Ranches Parkway & Campus Drive	0	0	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	0	0	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	0	0	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	0	0	0%



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Project	Location	Added Capacity	Existing User Volume	Existing User %
98	Pony Express Pkwy & Parkway Fields – New Signal	0	0	0%
105	Braxton Dr & Ranches Pkwy – New Signal	0	0	0%
106	4000 North Widen: Tyson Parkway to IPA 2 Border	12,100	121	1%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	121	1%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	12,100	121	1%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	121	1%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	121	1%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	121	1%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	121	1%
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	12,100	121	1%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	12,100	121	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	0	0	0%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	19,300	193	1%
128	Half Mile Rd & Ranches Pkwy – New Signal	0	0	0%
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	1,300	13	1%
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	0	0	0%
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	20,700	207	1%
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	15,100	151	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	151	1%
137	New Road (unknown E/W road): Project 48 to Project 49	12,100	121	1%
139	New Road (Spring Run Parkway): Realignment	32,800	328	1%
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	17,700	177	1%
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	15,100	151	1%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	121	1%
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	12,100	121	1%
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	13,400	134	1%
147	New Road (Arnot Peak): Project 19 to Airport Road	13,400	134	1%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	12,100	121	1%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	121	1%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	0	0	0%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	12,100	121	1%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	20,700	207	1%
154	Pole Canyon Blvd Hawk Signal	0	0	0%



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Proportion Attributable to Growth Summary and Costs

Impact fees can only be collected for the proportion of the added capacity that is used by new development that is projected to occur through 2035.

Table 7 is a summary table that accounts for all cost reductions attributed to existing deficiencies, existing user share, pass-through, and excess capacity.

Table 7: Proportion of Projects Attributed to New Development

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	1%	2%	64%	33%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	1%	1%	70%	28%
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	22%	1%	9%	68%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	1%	1%	51%	47%
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	21%	1%	3%	75%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	1%	0%	100%	0%
11	Cory B Wride & Mustang Way - New Signal	1%	0%	0%	99%
12	Eagle Mountain Blvd & Aviator Ave - New Signal	1%	1%	82%	16%
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	0%	18%	69%	13%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	1%	1%	58%	40%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	1%	0%	48%	51%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	1%	0%	92%	7%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	1%	0%	69%	30%
35	NPA 1 & 2 Road: Project 34.2 to SR-73	1%	1%	11%	87%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	1%	1%	63%	35%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	1%	1%	63%	35%
37	NPA 4 & 5 Road: Project 36.1 to Project 108	1%	1%	83%	15%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	1%	1%	82%	16%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	1%	0%	97%	2%
41	Bobby Wren Blvd Extension: Existing to East Expressway	1%	0%	87%	12%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	1%	1%	82%	16%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	1%	1%	40%	58%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	1%	0%	59%	40%
47	New Road (unknown E/W road): Project 48 to Project 49	1%	1%	93%	5%
48	New Road (unknown N/S road): Project 134 to northern Boundary	1%	0%	34%	65%



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Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
49	New Road (unknown N/S road): SR-73 to northern border	1%	0%	31%	68%
50	New Road (unknown N/S Road): SR-73 to Project 137	1%	0%	92%	7%
52	New Road (unknown E/W road): Project 48 to Project 136	1%	0%	92%	7%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	1%	0%	88%	11%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	1%	0%	83%	16%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	1%	1%	92%	6%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	1%	1%	92%	6%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	1%	0%	92%	7%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	1%	0%	97%	2%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	0%	0%	55%	44%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	1%	0%	67%	32%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	1%	0%	66%	33%
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	1%	0%	100%	0%
68	Pony Express Pkwy & East Expressway - New Signal	1%	0%	0%	99%
69	Eagle Mountain Boulevard & Project 57 - New Signal	1%	0%	0%	99%
71	Eagle Mountain Boulevard & Major Street - New Signal	1%	0%	0%	99%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	1%	0%	0%	99%
73	Eagle Mountain Boulevard and SR-73 - New Signal	1%	0%	0%	99%
77	Pole Canyon Boulevard & Pony Express Parkway	1%	0%	0%	99%
79	New Road (1600 West): Aviator Avenue to 4000 North	1%	0%	100%	0%
80	New High-T Signal: Ranches Parkway & Campus Drive	1%	0%	0%	99%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	1%	0%	0%	99%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	1%	0%	0%	99%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	1%	0%	0%	99%
98	Pony Express Pkwy & Parkway Fields – New Signal	1%	0%	0%	99%
105	Braxton Dr & Ranches Pkwy – New Signal	1%	0%	0%	99%
106	4000 North Widen: Tyson Parkway to IPA 2 Border	1%	0%	70%	28%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	1%	1%	75%	23%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	1%	1%	69%	29%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	1%	1%	64%	34%
111	Tyson Parkway: SR-73 to East Loop Road	1%	1%	88%	10%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	1%	1%	88%	10%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	1%	1%	88%	10%



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Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	1%	1%	46%	52%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	1%	1%	46%	52%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	1%	1%	0%	99%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	1%	0%	51%	46%
128	Half Mile Rd & Ranches Pkwy – New Signal	1%	0%	0%	99%
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	1%	2%	100%	0%
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	1%	0%	0%	99%
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	1%	0%	100%	0%
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	0%	0%	85%	13%
134	New Road (unknown N/S road): SR-73 to Project 137	1%	1%	34%	64%
137	New Road (unknown E/W road): Project 48 to Project 49	1%	1%	99%	0%
139	New Road (Spring Run Parkway): Realignment	1%	1%	93%	5%
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	17%	0%	83%	5%
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	1%	1%	57%	41%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	1%	1%	100%	0%
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	1%	1%	100%	0%
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	1%	1%	46%	52%
147	New Road (Arnot Peak): Project 19 to Airport Road	1%	1%	68%	30%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	1%	1%	82%	16%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	1%	1%	92%	6%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	1%	0%	0%	99%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	1%	1%	11%	87%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	1%	7%	94%	0%
154	Pole Canyon Blvd Hawk Signal	1%	0%	0%	99%

Using the proportion attributed to future growth in

Table 7, the cost attributable to future growth is calculated in **Table 8**. Of the **\$419,299,000** required by Eagle Mountain for roadway improvements, **\$127,743,000** is eligible to be paid using impact fees. All project costs in **Table 8** are the 2025 project costs. All assumptions, rates, and specific project costs are found in **IFFP Cost Estimates**.

Table 8: Cost Attributable to Growth



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Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	\$36,000,000	\$36,000,000	33%	\$11,880,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	\$459,000,000	\$-	28%	\$0
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	\$475,000,000	\$-	68%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	\$69,400,000	\$69,400,000	47%	\$32,618,000
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	\$13,387,000	\$13,387,000	75%	\$10,040,000
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	\$51,292,000	\$51,292,000	0%	\$0
11	Cory B Wride & Mustang Way - New Signal	\$620,000	\$-	99%	\$0
12	Eagle Mountain Blvd & Aviator Ave - New Signal	\$367,238	\$367,238	16%	\$59,000
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	\$86,200,000	\$-	13%	\$0
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	\$10,194,000	\$10,194,000	40%	\$4,078,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	\$30,521,000	\$30,521,000	51%	\$15,566,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	\$4,080,000	\$4,080,000	7%	\$286,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	\$7,574,000	\$7,574,000	30%	\$2,272,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	\$1,647,000	\$-	87%	\$0
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	\$1,736,000	\$-	35%	\$0
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	\$2,040,000	\$-	35%	\$0
37	NPA 4 & 5 Road: Project 36.1 to Project 108	\$4,039,000	\$-	15%	\$0
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	\$4,746,000	\$-	16%	\$0
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	\$4,104,000	\$-	2%	\$0
41	Bobby Wren Blvd Extension: Existing to East Expressway	\$2,113,000	\$2,113,000	12%	\$254,000
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	\$2,484,318	\$2,484,318	16%	\$397,000
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	\$1,437,004	\$1,437,004	58%	\$833,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	\$219,000	\$219,000	40%	\$88,000
47	New Road (unknown E/W road): Project 48 to Project 49	\$2,916,000	\$2,916,000	5%	\$146,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	\$3,922,000	\$3,922,000	65%	\$2,549,000
49	New Road (unknown N/S road): SR-73 to northern border	\$9,686,000	\$9,686,000	68%	\$6,586,000
50	New Road (unknown N/S Road): SR-73 to Project 137	\$2,056,000	\$2,056,000	7%	\$144,000
52	New Road (unknown E/W road): Project 48 to Project 136	\$2,260,000	\$2,260,000	7%	\$158,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	\$10,933,000	\$10,933,000	11%	\$1,203,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	\$6,796,000	\$6,796,000	16%	\$1,087,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	\$3,510,000	\$-	6%	\$0



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Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	\$10,935,000	\$-	6%	\$0
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	\$2,639,000	\$-	7%	\$0
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	\$8,112,000	\$-	2%	\$0
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	\$10,565,000	\$10,565,000	44%	\$4,649,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	\$9,248,000	\$9,248,000	32%	\$2,959,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	\$3,785,000	\$3,785,000	33%	\$1,249,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$20,257,000	\$20,257,000	0%	\$0
68	Pony Express Pkwy & East Expressway - New Signal	\$620,000	\$620,000	99%	\$614,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	\$620,000	\$620,000	99%	\$614,000
71	Eagle Mountain Boulevard & Major Street - New Signal	\$354,769	\$354,769	99%	\$351,000
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	\$3,012,029	\$3,012,029	99%	\$2,982,000
73	Eagle Mountain Boulevard and SR-73 - New Signal	\$620,000	\$-	99%	\$0
77	Pole Canyon Boulevard & Pony Express Parkway	\$620,000	\$620,000	100%	\$614,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$8,983,000	\$8,983,000	0%	\$0
80	New High-T Signal: Ranches Parkway & Campus Drive	\$3,320,000	\$3,320,000	99%	\$3,287,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$930,000	\$930,000	99%	\$921,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$348,000	\$348,000	99%	\$345,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$110,100	\$110,100	99%	\$109,000
98	Pony Express Pkwy & Parkway Fields – New Signal	\$620,000	\$620,000	99%	\$614,000
105	Braxton Dr & Ranches Pkwy – New Signal	\$620,000	\$620,000	99%	\$614,000
106	4000 North Widen: Tyson Parkway to IPA 2 Border	\$3,142,000	\$-	28%	\$0
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	\$-	23%	\$0
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	\$2,555,000	\$-	29%	\$0
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	\$-	34%	\$0
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	\$-	10%	\$0
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	\$-	10%	\$0
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	\$-	10%	\$0
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	\$1,876,000	\$-	52%	\$0
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	\$1,232,000	\$-	52%	\$0
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	\$775,000	\$775,000	99%	\$767,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	\$13,236,000	\$13,236,000	46%	\$6,089,000
128	Half Mile Rd & Ranches Pkwy – New Signal	\$620,000	\$620,000	99%	\$614,000



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Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	\$4,285,921	0%	\$0
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	\$620,000	\$0	99%	\$0
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	\$11,050,334	\$11,050,334	0%	\$0
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	\$21,910,000	\$21,910,000	13%	\$2,848,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	\$5,350,000	64%	\$3,424,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	\$4,577,000	0%	\$0
139	New Road (Spring Run Parkway): Realignment	\$940,000	\$940,000	5%	\$47,000
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	\$4,708,000	\$4,708,000	5%	\$235,000
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	\$6,407,000	\$434,000	41%	\$178,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	\$2,047,000	0%	\$0
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	\$4,601,000	\$4,601,000	0%	\$0
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	\$8,620,000	\$584,000	52%	\$304,000
147	New Road (Arnot Peak): Project 19 to Airport Road	\$1,697,000	\$1,697,000	30%	\$119,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	\$3,010,000	\$3,010,000	16%	\$0
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	\$2,285,000	\$2,285,000	6%	\$686,000
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	\$620,000	\$-	99%	\$614,000
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	\$1,546,000	\$1,546,000	87%	\$1,345,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	\$3,062,000	\$3,062,000	0%	\$0
154	Pole Canyon Blvd Hawk Signal	\$310,000	\$310,000	99%	\$307,000
Total		\$1,519,243,000	\$419,299,000		\$127,743,000

Proposed Means to Meet Demands of New Development (11-36a-302.2)

All possible revenue sources have been considered as a means of financing transportation capital improvements needed because of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs because of new development.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State Government or UDOT, or MAG. The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The city will also need to partner with adjacent communities to ensure corridor



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continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Eagle Mountain's recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the city.

Federal Funding

Federal monies are available to cities and counties through the federal aid program. UDOT administers the funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications, and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation. Other federal and state trail funds are available from the Utah State Parks and Recreation Program.

MAG accepts applications for federal funds through local and regional government jurisdictions. The MAG Technical Advisory and Regional Planning committees select projects for funding annually. The selected projects form the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

- **Congestion Relief** – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
- **Mode Choice** – projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles.
- **Air Quality Improvements** – projects showing demonstrable air quality benefits.
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety.

State/County Funding

The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver's license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for its construction and maintenance programs. The rest is made available to counties and cities. As many of the roads in Eagle Mountain fall under UDOT jurisdiction, it is in the interests of the City that staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting that the funds be made available for UDOT-owned roadways in the City.



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Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds the revenue generated by the local corridor preservation fund on account, but the county is responsible for programming and controlling the monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process found online at www.udot.utah.gov/public/ucon. Currently, Eagle Mountain uses Class C funding for its transportation projects.

City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects using impact fees. These fees are assessed because of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. The City of Eagle Mountain currently uses Class D funding for its transportation improvements. Providing a line item in the City's budgeted general funds to address roadway improvements, which are not impact fee eligible, is a recommended practice to fund transportation projects should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed because of new growth, because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed because of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of an SAA. The boundaries and



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services provided by the district must be specified, and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Interfund Loans

Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

Developer Dedications and Exactions

Developer dedications and exactions for road System Facilities can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or extractions is less than the developer's impact fee liability, the developer will owe the balance of the liability to the city. If the dedications and/or extractions of the developer are greater than the impact fee liability, the city must reimburse the developer the difference.

Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructures and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth-related system improvements.

Necessity of Improvements to Maintain Level of Service

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only project costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.



10 Year Capital Facilities Plan Cost Summary

PROJECT SUMMARY (IFFP PROJECTS)								
#	PROJECT NAME	PROJECT TYPE	FUNDING	YEAR	LENGTH	FUNDING %	TOTAL PROJECT COST	EAGLE MOUNTAIN RESPONSIBILITY
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	New Road	Eagle Mountain	2035	8,005	100%	\$ 36,000,000	\$ 36,000,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	New Road	UDOT	2035	131,727	0%	\$ 459,000,000	\$ -
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	Capacity Improvement	UDOT	2035	181,602	0%	\$ 475,000,000	\$ -
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5 lane road	New Road	Eagle Mountain	2035	23,232	100%	\$ 69,400,000	\$ 69,400,000
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	Capacity Improvement	Eagle Mountain	Complete	5,693	100%	\$ 13,387,000	\$ 13,387,000
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	Capacity Improvement	Eagle Mountain	2035	24,431	100%	\$ 51,292,000	\$ 51,292,000
11	Cory B Wride & Mustang Way - New Signal	Traffic Signal	UDOT	Complete	NA	0%	\$ 620,000	\$ -
12	Eagle Mountain Blvd & Aviator Ave - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	\$ 367,238	\$ 367,238
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5 lane road	New Road	UDOT	2035	24,170	0%	\$ 86,200,000	\$ -
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	New Road	Eagle Mountain	2035	7,452	100%	\$ 10,194,000	\$ 10,194,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	New Road	Eagle Mountain	2035	22,312	100%	\$ 30,521,000	\$ 30,521,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	New Road	Eagle Mountain	2035	2,982	100%	\$ 4,080,000	\$ 4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	New Road	Eagle Mountain	2035	5,537	100%	\$ 7,574,000	\$ 7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	New Road	Firefly	2035	1,550	0%	\$ 1,647,000	\$ -
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	New Road	Firefly	2035	1,634	0%	\$ 1,736,000	\$ -
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	New Road	Firefly	2035	1,920	0%	\$ 2,040,000	\$ -
37	NPA 4 & 5 Road: Project 36.1 to Project 108	New Road	Firefly	2035	3,802	0%	\$ 4,039,000	\$ -
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	New Road	Firefly	2035	4,466	0%	\$ 4,746,000	\$ -
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	New Road	Firefly	2035	3,863	0%	\$ 4,104,000	\$ -
41	Bobby Wren Blvd Extention: Existing to East Expressway	New Road	Eagle Mountain	2035	1,698	100%	\$ 2,113,000	\$ 2,113,000
45.1	New Road (SilverLake Parkway): Golden Eagle Rd to Bonneville Dr	New Road	Eagle Mountain	2035	1,816	100%	\$ 2,484,318	\$ 2,484,318
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	Capacity Improvement	Eagle Mountain	2035	1,353	100%	\$ 1,437,004	\$ 1,437,004
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	New Road	Eagle Mountain	2035	160	100%	\$ 219,000	\$ 219,000
47	New Road (unknown E/W road): Project 48 to Project 49	New Road	Eagle Mountain	2035	2,132	100%	\$ 2,916,000	\$ 2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	New Road	Eagle Mountain	2035	2,867	100%	\$ 3,922,000	\$ 3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	New Road	Eagle Mountain	2035	4,521	100%	\$ 9,686,000	\$ 9,686,000
50	New Road (unknown N/S Road): SR-73 to Project 137	New Road	Eagle Mountain	2035	1,935	100%	\$ 2,056,000	\$ 2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	New Road	Eagle Mountain	2035	2,127	100%	\$ 2,260,000	\$ 2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	New Road	Eagle Mountain	2035	7,992	100%	\$ 10,933,000	\$ 10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	New Road	Eagle Mountain	2035	4,968	100%	\$ 6,796,000	\$ 6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	Capacity Improvement	Firefly	2035	1,673	0%	\$ 3,510,000	\$ -
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	Capacity Improvement	Firefly	2035	5,213	0%	\$ 10,935,000	\$ -
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	Capacity Improvement	Firefly	2035	1,258	0%	\$ 2,639,000	\$ -
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	Capacity Improvement	Firefly	2035	3,867	0%	\$ 8,112,000	\$ -

61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	New Road	Eagle Mountain	Complete	6,223	100%	\$ 10,565,000	\$ 10,565,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	New Road	Eagle Mountain	2035	5,524	100%	\$ 9,248,000	\$ 9,248,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	New Road	Eagle Mountain	2035	2,767	100%	\$ 3,785,000	\$ 3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	Capacity Improvement	Eagle Mountain	2035	9,345	100%	\$ 20,257,000	\$ 20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	\$ 620,000	\$ 620,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	Traffic Signal	Eagle Mountain	2035	NA	100%	\$ 620,000	\$ 620,000
71	Eagle Mountain Boulevard & Major Street - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	\$ 354,769	\$ 354,769
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	\$ 3,012,029	\$ 3,012,029
73	Eagle Mountain Boulevard and SR-73 - New Signal	Traffic Signal	UDOT	Complete	NA	0%	\$ 620,000	\$ -
77	Pole Canyon Boulevard & Pony Express Parkway	Traffic Signal	Eagle Mountain	2035	NA	100%	\$ 620,000	\$ 620,000
79	New Road (1600 West): Aviator Avenue to 4000 North	New Road	Eagle Mountain	2035	5,366	100%	\$ 8,983,000	\$ 8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	Capacity Improvement	Eagle Mountain	2035	1,271	100%	\$ 3,320,000	\$ 3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	2035	600	100%	\$ 930,000	\$ 930,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	2035	200	100%	\$ 348,000	\$ 348,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	Complete	169	100%	\$ 110,100	\$ 110,100
98	Pony Express Pkwy & Rachel Way - New Signal	Traffic Signal	Eagle Mountain	2035	-	100%	\$ 620,000	\$ 620,000
105	Braxton Dr & Ranches Pkwy – New Signal	Traffic Signal	Eagle Mountain	2035	-	100%	\$ 620,000	\$ 620,000
106	4000 North Widen: Tyson Parkway to IPA 2 Border	Capacity Improvement	Firefly	2035	2,572	0%	\$ 3,142,000	\$ -
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	New Road	Firefly	2035	2,665	0%	\$ 2,832,000	\$ -
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	Capacity Improvement	Firefly	2035	2,802	0%	\$ 2,555,000	\$ -
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	New Road	Firefly	2035	2,467	0%	\$ 2,622,000	\$ -
111	Tyson Parkway: SR-73 to East Loop Road	New Road	Firefly	2035	2,629	0%	\$ 2,793,000	\$ -
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	New Road	Firefly	2035	2,007	0%	\$ 2,133,000	\$ -
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	New Road	Firefly	2035	1,112	0%	\$ 1,182,000	\$ -
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	New Road	Firefly	2035	1,371	0%	\$ 1,876,000	\$ -
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	New Road	Firefly	2035	900	0%	\$ 1,232,000	\$ -
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	Intersection Improvement	Eagle Mountain	2035	NA	100%	\$ 775,000	\$ 775,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	Capacity Improvement	Eagle Mountain	2035	6,984	100%	\$ 13,236,000	\$ 13,236,000
128	Half Mile Rd & Ranches Pkwy - New Signal	Traffic Signal	Eagle Mountain	2035	-	100%	\$ 620,000	\$ 620,000
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	Capacity Improvement	Eagle Mountain	Complete	2,327	100%	\$ 4,285,921	\$ 4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	Traffic Signal	UDOT	Complete	NA	0%	\$ 620,000	\$ -
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd	Capacity Improvement	Eagle Mountain	Complete	6,276	100%	\$ 11,050,334	\$ 11,050,334
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	New Road	Eagle Mountain	2035	8,401	100%	\$ 21,910,000	\$ 21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	New Road	Eagle Mountain	2035	2,497	100%	\$ 5,350,000	\$ 5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	New Road	Eagle Mountain	2035	2,136	100%	\$ 4,577,000	\$ 4,577,000
139	New Road (Spring Run Parkway): Realignment	New Road	Eagle Mountain	2035	687	100%	\$ 940,000	\$ 940,000
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	Capacity Improvement	Eagle Mountain	2035	2,002	100%	\$ 4,708,000	\$ 4,708,000
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	New Road	MAG	2035	2,990	7%	\$ 6,407,000	\$ 434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	New Road	Eagle Mountain	2027	1,496	100%	\$ 2,047,000	\$ 2,047,000
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	New Road	Eagle Mountain	2027	3,363	100%	\$ 4,601,000	\$ 4,601,000
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	New Road	MAG	2035	3,300	7%	\$ 8,620,000	\$ 584,000

147	New Road (Arnot Peak): Project 19 to Airport Road	New Road	Eagle Mountain	2035	1,240	100%	\$ 1,697,000	\$ 1,697,000
148	Brookwood Drive Extention: East City Limit to Mountain View Cooridor	New Road	Eagle Mountain	2035	2,200	100%	\$ 3,010,000	\$ 3,010,000
149	Golden Eagle Road Extention: East City Limit to Mountain View Cooridor	New Road	Eagle Mountain	2035	1,670	100%	\$ 2,285,000	\$ 2,285,000
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	Traffic Signal	UDOT	2035	-	0%	\$ 620,000	\$ 620,000
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	New Road	Eagle Mountain	2035	1,455	100%	\$ 1,546,000	\$ 1,546,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	Capacity Improvement	Eagle Mountain	2035	1,455	100%	\$ 3,062,000	\$ 3,062,000
154	Pole Canyon Blvd Hawk Signal	Traffic Signal	Eagle Mountain	2035	-	100%	\$ 310,000	\$ 310,000
TOTAL							\$ 1,519,243,000	\$ 419,299,000



IFFP Cost Estimates

Eagle Mountain CFP/IFFP				
Project No. 1				
Improvement Type: New Road				
New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	472,320	\$4,723,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	27.9	\$55,869
Roadway Excavation	C.Y.	\$ 39.00	63,969	\$2,494,803
HMA Concrete	Ton	\$ 114.00	14,735	\$1,679,789
Untreated Base Course	C.Y.	\$ 52.00	17,123	\$890,381
Granular Borrow	C.Y.	\$ 38.00	34,245	\$1,301,327
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,011	\$720,488
Sidewalk (5' width)	L.F.	\$ 54.00	16,011	\$864,586
Drainage	L.F.	\$ 45.00	8,005	\$360,244
Right of Way	S.F.	\$ 8.00	1,216,825	\$9,734,600
Street Lighting	L.F.	\$ 50.00	8,005	\$400,271
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$23,225,561
Contingency			25%	\$5,806,390
Mobilization			10%	\$2,322,556
Preconstruction Engineering			10%	\$2,322,556
Construction Engineering			10%	\$2,322,556
Total Project Costs				\$36,000,000
Eagle Mountain's Responsibility				100.00%
				\$36,000,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
Length (miles) 1.52

Eagle Mountain CFP/IFFP				
Project No.		2.00		
Improvement Type: New Road				
Cory Wide Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	11,723,675	\$117,236,749
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	622.9	\$1,245,900
Roadway Excavation	C.Y.	\$ 39.00	1,345,320	\$52,467,470
HMA Concrete	Ton	\$ 114.00	344,548	\$39,278,428
Untreated Base Course	C.Y.	\$ 52.00	369,567	\$19,217,460
Granular Borrow	C.Y.	\$ 38.00	739,133	\$28,087,056
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	263,453	\$11,855,402
Sidewalk (5' width)	L.F.	\$ 54.00	263,453	\$14,226,482
Drainage	L.F.	\$ 45.00	131,727	\$5,927,701
Street Lighting	L.F.	\$ 50.00	131,727	\$6,586,334
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$296,128,982
Construction Contingency			25%	\$74,032,245
Right of Way (\$8/sf)			27,135,697	\$217,085,577
Mobilization			10%	\$29,612,898
Engineering & Administration			10%	\$29,612,898
Total Project Costs				\$459,000,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
Length (miles) 24.95

Eagle Mountain CFP/IFFP				
Project No. 3				
Improvement Type: Capacity Improvement				
Cory Wride Freeway: Airport Rd to Ranches Parkway - Widen to 5 lanes				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	513,713	\$5,137,130
Removal of Existing Asphalt	S.Y.	\$ 8.00	53,209	\$425,676
Clearing and Grubbing	Acre	\$ 2,000.00	10.0	\$19,989
Roadway Excavation	C.Y.	\$ 39.00	16,428	\$640,673
HMA Concrete	Ton	\$ 114.00	3,784	\$431,375
Untreated Base Course	C.Y.	\$ 52.00	4,397	\$228,653
Granular Borrow	C.Y.	\$ 38.00	8,794	\$334,185
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	17,414	\$783,630
Sidewalk (5' width)	L.F.	\$ 54.00	17,414	\$940,356
Drainage	L.F.	\$ 45.00	8,707	\$391,815
Street Lighting	L.F.	\$ 50.00	8,707	\$435,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	1	\$500,000
Subtotal				\$10,268,831
Construction Contingency			25%	\$2,567,208
Right of Way (\$8/sf)			435,350	\$3,482,800
Mobilization			10%	\$1,026,883
Engineering & Administration			10%	\$1,026,883
Total Project Costs				\$15,917,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 1.65

Eagle Mountain CFP/IFFP				
Project No. 4				
Improvement Type: Capacity Improvement				
Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	16,162,554	\$161,625,535
Removal of Existing Asphalt	S.Y.	\$ 8.00	1,109,788	\$8,878,307
Clearing and Grubbing	Acre	\$ 2,000.00	433.6	\$867,152
Roadway Excavation	C.Y.	\$ 39.00	792,108	\$30,892,208
HMA Concrete	Ton	\$ 114.00	202,865	\$23,126,660
Untreated Base Course	C.Y.	\$ 52.00	217,596	\$11,315,007
Granular Borrow	C.Y.	\$ 38.00	435,193	\$16,537,317
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	363,203	\$16,344,155
Sidewalk (5' width)	L.F.	\$ 54.00	363,203	\$19,612,986
Drainage	L.F.	\$ 45.00	181,602	\$8,172,078
Street Lighting	L.F.	\$ 50.00	181,602	\$9,080,086
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$306,451,493
Construction Contingency			25%	\$76,612,873
Right of Way (\$8/sf)			142,643	\$1,141,144
Mobilization			10%	\$30,645,149
Engineering & Administration			10%	\$30,645,149
Total Project Costs				\$475,000,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 34.39

Eagle Mountain CFP/IFFP				
Project No. 5				
Improvement Type: New Road				
New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,370,688	\$13,706,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	16.5	\$33,012
Roadway Excavation	C.Y.	\$ 39.00	185,641	\$7,239,995
HMA Concrete	Ton	\$ 114.00	42,761	\$4,874,800
Untreated Base Course	C.Y.	\$ 52.00	49,691	\$2,583,915
Granular Borrow	C.Y.	\$ 38.00	99,381	\$3,776,491
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	46,464	\$2,090,880
Sidewalk (5' width)	L.F.	\$ 54.00	46,464	\$2,509,056
Drainage	L.F.	\$ 45.00	23,232	\$1,045,440
Right of Way	S.F.	\$ 8.00	718,991	\$5,751,930
Street Lighting	L.F.	\$ 50.00	23,232	\$1,161,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$44,773,998
Contingency			25%	\$11,193,499
Mobilization			10%	\$4,477,400
Preconstruction Engineering			20%	\$8,954,800
Construction Engineering			0%	\$0
Total Project Costs				\$69,400,000
Eagle Mountain's Responsibility				100.00%
				\$69,400,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
Granual Borrow Thickness (in) =	18
Roadway Excavation Depth (ft) =	2.7

Other Funding Sources: **Eagle Mountain**

Eagle Mountain CFP/IFFP				
Project No. 8				
Improvement Type: Capacity Improvement				
Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	506,677	\$5,066,770
Removal of Existing Asphalt	S.Y.	\$ 8.00	45,544	\$364,352
Clearing and Grubbing	Acre	\$ 2,000.00	17.5	\$35,026
Roadway Excavation	C.Y.	\$ 39.00	14,536	\$566,888
HMA Concrete	Ton	\$ 114.00	3,723	\$424,386
Untreated Base Course	C.Y.	\$ 52.00	3,993	\$207,636
Granular Borrow	C.Y.	\$ 38.00	7,986	\$303,469
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,386	\$512,370
Sidewalk (5' width)	L.F.	\$ 54.00	11,386	\$614,844
Drainage	L.F.	\$ 45.00	5,693	\$256,185
Street Lighting	L.F.	\$ 50.00	5,693	\$284,650
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$8,636,577
Construction Contingency			25%	\$2,159,144
Right of Way (\$8/sf)			762,862	\$6,102,896
Mobilization			10%	\$863,658
Engineering & Administration			10%	\$863,658
Total Project Costs				\$13,387,000
Eagle Mountain's Responsibility				100.00%
				\$13,387,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.08

Eagle Mountain CFP/IFFP				
Project No. 9				
Improvement Type: Capacity Improvement				
Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,441,429	\$14,414,290
Removal of Existing Asphalt	S.Y.	\$ 8.00	86,866	\$694,926
Clearing and Grubbing	Acre	\$ 2,000.00	15.1	\$30,286
Roadway Excavation	C.Y.	\$ 39.00	108,457	\$4,229,805
HMA Concrete	Ton	\$ 114.00	24,982	\$2,847,993
Untreated Base Course	C.Y.	\$ 52.00	29,031	\$1,509,595
Granular Borrow	C.Y.	\$ 38.00	58,061	\$2,206,330
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	48,862	\$2,198,790
Sidewalk (5' width)	L.F.	\$ 54.00	48,862	\$2,638,548
Drainage	L.F.	\$ 45.00	24,431	\$1,099,395
Street Lighting	L.F.	\$ 50.00	24,431	\$1,221,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$33,091,509
Construction Contingency			25%	\$8,272,877
Right of Way (\$8/sf)			659,637	\$5,277,096
Mobilization			10%	\$3,309,151
Engineering & Administration			10%	\$3,309,151
Total Project Costs				\$51,292,000
Eagle Mountain's Responsibility				100.00%
				\$51,292,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 4.63

Eagle Mountain CFP/IFFP				
Project No. 11				
Improvement Type: Traffic Signal				
Cory B Wride & Mustang Way - New Signal				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 12				
Improvement Type: Traffic Signal				
Eagle Mountain Blvd & Aviator Ave - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$236,928
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$236,928
Construction Contingency			25%	\$59,232
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$23,693
Engineering & Administration			10%	\$23,693
Total Project Costs				\$367,238
Eagle Mountain's Responsibility				100.00%
				\$367,238

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		16		
Improvement Type: New Road				
New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,426,020	\$14,260,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	84.3	\$168,678
Roadway Excavation	C.Y.	\$ 39.00	567,013	\$22,113,510
HMA Concrete	Ton	\$ 114.00	44,488	\$5,071,586
Untreated Base Course	C.Y.	\$ 52.00	51,697	\$2,688,223
Granular Borrow	C.Y.	\$ 38.00	103,393	\$3,928,941
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	48,340	\$2,175,285
Sidewalk (5' width)	L.F.	\$ 54.00	48,340	\$2,610,342
Drainage	L.F.	\$ 45.00	24,170	\$1,087,643
Street Lighting	L.F.	\$ 50.00	24,170	\$1,208,492
Bridge (2 ped & 1 wildlife)	Each	\$ 100,000	3	\$300,000
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$55,612,901
Construction Contingency			25%	\$13,903,225
Right of Way (\$8/sf)			3,673,815	\$29,390,518
Mobilization			10%	\$5,561,290
Engineering & Administration			10%	\$5,561,290
Total Project Costs				\$86,200,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
Length (miles) 4.58

Eagle Mountain CFP/IFFP				
Project No. 19				
Improvement Type: New Road				
New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	119,232	\$1,192,320
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	13.2	\$26,345
Roadway Excavation	C.Y.	\$ 39.00	34,362	\$1,340,118
HMA Concrete	Ton	\$ 114.00	7,700	\$877,846
Untreated Base Course	C.Y.	\$ 52.00	9,315	\$484,380
Granular Borrow	C.Y.	\$ 38.00	12,420	\$471,960
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	14,904	\$670,680
Sidewalk (5' width)	L.F.	\$ 54.00	14,904	\$804,816
Drainage	L.F.	\$ 45.00	7,452	\$335,340
Street Lighting	L.F.	\$ 50.00	7,452	\$372,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,576,405
Construction Contingency			25%	\$1,644,101
Right of Way (\$8/sf)			573,804	\$4,590,432
Mobilization			10%	\$657,641
Engineering & Administration			10%	\$657,641
Total Project Costs				\$10,194,000
Eagle Mountain's Responsibility				100.00%
				\$10,194,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 1.41

Eagle Mountain CFP/IFFP				
Project No. 24				
Improvement Type: New Road				
New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	356,992	\$3,569,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	39.4	\$78,881
Roadway Excavation	C.Y.	\$ 39.00	102,883	\$4,012,441
HMA Concrete	Ton	\$ 114.00	23,056	\$2,628,354
Untreated Base Course	C.Y.	\$ 52.00	27,890	\$1,450,280
Granular Borrow	C.Y.	\$ 38.00	37,187	\$1,413,093
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	44,624	\$2,008,080
Sidewalk (5' width)	L.F.	\$ 54.00	44,624	\$2,409,696
Drainage	L.F.	\$ 45.00	22,312	\$1,004,040
Street Lighting	L.F.	\$ 50.00	22,312	\$1,115,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$19,690,385
Construction Contingency			25%	\$4,922,596
Right of Way (\$8/sf)			1,718,024	\$13,744,192
Mobilization			10%	\$1,969,039
Engineering & Administration			10%	\$1,969,039
Total Project Costs				\$30,521,000
Eagle Mountain's Responsibility				100.00%
				\$30,521,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 4.23

Eagle Mountain CFP/IFFP				
Project No. 26				
Improvement Type: New Road				
New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 Lanes				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	47,712	\$477,120
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.3	\$10,542
Roadway Excavation	C.Y.	\$ 39.00	13,750	\$536,263
HMA Concrete	Ton	\$ 114.00	3,081	\$351,280
Untreated Base Course	C.Y.	\$ 52.00	3,728	\$193,830
Granular Borrow	C.Y.	\$ 38.00	4,970	\$188,860
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,964	\$268,380
Sidewalk (5' width)	L.F.	\$ 54.00	5,964	\$322,056
Drainage	L.F.	\$ 45.00	2,982	\$134,190
Street Lighting	L.F.	\$ 50.00	2,982	\$149,100
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,631,621
Construction Contingency			25%	\$657,905
Right of Way (\$8/sf)			229,614	\$1,836,912
Mobilization			10%	\$263,162
Engineering & Administration			10%	\$263,162
Total Project Costs				\$4,080,000
Eagle Mountain's Responsibility				100.00%
				\$4,080,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.56

Eagle Mountain CFP/IFFP				
Project No. 27				
Improvement Type: New Road				
New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	88,592	\$885,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	9.8	\$19,575
Roadway Excavation	C.Y.	\$ 39.00	25,532	\$995,737
HMA Concrete	Ton	\$ 114.00	5,722	\$652,259
Untreated Base Course	C.Y.	\$ 52.00	6,921	\$359,905
Granular Borrow	C.Y.	\$ 38.00	9,228	\$350,677
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,074	\$498,330
Sidewalk (5' width)	L.F.	\$ 54.00	11,074	\$597,996
Drainage	L.F.	\$ 45.00	5,537	\$249,165
Street Lighting	L.F.	\$ 50.00	5,537	\$276,850
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,886,414
Construction Contingency			25%	\$1,221,603
Right of Way (\$8/sf)			426,349	\$3,410,792
Mobilization			10%	\$488,641
Engineering & Administration			10%	\$488,641
Total Project Costs				\$7,574,000
Eagle Mountain's Responsibility				100.00%
				\$7,574,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

Eagle Mountain CFP/IFFP				
Project No. 35				
Improvement Type: New Road				
NPA 1 & 2 Road: Project 34.2 to SR-73				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	15,500	\$155,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.0	\$4,056
Roadway Excavation	C.Y.	\$ 39.00	5,741	\$223,889
HMA Concrete	Ton	\$ 114.00	961	\$109,554
Untreated Base Course	C.Y.	\$ 52.00	1,062	\$55,226
Granular Borrow	C.Y.	\$ 38.00	1,593	\$60,536
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,100	\$139,500
Sidewalk (5' width)	L.F.	\$ 54.00	3,100	\$167,400
Drainage	L.F.	\$ 45.00	1,550	\$69,750
Street Lighting	L.F.	\$ 50.00	1,550	\$77,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,062,411
Construction Contingency			25%	\$265,603
Right of Way (\$8/sf)			88,350	\$706,800
Mobilization			10%	\$106,241
Engineering & Administration			10%	\$106,241
Total Project Costs				\$1,647,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.29

Eagle Mountain CFP/IFFP				
Project No. 36.1				
Improvement Type: New Road				
Pole Canyon Blvd: Project 36.2 to Project 58.1				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	16,340	\$163,400
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.1	\$4,276
Roadway Excavation	C.Y.	\$ 39.00	6,052	\$236,022
HMA Concrete	Ton	\$ 114.00	1,013	\$115,491
Untreated Base Course	C.Y.	\$ 52.00	1,120	\$58,219
Granular Borrow	C.Y.	\$ 38.00	1,679	\$63,817
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,268	\$147,060
Sidewalk (5' width)	L.F.	\$ 54.00	3,268	\$176,472
Drainage	L.F.	\$ 45.00	1,634	\$73,530
Street Lighting	L.F.	\$ 50.00	1,634	\$81,700
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,119,987
Construction Contingency			25%	\$279,997
Right of Way (\$8/sf)			93,138	\$745,104
Mobilization			10%	\$111,999
Engineering & Administration			10%	\$111,999
Total Project Costs				\$1,736,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.31

Eagle Mountain CFP/IFFP				
Project No. 36.2				
Improvement Type: New Road				
Pole Canyon Blvd: Project 34.1 to Project 36.1				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	19,200	\$192,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.5	\$5,025
Roadway Excavation	C.Y.	\$ 39.00	7,111	\$277,333
HMA Concrete	Ton	\$ 114.00	1,190	\$135,706
Untreated Base Course	C.Y.	\$ 52.00	1,316	\$68,409
Granular Borrow	C.Y.	\$ 38.00	1,973	\$74,987
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,840	\$172,800
Sidewalk (5' width)	L.F.	\$ 54.00	3,840	\$207,360
Drainage	L.F.	\$ 45.00	1,920	\$86,400
Street Lighting	L.F.	\$ 50.00	1,920	\$96,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,316,019
Construction Contingency			25%	\$329,005
Right of Way (\$8/sf)			109,440	\$875,520
Mobilization			10%	\$131,602
Engineering & Administration			10%	\$131,602
Total Project Costs				\$2,040,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.36

Eagle Mountain CFP/IFFP				
Project No. 37				
Improvement Type: New Road				
NPA 4 & 5 Road: Project 36.1 to Project 108				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	38,017	\$380,165
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.0	\$9,949
Roadway Excavation	C.Y.	\$ 39.00	14,080	\$549,127
HMA Concrete	Ton	\$ 114.00	2,357	\$268,701
Untreated Base Course	C.Y.	\$ 52.00	2,605	\$135,451
Granular Borrow	C.Y.	\$ 38.00	3,907	\$148,476
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,603	\$342,149
Sidewalk (5' width)	L.F.	\$ 54.00	7,603	\$410,578
Drainage	L.F.	\$ 45.00	3,802	\$171,074
Street Lighting	L.F.	\$ 50.00	3,802	\$190,083
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,605,752
Construction Contingency			25%	\$651,438
Right of Way (\$8/sf)			216,694	\$1,733,552
Mobilization			10%	\$260,575
Engineering & Administration			10%	\$260,575
Total Project Costs				\$4,039,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.72

Eagle Mountain CFP/IFFP				
Project No. 38				
Improvement Type: New Road				
East Loop Road: Pole Canyon Blvd to Tyson Parkway				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	44,664	\$446,636
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.8	\$11,689
Roadway Excavation	C.Y.	\$ 39.00	16,542	\$645,141
HMA Concrete	Ton	\$ 114.00	2,769	\$315,682
Untreated Base Course	C.Y.	\$ 52.00	3,060	\$159,135
Granular Borrow	C.Y.	\$ 38.00	4,590	\$174,436
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	8,933	\$401,972
Sidewalk (5' width)	L.F.	\$ 54.00	8,933	\$482,367
Drainage	L.F.	\$ 45.00	4,466	\$200,986
Street Lighting	L.F.	\$ 50.00	4,466	\$223,318
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,061,362
Construction Contingency			25%	\$765,341
Right of Way (\$8/sf)			254,583	\$2,036,660
Mobilization			10%	\$306,136
Engineering & Administration			10%	\$306,136
Total Project Costs				\$4,746,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granular Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.85

Eagle Mountain CFP/IFFP				
Project No. 39				
Improvement Type: New Road				
Tyson Parkway: East Loop Road to Pole Canyon Blvd				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	38,625	\$386,254
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.1	\$10,109
Roadway Excavation	C.Y.	\$ 39.00	14,306	\$557,922
HMA Concrete	Ton	\$ 114.00	2,395	\$273,004
Untreated Base Course	C.Y.	\$ 52.00	2,647	\$137,621
Granular Borrow	C.Y.	\$ 38.00	3,970	\$150,854
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,725	\$347,629
Sidewalk (5' width)	L.F.	\$ 54.00	7,725	\$417,154
Drainage	L.F.	\$ 45.00	3,863	\$173,814
Street Lighting	L.F.	\$ 50.00	3,863	\$193,127
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,647,488
Construction Contingency			25%	\$661,872
Right of Way (\$8/sf)			220,165	\$1,761,318
Mobilization			10%	\$264,749
Engineering & Administration			10%	\$264,749
Total Project Costs				\$4,104,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granular Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.73

Eagle Mountain CFP/IFFP				
Project No. 41				
Improvement Type: New Road				
Bobby Wren Blvd Extention: Existing to East Expressway				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	13,584	\$135,840
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.0	\$6,003
Roadway Excavation	C.Y.	\$ 39.00	7,830	\$305,357
HMA Concrete	Ton	\$ 114.00	1,755	\$200,024
Untreated Base Course	C.Y.	\$ 52.00	2,123	\$110,370
Granular Borrow	C.Y.	\$ 38.00	2,830	\$107,540
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,396	\$152,820
Sidewalk (5' width)	L.F.	\$ 54.00	3,396	\$183,384
Drainage	L.F.	\$ 45.00	1,698	\$76,410
Street Lighting	L.F.	\$ 50.00	1,698	\$84,900
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,362,648
Construction Contingency			25%	\$340,662
Right of Way (\$8/sf)			130,746	\$1,045,968
Mobilization			10%	\$136,265
Engineering & Administration			10%	\$136,265
Total Project Costs				\$2,113,000
Eagle Mountain's Responsibility				100.00%
				\$2,113,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granual Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 45.1				
Improvement Type: New Road				
New Road (SilverLake Parkway): Golden Eagle Rd to Bonneville Dr				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	29,059	\$290,589
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,421
Roadway Excavation	C.Y.	\$ 39.00	8,375	\$326,610
HMA Concrete	Ton	\$ 114.00	1,877	\$213,946
Untreated Base Course	C.Y.	\$ 52.00	2,270	\$118,052
Granular Borrow	C.Y.	\$ 38.00	3,027	\$115,025
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,632	\$163,457
Sidewalk (5' width)	L.F.	\$ 54.00	3,632	\$196,148
Drainage	L.F.	\$ 45.00	1,816	\$81,728
Street Lighting	L.F.	\$ 50.00	1,816	\$90,809
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,602,786
Construction Contingency			25%	\$400,696
Right of Way (\$8/sf)			139,846	\$1,118,769
Mobilization			10%	\$160,279
Engineering & Administration			10%	\$160,279
Total Project Costs				\$2,484,318
Eagle Mountain's Responsibility				100.00%
				\$2,484,318

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.34

Eagle Mountain CFP/IFFP				
Project No. 45.2				
Improvement Type: Capacity Improvement				
Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	13,300	\$133,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.7	\$3,481
Roadway Excavation	C.Y.	\$ 39.00	4,926	\$192,111
HMA Concrete	Ton	\$ 114.00	825	\$94,004
Untreated Base Course	C.Y.	\$ 52.00	911	\$47,387
Granular Borrow	C.Y.	\$ 38.00	1,367	\$51,944
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,660	\$119,700
Sidewalk (5' width)	L.F.	\$ 54.00	2,660	\$143,640
Drainage	L.F.	\$ 45.00	1,330	\$59,850
Street Lighting	L.F.	\$ 50.00	1,330	\$66,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$911,618
Construction Contingency			25%	\$227,904
Right of Way (\$8/sf)			75,810	\$606,480
Mobilization			10%	\$91,162
Engineering & Administration			10%	\$91,162
Total Project Costs				\$1,413,008
Eagle Mountain's Responsibility				100.00%
				\$1,413,008

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.25

Eagle Mountain CFP/IFFP				
Project No. 46				
Improvement Type: New Road				
New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	2,560	\$25,600
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.3	\$566
Roadway Excavation	C.Y.	\$ 39.00	738	\$28,773
HMA Concrete	Ton	\$ 114.00	165	\$18,848
Untreated Base Course	C.Y.	\$ 52.00	200	\$10,400
Granular Borrow	C.Y.	\$ 38.00	267	\$10,133
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	320	\$14,400
Sidewalk (5' width)	L.F.	\$ 54.00	320	\$17,280
Drainage	L.F.	\$ 45.00	160	\$7,200
Street Lighting	L.F.	\$ 50.00	160	\$8,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$141,200
Construction Contingency			25%	\$35,300
Right of Way (\$8/sf)			12,320	\$98,560
Mobilization			10%	\$14,120
Engineering & Administration			10%	\$14,120
Total Project Costs				\$219,000
Eagle Mountain's Responsibility				100.00%
				\$219,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.03

Eagle Mountain CFP/IFFP				
Project No. 47				
Improvement Type: New Road				
New Road (unknown E/W road): Project 48 to Project 49				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	34,105	\$341,050
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.8	\$7,536
Roadway Excavation	C.Y.	\$ 39.00	9,829	\$383,326
HMA Concrete	Ton	\$ 114.00	2,203	\$251,098
Untreated Base Course	C.Y.	\$ 52.00	2,664	\$138,551
Granular Borrow	C.Y.	\$ 38.00	3,553	\$134,999
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,263	\$191,840
Sidewalk (5' width)	L.F.	\$ 54.00	4,263	\$230,208
Drainage	L.F.	\$ 45.00	2,132	\$95,920
Street Lighting	L.F.	\$ 50.00	2,132	\$106,578
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,881,106
Construction Contingency			25%	\$470,277
Right of Way (\$8/sf)			164,130	\$1,313,041
Mobilization			10%	\$188,111
Engineering & Administration			10%	\$188,111
Total Project Costs				\$2,916,000
Eagle Mountain's Responsibility				100.00%
				\$2,916,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

Eagle Mountain CFP/IFFP				
Project No. 48				
Improvement Type: New Road				
New Road (unknown N/S road): Project 134 to northern Boundary				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	45,869	\$458,693
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.1	\$10,135
Roadway Excavation	C.Y.	\$ 39.00	13,219	\$515,552
HMA Concrete	Ton	\$ 114.00	2,962	\$337,713
Untreated Base Course	C.Y.	\$ 52.00	3,584	\$186,344
Granular Borrow	C.Y.	\$ 38.00	4,778	\$181,566
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,734	\$258,015
Sidewalk (5' width)	L.F.	\$ 54.00	5,734	\$309,618
Drainage	L.F.	\$ 45.00	2,867	\$129,007
Street Lighting	L.F.	\$ 50.00	2,867	\$143,342
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,529,983
Construction Contingency			25%	\$632,496
Right of Way (\$8/sf)			220,746	\$1,765,967
Mobilization			10%	\$252,998
Engineering & Administration			10%	\$252,998
Total Project Costs				\$3,922,000
Eagle Mountain's Responsibility				100.00%
				\$3,922,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.54

Eagle Mountain CFP/IFFP				
Project No. 49				
Improvement Type: New Road				
New Road (unknown N/S road): SR-73 to northern border				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	167,269	\$1,672,692
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	12.7	\$25,323
Roadway Excavation	C.Y.	\$ 39.00	32,525	\$1,268,458
HMA Concrete	Ton	\$ 114.00	7,445	\$848,750
Untreated Base Course	C.Y.	\$ 52.00	8,665	\$450,572
Granular Borrow	C.Y.	\$ 38.00	17,330	\$658,528
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,042	\$406,871
Sidewalk (5' width)	L.F.	\$ 54.00	9,042	\$488,245
Drainage	L.F.	\$ 45.00	4,521	\$203,436
Street Lighting	L.F.	\$ 50.00	4,521	\$226,040
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,248,916
Construction Contingency			25%	\$1,562,229
Right of Way (\$8/sf)			551,536	\$4,412,291
Mobilization			10%	\$624,892
Engineering & Administration			10%	\$624,892
Total Project Costs				\$9,686,000
Eagle Mountain's Responsibility				100.00%
				\$9,686,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.86

Eagle Mountain CFP/IFFP				
Project No. 50				
Improvement Type: New Road				
New Road (unknown N/S Road): SR-73 to Project 137				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	19,351	\$193,513
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.5	\$5,064
Roadway Excavation	C.Y.	\$ 39.00	7,167	\$279,519
HMA Concrete	Ton	\$ 114.00	1,200	\$136,775
Untreated Base Course	C.Y.	\$ 52.00	1,326	\$68,948
Granular Borrow	C.Y.	\$ 38.00	1,989	\$75,578
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,870	\$174,162
Sidewalk (5' width)	L.F.	\$ 54.00	3,870	\$208,994
Drainage	L.F.	\$ 45.00	1,935	\$87,081
Street Lighting	L.F.	\$ 50.00	1,935	\$96,757
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,326,390
Construction Contingency			25%	\$331,597
Right of Way (\$8/sf)			110,302	\$882,419
Mobilization			10%	\$132,639
Engineering & Administration			10%	\$132,639
Total Project Costs				\$2,056,000
Eagle Mountain's Responsibility				100.00%
				\$2,056,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.37

Eagle Mountain CFP/IFFP				
Project No.		52		
Improvement Type: New Road				
New Road (unknown E/W road): Project 48 to Project 136				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	21,266	\$212,660
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.8	\$5,565
Roadway Excavation	C.Y.	\$ 39.00	7,876	\$307,176
HMA Concrete	Ton	\$ 114.00	1,318	\$150,308
Untreated Base Course	C.Y.	\$ 52.00	1,457	\$75,770
Granular Borrow	C.Y.	\$ 38.00	2,186	\$83,056
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,253	\$191,394
Sidewalk (5' width)	L.F.	\$ 54.00	4,253	\$229,673
Drainage	L.F.	\$ 45.00	2,127	\$95,697
Street Lighting	L.F.	\$ 50.00	2,127	\$106,330
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,457,628
Construction Contingency			25%	\$364,407
Right of Way (\$8/sf)			121,216	\$969,730
Mobilization			10%	\$145,763
Engineering & Administration			10%	\$145,763
Total Project Costs				\$2,260,000
Eagle Mountain's Responsibility				100.00%
				\$2,260,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

Eagle Mountain CFP/IFFP				
Project No. 56				
Improvement Type: New Road				
New Road (Ault Blvd): Pony Express Pkwy to Project 31 above				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	127,872	\$1,278,720
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	14.1	\$28,255
Roadway Excavation	C.Y.	\$ 39.00	36,852	\$1,437,228
HMA Concrete	Ton	\$ 114.00	8,258	\$941,458
Untreated Base Course	C.Y.	\$ 52.00	9,990	\$519,480
Granular Borrow	C.Y.	\$ 38.00	13,320	\$506,160
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	15,984	\$719,280
Sidewalk (5' width)	L.F.	\$ 54.00	15,984	\$863,136
Drainage	L.F.	\$ 45.00	7,992	\$359,640
Street Lighting	L.F.	\$ 50.00	7,992	\$399,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$7,052,956
Construction Contingency			25%	\$1,763,239
Right of Way (\$8/sf)			615,384	\$4,923,072
Mobilization			10%	\$705,296
Engineering & Administration			10%	\$705,296
Total Project Costs				\$10,933,000
Eagle Mountain's Responsibility				100.00%
				\$10,933,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.51

Eagle Mountain CFP/IFFP				
Project No. 57				
Improvement Type: New Road				
New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	79,488	\$794,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	8.8	\$17,564
Roadway Excavation	C.Y.	\$ 39.00	22,908	\$893,412
HMA Concrete	Ton	\$ 114.00	5,134	\$585,230
Untreated Base Course	C.Y.	\$ 52.00	6,210	\$322,920
Granular Borrow	C.Y.	\$ 38.00	8,280	\$314,640
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,936	\$447,120
Sidewalk (5' width)	L.F.	\$ 54.00	9,936	\$536,544
Drainage	L.F.	\$ 45.00	4,968	\$223,560
Street Lighting	L.F.	\$ 50.00	4,968	\$248,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,384,270
Construction Contingency			25%	\$1,096,068
Right of Way (\$8/sf)			382,536	\$3,060,288
Mobilization			10%	\$438,427
Engineering & Administration			10%	\$438,427
Total Project Costs				\$6,796,000
Eagle Mountain's Responsibility				100.00%
				\$6,796,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.94

Eagle Mountain CFP/IFFP				
Project No. 58.1				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 36.1 to Project 58.2				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	98,707	\$987,070
Removal of Existing Asphalt	S.Y.	\$ 8.00	5,948	\$47,588
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	7,427	\$289,651
HMA Concrete	Ton	\$ 114.00	1,711	\$195,026
Untreated Base Course	C.Y.	\$ 52.00	1,988	\$103,375
Granular Borrow	C.Y.	\$ 38.00	3,976	\$151,086
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,346	\$150,570
Sidewalk (5' width)	L.F.	\$ 54.00	3,346	\$180,684
Drainage	L.F.	\$ 45.00	1,673	\$75,285
Street Lighting	L.F.	\$ 50.00	1,673	\$83,650
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,263,985
Construction Contingency			25%	\$565,996
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$226,399
Engineering & Administration			10%	\$226,399
Total Project Costs				\$3,510,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 58.2				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.1 to Project 58.3				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	307,567	\$3,075,670
Removal of Existing Asphalt	S.Y.	\$ 8.00	18,535	\$148,281
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	23,142	\$902,541
HMA Concrete	Ton	\$ 114.00	5,331	\$607,695
Untreated Base Course	C.Y.	\$ 52.00	6,194	\$322,112
Granular Borrow	C.Y.	\$ 38.00	12,389	\$470,779
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	10,426	\$469,170
Sidewalk (5' width)	L.F.	\$ 54.00	10,426	\$563,004
Drainage	L.F.	\$ 45.00	5,213	\$234,585
Street Lighting	L.F.	\$ 50.00	5,213	\$260,650
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$7,054,486
Construction Contingency			25%	\$1,763,622
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$705,449
Engineering & Administration			10%	\$705,449
Total Project Costs				\$10,935,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
 Length (miles) 0.99

Eagle Mountain CFP/IFFP				
Project No. 58.3				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.2 to Project 58.4				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	74,222	\$742,220
Removal of Existing Asphalt	S.Y.	\$ 8.00	4,473	\$35,783
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	5,585	\$217,801
HMA Concrete	Ton	\$ 114.00	1,286	\$146,649
Untreated Base Course	C.Y.	\$ 52.00	1,495	\$77,732
Granular Borrow	C.Y.	\$ 38.00	2,990	\$113,608
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,516	\$113,220
Sidewalk (5' width)	L.F.	\$ 54.00	2,516	\$135,864
Drainage	L.F.	\$ 45.00	1,258	\$56,610
Street Lighting	L.F.	\$ 50.00	1,258	\$62,900
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,702,387
Construction Contingency			25%	\$425,597
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$170,239
Engineering & Administration			10%	\$170,239
Total Project Costs				\$2,639,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
Length (miles) 0.24

Eagle Mountain CFP/IFFP				
Project No. 58.4				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.3 to Project 58.5				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	228,153	\$2,281,530
Removal of Existing Asphalt	S.Y.	\$ 8.00	13,749	\$109,995
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	17,167	\$669,504
HMA Concrete	Ton	\$ 114.00	3,954	\$450,787
Untreated Base Course	C.Y.	\$ 52.00	4,595	\$238,942
Granular Borrow	C.Y.	\$ 38.00	9,190	\$349,224
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,734	\$348,030
Sidewalk (5' width)	L.F.	\$ 54.00	7,734	\$417,636
Drainage	L.F.	\$ 45.00	3,867	\$174,015
Street Lighting	L.F.	\$ 50.00	3,867	\$193,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,233,013
Construction Contingency			25%	\$1,308,253
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$523,301
Engineering & Administration			10%	\$523,301
Total Project Costs				\$8,112,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
 Length (miles) 0.73

Eagle Mountain CFP/IFFP				
Project No. 61				
Improvement Type: New Road				
New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	21.7	\$43,430
Roadway Excavation	C.Y.	\$ 39.00	49,726	\$1,939,329
HMA Concrete	Ton	\$ 114.00	11,454	\$1,305,780
Untreated Base Course	C.Y.	\$ 52.00	13,310	\$692,136
Granular Borrow	C.Y.	\$ 38.00	26,621	\$1,011,583
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	12,446	\$560,070
Sidewalk (5' width)	L.F.	\$ 54.00	12,446	\$672,084
Drainage	L.F.	\$ 45.00	6,223	\$280,035
Street Lighting	L.F.	\$ 50.00	6,223	\$311,150
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,815,596
Construction Contingency			25%	\$1,703,899
Right of Way (\$8/sf)			945,896	\$7,567,168
Mobilization			10%	\$681,560
Engineering & Administration			10%	\$681,560
Total Project Costs				\$10,565,000
Eagle Mountain's Responsibility				100.00%
				\$10,565,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.18

Eagle Mountain CFP/IFFP				
Project No. 62				
Improvement Type: New Road				
New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	198,864	\$1,988,640
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.9	\$23,841
Roadway Excavation	C.Y.	\$ 39.00	25,011	\$975,446
HMA Concrete	Ton	\$ 114.00	5,708	\$650,727
Untreated Base Course	C.Y.	\$ 52.00	6,905	\$359,060
Granular Borrow	C.Y.	\$ 38.00	9,207	\$349,853
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,048	\$497,160
Sidewalk (5' width)	L.F.	\$ 54.00	11,048	\$596,592
Drainage	L.F.	\$ 45.00	5,524	\$248,580
Street Lighting	L.F.	\$ 50.00	5,524	\$276,200
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,966,100
Construction Contingency			25%	\$1,491,525
Right of Way (\$8/sf)			519,256	\$4,154,048
Mobilization			10%	\$596,610
Engineering & Administration			10%	\$596,610
Total Project Costs				\$9,248,000
Eagle Mountain's Responsibility				100.00%
				\$9,248,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 1.05

Eagle Mountain CFP/IFFP				
Project No. 63				
Improvement Type: New Road				
New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	44,272	\$442,720
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.9	\$9,782
Roadway Excavation	C.Y.	\$ 39.00	12,759	\$497,599
HMA Concrete	Ton	\$ 114.00	2,859	\$325,953
Untreated Base Course	C.Y.	\$ 52.00	3,459	\$179,855
Granular Borrow	C.Y.	\$ 38.00	4,612	\$175,243
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,534	\$249,030
Sidewalk (5' width)	L.F.	\$ 54.00	5,534	\$298,836
Drainage	L.F.	\$ 45.00	2,767	\$124,515
Street Lighting	L.F.	\$ 50.00	2,767	\$138,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,441,883
Construction Contingency			25%	\$610,471
Right of Way (\$8/sf)			213,059	\$1,704,472
Mobilization			10%	\$244,188
Engineering & Administration			10%	\$244,188
Total Project Costs				\$3,785,000
Eagle Mountain's Responsibility				100.00%
				\$3,785,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.52

Eagle Mountain CFP/IFFP				
Project No. 65				
Improvement Type: Capacity Improvement				
Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	551,355	\$5,513,550
Removal of Existing Asphalt	S.Y.	\$ 8.00	29,073	\$232,587
Clearing and Grubbing	Acre	\$ 2,000.00	21.5	\$42,906
Roadway Excavation	C.Y.	\$ 39.00	45,634	\$1,779,718
HMA Concrete	Ton	\$ 114.00	10,512	\$1,198,311
Untreated Base Course	C.Y.	\$ 52.00	12,215	\$635,172
Granular Borrow	C.Y.	\$ 38.00	24,430	\$928,328
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	18,690	\$841,050
Sidewalk (5' width)	L.F.	\$ 54.00	18,690	\$1,009,260
Drainage	L.F.	\$ 45.00	9,345	\$420,525
Street Lighting	L.F.	\$ 50.00	9,345	\$467,250
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$13,068,656
Construction Contingency			25%	\$3,267,164
Right of Way (\$8/sf)			934,500	\$7,476,000
Mobilization			10%	\$1,306,866
Engineering & Administration			10%	\$1,306,866
Total Project Costs				\$20,257,000
Eagle Mountain's Responsibility				100.00%
				\$20,257,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.77

Eagle Mountain CFP/IFFP				
Project No. 68				
Improvement Type: Traffic Signal				
Pony Express Pkwy & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 69				
Improvement Type: Traffic Signal				
Eagle Mountain Boulevard & Project 57 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 71				
Improvement Type: Traffic Signal				
Eagle Mountain Boulevard & Major Street - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$228,883
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$228,883
Construction Contingency			25%	\$57,221
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$22,888
Engineering & Administration			10%	\$22,888
Total Project Costs				\$354,769
Eagle Mountain's Responsibility				100.00%
				\$354,769

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		72.0		
Improvement Type: Traffic Signal				
Pony Express Pkwy & Eagle Mountain Boulevard - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	1,372	\$156,431
Untreated Base Course	C.Y.	\$ 52.00	4,873	\$253,418
Granular Borrow	C.Y.	\$ 38.00	11,856	\$450,520
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,653	\$74,397
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Roundabout Removal	Each	\$ 310,564	1	\$310,564
Traffic Signal	Each	\$ 400,000	1	\$400,000
Utilities	Each	\$ 297,915	1	\$297,915
Subtotal				\$1,943,245
Construction Contingency			25%	\$485,811
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$194,324
Engineering & Administration			10%	\$194,324
Total Project Costs				\$3,012,029
Eagle Mountain's Responsibility				100.00%
				\$3,012,029

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 73.0				
Improvement Type: Traffic Signal				
Eagle Mountain Boulevard and SR-73 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 77				
Improvement Type: Traffic Signal				
Pole Canyon Boulevard & Pony Express Parkway				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 79				
Improvement Type: New Road				
New Road (1600 West): Aviator Avenue to 4000 North				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	193,176	\$1,931,760
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.6	\$23,159
Roadway Excavation	C.Y.	\$ 39.00	24,296	\$947,546
HMA Concrete	Ton	\$ 114.00	5,545	\$632,115
Untreated Base Course	C.Y.	\$ 52.00	6,708	\$348,790
Granular Borrow	C.Y.	\$ 38.00	8,943	\$339,847
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	10,732	\$482,940
Sidewalk (5' width)	L.F.	\$ 54.00	10,732	\$579,528
Drainage	L.F.	\$ 45.00	5,366	\$241,470
Street Lighting	L.F.	\$ 50.00	5,366	\$268,300
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,795,455
Construction Contingency			25%	\$1,448,864
Right of Way (\$8/sf)			504,404	\$4,035,232
Mobilization			10%	\$579,545
Engineering & Administration			10%	\$579,545
Total Project Costs				\$8,983,000
Eagle Mountain's Responsibility				100.00%
				\$8,983,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.02

Eagle Mountain CFP/IFFP				
Project No. 80				
Improvement Type: Capacity Improvement				
New High-T Signal: Ranches Parkway & Campus Drive				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	74,989	\$749,890
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.4	\$8,870
Roadway Excavation	C.Y.	\$ 39.00	10,156	\$396,093
HMA Concrete	Ton	\$ 114.00	2,339	\$266,696
Untreated Base Course	C.Y.	\$ 52.00	2,719	\$141,363
Granular Borrow	C.Y.	\$ 38.00	5,437	\$206,608
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,542	\$114,390
Sidewalk (5' width)	L.F.	\$ 54.00	2,542	\$137,268
Drainage	L.F.	\$ 45.00	1,271	\$57,195
Street Lighting	L.F.	\$ 50.00	1,271	\$63,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,141,923
Construction Contingency			25%	\$535,481
Right of Way (\$8/sf)			193,192	\$1,545,536
Mobilization			10%	\$214,192
Engineering & Administration			10%	\$214,192
Total Project Costs				\$3,320,000
Eagle Mountain's Responsibility				100.00%
				\$3,320,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.24

Eagle Mountain CFP/IFFP				
Project No. 84				
Improvement Type: Capacity Improvement				
Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	35,400	\$354,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	4,467	\$35,733
Clearing and Grubbing	Acre	\$ 2,000.00	0.5	\$1,047
Roadway Excavation	C.Y.	\$ 39.00	333	\$12,985
HMA Concrete	Ton	\$ 114.00	77	\$8,743
Untreated Base Course	C.Y.	\$ 52.00	89	\$4,634
Granular Borrow	C.Y.	\$ 38.00	178	\$6,773
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,200	\$54,000
Sidewalk (5' width)	L.F.	\$ 54.00	1,200	\$64,800
Drainage	L.F.	\$ 45.00	600	\$27,000
Street Lighting	L.F.	\$ 50.00	600	\$30,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$599,715
Construction Contingency			25%	\$149,929
Right of Way (\$8/sf)			22,800	\$182,400
Mobilization			10%	\$59,972
Engineering & Administration			10%	\$59,972
Total Project Costs				\$930,000
Eagle Mountain's Responsibility				100.00%
				\$930,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.11

Eagle Mountain CFP/IFFP				
Project No. 85				
Improvement Type: Capacity Improvement				
Intersection Improvement: Ranches Pkwy/Pony Express Pkwy				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	11,800	\$118,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	1,222	\$9,778
Clearing and Grubbing	Acre	\$ 2,000.00	0.2	\$459
Roadway Excavation	C.Y.	\$ 39.00	377	\$14,716
HMA Concrete	Ton	\$ 114.00	87	\$9,909
Untreated Base Course	C.Y.	\$ 52.00	101	\$5,252
Granular Borrow	C.Y.	\$ 38.00	202	\$7,676
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	400	\$18,000
Sidewalk (5' width)	L.F.	\$ 54.00	400	\$21,600
Drainage	L.F.	\$ 45.00	200	\$9,000
Street Lighting	L.F.	\$ 50.00	200	\$10,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$224,390
Construction Contingency			25%	\$56,098
Right of Way (\$8/sf)			10,000	\$80,000
Mobilization			10%	\$22,439
Engineering & Administration			10%	\$22,439
Total Project Costs				\$348,000
Eagle Mountain's Responsibility				100.00%
				\$348,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.04

Eagle Mountain CFP/IFFP				
Project No. 86				
Improvement Type: Capacity Improvement				
Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,689	\$16,888
Removal of Existing Asphalt	S.Y.	\$ 8.00	600	\$4,804
Clearing and Grubbing	Acre	\$ 2,000.00	-0.1	-\$140
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	338	\$15,199
Sidewalk (5' width)	L.F.	\$ 54.00	338	\$18,239
Drainage	L.F.	\$ 45.00	169	\$7,599
Street Lighting	L.F.	\$ 50.00	169	\$8,444
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$71,032
Construction Contingency			25%	\$17,758
Right of Way (\$8/sf)			-3,040	-\$24,318
Mobilization			10%	\$7,103
Engineering & Administration			10%	\$7,103
Total Project Costs				\$110,100
Eagle Mountain's Responsibility				100.00%
				\$110,100

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.03

Eagle Mountain CFP/IFFP				
Project No. 98				
Improvement Type: Traffic Signal				
Pony Express Pkwy & Rachel Way - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 105				
Improvement Type: Traffic Signal				
Braxton Dr & Ranches Pkwy – New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 106				
Improvement Type: Capacity Improvement				
4000 North Widen: Tyson Parkway to IPA 2 Border				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	92,592	\$925,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	8,573	\$68,587
Clearing and Grubbing	Acre	\$ 2,000.00	3.5	\$6,967
Roadway Excavation	C.Y.	\$ 39.00	2,911	\$113,543
HMA Concrete	Ton	\$ 114.00	664	\$75,745
Untreated Base Course	C.Y.	\$ 52.00	804	\$41,795
Granular Borrow	C.Y.	\$ 38.00	1,072	\$40,723
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,144	\$231,480
Sidewalk (5' width)	L.F.	\$ 54.00	5,144	\$277,776
Drainage	L.F.	\$ 45.00	2,572	\$115,740
Street Lighting	L.F.	\$ 50.00	2,572	\$128,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,026,877
Construction Contingency			25%	\$506,719
Right of Way (\$8/sf)			151,748	\$1,213,984
Mobilization			10%	\$202,688
Engineering & Administration			10%	\$202,688
Total Project Costs				\$3,142,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.49

Eagle Mountain CFP/IFFP				
Project No. 108				
Improvement Type: New Road				
NPA 4 & 6 Road: Pole Canyon Blvd to Project 37				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	26,653	\$266,526
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.5	\$6,975
Roadway Excavation	C.Y.	\$ 39.00	9,871	\$384,982
HMA Concrete	Ton	\$ 114.00	1,652	\$188,381
Untreated Base Course	C.Y.	\$ 52.00	1,826	\$94,962
Granular Borrow	C.Y.	\$ 38.00	2,739	\$104,093
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,331	\$239,873
Sidewalk (5' width)	L.F.	\$ 54.00	5,331	\$287,848
Drainage	L.F.	\$ 45.00	2,665	\$119,937
Street Lighting	L.F.	\$ 50.00	2,665	\$133,263
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,826,840
Construction Contingency			25%	\$456,710
Right of Way (\$8/sf)			151,920	\$1,215,359
Mobilization			10%	\$182,684
Engineering & Administration			10%	\$182,684
Total Project Costs				\$2,832,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.50

Eagle Mountain CFP/IFFP				
Project No. 109				
Improvement Type: Capacity Improvement				
Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	44,832	\$448,320
Removal of Existing Asphalt	S.Y.	\$ 8.00	9,340	\$74,720
Clearing and Grubbing	Acre	\$ 2,000.00	2.7	\$5,403
Roadway Excavation	C.Y.	\$ 39.00	3,230	\$125,973
HMA Concrete	Ton	\$ 114.00	724	\$82,519
Untreated Base Course	C.Y.	\$ 52.00	876	\$45,533
Granular Borrow	C.Y.	\$ 38.00	1,168	\$44,365
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,604	\$252,180
Sidewalk (5' width)	L.F.	\$ 54.00	5,604	\$302,616
Drainage	L.F.	\$ 45.00	2,802	\$126,090
Street Lighting	L.F.	\$ 50.00	2,802	\$140,100
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,647,819
Construction Contingency			25%	\$411,955
Right of Way (\$8/sf)			117,684	\$941,472
Mobilization			10%	\$164,782
Engineering & Administration			10%	\$164,782
Total Project Costs				\$2,555,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.53

Eagle Mountain CFP/IFFP				
Project No. 110				
Improvement Type: New Road				
Firefly Drive: Pole Canyon Blvd to East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	24,674	\$246,738
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,457
Roadway Excavation	C.Y.	\$ 39.00	9,138	\$356,399
HMA Concrete	Ton	\$ 114.00	1,530	\$174,394
Untreated Base Course	C.Y.	\$ 52.00	1,691	\$87,912
Granular Borrow	C.Y.	\$ 38.00	2,536	\$96,365
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,935	\$222,064
Sidewalk (5' width)	L.F.	\$ 54.00	4,935	\$266,477
Drainage	L.F.	\$ 45.00	2,467	\$111,032
Street Lighting	L.F.	\$ 50.00	2,467	\$123,369
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,691,208
Construction Contingency			25%	\$422,802
Right of Way (\$8/sf)			140,641	\$1,125,125
Mobilization			10%	\$169,121
Engineering & Administration			10%	\$169,121
Total Project Costs				\$2,622,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.47

Eagle Mountain CFP/IFFP				
Project No. 111				
Improvement Type: New Road				
Tyson Parkway: SR-73 to East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	26,285	\$262,852
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.4	\$6,879
Roadway Excavation	C.Y.	\$ 39.00	9,735	\$379,675
HMA Concrete	Ton	\$ 114.00	1,630	\$185,784
Untreated Base Course	C.Y.	\$ 52.00	1,801	\$93,653
Granular Borrow	C.Y.	\$ 38.00	2,702	\$102,658
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,257	\$236,567
Sidewalk (5' width)	L.F.	\$ 54.00	5,257	\$283,880
Drainage	L.F.	\$ 45.00	2,629	\$118,283
Street Lighting	L.F.	\$ 50.00	2,629	\$131,426
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,801,658
Construction Contingency			25%	\$450,414
Right of Way (\$8/sf)			149,826	\$1,198,605
Mobilization			10%	\$180,166
Engineering & Administration			10%	\$180,166
Total Project Costs				\$2,793,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.50

Eagle Mountain CFP/IFFP				
Project No. 112				
Improvement Type: New Road				
NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	20,070	\$200,700
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.6	\$5,252
Roadway Excavation	C.Y.	\$ 39.00	7,433	\$289,900
HMA Concrete	Ton	\$ 114.00	1,244	\$141,855
Untreated Base Course	C.Y.	\$ 52.00	1,375	\$71,509
Granular Borrow	C.Y.	\$ 38.00	2,063	\$78,385
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,014	\$180,630
Sidewalk (5' width)	L.F.	\$ 54.00	4,014	\$216,756
Drainage	L.F.	\$ 45.00	2,007	\$90,315
Street Lighting	L.F.	\$ 50.00	2,007	\$100,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,375,651
Construction Contingency			25%	\$343,913
Right of Way (\$8/sf)			114,399	\$915,192
Mobilization			10%	\$137,565
Engineering & Administration			10%	\$137,565
Total Project Costs				\$2,133,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.38

Eagle Mountain CFP/IFFP				
Project No. 113				
Improvement Type: New Road				
NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	11,120	\$111,200
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.5	\$2,910
Roadway Excavation	C.Y.	\$ 39.00	4,119	\$160,622
HMA Concrete	Ton	\$ 114.00	689	\$78,596
Untreated Base Course	C.Y.	\$ 52.00	762	\$39,620
Granular Borrow	C.Y.	\$ 38.00	1,143	\$43,430
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,224	\$100,080
Sidewalk (5' width)	L.F.	\$ 54.00	2,224	\$120,096
Drainage	L.F.	\$ 45.00	1,112	\$50,040
Street Lighting	L.F.	\$ 50.00	1,112	\$55,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$762,195
Construction Contingency			25%	\$190,549
Right of Way (\$8/sf)			63,384	\$507,072
Mobilization			10%	\$76,219
Engineering & Administration			10%	\$76,219
Total Project Costs				\$1,182,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.21

Eagle Mountain CFP/IFFP				
Project No. 114				
Improvement Type: New Road				
NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	21,936	\$219,360
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.4	\$4,847
Roadway Excavation	C.Y.	\$ 39.00	6,322	\$246,552
HMA Concrete	Ton	\$ 114.00	1,417	\$161,504
Untreated Base Course	C.Y.	\$ 52.00	1,714	\$89,115
Granular Borrow	C.Y.	\$ 38.00	2,285	\$86,830
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,742	\$123,390
Sidewalk (5' width)	L.F.	\$ 54.00	2,742	\$148,068
Drainage	L.F.	\$ 45.00	1,371	\$61,695
Street Lighting	L.F.	\$ 50.00	1,371	\$68,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,209,910
Construction Contingency			25%	\$302,478
Right of Way (\$8/sf)			105,567	\$844,536
Mobilization			10%	\$120,991
Engineering & Administration			10%	\$120,991
Total Project Costs				\$1,876,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.26

Eagle Mountain CFP/IFFP				
Project No. 115				
Improvement Type: New Road				
NPA 12 & CPA 2 Road: Project 126 to Project 127				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	14,400	\$144,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.6	\$3,182
Roadway Excavation	C.Y.	\$ 39.00	4,150	\$161,850
HMA Concrete	Ton	\$ 114.00	930	\$106,020
Untreated Base Course	C.Y.	\$ 52.00	1,125	\$58,500
Granular Borrow	C.Y.	\$ 38.00	1,500	\$57,000
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,800	\$81,000
Sidewalk (5' width)	L.F.	\$ 54.00	1,800	\$97,200
Drainage	L.F.	\$ 45.00	900	\$40,500
Street Lighting	L.F.	\$ 50.00	900	\$45,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	0	\$0
Subtotal				\$794,252
Construction Contingency			25%	\$198,563
Right of Way (\$8/sf)			69,300	\$554,400
Mobilization			10%	\$79,425
Engineering & Administration			10%	\$79,425
Total Project Costs				\$1,232,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.17

Eagle Mountain CFP/IFFP				
Project No. 119				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 126				
Improvement Type: Capacity Improvement				
Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	412,056	\$4,120,560
Removal of Existing Asphalt	S.Y.	\$ 8.00	40,352	\$322,816
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,413
Roadway Excavation	C.Y.	\$ 39.00	15,502	\$604,579
HMA Concrete	Ton	\$ 114.00	3,571	\$407,073
Untreated Base Course	C.Y.	\$ 52.00	4,149	\$215,771
Granular Borrow	C.Y.	\$ 38.00	8,299	\$315,358
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	13,968	\$628,560
Sidewalk (5' width)	L.F.	\$ 54.00	13,968	\$754,272
Drainage	L.F.	\$ 45.00	6,984	\$314,280
Street Lighting	L.F.	\$ 50.00	6,984	\$349,200
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$8,538,882
Construction Contingency			25%	\$2,134,721
Right of Way (\$8/sf)			139,680	\$1,117,440
Mobilization			10%	\$853,888
Engineering & Administration			10%	\$853,888
Total Project Costs				\$13,236,000
Eagle Mountain's Responsibility				100.00%
				\$13,236,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.32

Eagle Mountain CFP/IFFP				
Project No. 128				
Improvement Type: Traffic Signal				
Half Mile Rd & Ranches Pkwy - New Signal				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Intersection Improvement	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 129				
Improvement Type: Capacity Improvement				
Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	86,099	\$860,990
Removal of Existing Asphalt	S.Y.	\$ 8.00	10,160	\$81,281
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	6,462	\$252,027
HMA Concrete	Ton	\$ 114.00	1,479	\$168,636
Untreated Base Course	C.Y.	\$ 52.00	1,722	\$89,523
Granular Borrow	C.Y.	\$ 38.00	3,443	\$130,842
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,654	\$209,430
Sidewalk (5' width)	L.F.	\$ 54.00	4,654	\$251,316
Drainage	L.F.	\$ 45.00	2,327	\$104,715
Street Lighting	L.F.	\$ 50.00	2,327	\$116,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$2,765,111
Construction Contingency			25%	\$691,278
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$276,511
Engineering & Administration			10%	\$276,511
Total Project Costs				\$4,285,921
Eagle Mountain's Responsibility				100.00%
				\$4,285,921

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.44

Eagle Mountain CFP/IFFP				
Project No. 130				
Improvement Type: Traffic Signal				
Airport Rd & Cory B Wride Memeorial Hwy - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 131				
Improvement Type: Capacity Improvement				
Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	232,208	\$2,322,082
Removal of Existing Asphalt	S.Y.	\$ 8.00	16,736	\$133,886
Clearing and Grubbing	Acre	\$ 2,000.00	17.6	\$35,154
Roadway Excavation	C.Y.	\$ 39.00	28,220	\$1,100,570
HMA Concrete	Ton	\$ 114.00	6,460	\$736,413
Untreated Base Course	C.Y.	\$ 52.00	7,518	\$390,936
Granular Borrow	C.Y.	\$ 38.00	15,036	\$571,368
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	12,552	\$564,831
Sidewalk (5' width)	L.F.	\$ 54.00	12,552	\$677,797
Drainage	L.F.	\$ 45.00	6,276	\$282,415
Street Lighting	L.F.	\$ 50.00	6,276	\$313,795
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$7,129,247
Construction Contingency			25%	\$1,782,312
Right of Way (\$8/sf)			765,660	\$6,125,276
Mobilization			10%	\$712,925
Engineering & Administration			10%	\$712,925
Total Project Costs				\$11,050,334
Eagle Mountain's Responsibility				100.00%
				\$11,050,334

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.19

Eagle Mountain CFP/IFFP				
Project No. 133				
Improvement Type: New Road				
Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	495,680	\$4,956,800
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	17.7	\$35,488
Roadway Excavation	C.Y.	\$ 39.00	67,133	\$2,618,189
HMA Concrete	Ton	\$ 114.00	15,464	\$1,762,867
Untreated Base Course	C.Y.	\$ 52.00	17,970	\$934,417
Granular Borrow	C.Y.	\$ 38.00	35,939	\$1,365,687
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,803	\$756,122
Sidewalk (5' width)	L.F.	\$ 54.00	16,803	\$907,346
Drainage	L.F.	\$ 45.00	8,401	\$378,061
Street Lighting	L.F.	\$ 50.00	8,401	\$420,068
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$14,135,045
Construction Contingency			25%	\$3,533,761
Right of Way (\$8/sf)			772,925	\$6,183,397
Mobilization			10%	\$1,413,504
Engineering & Administration			10%	\$1,413,504
Total Project Costs				\$21,910,000
Eagle Mountain's Responsibility				100.00%
				\$21,910,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.59

Eagle Mountain CFP/IFFP				
Project No. 134				
Improvement Type: New Road				
New Road (unknown N/S road): SR-73 to Project 137				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	92,388	\$923,875
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	7.0	\$13,987
Roadway Excavation	C.Y.	\$ 39.00	17,964	\$700,605
HMA Concrete	Ton	\$ 114.00	4,112	\$468,789
Untreated Base Course	C.Y.	\$ 52.00	4,786	\$248,864
Granular Borrow	C.Y.	\$ 38.00	9,572	\$363,724
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,994	\$224,726
Sidewalk (5' width)	L.F.	\$ 54.00	4,994	\$269,672
Drainage	L.F.	\$ 45.00	2,497	\$112,363
Street Lighting	L.F.	\$ 50.00	2,497	\$124,848
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,451,453
Construction Contingency			25%	\$862,863
Right of Way (\$8/sf)			304,629	\$2,437,033
Mobilization			10%	\$345,145
Engineering & Administration			10%	\$345,145
Total Project Costs				\$5,350,000
Eagle Mountain's Responsibility				100.00%
				\$5,350,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.47

Eagle Mountain CFP/IFFP				
Project No. 137				
Improvement Type: New Road				
New Road (unknown E/W road): Project 48 to Project 49				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	79,038	\$790,379
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.0	\$11,966
Roadway Excavation	C.Y.	\$ 39.00	15,368	\$599,371
HMA Concrete	Ton	\$ 114.00	3,518	\$401,051
Untreated Base Course	C.Y.	\$ 52.00	4,094	\$212,904
Granular Borrow	C.Y.	\$ 38.00	8,189	\$311,167
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,272	\$192,254
Sidewalk (5' width)	L.F.	\$ 54.00	4,272	\$230,705
Drainage	L.F.	\$ 45.00	2,136	\$96,127
Street Lighting	L.F.	\$ 50.00	2,136	\$106,808
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,952,733
Construction Contingency			25%	\$738,183
Right of Way (\$8/sf)			260,612	\$2,084,892
Mobilization			10%	\$295,273
Engineering & Administration			10%	\$295,273
Total Project Costs				\$4,577,000
Eagle Mountain's Responsibility				100.00%
				\$4,577,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

Eagle Mountain CFP/IFFP				
Project No. 139				
Improvement Type: New Road				
New Road (Spring Run Parkway): Realignment				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	10,992	\$109,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.2	\$2,429
Roadway Excavation	C.Y.	\$ 39.00	3,168	\$123,546
HMA Concrete	Ton	\$ 114.00	710	\$80,929
Untreated Base Course	C.Y.	\$ 52.00	859	\$44,655
Granular Borrow	C.Y.	\$ 38.00	1,145	\$43,510
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,374	\$61,830
Sidewalk (5' width)	L.F.	\$ 54.00	1,374	\$74,196
Drainage	L.F.	\$ 45.00	687	\$30,915
Street Lighting	L.F.	\$ 50.00	687	\$34,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$606,279
Construction Contingency			25%	\$151,570
Right of Way (\$8/sf)			52,899	\$423,192
Mobilization			10%	\$60,628
Engineering & Administration			10%	\$60,628
Total Project Costs				\$940,000
Eagle Mountain's Responsibility				100.00%
				\$940,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.13

Eagle Mountain CFP/IFFP				
Project No. 140				
Improvement Type: Capacity Improvement				
Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	178,178	\$1,781,780
Removal of Existing Asphalt	S.Y.	\$ 8.00	16,016	\$128,128
Clearing and Grubbing	Acre	\$ 2,000.00	6.2	\$12,317
Roadway Excavation	C.Y.	\$ 39.00	5,112	\$199,352
HMA Concrete	Ton	\$ 114.00	1,309	\$149,240
Untreated Base Course	C.Y.	\$ 52.00	1,404	\$73,017
Granular Borrow	C.Y.	\$ 38.00	2,808	\$106,718
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,004	\$180,180
Sidewalk (5' width)	L.F.	\$ 54.00	4,004	\$216,216
Drainage	L.F.	\$ 45.00	2,002	\$90,090
Street Lighting	L.F.	\$ 50.00	2,002	\$100,100
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,037,138
Construction Contingency			25%	\$759,284
Right of Way (\$8/sf)			268,268	\$2,146,144
Mobilization			10%	\$303,714
Engineering & Administration			10%	\$303,714
Total Project Costs				\$4,708,000
Eagle Mountain's Responsibility				100.00%
				\$4,708,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.38

Eagle Mountain CFP/IFFP				
Project No. 141				
Improvement Type: New Road				
New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	110,630	\$1,106,300
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	8.4	\$16,748
Roadway Excavation	C.Y.	\$ 39.00	21,511	\$838,944
HMA Concrete	Ton	\$ 114.00	4,924	\$561,354
Untreated Base Course	C.Y.	\$ 52.00	5,731	\$298,003
Granular Borrow	C.Y.	\$ 38.00	11,462	\$435,543
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,980	\$269,100
Sidewalk (5' width)	L.F.	\$ 54.00	5,980	\$322,920
Drainage	L.F.	\$ 45.00	2,990	\$134,550
Street Lighting	L.F.	\$ 50.00	2,990	\$149,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,132,963
Construction Contingency			25%	\$1,033,241
Right of Way (\$8/sf)			364,780	\$2,918,240
Mobilization			10%	\$413,296
Engineering & Administration			10%	\$413,296
Total Project Costs				\$6,407,000
Eagle Mountain's Responsibility				6.77%
				\$434,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: MAG
 Length (miles) 0.57

Eagle Mountain CFP/IFFP				
Project No. 142				
Improvement Type: New Road				
New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	23,936	\$239,360
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.6	\$5,289
Roadway Excavation	C.Y.	\$ 39.00	6,898	\$269,031
HMA Concrete	Ton	\$ 114.00	1,546	\$176,229
Untreated Base Course	C.Y.	\$ 52.00	1,870	\$97,240
Granular Borrow	C.Y.	\$ 38.00	2,493	\$94,747
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,992	\$134,640
Sidewalk (5' width)	L.F.	\$ 54.00	2,992	\$161,568
Drainage	L.F.	\$ 45.00	1,496	\$67,320
Street Lighting	L.F.	\$ 50.00	1,496	\$74,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,320,223
Construction Contingency			25%	\$330,056
Right of Way (\$8/sf)			115,192	\$921,536
Mobilization			10%	\$132,022
Engineering & Administration			10%	\$132,022
Total Project Costs				\$2,047,000
Eagle Mountain's Responsibility				100.00%
				\$2,047,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

Eagle Mountain CFP/IFFP				
Project No. 143				
Improvement Type: New Road				
Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	53,808	\$538,080
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.9	\$11,889
Roadway Excavation	C.Y.	\$ 39.00	15,507	\$604,780
HMA Concrete	Ton	\$ 114.00	3,475	\$396,161
Untreated Base Course	C.Y.	\$ 52.00	4,204	\$218,595
Granular Borrow	C.Y.	\$ 38.00	5,605	\$212,990
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,726	\$302,670
Sidewalk (5' width)	L.F.	\$ 54.00	6,726	\$363,204
Drainage	L.F.	\$ 45.00	3,363	\$151,335
Street Lighting	L.F.	\$ 50.00	3,363	\$168,150
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,967,854
Construction Contingency			25%	\$741,964
Right of Way (\$8/sf)			258,951	\$2,071,608
Mobilization			10%	\$296,785
Engineering & Administration			10%	\$296,785
Total Project Costs				\$4,601,000
Eagle Mountain's Responsibility				100.00%
				\$4,601,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.64

Eagle Mountain CFP/IFFP				
Project No. 144				
Improvement Type: New Road				
New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	194,700	\$1,947,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.5	\$23,030
Roadway Excavation	C.Y.	\$ 39.00	26,369	\$1,028,408
HMA Concrete	Ton	\$ 114.00	6,074	\$692,443
Untreated Base Course	C.Y.	\$ 52.00	7,058	\$367,033
Granular Borrow	C.Y.	\$ 38.00	14,117	\$536,433
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,600	\$297,000
Sidewalk (5' width)	L.F.	\$ 54.00	6,600	\$356,400
Drainage	L.F.	\$ 45.00	3,300	\$148,500
Street Lighting	L.F.	\$ 50.00	3,300	\$165,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,561,248
Construction Contingency			25%	\$1,390,312
Right of Way (\$8/sf)			501,600	\$4,012,800
Mobilization			10%	\$556,125
Engineering & Administration			10%	\$556,125
Total Project Costs				\$8,620,000
Eagle Mountain's Responsibility				6.77%
				\$584,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: MAG
 Length (miles) 0.63

Eagle Mountain CFP/IFFP				
Project No. 147				
Improvement Type: New Road				
New Road (Arnot Peak): Project 19 to Airport Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	19,840	\$198,400
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.2	\$4,384
Roadway Excavation	C.Y.	\$ 39.00	5,718	\$222,993
HMA Concrete	Ton	\$ 114.00	1,281	\$146,072
Untreated Base Course	C.Y.	\$ 52.00	1,550	\$80,600
Granular Borrow	C.Y.	\$ 38.00	2,067	\$78,533
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,480	\$111,600
Sidewalk (5' width)	L.F.	\$ 54.00	2,480	\$133,920
Drainage	L.F.	\$ 45.00	1,240	\$55,800
Street Lighting	L.F.	\$ 50.00	1,240	\$62,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,094,303
Construction Contingency			25%	\$273,576
Right of Way (\$8/sf)			95,480	\$763,840
Mobilization			10%	\$109,430
Engineering & Administration			10%	\$109,430
Total Project Costs				\$1,697,000
Eagle Mountain's Responsibility				100.00%
				\$1,697,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.23

Eagle Mountain CFP/IFFP				
Project No. 148				
Improvement Type: New Road				
Brookwood Drive Extention: East City Limit to Mountain View Cooridor				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	35,200	\$352,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.9	\$7,778
Roadway Excavation	C.Y.	\$ 39.00	10,144	\$395,633
HMA Concrete	Ton	\$ 114.00	2,273	\$259,160
Untreated Base Course	C.Y.	\$ 52.00	2,750	\$143,000
Granular Borrow	C.Y.	\$ 38.00	3,667	\$139,333
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,400	\$198,000
Sidewalk (5' width)	L.F.	\$ 54.00	4,400	\$237,600
Drainage	L.F.	\$ 45.00	2,200	\$99,000
Street Lighting	L.F.	\$ 50.00	2,200	\$110,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,941,504
Construction Contingency			25%	\$485,376
Right of Way (\$8/sf)			169,400	\$1,355,200
Mobilization			10%	\$194,150
Engineering & Administration			10%	\$194,150
Total Project Costs				\$3,010,000
Eagle Mountain's Responsibility				100.00%
				\$3,010,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.42

Eagle Mountain CFP/IFFP				
Project No. 149				
Improvement Type: New Road				
Golden Eagle Road Extention: East City Limit to Mountain View Cooridor				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	26,720	\$267,200
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.0	\$5,904
Roadway Excavation	C.Y.	\$ 39.00	7,701	\$300,322
HMA Concrete	Ton	\$ 114.00	1,726	\$196,726
Untreated Base Course	C.Y.	\$ 52.00	2,088	\$108,550
Granular Borrow	C.Y.	\$ 38.00	2,783	\$105,767
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,340	\$150,300
Sidewalk (5' width)	L.F.	\$ 54.00	3,340	\$180,360
Drainage	L.F.	\$ 45.00	1,670	\$75,150
Street Lighting	L.F.	\$ 50.00	1,670	\$83,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,473,778
Construction Contingency			25%	\$368,445
Right of Way (\$8/sf)			128,590	\$1,028,720
Mobilization			10%	\$147,378
Engineering & Administration			10%	\$147,378
Total Project Costs				\$2,285,000
Eagle Mountain's Responsibility				100.00%
				\$2,285,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 151				
Improvement Type: Traffic Signal				
Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$0
Construction Contingency			25%	\$0
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$0
Engineering & Administration			10%	\$0
Total Project Costs				\$0
Eagle Mountain's Responsibility				100.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 152				
Improvement Type: New Road				
New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	14,550	\$145,500
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.9	\$3,808
Roadway Excavation	C.Y.	\$ 39.00	5,389	\$210,167
HMA Concrete	Ton	\$ 114.00	902	\$102,839
Untreated Base Course	C.Y.	\$ 52.00	997	\$51,841
Granular Borrow	C.Y.	\$ 38.00	1,495	\$56,826
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,910	\$130,950
Sidewalk (5' width)	L.F.	\$ 54.00	2,910	\$157,140
Drainage	L.F.	\$ 45.00	1,455	\$65,475
Street Lighting	L.F.	\$ 50.00	1,455	\$72,750
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$997,296
Construction Contingency			25%	\$249,324
Right of Way (\$8/sf)			82,935	\$663,480
Mobilization			10%	\$99,730
Engineering & Administration			10%	\$99,730
Total Project Costs				\$1,546,000
Eagle Mountain's Responsibility				100.00%
				\$1,546,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
Length (miles) 0.28

Eagle Mountain CFP/IFFP				
Project No. 153				
Improvement Type: Capacity Improvement				
Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	85,845	\$858,450
Removal of Existing Asphalt	S.Y.	\$ 8.00	5,173	\$41,387
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,346
Roadway Excavation	C.Y.	\$ 39.00	6,459	\$251,908
HMA Concrete	Ton	\$ 114.00	1,488	\$169,614
Untreated Base Course	C.Y.	\$ 52.00	1,729	\$89,905
Granular Borrow	C.Y.	\$ 38.00	3,458	\$131,399
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,910	\$130,950
Sidewalk (5' width)	L.F.	\$ 54.00	2,910	\$157,140
Drainage	L.F.	\$ 45.00	1,455	\$65,475
Street Lighting	L.F.	\$ 50.00	1,455	\$72,750
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,975,323
Construction Contingency			25%	\$493,831
Right of Way (\$8/sf)			138,225	\$1,105,800
Mobilization			10%	\$197,532
Engineering & Administration			10%	\$197,532
Total Project Costs				\$3,062,000
Eagle Mountain's Responsibility				100.00%
				\$3,062,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

Eagle Mountain CFP/IFFP				
Project No. 154				
Improvement Type: Traffic Signal				
Pole Canyon Blvd Hawk Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Hawk Signal	Each	\$ 200,000	1	\$200,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$200,000
Construction Contingency			25%	\$50,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$20,000
Engineering & Administration			10%	\$20,000
Total Project Costs				\$310,000
Eagle Mountain's Responsibility				100.00%
				\$310,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

EXECUTIVE SUMMARY

Eagle Mountain City, along with Utah County, has experienced significant growth and development, which is expected to continue. Eagle Mountain's population growth from 2015 to 2025 was approximately 42,000 people (129%). Current census data (2025) shows a population of just over 74,546. Mountainland Association of Governments (MAG) projections show the population growing to 184,303 in 2060.

Eagle Mountain City's population growth has been one of the fastest in Utah County and the State for many years. Eagle Mountain's population growth is high compared to other cities in Utah County. Due to City growth and the growth throughout the county, a comprehensive transportation plan must be developed and regularly maintained to combat the potential congestion caused by projected growth. This plan must incorporate the goals of Eagle Mountain City regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

2025 Update

The following sections of the Eagle Mountain City Transportation Master Plan (TMP), adopted in 2022, were updated in 2025 to include updated information:

- Horrocks will generate a transportation model for the City. The model will incorporate planned developments within the City and estimate future transportation needs based on a full buildout scenario.
- Horrocks will generate a prioritized list of projects for the City's transportation needs for the upcoming 30 years, including potential roadways connecting to Tooele and Eureka/Santaquin.
- Horrocks will provide planning-level cost estimates for all projects on the prioritized lists.
- Horrocks will create an updated IFFP based on the first 6 years of prioritized projects outlined within.
- Horrocks will incorporate the Firefly Development into this update.

Public Involvement

Eagle Mountain City hosted a public comment period from May 20, 2025, to June 10, 2025, for the City's Transportation Master Plan update. The City posted the master plan to the City's website for the Planning Commission Session for June 10, 2025.

Roadway Network Conditions

Transportation planning is a cooperative effort of state and local agencies. All urbanized areas throughout the country are separated into Metropolitan Planning Organizations (MPOs). The MPO for Utah, Summit,



and Wasatch Counties is called the Mountainland Association of Governments (MAG). The responsibility of MAG is to coordinate transportation planning for these counties.

Functional Classification and Level of Service (LOS)

Every vehicle trip serves two main functions: mobility and land access. These two functions are inversely related; land access tends to decrease as mobility increases. Street facilities can be classified based on the balance of through traffic and land access they provide. Four primary classifications exist: Freeway/Expressway, Arterial, Collector, and Local Streets. In this Transportation Master Plan (TMP), the updated functional classification in Eagle Mountain includes the following roadway classifications, with the maximum available lanes:

- **Major Arterial Street** (7 lanes)
- **Parkway** (5 Lanes)
- **Major Arterial Street** (5 lanes)
- **Minor Arterial Street** (5 Lanes)
- **Major Collector Street** (3 Lanes)
- **Minor Collector Street** (2 Lanes)
- **Local Street** (2 Lanes)
- **Rural Street** (2 lanes)

The Level of Service (LOS) measures the performance of an existing street system, including roadways and intersections. It serves as a traditional way to evaluate how well a roadway functions. The LOS is determined by several factors: the number of lanes on a section of road, the volume of traffic using that section, and the delay experienced by each vehicle traveling on the roadway and at intersections. Levels of Service range from A, which indicates free flow where users face minimal impediments from other traffic, to F, where traffic exceeds the road's operating capacity. In Eagle Mountain, the minimum standard for roadways and intersections is LOS D, which corresponds to 80% of the roadway's capacity, see [**Figure 3**](#).

Existing and Future Traffic Projections

Future traffic for the region is modeled using a travel demand model. The model's results will dictate future transportation improvements along the regionally significant streets (e.g., Pony Express Pkwy, Cory Wride Memorial Highway, etc.). The travel demand model uses land use and zoning for every city to estimate future traffic demand on the transportation system. MAG produces a Regional Transportation Plan (RTP) that indicates future projects within the MPO from this model.

The MAG RTP projects alone will not alleviate all future congestion in Eagle Mountain. The travel demand model needed updating to include specific data in Eagle Mountain to estimate the future demand on Eagle Mountain's roadway network. This model focuses on all streets in Eagle Mountain to find other roadway improvements outside the MAG RTP projects necessary in Eagle Mountain to alleviate congestion. The model was run for the 10-year conditions (2035) and the 25-year conditions (2050). A No-Build Scenario was run for both conditions. A No-Build scenario looks at what would happen to the roadway network if no improvements were completed (including the MAG RTP projects).

Roadway Improvements

The output for each model is measured at a Level of Service for each roadway segment throughout the City. All roadway segments at LOS E or worse need capacity improvements. The timing of when each road segment transitions from LOS D to LOS E or worse (including local knowledge) determines the project

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priority. Using the outputs from the 10-year and 2050 conditions, all roadway segments that perform at LOS E or worse indicate roadways where improvements are necessary.

Eagle Mountain is not alone financially in improving its roadway system. Other financial assistance may come from MAG, UDOT, UTA, and private sources based on the project jurisdiction. This funding is not guaranteed, but judgment has been made on which projects will be eligible for funding.

The adoption of this TMP does not indicate Eagle Mountain's fiscal responsibility to complete all projects included in this TMP. The benefit of completing a TMP is to demonstrate to organizations such as UDOT and MAG that improvements are necessary and eligible to receive financial assistance for projects in the future. As projected growth is an estimated value, Eagle Mountain is not bound to complete projects included in this TMP if there is no need for them in the future. Projects were separated into a 10-year and 30-year window. **Table 1** shows a priority list of the ten most needed projects in Eagle Mountain. The Cory Wride Freeway projects (2 and 4) are considered high priorities for Eagle Mountain; however, because they are UDOT projects, their construction will occur at UDOT's timing and discretion.

Table 1: Project Priority List

Ranking	Project #	Project Description
1	80	SR-73 & Ranches Pkwy Improvements and Campus High T Connection
2	126, 105, 128	Ranches Parkway Widening, Braxton Dr & Ranches – New Signal, Half Mile Rd & Ranches Pkwy – New Signal
3	96	Trailhead Traffic Signal
4	45.1, 45.2	New Road (Silverlake Pkwy): Golden Eagle Rd to Bonneville Dr, Woodhaven Blvd and Silverlake Pkwy – New Signals
5	65, 77, 98	Pony Express Parkway Widening (Eagle Mountain Blvd to Pole Canyon Blvd), Signal at Pole Canyon Blvd & Pony Express Pkwy, Signal at Parkway Fields & Pony Express Pkwy
6	134	New Road – North Ranches Parkway
7	8	Pony Express Parkway Widening (Lake Mountain Corridor to Ranches Pkwy)
8	140	Pony Express Parkway Widening (Ranches Pkwy to the eastern boundary)
9	144	New Road (East Expressway): Pony Express Parkway to Lake Mountain Corridor
10	141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway

Some projects conflict with the designated wildlife corridor area. For each project that conflicts with this area, coordination will be required to ensure proper mitigation is provided as identified on the Wildlife Corridor Conflict Map located in the **Appendix**. As these recommendations are updated based on development and growth, it is recommended that this map be continually updated to ensure everyone is up to date with current planning in the City.

10-Year Roadway Improvements (2025-2035)

Of the **\$419,299,000** required from Eagle Mountain to build the expected roadway projects from 2025 to 2035, **\$127,436,000** can be paid using impact fees. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2025 to 2035 are eligible for impact fees. For all impact fee-eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic.



2050 Roadway Improvements

Also included in the TMP are all projects necessary for the roadway network to perform at LOS D or better for the horizon year of 2050. Although this TMP should be regularly updated, all roadway improvements must accommodate projected 2050 traffic volumes. The total cost estimate to improve the transportation system by 2050 is **\$2,652,724,000**, with Eagle Mountain financially responsible for **\$1,014,239,000**.

Alternative Transportation Modes

Alternative transportation intends to complement a complete road network, not replace it. Planning for alternative transportation will not decrease recommended roadway improvements. While not necessarily conducive to commuter traffic, these systems provide an alternative for residents who may not have access to a car, may not be inclined to drive, or are seeking healthier lifestyles. Included are the plans for transit, bicycle, and pedestrian improvements.

Transit

UTA (Utah Transit Authority) is the primary public transit provider for Eagle Mountain City, offering a comprehensive network that includes buses, light rail (TRAX), commuter rail (FrontRunner), streetcar (the S-Line), ski shuttles, and on-demand micro transit. TRAX, which opened in 1999, now spans approximately 45 miles across three color-coded lines (Blue, Red, and Green), serving around 43,000 weekday riders.

In this capacity, UTA currently operates one bus route in Eagle Mountain (806), which has two existing stops and runs to the Lehi Frontrunner station. The current bus stops within Eagle Mountain are at Sparrow Hawk Way and along Pony Express Parkway near Smith Ranch Road. There is also a new Park n Ride along Pony Express Parkway. In the spring of 2026, UTA will begin servicing 860, which will provide service along Pony Express Parkway from the east end of the City-to-City Center. The Transit Fresh Look Study, conducted by UTA, aims to identify a preferred transit corridor for northwest Utah County and southwest Salt Lake County. It will also provide additional recommendations for transit needs within the City and the surrounding region.

As part of MAG's Trans Plan 50, there is a planned Cedar Valley Core Bus Route scheduled and funded for phase 1, which travels between American Fork and Eagle Mountain, extending coverage down to Eagle Mountain Blvd. As well, there is an unscheduled and unfunded BRT route that may be considered as demand increases. Eagle Mountain and UTA will continue to coordinate and plan for future transit needs.

Bicycle and Pedestrians

Pedestrian and bicycle safety is a crucial component of any transportation master plan. People are more likely to walk or ride bicycles when their experience is enjoyable, they feel secure, and distances are manageable. Eagle Mountain features an extensive paved trail system that runs alongside major roadways and boasts some of the most heavily ridden bike trails in the state. For more detailed plans to support bicycle and pedestrian use, refer to the City's Bicycle and Pedestrian Master Plan, which will be periodically updated.

Other Policies and Guidelines

Policies and guidelines govern development throughout Eagle Mountain. For the roadway network, there are policies provided to maintain a safe, efficient, and familiar environment for all transportation types. There are national, regional, and local specifications that are used in Eagle Mountain. All these

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specifications can be accessed by contacting the City or searching the City's website: [Eagle Mountain City website](#). Eagle Mountain municipal codes and policies can be found at the following link: [Eagle Mountain Municipal Code](#).

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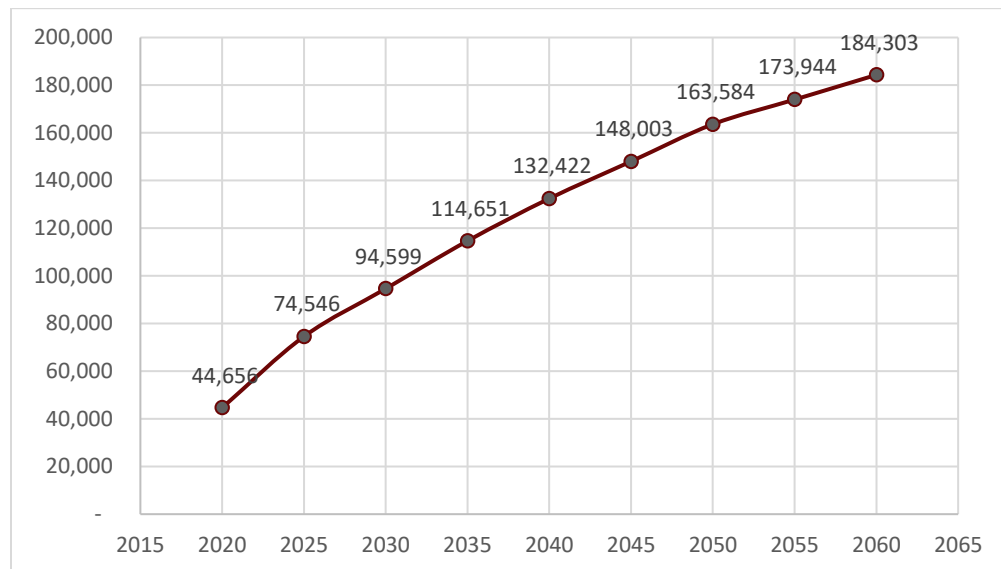
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INTRODUCTION

Eagle Mountain City, along with Utah County, has experienced significant growth and development, which is expected to continue in the future. Eagle Mountain's population growth from 2015 to 2025 was 42,000 people (129%). The current population (2025) is slightly above 74,546, according to the U.S. Census Bureau. The Mountainland Association of Governments (MAG) estimates the population to be 184,303 by the year 2060, shown in **Figure 1**. To keep pace with projected growth, a comprehensive transportation plan must be developed and regularly maintained. This plan must incorporate the goals of Eagle Mountain regarding the transportation systems within their jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

Figure 1: Eagle Mountain Population



Eagle Mountain is in northwestern Utah County and is bordered to the north by Camp Williams, to the east by Saratoga Springs, and to the west by Cedar Fort and Fairfield. Within the City, there is a mix of residential, commercial, and light industrial development and undeveloped land, particularly in the southwestern portion of the City. The City is largely residential and is set to develop several commercial and recreational spaces. A map of Eagle Mountain and the surrounding area is shown in **Figure 2**.

This Transportation Master Plan (TMP) contains an analysis of the existing transportation network and conditions. Any major deficiencies are itemized, and potential improvement or mitigation alternatives are discussed. An analysis of the future transportation network is also included for the years of 2035 and 2050. Any major UDOT projects and improvements within Eagle Mountain, such as the Cory Wride Freeway, are reflected in the future network. Any deficiencies in the future transportation network that are expected to exist and would not be accommodated by projects that are currently planned will be discussed. A list of recommended improvements and projects will then be given to aid Eagle Mountain in planning for future transportation projects and in working with other agencies such as UDOT or



neighboring cities. This Transportation Master Plan is intended to be a useful tool to aid Eagle Mountain in taking a proactive effort in planning and maintaining the overall transportation network within its city.

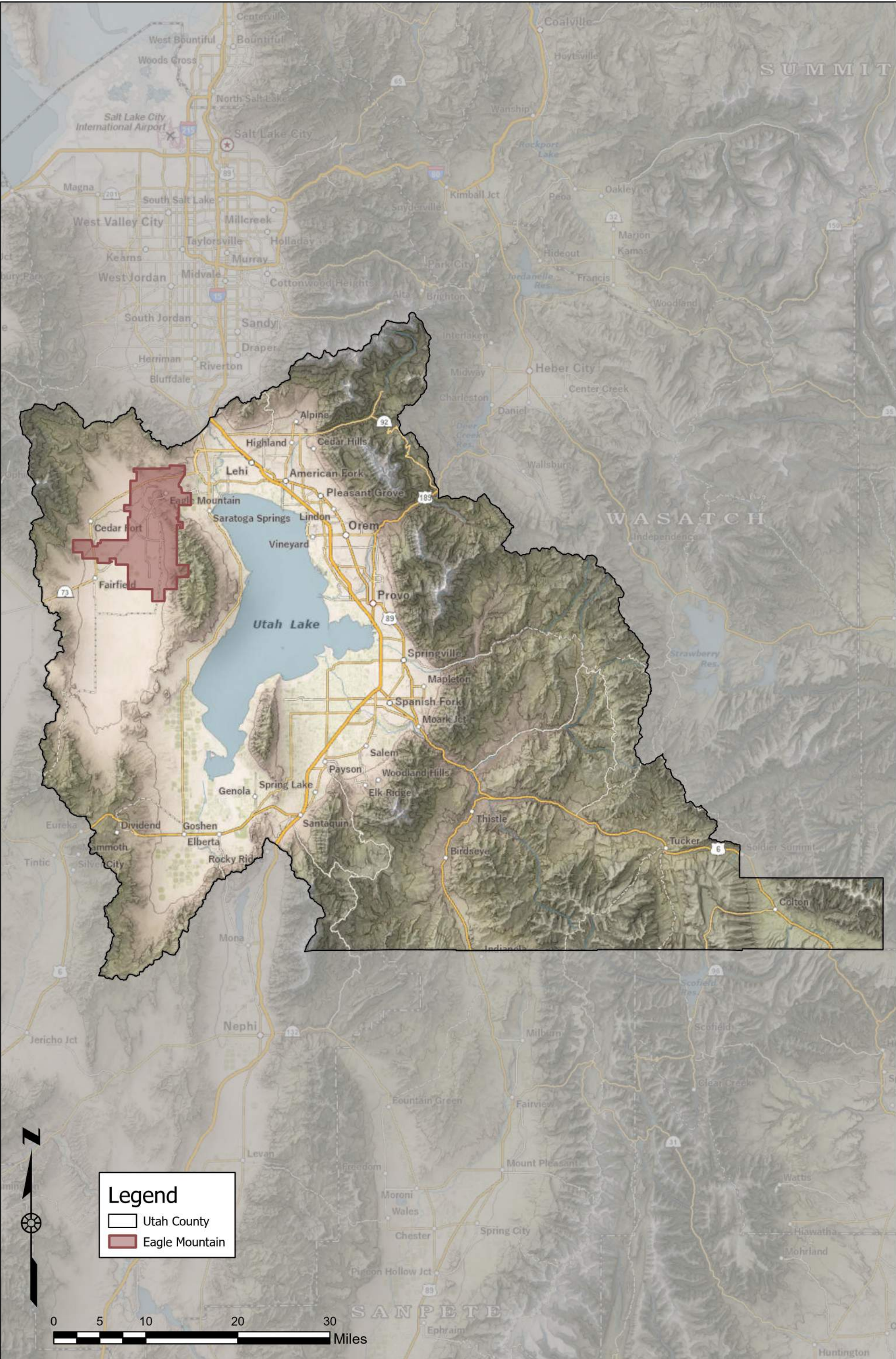
Eagle Mountain as a City

Since its incorporation in 1996, Eagle Mountain has grown in population from 250 people to over 75,000 people. The Mountainland Association of Governments anticipates a population of 184,303 by 2060. Located 30 miles northwest of Provo at the base of the Lake Mountains, the City is geographically the third-largest city in the state.

From a historical perspective, Eagle Mountain residents enjoy their history of the Pony Express, which passed through the area where the City now exists. Every summer, the community celebrates Pony Express Days with a fun run, carnival, parade, rodeo, and fireworks show.

The rural feeling, open space, and expansive views of undeveloped land are commonly named as reasons for moving to Eagle Mountain. Many current residents say they moved to Eagle Mountain to “get away from it all”. Most of the City is undeveloped, so the majority of Eagle Mountain’s story is yet to be written. However, many also feel the values and qualities that draw people to Eagle Mountain may disappear as more people move to the City for those very same reasons. These qualities of the City may be ‘loved to death.’ Situated 40 miles southwest of Salt Lake City and 30 miles northwest of Provo on the western side of Utah Lake, Eagle Mountain was, for many years, removed from the growth occurring in nearby Utah and Salt Lake Counties, but is now one of the fastest-growing cities in the state.

With Eagle Mountain’s growth occurring as part of a larger metropolitan area, the City needs to be aware of its regional context. Regional issues such as growth, transportation, the economy, natural resources, air quality, and open space all impact the quality of life of residents of Eagle Mountain. Therefore, coordination with the Mountainland Association of Governments will be integral to the development of a Transportation Master Plan.



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Eagle Mountain Area Map
Eagle Mountain Transportation Master Plan

DATE	6/17/2025
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Figure 2	



Public Involvement

It is important for this TMP to be transparent and accessible to the public. Eagle Mountain residents and business owners benefit when they know future transportation plans. Eagle Mountain desired public input to help shape the Transportation Master Plan. To fulfill that need, a public involvement team was created and implemented.

Eagle Mountain City hosted a public comment period from May 20, 2025, to June 24, 2025, for the City's Transportation Master Plan update. The City posted the master plan to the City's website for the Planning Commission Session for June 24, 2025.

This information was compiled, analyzed, and categorized as either feasible or not feasible by the project team. Each viable suggestion was forwarded to the appropriate group (e.g., incorporated into the master plan, implemented by Eagle Mountain traffic department or Public Works, etc.)

ROADWAY NETWORK CONDITIONS

Transportation planning in the region is a cooperative effort of state and local agencies. All urbanized areas throughout the country are separated into areas called Metropolitan Planning Organizations (MPO) where the designated agency is responsible for coordinating the transportation planning for the area. The MPO for Utah, Summit, and Wasatch Counties is called the Mountainland Association of Governments (MAG). MAG became the MPO for these counties in 1972. Included in this section is a general discussion on the methodologies used for the travel demand modeling process, functional classification of streets, and level of service for streets and intersections. Also included are the existing and future conditions for 2035 and 2050.

Travel Demand Modeling

Traffic Demand Modeling is used to project existing traffic conditions into the future. Eagle Mountain's land use plan, socioeconomic data, and additional data obtained from Eagle Mountain and MAG serve as valuable input into the travel demand model. MAG uses a regional travel demand model, which was also used for this TMP. This section discusses the socioeconomic data, land use, vehicle trip generation, and the precautions of using the Travel Demand modeling.

Land Use and Zoning

Much of the socioeconomic data used in this study is based on the best available statewide data provided by the Governor's Office of Planning and Budget (GOPB). This data was supplemented and verified using the data provided by Eagle Mountain General Plan and Future Land Use Map found at [the Eagle Mountain City website](#).

The information is the best available data for predicting future travel demands. However, land use planning is a dynamic process, and the assumptions made in this report should be used as a guide and should not supersede other planning efforts, especially when it comes to localized intersections and roadways.

Socioeconomic Conditions

Eagle Mountain's population growth from 2015 to 2025 was approximately 44,000 people (129% increase). The City has an unemployment rate of 3.3% and an average household size of 4.43. The average household income in Eagle Mountain is \$100,837, with a poverty rate of 3.9%. The median age is 25 years. The median house value is \$469,500, while the median rental cost is \$1,995 per month.

Based on the current land use, zoning, demographics, and growth patterns, Eagle Mountain is projected to grow to 163,584 residents by the year 2050, a 219% increase from 2025. The forecasted growth will place increased pressure on the City's infrastructure, including the street network. Eagle Mountain is also committed to increasing residential, commercial, office, and retail space within Eagle Mountain so citizens can fulfill all needs within the City boundaries. This growth will, therefore, have a considerable impact on traffic volumes in the City. Future development and plans along major corridors have been implemented into the modeling effort.



Trip Generation

To generate vehicle trips, sections of the City are split into geographical sections called Traffic Analysis Zones (TAZ). Each TAZ contains socioeconomic data, including the number of households, employment opportunities, and average income levels. This data is used to generate vehicle trips that originate in the TAZ. All trips generated in the TAZ are assigned to other TAZs based on the data within other zones. Since the MAG travel demand model predicts regional travel patterns, the TAZ structure was updated to obtain more detailed travel demand data for Eagle Mountain. This was completed by splitting larger TAZs.

Travel Demand Model Precautions

Eagle Mountain aims to plan for and encourage responsible and sustainable growth in the City. Today's transportation system should not only accommodate existing travel demands but should also have built-in capacity to account for the demand that will be placed on the system in the future. While considering the socioeconomic data used in this report and the anticipated growth in the City, some precautions should be considered. First, the TAZ-specific socioeconomic data only approximates the boundary conditions of the City and is based on data provided by MAG and the City's planning documents. Second, actual values may vary because of the large study area of the regional travel demand model, which includes the unincorporated areas around Eagle Mountain. Therefore, the recommendations in this report represent a planning level analysis and should not be used for the construction of any project without review and further analysis. This document should also be considered a living document and should be updated regularly as development plans, zoning plans, and traffic patterns and trends change.



Functional Classification

All trips include two distinct functions: mobility and land access. Mobility and land access should share an inverse relationship, meaning that as mobility increases, land access decreases. Street facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications: Freeway/Expressway, Arterial, Collector, and Local Streets. Each classification is explained in further detail in the following paragraphs and is also represented in [Figure 3](#). A more detailed description of the characteristics of the four primary functional classifications of streets is found in [Table 2](#).

- **Freeways and Expressways** – Freeways and expressway facilities provide service for long-distance trips between cities and states. No land access is provided by these facilities. For example, I-15.
- **Arterials** – Arterial facilities should provide service primarily for through-traffic movements. All traffic controls and the facility design are intended to provide an efficient through movement. For example, Pony Express Pkwy.
- **Collectors** – Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. For example, Golden Eagle Road.
- **Local Streets** – Local Street facilities primarily serve land-access functions. The design and control facilitate the movement of vehicles on and off the roadway network from land parcels

Figure 3: Mobility vs. Land Access Representation

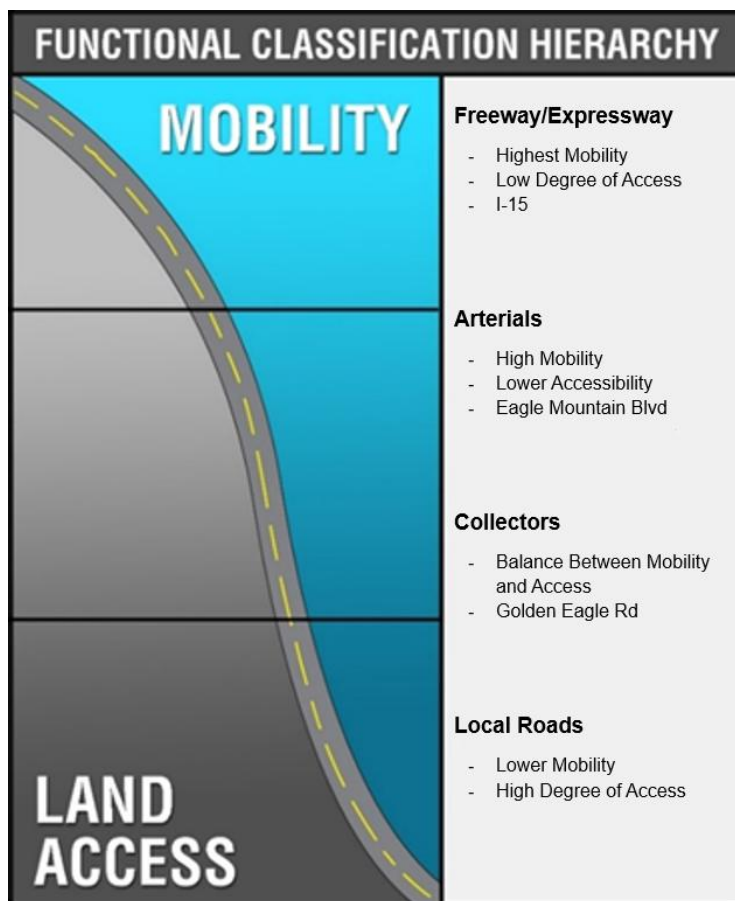




Table 2: Street Functional Classification

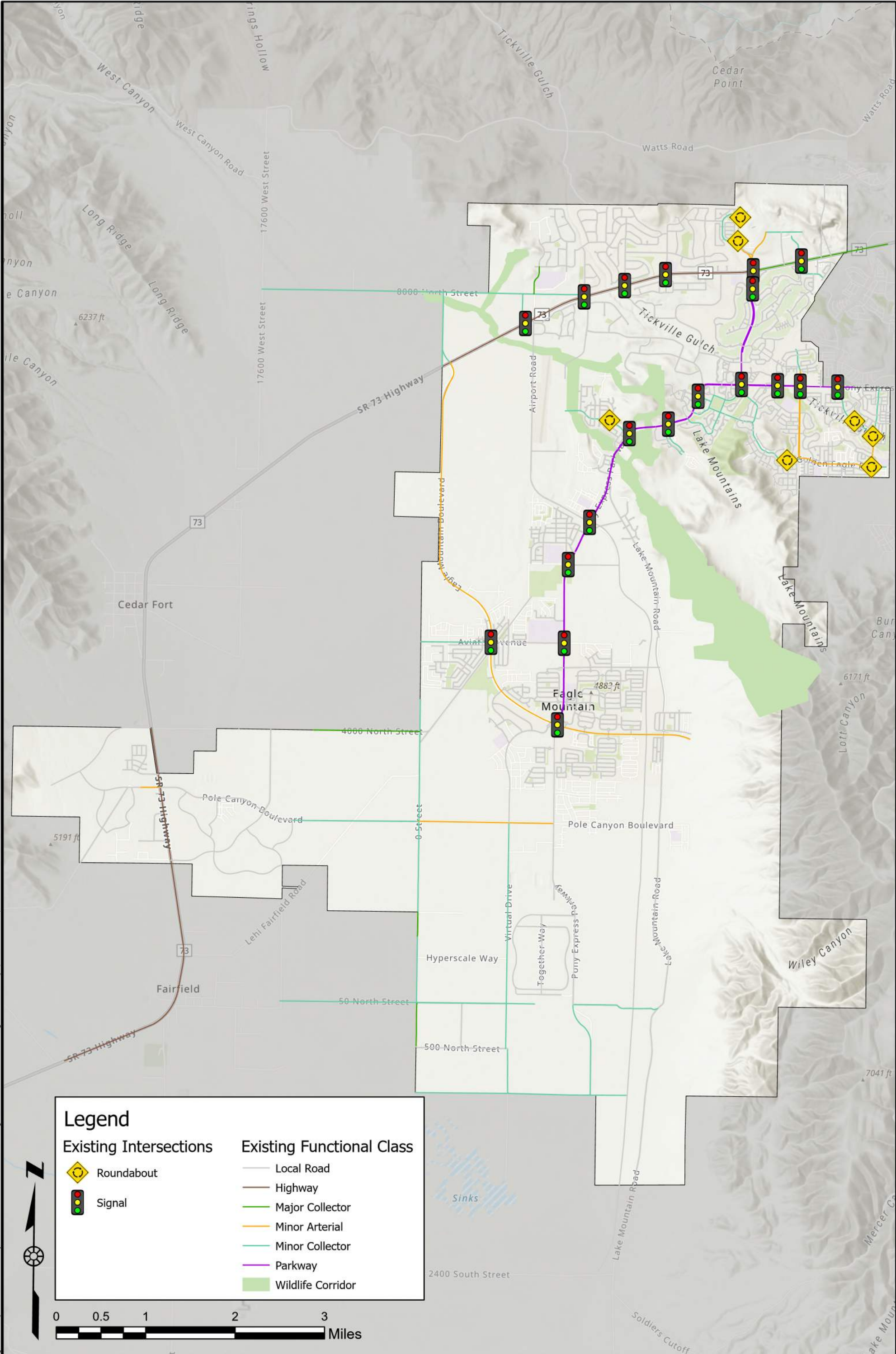
Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	2-4 miles	¼-2 miles	¼-1 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not applicable	40-65%	10-20%	10-25 %
Direct Land Access	None	Limited: major generators only	Restricted: some movements prohibited; number and spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	1 mile	½ mile	300 feet-¼ mile	300 feet
Speed Limit	55-80 mph 35-45 mph*	40-55 mph in fully developed areas	30-40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Permitted
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of street system		Through traffic should be discouraged, subject to traffic calming

*Fully Developed Areas

In Eagle Mountain, the roadways are split into six functional classifications: Parkway, Major Arterial, Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. Currently, Parkway/Expressways have 4 travel lanes, Major Arterials range from 5 to 7 lanes, Minor Arterials have 5 lanes, Major Collectors have 3 lanes, Minor Collectors, and Local roadways have 2 lanes. A map showing the Average Daily Traffic (ADT) in Eagle Mountain is shown in [Figure 8](#).

Table 3: Functional Classifications

Functional Classification	Number of Lanes
Local/Rural	2 Lanes
Minor Collector	2 Lanes
Major Collector	3 Lanes
Minor Arterial	5 Lanes
Major Arterial	5 Lanes
Major Arterial	7 Lanes
Parkway/Expressway	5 Lanes



Legend

Existing Intersections

 Roundabout

 Signal

Existing Functional Class

 Local Road

 Highway

 Major Collector

 Minor Arterial

 Minor Collector

 Parkway

 Wildlife Corridor



Horrocks.

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Existing Functional Classification

Eagle Mountain Transportation Master Plan

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	Figure 4

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Typical Roadway Cross-Sections

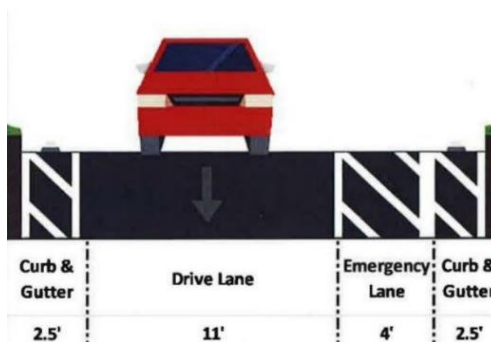
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain City standards, ranges for Right-of-Way (ROW) width and pavement width for each functional classification are described. Each cross-section in Eagle Mountain requires individualized values. **Figure 5** shows a representation of each cross-section.

The City has emphasized connectivity and has provided sidewalks and pedestrian paths in all cross-sections. Local streets are designed to offer access from residences to the roadway network. Local streets serve many driveways and provide a collection point for a collector or arterial roadways. Local streets should be designed to minimize speed and cut-through traffic while meeting the requirements of emergency vehicles. Local streets are typically placed with driveways on both sides and have posted speed limits of 25 miles per hour. Generally, no striping is proposed on local streets. However, the City may provide roadway striping as needed as a traffic calming measure. Parking may be restricted on local streets near intersections, in high-density or commercial areas, where snow removal or storage issues arise, or at other locations deemed necessary by the City. Turn lanes may be used in lieu of medians as required.

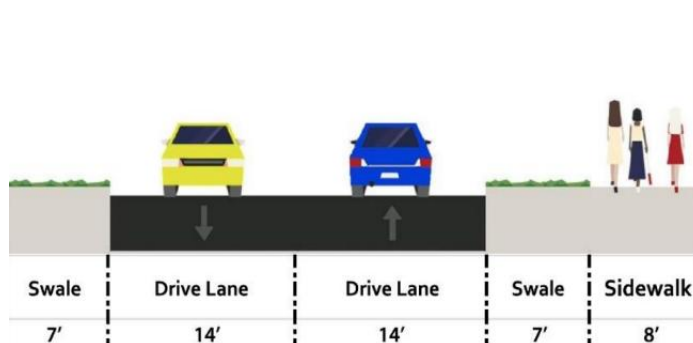
The City has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROWs. The City has two types of arterials; the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four travel lanes and are defined by landscaped paths on either side. The typical cross-sections per the current City code can be found online at <https://www.codepublishing.com/>.

Figure 5: Typical Cross-Sections

ALLEY (20' RIGHT OF WAY)

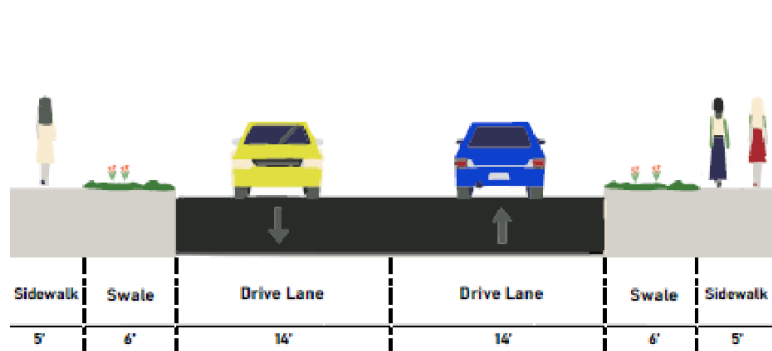


RURAL STREET (50' RIGHT OF WAY)

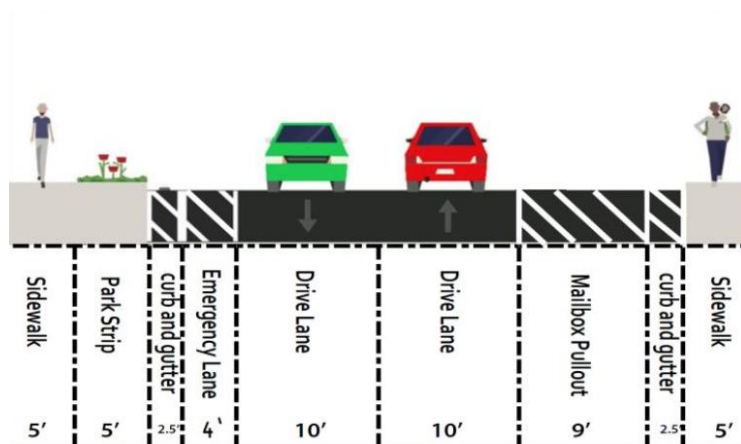




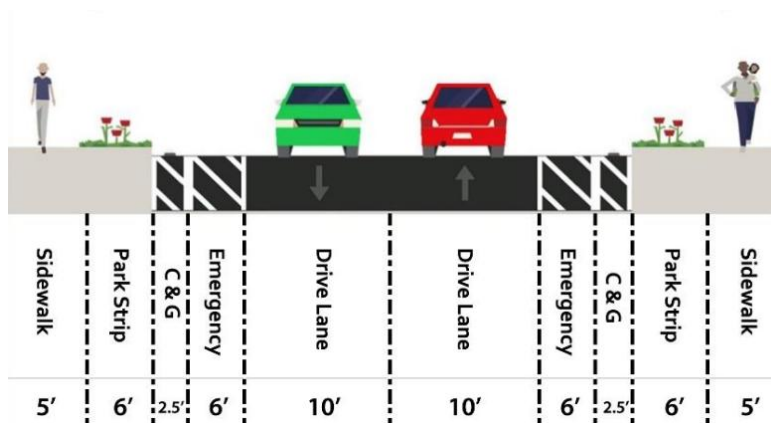
RURAL STREET WITH ALTERNATE (50' RIGHT OF WAY)



MODIFIED PULLOUT (53' RIGHT OF WAY)

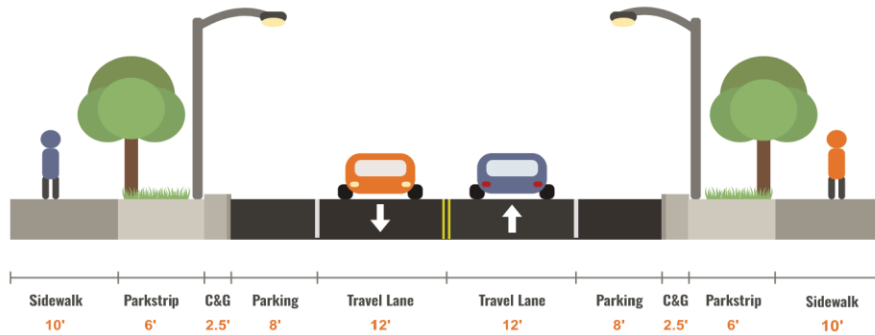


LOCAL (59' RIGHT OF WAY)

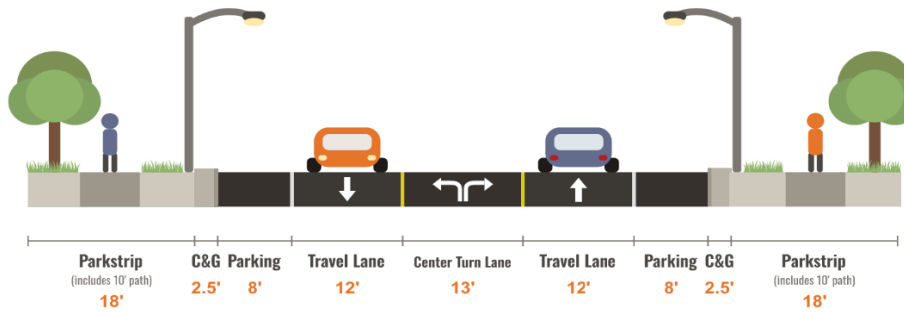




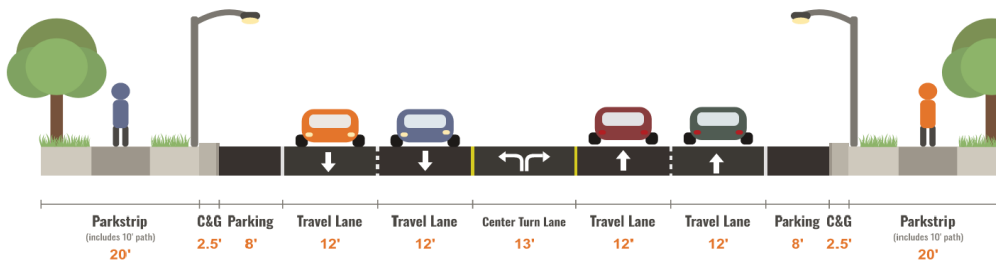
MINOR COLLECTOR STREET – TWO LANES (77' RIGHT OF WAY)



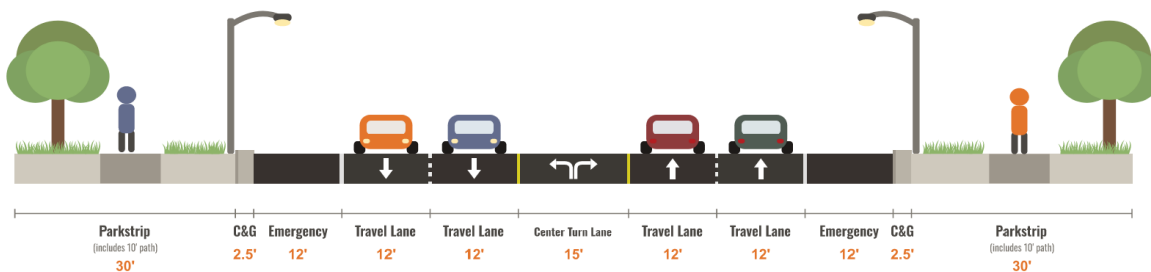
MAJOR COLLECTOR STREET – THREE LANES (94' RIGHT OF WAY)



MINOR ARTERIAL STREET – FIVE LANES (122' RIGHT OF WAY)

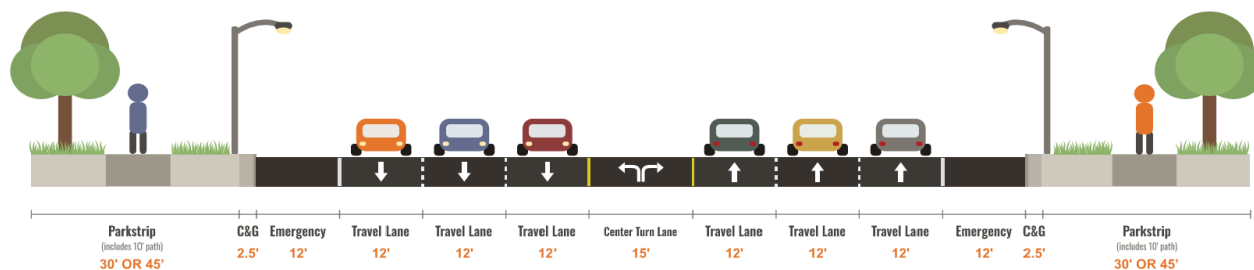


MAJOR ARTERIAL STREET – FIVE LANES (152' RIGHT OF WAY)





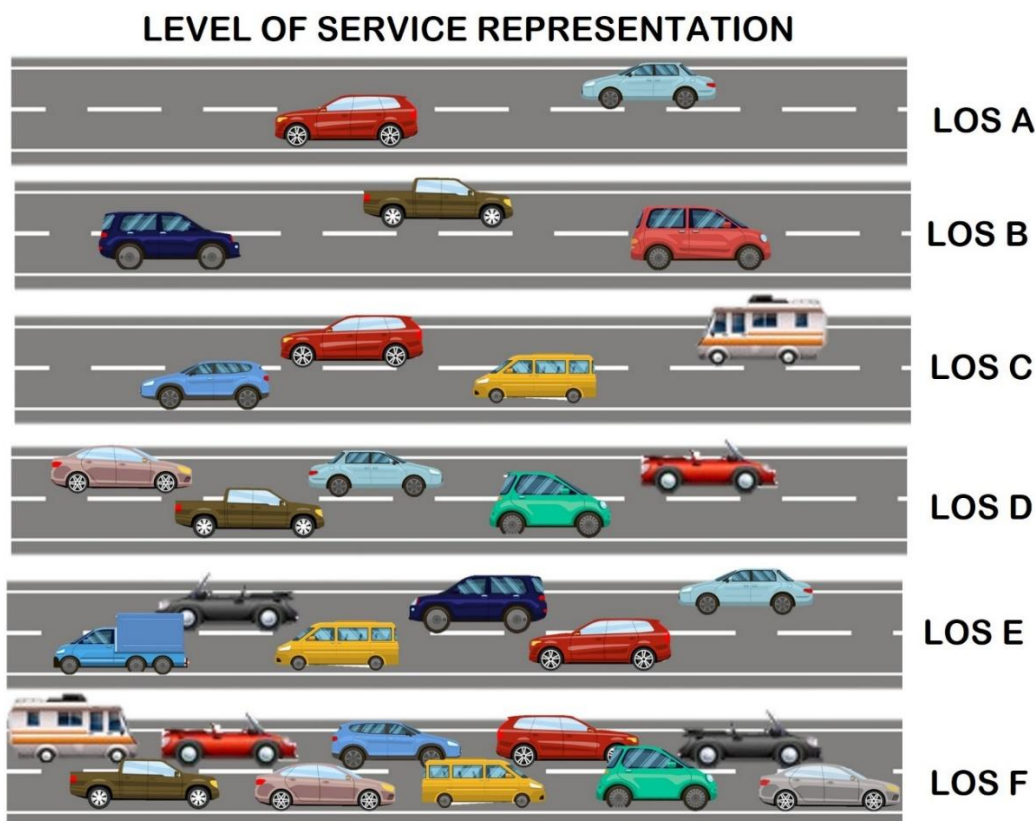
PRINCIPAL ARTERIAL STREET – SEVEN LANES (176' OR 206' RIGHT OF WAY)



Level of Service

The adequacy of an existing street system can be quantified by assigning Levels of Service (LOS) to major roadways and intersections. As defined in the *Highway Capacity Manual (HCM)*, a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway's functionality. The TRB identifies LOS by reviewing elements such as the number of lanes assigned to a roadway, the amount of traffic using the roadway, and the time of delay per vehicle traveling on the roadway and at intersections. Levels of service range from A (free flow where users are virtually unimpeded by other traffic on the roadway) to F (traffic exceeds the operating capacity of the roadway), as shown in [Figure 6](#).

Figure 6: Level of Service Representation





Roadway Level of Service

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand during the peak hours of the day. Typically, the peak hour falls within the 4:00 PM and 6:00 PM hours. The LOS is assigned during the peak hour based on the number of lanes and the lane capacity. Lane capacity is different based on the functional classification of the roadway. Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management. Intersections are not included when analyzing roadway LOS, and therefore, the LOS indicates if the existing number of lanes, lane widths, and functional classification are adequate for the traffic volumes.

LOS D is approximately 80 percent of a roadway's capacity and is a common goal for urban streets during peak hours. A standard of LOS D for system streets (collectors and arterials) is acceptable for future planning. Attaining LOS C or better on these streets would be potentially cost-prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free-flow speeds. Although the model uses traffic volumes during the peak hour of the day, [Table 4](#) and [Table 5](#) show estimated ADT values for LOS C, LOS D, and LOS E on Arterial and Collector Streets for reference.

Table 4: Estimated LOS based on ADT on Arterial Streets

Lanes	LOS C	LOS D	LOS E
2	10,800	13,400	16,100
3	12,400	15,100	17,700
4	26,900	31,200	39,600
5	28,500	32,800	40,300
6	37,600	43,500	55,900
7	43,000	50,500	63,400

Table 5: Estimated LOS based on ADT on Collector Streets

Lanes	LOS C	LOS D	LOS E
2	9,700	12,100	14,500
3	10,800	13,400	16,100

Intersection Level of Service

Whereas roadway LOS considers an overall picture of a roadway capacity to estimate operating conditions, intersection LOS looks at each vehicle movement at an intersection and provides a more precise method for quantifying operations. Since intersections are typically a source of bottlenecks in the transportation network, a detailed look into vehicle delay at each intersection should be performed regularly. The methodology for calculating delay at an intersection is outlined in the *Highway Capacity Manual* (HCM), and the resulting criteria for assigning LOS to signalized and un-signalized intersections are outlined in [Table 6](#). LOS D is considered the industry standard for intersections in an urbanized area. LOS D at an intersection corresponds to an average control delay of 35-55 seconds per vehicle for a signalized intersection and 25-35 seconds per vehicle for an unsignalized intersection.

At a signalized intersection under LOS D conditions, the average vehicle will be stopped for less than 55 seconds. This is considered an acceptable amount of delay during the times of the day when roadways



are most congested. Generally, traffic signal cycle lengths (the length of time it takes for a traffic signal to cycle through each movement) should be below 90 seconds. An average delay of less than 55 seconds suggests that, in most cases, no vehicles will have to wait more than one cycle before proceeding through an intersection.

Un-signalized intersections are generally stop-controlled. These intersections allow major streets to flow freely and minor intersecting streets to stop before entering the intersection. In cases where traffic volumes are more evenly distributed or where sight distances may be limited, four-way stop-controlled intersections are common. LOS for an unsignalized intersection is assigned based on the average control of the worst approach (always a stop approach) at the intersection. An unsignalized intersection operating at LOS D means the average vehicle waiting at one of the stop-controlled approaches will wait no longer than 35 seconds before proceeding through the intersection. This delay may be caused by large volumes of traffic on the major street, resulting in fewer gaps in traffic for a vehicle to turn or for queued vehicles waiting at the stop sign. Roundabout LOS is also measured using the stopped controlled LOS parameters.

Table 6: Intersection Level of Service

LOS*	Signalized Intersection (sec)	Stop-Controlled/ Roundabout (sec)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	≥80	≥50

*LOS F when traffic volumes exceed capacity

Intersection and roadway segment LOS problems must be solved independently of each other, as the treatment required to mitigate the congestion is different in each case. Intersection problems may be mitigated by adding turn lanes, improving signal timing, and improving corridor signal coordination.

Site Development Transportation Impacts (Traffic Impact Studies)

As growth occurs throughout the City, the impacts of proposed developments on the surrounding transportation networks will need to be evaluated before approving the build. This is accomplished by requiring that a Traffic Impact Study (TIS) be performed for any proposed development in the City based on City staff recommendations. A TIS will allow the City to determine the site-specific impacts of a development, including internal site circulation, access issues, and adjacent roadway and intersection impacts. In addition, a TIS assists in defining impacts on the overall transportation system in the vicinity of the development. The area and items to be evaluated in a TIS include key intersections and roads as determined by the City Engineer on a case-by-case basis.

Each TIS will be conducted by an engineer chosen by the developer with the following qualifications:

- **Have a current Utah PE License**
- **Firm Specializing in Traffic Engineering**
- **Use of Software utilizing the most recent Highway Capacity Manual (HCM) Methodologies**

A scoping meeting will be required by the developer/Traffic Engineer with the City Engineer to determine the scope of each TIS. Included in this meeting are the following discussion items:

- **Scope (Submitted to Eagle Mountain and Developer)**
- **Establish Study Area**



- Establish Trip Generation
- Establish Trip Distribution
- Study Intersections
- AM/PM Peak Hours and/or Weekend Peak Hours

TIS requirements are separated into four permit levels based on the proposed Annual Daily Traffic (ADT). The basic requirements for all TISs are included in Level I, with additional requirements necessary for each level (additional ADT). For all TISs that require Level III or IV requirements (Greater than 3000 trips generated), access to the MAG travel demand model is required.

Eagle Mountain Traffic Impact Study Requirements are included in [**Appendix A: Traffic Impact Study Guidelines**](#) of this report. The City Engineer or designee will respond in writing to the TIS report within 30 days.

Included in [**Appendix A: Traffic Impact Study Guidelines**](#), are guidelines for developers to complete a TIS and submit it to the City. The requirements include when a TIS will be required and what level of effort must be established in the study, who may or may not perform a TIS, and when certain elements must be included. The TIS guidelines presented follow closely the guidelines outlined by UDOT. It is important that these guidelines be fluid and that each development be treated individually, as special cases may require information than the standard requires. The City reserves the right to waive all TIS requirements and require extra information at the discretion of the City Engineer.

Existing Roadway Network Conditions

Using existing socioeconomic data and traffic data, the MAG Travel Demand Model can be calibrated and prepared to project traffic volumes into the future. It is also important to investigate any existing roadway or intersection deficiencies to determine if any mitigation is necessary on the existing roadway network. This section discusses the methodology used to prepare the model to project future volumes and existing deficiencies on the roadway network in Eagle Mountain.

Travel Demand Model Calibration

As with the TAZ structure, the MAG Travel Demand Model was calibrated to fit existing traffic conditions in Eagle Mountain. The method used to calibrate the model was to use traffic counts throughout the City. Traffic counts were collected from UDOT and include annual average daily traffic (AADT) volumes as defined in *Traffic on Utah Highways*. On City-owned roadways, traffic counts were either provided by Eagle Mountain or were manually counted as part of this TMP. [**Figure 7**](#) shows the count locations throughout the City used for model calibration.

Existing Roadway and Intersection Level of Service

Using the calibrated MAG Travel Demand Model and data provided by Eagle Mountain, the LOS for each roadway segment is shown in [**Figure 8**](#). The following roadways are currently performing at LOS E or worse.

Roadway Segments

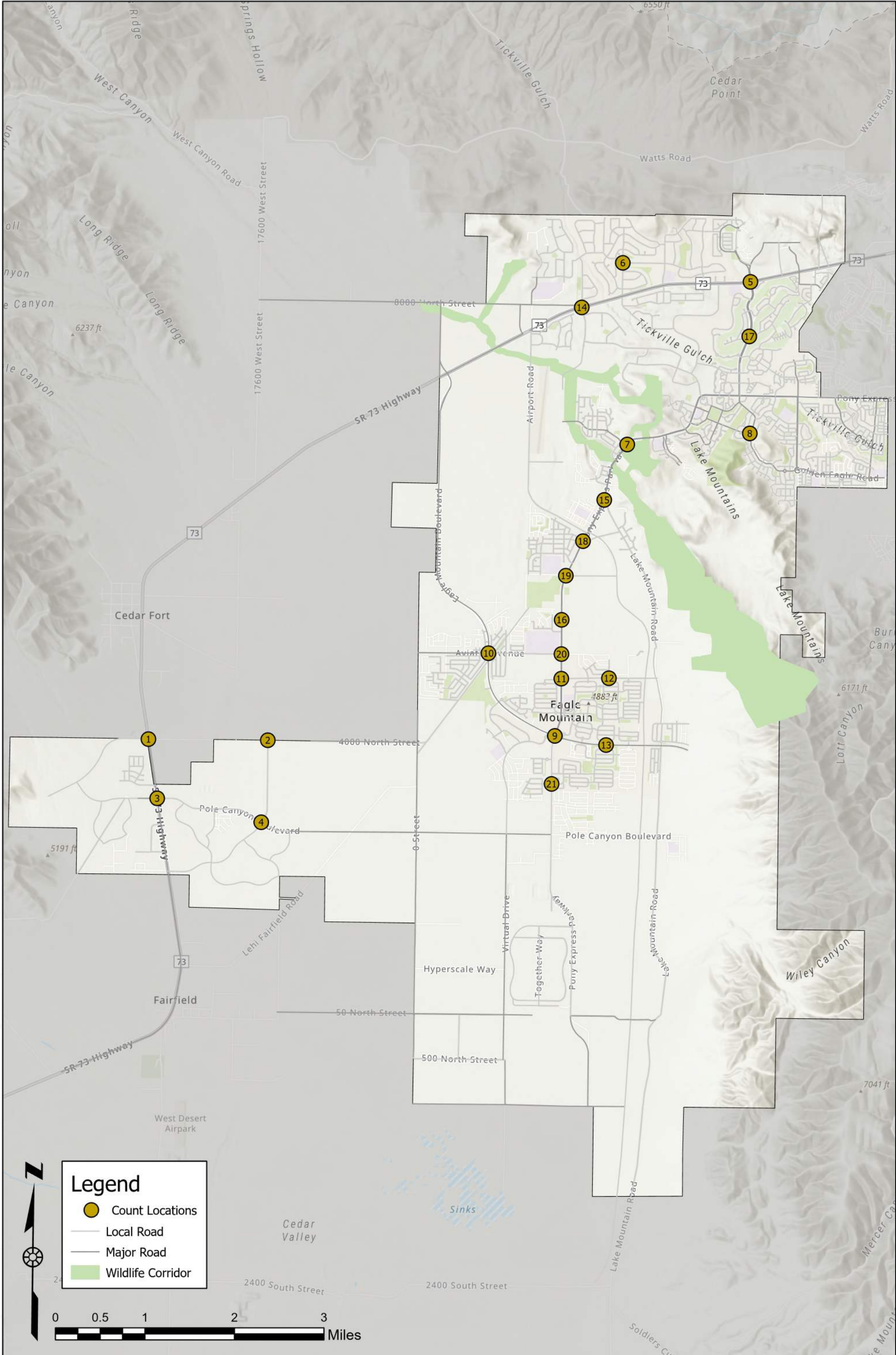
- **Cory B Wride Highway** (Ranches Pkwy to eastern border)
- **Pony Express Pkwy** (Ranches Pkwy to Lone Tree Pkwy)
- **Pony Express Pkwy** (Porter's Crossing to eastern boundary)
- **Pony Express Pkwy** (Eagle Mountain Blvd to south of Wastewater Treatment Plant)



Mitigations to Existing Capacity Deficiencies

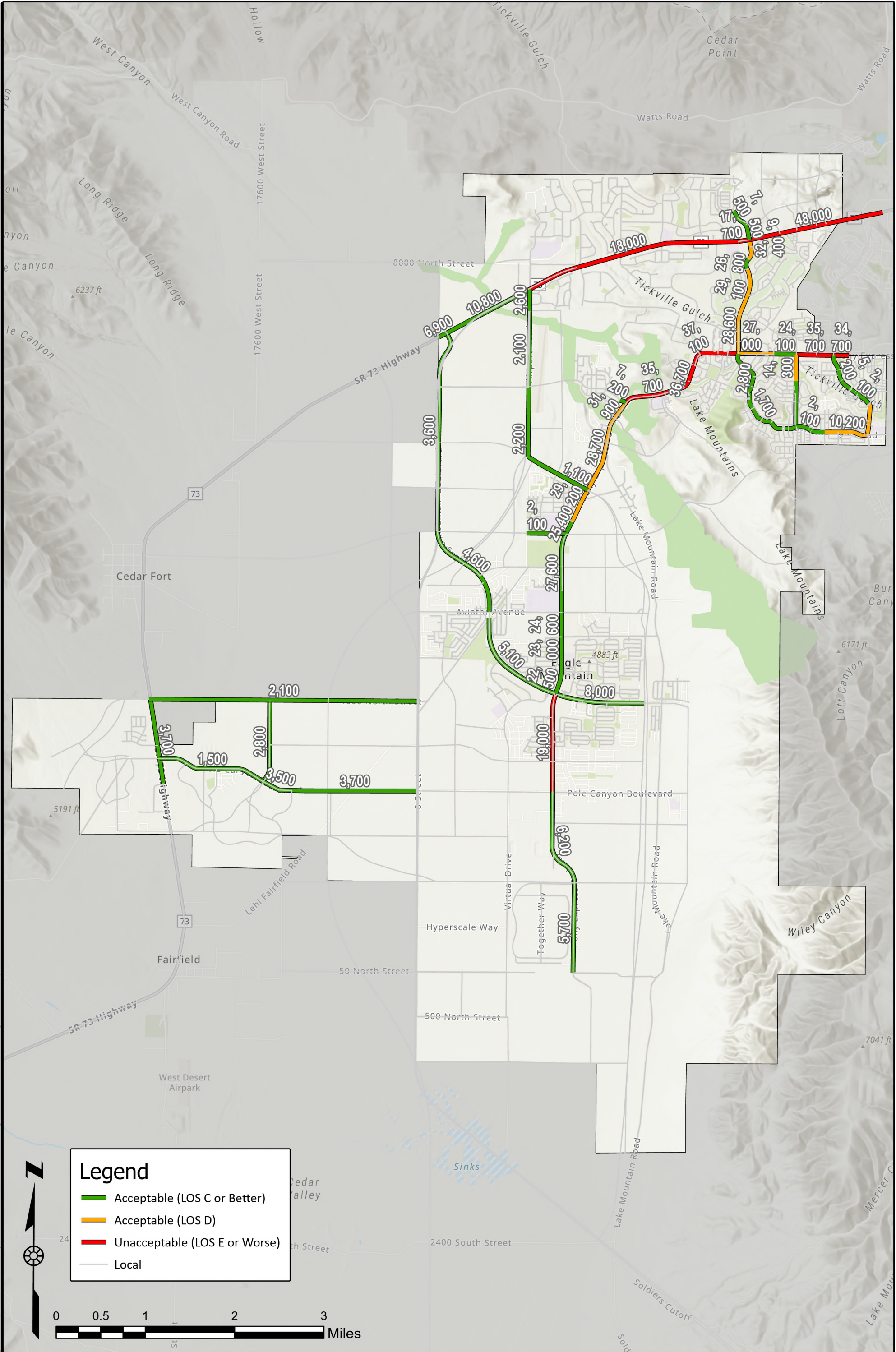
In most cases, roadway capacity improvements are achieved by adding travel lanes. Eagle Mountain can gain additional capacity by striping more roadway lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, and adding two-way left turn lanes where they do not currently exist. Eagle Mountain is recommended to investigate other mitigation methods for all roadway capacity improvements before widening the roadway to save the City money.

At signalized intersections, methods to improve intersection LOS include additional left and right turning lanes and signal timing improvements. It is recommended to investigate signal timing improvements before adding additional turning lanes.



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Existing (2026) Level of Service
Eagle Mountain Transportation Master Plan

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Figure 9	



Future Roadway Network Conditions

Two future conditions are included in this TMP. The 2035 Capital Facilities Plan (CFP) includes all roadway improvements necessary for the horizon year of 2035. The Transportation Improvement Fund (TIF) is included to indicate the funding source for all projects included in the 2035 CFP. The other condition investigates the roadway network and improvements necessary for the horizon year 2050. Both the 2035 CFP and 2050 conditions are outlined in this section, as well as the methodology used to incorporate the TIF to fund all the projects in the CFP. All projects will be selected based on input from City staff, elected officials, and the public.

Wildlife Corridor

Eagle Mountain has identified a wildlife corridor that contains conflict points with existing and planned roads. Any road impacted by the wildlife corridor shall incorporate other animal-human conflict mitigation measures in addition to wildlife crossings: For example, impregnable wildlife fencing, speed reduction, wildlife warning signs, roadway lighting, road narrowing, vegetation management, solar roadways, and other mitigation measures that can influence animal or human behaviors. For each project that conflicts with this corridor, there will be coordination with the City on proper mitigation. These mitigation measures will include grade crossings, bridges, or tunnel crossings. As the exact required mitigation measures differ for every project, the proposed mitigation shall be updated on a project-by-project basis during engineering design. Future wildlife crossings will, at minimum, be designed in compliance with **FHWA - Center for Local Aid Support - Publications (dot.gov)**. The anticipated mitigations are identified on the Wildlife Corridor Conflict Map, located in the **Appendix**. Roads are heavily discouraged in the wildlife corridor and shall not be allowed except for the minimal required roads annotated on the TMP. Any road deemed necessary to cross the wildlife corridor shall have impact studies completed and include animal-human mitigation measures. As these recommendations are updated based on development and growth, it is recommended that this map is continually updated to ensure everyone is up to date with current planning in the City. The City will be proactive in securing funding for future wildlife crossing and mitigations and will work with local, state, federal, and outside organizations to achieve that goal.

Using city and available grant funds for wildlife crossings is a smart investment that enhances public safety and protects local wildlife. These crossings, like overpasses and underpasses, allow animals to safely cross roads, reducing vehicle collisions and maintaining ecological connectivity. This not only preserves biodiversity but also demonstrates a commitment to sustainable urban planning and conservation.

2035 Capital Facilities Plan

The 2035 CFP includes all projects that will be completed by the horizon year of 2035. A “No Build” scenario is modeled to determine the roadways that will perform at LOS E or worse by 2035. Included in the list of projects are projects on the MAG Regional Transportation Plan (RTP). This section describes the details of the process used to produce a list of projects and a description of the Transportation Improvement Fund (TIF) for the 2035 CFP.

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the

Eagle Mountain Transportation Master Plan (TMP)

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existing roadway network, as shown in **Figure 9**. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (Airport Road to the eastern border)
- **Ranches Pkwy** (Cory B Wride Highway to Pony Express Pkwy)
- **Pony Express Pkwy** (White Birch Drive to the eastern border)
- **Hidden Valley Pkwy** (Pony Express Pkwy to the end of the existing)
- **Pony Express Pkwy** (Eagle Mountain Blvd to south of the Wastewater Treatment Plant)

2035 Roadway Improvements

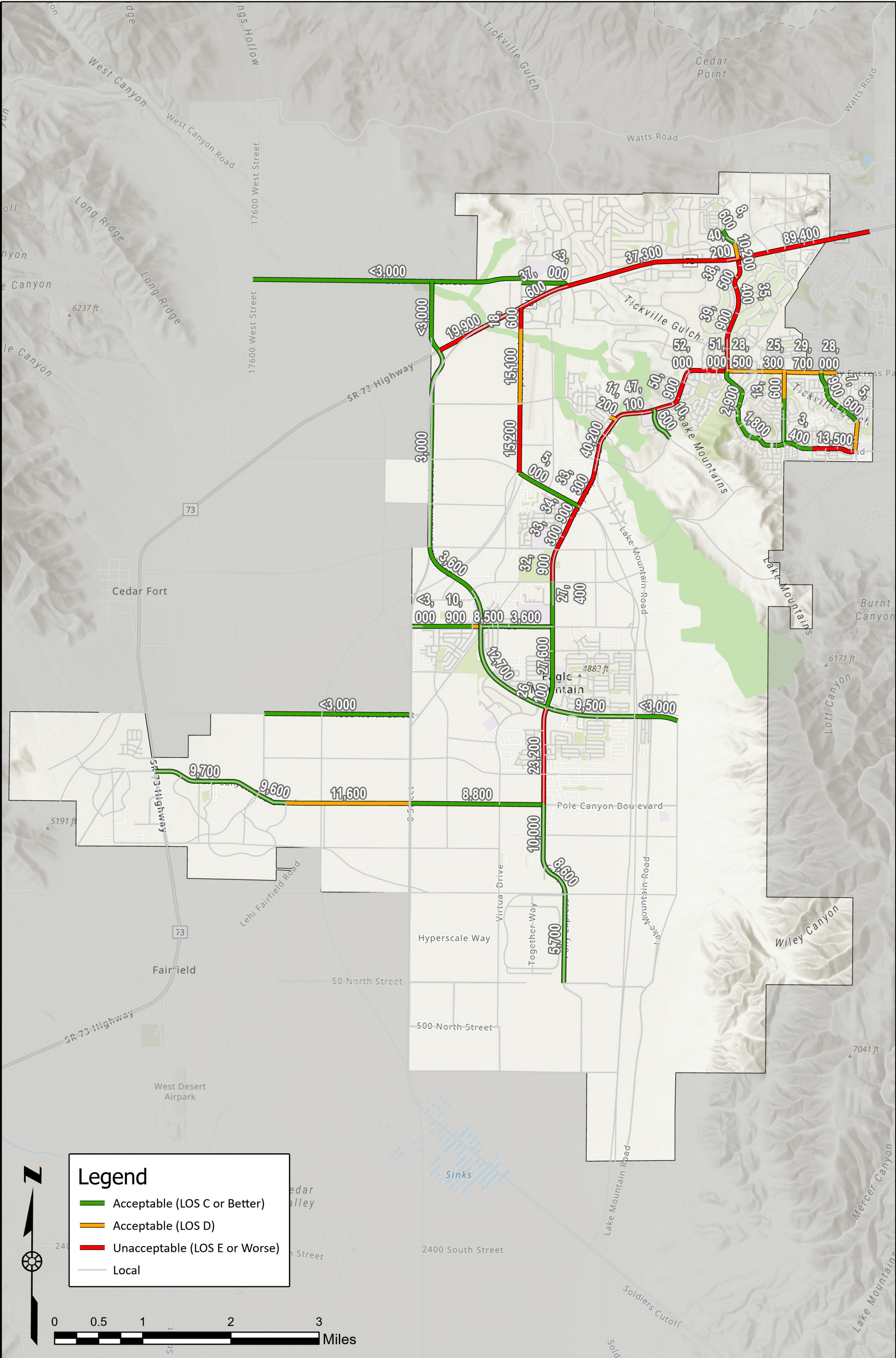
Eagle Mountain is not alone in improving the roadway network. In cooperation with UDOT, MAG provides financial assistance for eligible projects on roadways with regional significance. Some of these projects are already included in the Regional Transportation Plan (RTP). Projects of regional significance not included in the RTP may receive financial assistance through an application process. On roadways owned and operated by UDOT, the fiscal responsibility typically falls to UDOT. Eagle Mountain needs to include these projects in this TMP and coordinate with UDOT to ensure these projects are implemented and that the projects follow access management principles. The projects in Eagle Mountain included on the RTP are shown in the following list of the RTP Phase 1 projects to be completed by 2035.

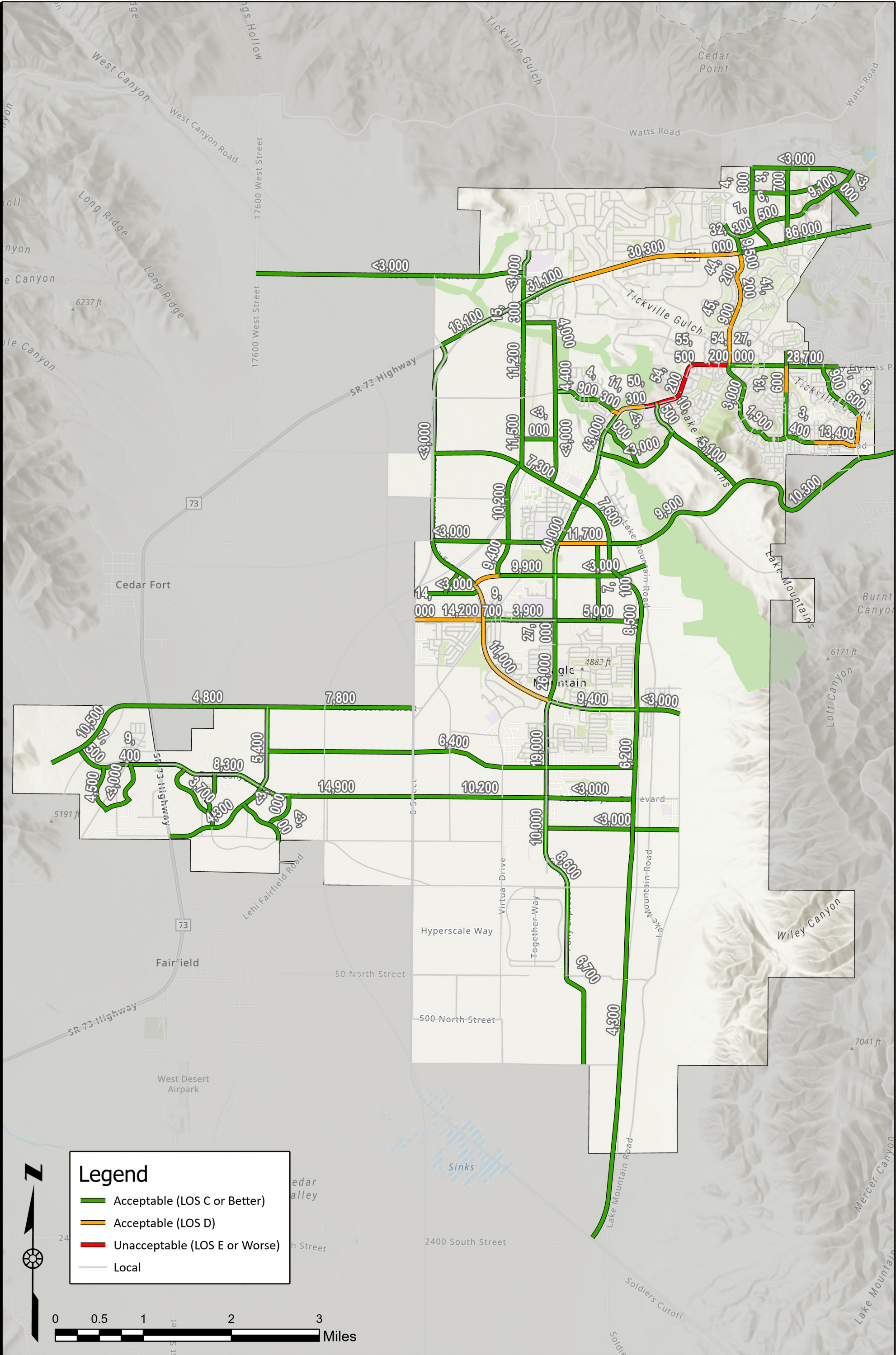
Phase 1: 2025-2035

- **Airport Rd** (Cory B Wride HWY to East Expressway) – New and Widen 5-lanes
- **Cory Wride HWY** (Mountain View Corridor to Ranches Pkwy) – New freeway, frontage roads
- **Cory Wride HWY** (Ranches Pkwy to Airport Rd) – New freeway, frontage roads
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – New 3-lane road
- **Lake Mountain Corridor** (NW Eagle Mountain Blvd to SE East Expressway) – New 3-lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes (Complete)

Although the improvements on the RTP will improve congestion in the specific project areas, there are other areas of the City where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in **Figure 10**. Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements, and intersection improvements to be completed by 2035, also shown in **Figure 10**. A map indicating the level of service of major roadways when all 2035 projects have been complete is shown in **Figure 11**. A description of all projects can be found in **Appendix B: Cost Estimates**. The costs to implement these projects are found in **Cost to Implement 2035 and 2050 Projects**.

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2035 Build Level of Service
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Figure 10



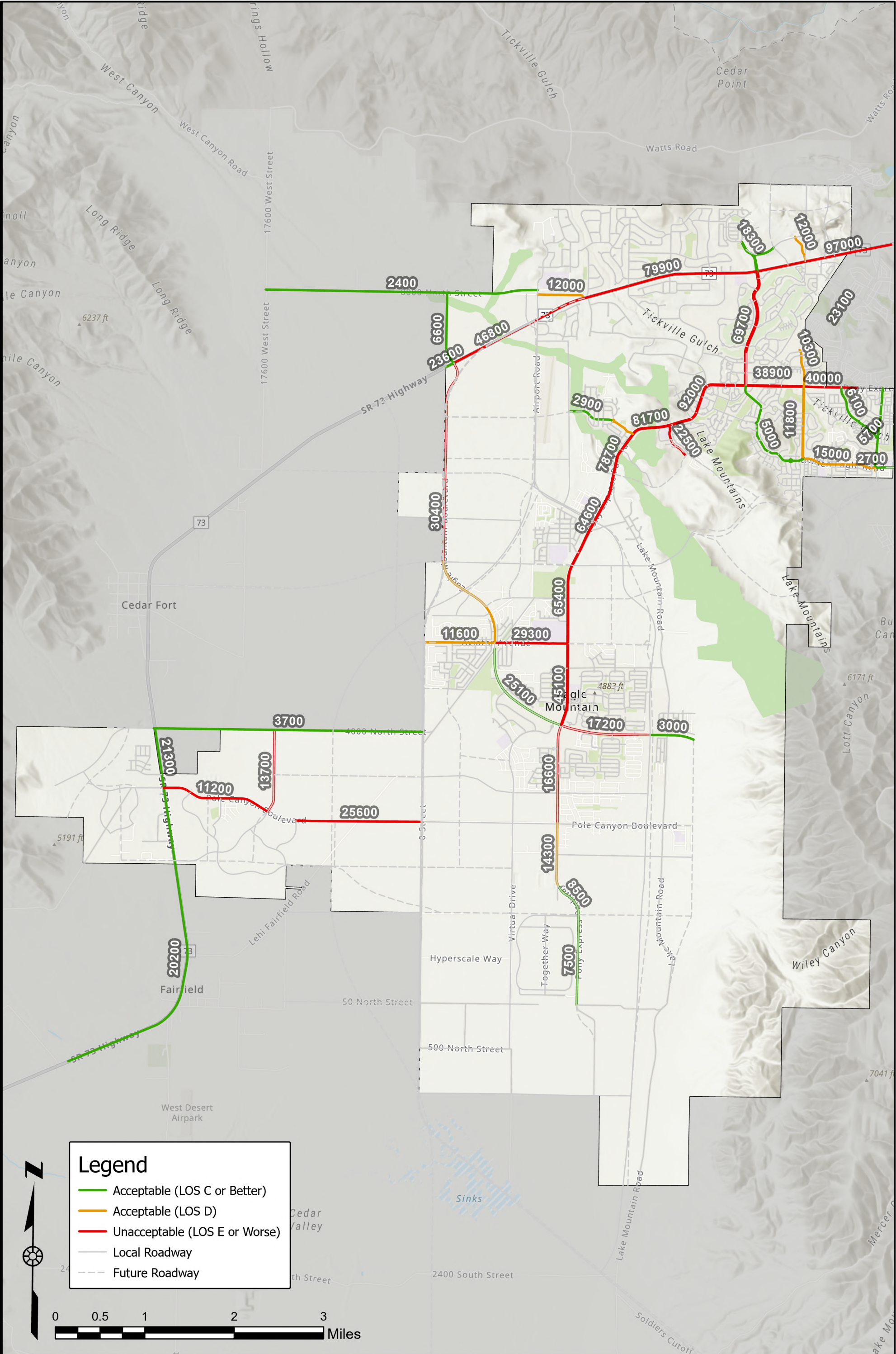
2050 Roadway Improvements

The same process was completed with a horizon year of 2050. Planning for projects necessary to improve the roadway network is important for Eagle Mountain, so roadways that are not included on MAG's RTP can be added. Roadways eligible for MAG funding can be found on UDOT's Functional Classification Map on their website. All roadways with a four-digit route number are eligible for federal funding (All roadways with 1-3 digits are UDOT-owned roadways). To indicate the projects necessary for 2050, a no-build scenario was analyzed.

No Build Level of Service

As used for the 2035 roadway conditions, the no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the City roadway network. Using the travel demand model, **Figure 12** shows the 2050 No Build LOS. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (western border to eastern border)
- **Ranches Pkwy** (Cory B Wride Highway to Pony Express Pkwy)
- **Hidden Valley Pkwy** (Pony Express Pkwy to Lake Mountain Corridor)
- **Eagle Mountain Blvd** (Cory B Wride Highway to Lake Mountain Corridor)
- **Aviator Avenue** (Eagle Mountain Blvd to Pony Express Pkwy)
- **Pole Canyon Blvd** (O Street to SR-73)
- **Pony Express Pkwy** (Pole Canyon Blvd to the eastern border)
- **Tyson Parkway** (Pole Canyon Blvd to 4000 N)



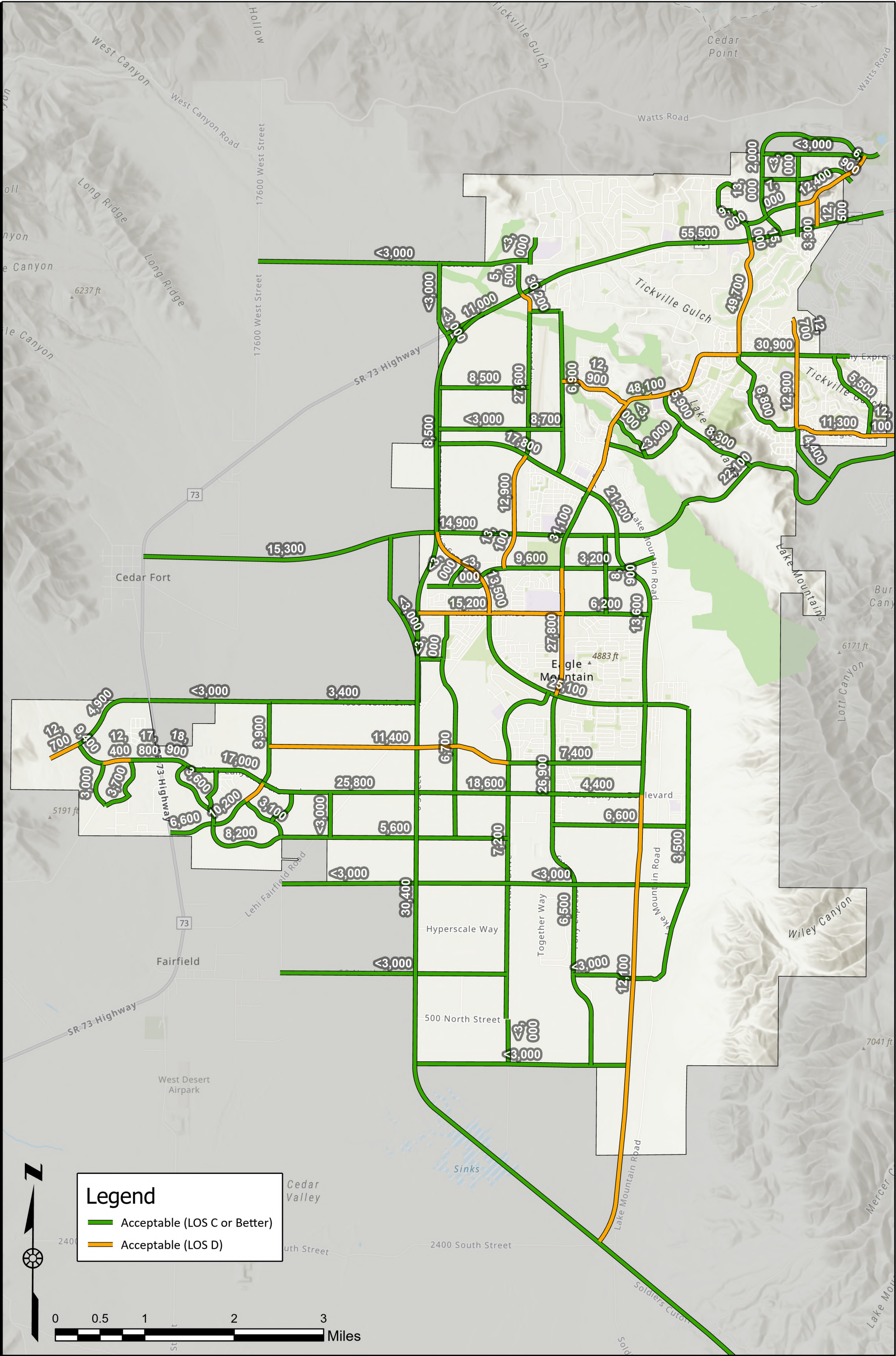
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2050 No-Build Level of Service
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Figure 12	



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2050 Build Level of Service
Eagle Mountain Transportation Master Plan

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Figure 13



2050 Roadway Improvements

Many roadways in Eagle Mountain are included on MAG's RTP. The projects included in the RTP are shown in **Figure 14**. Included is a list of the roadway improvements included in the RTP for all three phases (2019-2050).

Phase 1: 2025-2035

- **Airport Rd** (Cory B Wride HWY to East Expressway) – New and Widen 5-lanes
- **Cory Wride HWY** (Mountain View Corridor to Ranches Pkwy) – New freeway, frontage roads
- **Cory Wride HWY** (Ranches Pkwy to Airport Rd) – New freeway, frontage roads
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – New 3-lane road
- **Lake Mountain Corridor** (NW Eagle Mountain Blvd to SE East Expressway) – New 3-lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes (Complete)

Phase 2: 2031-2040

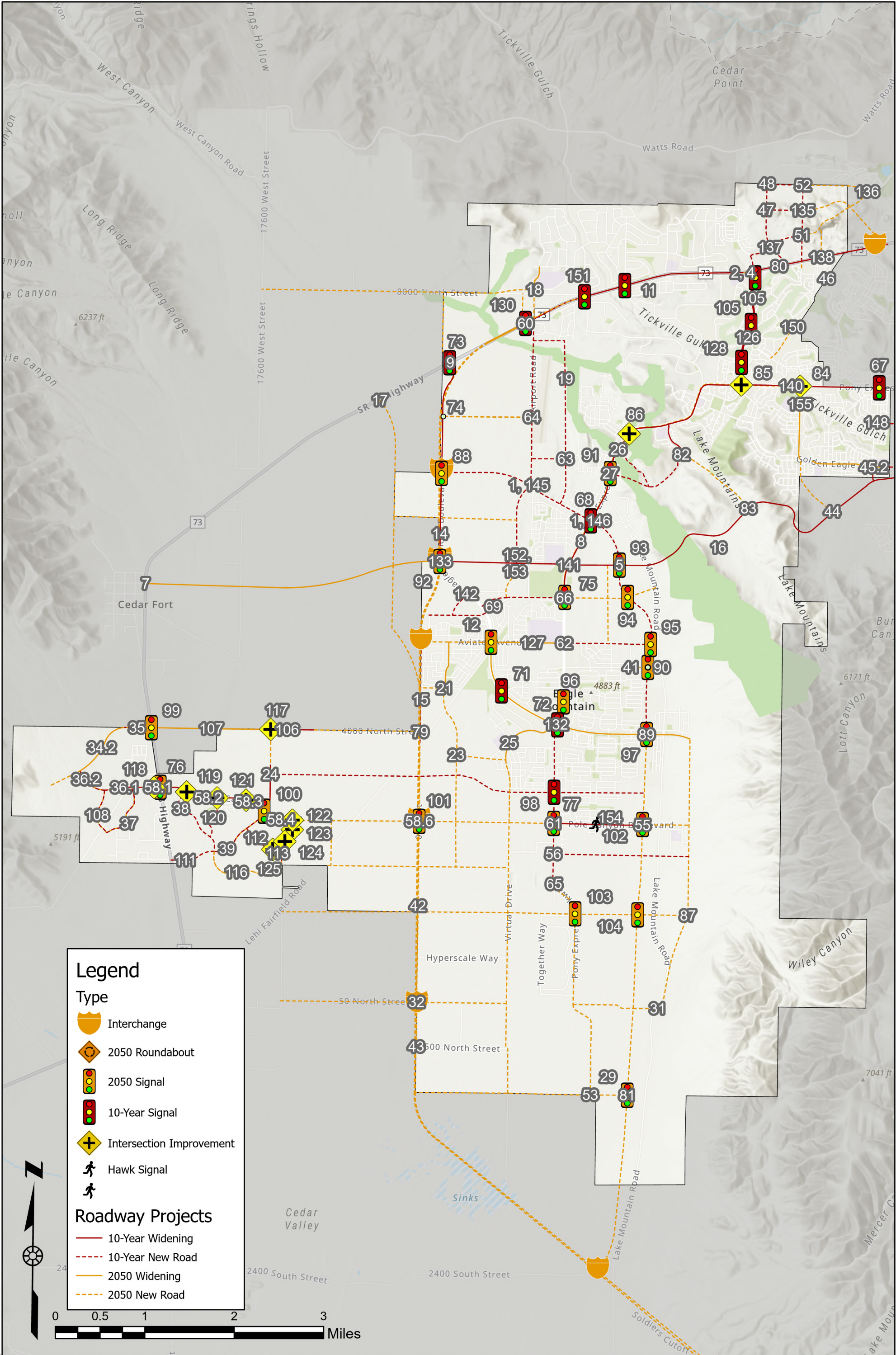
- **Cedar Valley Expressway** (Airport Road to Eagle Mountain City Boundary) – New Expressway
- **East Expressway** (Eagle Mountain Blvd to SE Eagle Mountain Blvd) – Widen to 5 lanes

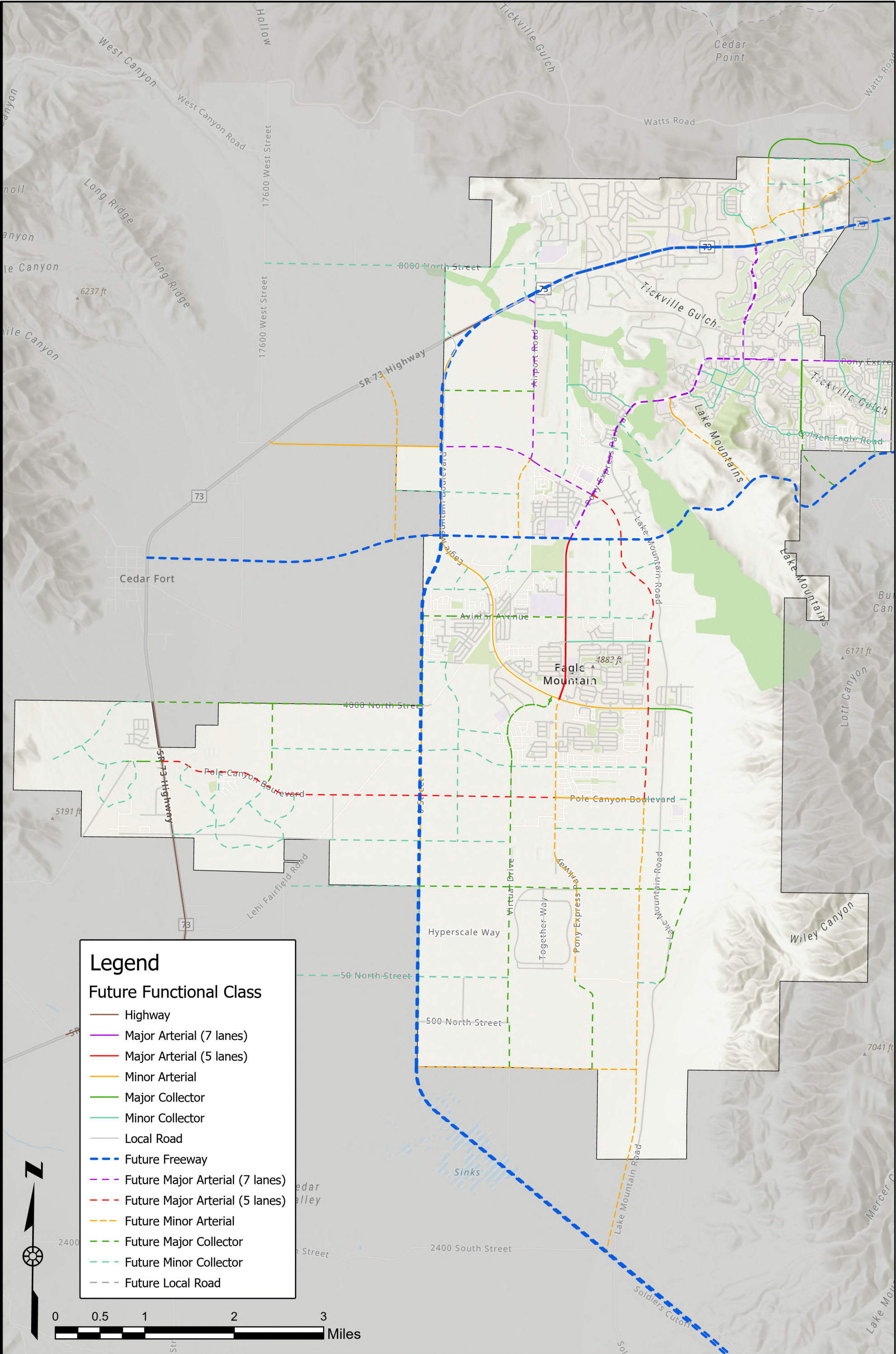
Phase 3: 2040-2050

- **Cedar Valley Fwy** (Airport Road to Eagle Mountain City Boundary) – New Freeway
- **Lake Mountain Corridor** (East Expressway to Redwood Rd) – New 5-lane Road
- **Lake Mountain Corridor** (Eagle Mountain Blvd west to SR-73) – New 3-lane road
- **UC 8000 N** (SR-73 to UC 17600 W) – New 3-lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 7 lanes
- **Airport Rd** (Cory B Wride HWY to East Expressway) – Widen 7-lanes
- **Ranches Pkwy** (Pony Express Pkwy to HWY to Cory B Wride HWY) – Widen 7-lanes

Although the improvements on the RTP will improve congestion in the specific project areas, there are many other areas of the City where the roadways will perform at an LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in **Figure 14**. Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements, and intersection improvements to be completed by 2035 and 2050, as shown in **Figure 14**. A description of all projects can be found in **Appendix B: Cost Estimates**.

Applying all improvements from **Figure 14** will improve the roadway network to function at LOS D or better. Assuming all proposed projects are completed by 2050, **Figure 15** represents the proposed 2050 Eagle Mountain roadway network functional classification. A map indicating the level of service of major roadways when all 2050 projects have been complete is shown in **Figure 13**. The costs of implementing these projects are found in the section **Cost to Implement 2035 and 2050 Projects**.





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Future Functional Classification

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Figure 15	



Funding for Roadway Network Improvements

All possible revenue sources have been considered as a means of financing transportation capital improvements needed because of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as growth happens.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions often help pay for such regional benefits. Those jurisdictions could include the Federal Government, the State Government, the Utah Department of Transportation, or the Mountainland Association of Governments. The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Eagle Mountain's recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the City.

Federal Funding

Federal money is available to cities and counties through the federal-aid program. UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications, and then a portion of those is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle, and pedestrian facilities to water runoff mitigation. Other federal and state trail funds are available from the Utah State Parks and Recreation Program.

MAG accepts applications for federal funds through local and regional government jurisdictions. MAG's Technical Advisory and Regional Planning committees select projects for funding every two years. The selected projects are from the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

- **Congestion Relief** – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
- **Mode Choice** – projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles.
- **Air Quality Improvements** – projects showing demonstrable air quality benefits.
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety.

State/County Funding

The distribution of State Class B and C Program money is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver's license fees, inspection fees, and transportation permits.

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Seventy-five percent of these funds are kept by UDOT for its construction and maintenance programs. The rest is made available to counties and cities. As many of the roads in Eagle Mountain fall under UDOT jurisdiction, it is in the interests of the City that the staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, lane miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control the monies. To qualify for preservation funds, the City must comply with the Corridor Preservation Process found at the following link: <https://www.udot.utah.gov>.

A new source of funding for Eagle Mountain is a new statewide gas tax. As of January 1, 2016, the state began collecting \$0.05 per gallon of gas purchased to use directly for transportation improvements. The inclusion of this gas tax will provide Eagle Mountain with approximately **\$440,000** annually to use for transportation projects.

City Funding

Most cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized to fund a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects felt to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a source of funds for projects using impact fees. These fees are assessed because of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. As of the publication of this Transportation Master Plan, Eagle Mountain City will have a general fund budgeted line item for transportation improvements.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed because of new growth, because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed because of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. The creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of an SAA. The boundaries



and services provided by the district must be specified, and a public hearing must be held before the creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by most of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can be applied to specific areas in the City that need and benefit from the improvements.

Grant monies are ideal for funding projects within the City since they do not need to be paid back. Grants are not easy to come by, and therefore, obtaining such funding is not likely for the City and should not be considered a viable revenue source.

Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth-related system improvements.

To help fund roadway improvements, impact fees should be established. These fees are collected from new developments in the City to help pay for improvements that are needed for the roadway system due to growth. At the culmination of the Transportation Master Planning process, a citywide IFFP will be developed according to state law to determine the appropriate impact fee values for the City.

Cost to Implement 2035 and 2050 Projects

The specific roadway network needs resulting from future growth throughout Eagle Mountain were identified in **Figure 15**. Updating this figure is necessary since project scopes change and development occurs throughout Eagle Mountain. All projects for the 2035 CFP and 2050 are in a database in **Appendix B: Cost Estimates**.

The total cost for the 2035 CFP projects is **\$1,518,933,000**. Eagle Mountain is financially responsible for **\$419,299,000**, with **\$127,436,000** eligible to be paid by impact fees. A detailed description of each project is included in **Table 7** and are ordered based on the project priority for each year.

Many of the identified projects are for UDOT roads or roads that would be eligible for MAG funding assistance, such as the Cory Wride Freeway. Where a planned project occurs on a UDOT road, it is assumed that the City would not participate in funding that project. In the case of MAG-eligible roadways, the City would be responsible for a 6.77% match of the total project cost. This 6.77% would need to be funded by the City with the funding mechanisms described earlier.

Also included are all projects necessary for the roadway network for 2050. Although this TMP should be regularly updated, all roadway improvements must accommodate projected 2050 traffic volumes. All projects included for the horizon year 2050 are listed in **Appendix B: Cost Estimates**. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$2.652 billion**, with Eagle Mountain financially responsible for **\$1.014 billion**.

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Table 7: 2035 Projects

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	\$36,000,000	Eagle Mountain	2035	8,005	100%	\$36,000,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	\$459,000,000	UDOT	2035	131,727	0%	\$-
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	\$475,000,000	UDOT	2035	181,602	0%	\$-
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	\$69,400,000	Eagle Mountain	2035	23,232	100%	\$69,400,000
8	Pony Express Parkway Widening: Lake Mountain Corridor To Ranches Pkwy - Widen to 7 lanes	\$13,387,000	Eagle Mountain	Complete	5,693	100%	\$13,387,000
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	\$51,292,000	Eagle Mountain	2035	24,431	100%	\$51,292,000
11	Cory B Wride & Mustang Way - New Signal	\$620,000	UDOT	Complete	NA	0%	\$-
12	Eagle Mountain Blvd & Aviator Ave - New Signal	\$367,238	Eagle Mountain	Complete	NA	100%	\$367,238
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	\$86,200,000	UDOT	Complete	24,170	0%	\$-
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	\$10,194,000	Eagle Mountain	2035	7,452	100%	\$10,194,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	\$30,521,000	Eagle Mountain	2035	22,312	100%	\$30,521,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	\$4,080,000	Eagle Mountain	2035	2,982	100%	\$4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	\$7,574,000	Eagle Mountain	2035	5,537	100%	\$7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	\$1,647,000	Firefly	2035	1,550	0%	\$-
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	\$1,736,000	Firefly	2035	1,634	0%	\$-
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	\$2,040,000	Firefly	2035	1,920	0%	\$-
37	NPA 4 & 5 Road: Project 36.1 to Project 108	\$4,039,000	Firefly	2035	3,802	0%	\$-
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	\$4,746,000	Firefly	2035	4,466	0%	\$-
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	\$4,104,000	Firefly	2035	3,863	0%	\$-
41	Bobby Wren Blvd Extension: Existing to East Expressway	\$2,113,000	Eagle Mountain	2035	1,698	100%	\$2,113,000
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	\$2,484,318	Eagle Mountain	2035	1324	100%	\$2,484,318

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2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	\$1,437,004	Eagle Mountain	2035	NA	100%	\$1,437,004
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	\$219,000	Eagle Mountain	2035	160	100%	\$219,000
47	New Road (unknown E/W road): Project 48 to Project 49	\$2,916,000	Eagle Mountain	2035	2,132	100%	\$2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	\$3,922,000	Eagle Mountain	2035	2,867	100%	\$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	\$9,686,000	Eagle Mountain	2035	4,521	100%	\$9,686,000
50	New Road (unknown N/S Road): SR-73 to Project 137	\$2,056,000	Eagle Mountain	2035	1,935	100%	\$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	\$2,260,000	Eagle Mountain	2035	2,127	100%	\$2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	\$10,933,000	Eagle Mountain	2035	7,992	100%	\$10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	\$6,796,000	Eagle Mountain	2035	4,968	100%	\$6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	\$3,510,000	Firefly	2035	1,673	0%	\$-
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	\$10,935,000	Firefly	2035	5,213	0%	\$-
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	\$2,639,000	Firefly	2035	1,258	0%	\$-
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	\$8,112,000	Firefly	2035	3,867	0%	\$-
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	\$10,565,000	Eagle Mountain	Complete	6,223	100%	\$10,565,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	\$9,248,000	Eagle Mountain	2035	5,524	100%	\$9,248,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	\$3,785,000	Eagle Mountain	2035	2,767	100%	\$3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$20,257,000	Eagle Mountain	2035	9,345	100%	\$20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	\$620,000	Eagle Mountain	Complete	NA	100%	\$620,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
71	Eagle Mountain Boulevard & Major Street - New Signal	\$354,769	Eagle Mountain	Complete	NA	100%	\$354,769
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	\$3,012,029	Eagle Mountain	Complete	NA	100%	\$3,012,029
73	Eagle Mountain Boulevard and SR-73 - New Signal	\$620,000	UDOT	Complete	NA	0%	\$-
77	Pole Canyon Boulevard & Pony Express Parkway	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$8,983,000	Eagle Mountain	2035	5,366	100%	\$8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	\$3,320,000	Eagle Mountain	2035	1,271	100%	\$3,320,000

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2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$930,000	Eagle Mountain	2035	600	100%	\$930,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$348,000	Eagle Mountain	2035	200	100%	\$348,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$110,100	Eagle Mountain	Complete	169	100%	\$110,100
98	Pony Express Pkwy & Parkway Fields - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
105	Braxton Dr & Ranches Pkwy – New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
106	4000 North Widen: Tyson Parkway to IPA 2 Border	\$3,142,000	Firefly	2035	2,572	0%	\$-
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	Firefly	2035	2,665	0%	\$-
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	\$2,555,000	Firefly	2035	2,802	0%	\$-
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	Firefly	2035	2,467	0%	\$-
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	Firefly	2035	2,629	0%	\$-
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	Firefly	2035	2,007	0%	\$-
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	Firefly	2035	1,112	0%	\$-
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	\$1,876,000	Firefly	2035	1,371	0%	\$-
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	\$1,232,000	Firefly	2035	900	0%	\$-
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	\$775,000	Eagle Mountain	2035	NA	100%	\$775,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	\$13,236,000	Eagle Mountain	2035	6,984	100%	\$13,236,000
128	Half Mile Rd & Ranches Pkwy – New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	Eagle Mountain	Complete	2,327	100%	\$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	\$620,000	UDOT	Complete	NA	0%	\$-
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	\$11,050,334	Eagle Mountain	Complete	6,276	100%	\$11,050,334
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	\$21,910,000	Eagle Mountain	2035	8,401	100%	\$21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	Eagle Mountain	2035	2,497	100%	\$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	Eagle Mountain	2035	2,136	100%	\$4,577,000
139	New Road (Spring Run Parkway): Realignment	\$940,000	Eagle Mountain	2035	687	100%	\$940,000
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	\$4,708,000	Eagle Mountain	2035	2,002	100%	\$4,708,000
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	\$6,407,000	MAG	2035	2,990	7%	\$434,000

Eagle Mountain Transportation Master Plan (TMP)

July 21, 2026



2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	Eagle Mountain	2027	1,496	100%	\$2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	\$4,601,000	Eagle Mountain	2027	3,363	100%	\$4,601,000
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	\$8,620,000	MAG	2035	3,300	7%	\$584,000
147	New Road (Arnot Peak): Project 19 to Airport Road	\$1,697,000	Eagle Mountain	2035	1,240	100%	\$1,697,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	\$3,010,000	Eagle Mountain	2035	2,200	100%	\$3,010,000
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	\$2,285,000	Eagle Mountain	2035	1,670	100%	\$2,285,000
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	\$620,000	UDOT	2035	NA	0%	\$620,000
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	\$1,546,000	Eagle Mountain	2035	1,455	100%	\$1,546,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	\$3,062,000	Eagle Mountain	2035	1,455	100%	\$3,062,000
154	Pole Canyon blvd Hawk Signal	\$310,000	Eagle Mountain	2035	NA	100%	\$310,000
Total		\$1,518,933,000					\$419,299,000

Table 8: 2050 Projects

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
7	New Road (Lake Mountain Corridor): Eagle Mountain Blvd to SR-73 - New 3 lane road	\$37,300,000	Eagle Mountain	2050	22,281	100%	\$37,300,000
10	Eagle Mountain Blvd Widening: East Expressway to Project 31	\$3,477,000	Eagle Mountain	2050	2,600	100%	\$3,477,000
13	New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road	\$8,562,000	Eagle Mountain	2050	5,114	100%	\$8,562,000
14	New Road (Cedar Valley Freeway): Airport Rd to Eagle Mountain City Boundary - New freeway	\$359,500,000	UDOT	2050	103,171	0%	\$-
15	New Road (Central Valley Road): UC 2400 N to Lake Mountain Corridor - New 3 lane road	\$16,969,000	Eagle Mountain	2050	10,136	100%	\$16,969,000
17	New Road (Cedar Valley Road): Lake Mountain Corridor to SR-73 - New 3 lane road	\$13,691,000	Eagle Mountain	2050	9,980	100%	\$13,691,000
18	New Road (UC 8000 N): SR-73 to UC 17200 W - New 3 lane road	\$42,000,000	Eagle Mountain	2050	25,088	100%	\$42,000,000
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	\$2,265,000	Eagle Mountain	2050	2,765	100%	\$2,265,000
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	\$15,399,000	Eagle Mountain	2050	10,691	100%	\$15,399,000

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July 21, 2026



2050 Capital Facilities Plan – Eagle Mountain City Responsibility

Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
22	New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road	\$1,966,000	Eagle Mountain	2050	1,437	100%	\$1,966,000
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	\$3,634,000	Eagle Mountain	2050	2,921	100%	\$3,634,000
25	New Road (Virtual Drive): N Wood Rd to E 500 N St - New 3 lane road	\$30,256,000	Eagle Mountain	2050	18,073	100%	\$30,256,000
29	East Expressway & Project 81 - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
30	New Road (unknown n/s road): Project 16 to Project 62	\$6,345,000	Eagle Mountain	2050	4,638	100%	\$6,345,000
31	New Road (unknown N/S Rd): Eagle Mtn Blvd to 1000 North St	\$22,237,000	Eagle Mountain	2050	16,256	100%	\$22,237,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	\$7,308,000	Eagle Mountain	2050	5,342	100%	\$7,308,000
33	New Road (unknown): Wood Road to Project 40	\$14,596,000	Eagle Mountain	2050	10,670	100%	\$14,596,000
34.1	NPA 1 & 3 Road: Pole Canyon Blvd to end of road	\$1,988,000	Firefly	2050	1,870	0%	\$-
34.2	NPA 1 & 2 Road: Pole Canyon Blvd to Project 34.1	\$3,927,000	Firefly	2050	3,696	0%	\$-
40	New Road (unknown N/S Rd, east of Tyson Parkway): northern border to southern border	\$8,917,000	Eagle Mountain	2050	7,989	100%	\$8,917,000
42	New Road (0 St): Cory Wride Hwy to Project 33 above	\$20,384,000	Eagle Mountain	2050	12,176	100%	\$20,384,000
43	New Road (2000 East St): Project 33 above to 500 North St	\$11,835,000	Eagle Mountain	2050	8,652	100%	\$11,835,000
44	New Road (Porters Crossing Parkway): Golden Eagle Rd to Lake Mountain Corridor	\$5,486,000	Eagle Mountain	2050	4,010	100%	\$5,486,000
51	New Road (unknown E/W road): Project 49 to eastern border	\$3,664,000	Eagle Mountain	2050	2,678	100%	\$1,429,000
53	New Road (Pony Express Parkway) : 1000 N to southern border	\$12,577,000	Eagle Mountain	2050	5,870	100%	\$12,577,000
54	New Road (unknown N/S road): Lake Mountain Corridor to Project 57	\$3,338,000	Eagle Mountain	2050	2,440	100%	\$3,338,000
55	New Road (Pole Canyon Boulevard): East Expressway to Project 31 above	\$4,574,000	Eagle Mountain	2050	1,751	100%	\$4,574,000
58.5	Pole Canyon Blvd Widen: Project 58.4 to Project 42	\$16,655,000	Eagle Mountain	2050	7,940	100%	\$16,655,000
58.6	Pole Canyon Blvd Widen: Project 58.5 to Pony Express Pkwy	\$15,690,000	Eagle Mountain	2050	7,480	100%	\$15,690,000
59	New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North	\$5,841,000	Eagle Mountain	2050	4,270	100%	\$5,841,000
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	\$4,307,000	Eagle Mountain	2050	3,148	100%	\$4,307,000

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July 21, 2026



2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
64	New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road	\$17,201,000	Eagle Mountain	2050	8,028	100%	\$17,201,000
66	New Road (unknown W/E road): Pony Express Parkway to East Expressway	\$7,599,000	Eagle Mountain	2050	5,555	100%	\$7,599,000
74	Lone Tree Parkway & Eagle Mountain Blvd - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
75	Pony Express Parkway & Project 57 - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
76	Pole Canyon Boulevard & SR-73 - New Signal	\$620,000	UDOT	2050	NA	0%	\$-
78	New Road (Cory Wride Freeway): Ranches Parkway to East Expressway- New freeway, frontage roads	\$155,312,000	UDOT	2050	91,489	0%	\$-
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	\$14,017,000	Eagle Mountain	2050	12,516	100%	\$14,017,000
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	\$2,763,000	Eagle Mountain	2050	2,028	100%	\$2,763,000
83	New Road (Hidden Valley Pkwy): Locust Ave to Lake Mountain Corridor	\$9,532,000	Eagle Mountain	2050	6,968	100%	\$9,532,000
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	\$26,730,000	Eagle Mountain	2050	15,967	100%	\$26,730,000
88	East Expressway & Eagle Mountain Blvd - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
89	New Road (East Expressway): Eagle Mountain Blvd to Southern Border	\$84,132,000	Eagle Mountain	2050	39,268	100%	\$84,132,000
90	East Expressway & Bobby Wren Blvd - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
91	Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
92	Eagle Mountain Blvd & Lake Mountain Corridor - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
93	Lake Mountain Corridor & East Expressway - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
94	East Expressway & Project 66 - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
95	East Expressway & 5000 North - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
96	Pony Express Pkwy & Eagle Park Entry Road	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
97	Eagle Mountain Blvd & East Expressway - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
99	4000 North & SR-73 - New Signal	\$620,000	UDOT	2050	NA	0%	\$-
100	Pole Canyon Rd & Tyson Pkwy - New Signal	\$620,000	Firefly	2050	NA	0%	\$-
101	Pole Canyon Rd & 0 St - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
102	Pole Canyon Rd & East Expressway - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000

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2050 Capital Facilities Plan – Eagle Mountain City Responsibility

Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
103	Pony Express Pkwy & Project 87 - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
104	East Expressway & Project 87 - New Signal	\$620,000	Eagle Mountain	2050	NA	100%	\$620,000
107	4000 North Widen: SR-73 to Tyson Parkway	\$8,622,000	Firefly	2050	7,058	0%	\$-
116	East Loop Road: Tyson Parkway to Eastern City Boundary	\$5,097,000	Firefly	2050	4,797	0%	\$-
117	Intersection Improvement: Tyson Parkway & 4000 North	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
118	Intersection Improvement: Pole Canyon Blvd & CPA 1 Road	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
120	Intersection Improvement: Pole Canyon Blvd & Firefly Drive	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
121	Intersection Improvement: Pole Canyon Blvd & NPA 9 Road	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
122	Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
123	Intersection Improvement: Commercial Boundary Road & North CPA 2 & NPA 12 Road	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
124	Intersection Improvement: Commercial Boundary Road & South CPA 2 & NPA 12 Road	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
125	Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road	\$775,000	Eagle Mountain	2050	NA	100%	\$775,000
127	Aviator Avenue Widening: Pony Express Pkwy to Eagle Mountain Blvd	\$9,503,000	Eagle Mountain	2050	4,294	100%	\$9,503,000
132	Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway	\$9,881,000	Eagle Mountain	2050	5,629	100%	\$9,881,000
135	New Road (unknown E/W road): Project 47 to Project 51	\$4,348,000	Eagle Mountain	2050	3,178	100%	\$4,348,000
136	New Road (unknown E/W road): Project 52 to Project 51	\$5,240,000	Eagle Mountain	2050	3,830	100%	\$5,240,000
138	New Road (unknown N/S road): SR-73 to Project 51	\$2,055,000	Eagle Mountain	2050	1,502	100%	\$2,055,000
145	Old Airport Rd Widening: Cory B Wride Hwy to East Expressway - 7-lane road	\$10,370,000	Eagle Mountain	2050	2,976	100%	\$10,370,000
146	East Expressway Widening: Eagle Mountain Blvd to Pony Express Pkwy - 7-lane road	\$33,173,000	Eagle Mountain	2050	9,520	100%	\$33,173,000
150	New Road: Atherton Lane to St. Andrews Drive - 2 lane road	\$3,092,000	Eagle Mountain	2050	2,260	100%	\$3,092,000
155	Porter's Crossing: Pony Express Pkwy to Golden Eagle Road	\$2,146,000	Eagle Mountain	2050	1,317	100%	\$2,146,000
2050 Project Total		\$1,133,481,000					\$594,940,000
2035 & 2050 Project Total		\$2,652,724,000					\$1,014,239,000

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ALTERNATIVE TRANSPORTATION MODES

Accommodating alternative modes of transportation, including trails, sidewalks, and future transit options, helps provide opportunities to those who may not have access to a vehicle, may not be inclined to drive, or are seeking healthier lifestyles. An active transportation plan allows all Eagle Mountain residents to travel within and out of Eagle Mountain. These facilities will improve the overall quality of life of the residents while aiding in congestion relief and increasing the lifespan of the City's roadway network.

Eagle Mountain is committed to providing transportation options for all modes, including bicyclists, pedestrians, motorists, commercial vehicles, and emergency vehicles. The thorough TMP will accommodate all these modes for all ages and all abilities, where possible. Through proper policy, Eagle Mountain can achieve a wide range of benefits, improving safety, enhancing city vitality, improving the visual and economic appeal of a streetscape, and improving public welfare by addressing a wide array of health and environmental problems. Eagle Mountain will look holistically at the transportation network to identify the best streets for walking and riding bicycles while ensuring that main arterials and thoroughfares remain accessible and viable for regional travel. These policies need to reflect the local lifestyles and need to be unique to the Eagle Mountain community.

Bicycle and Pedestrians

Pedestrian and bicycle safety is one of the main features of any transportation master plan. People will be more inclined to walk or ride their bicycles when the experience is pleasant, they feel safe, and distances are reasonable. Eagle Mountain is home to some of the most ridden bike trails in the state. Bike lanes on selected roadways provide safer access for recreational users, as stated in the *Eagle Mountain Bicycle and Pedestrian Master Plan*, which the public can access online at [Eagle Mountain City website](#).

Transit

The Utah Transit Authority (UTA) is the public transportation provider throughout the Wasatch Front. UTA operates fixed-route buses, express buses, bus rapid transit (BRT), ski buses, light rail, and commuter rail. Eagle Mountain has a new Park N Ride along Pony Express Parkway. UTA has also started a new On Demand service, which is not available in Eagle Mountain, but Eagle Mountain should explore this service as another viable alternative mode of transportation. In this capacity, UTA is responsible for the operation of the transit network in Eagle Mountain. Eagle Mountain and UTA are responsible for cooperating and providing transit planning to accommodate alternative transportation options to residents as demand increases.

In 2008, the Utah Transit Authority (UTA) began Route 806, the first bus route to serve Eagle Mountain, which currently runs between Nolen Park in Eagle Mountain (western terminus) and the Lehi (FrontRunner) station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain are included in **Figure 16** (UTA maintains up-to-date route information at www.rideuta.com). The combined efforts of the Utah Transit Authority (UTA), UDOT, MAG, and Eagle Mountain will dictate the nature of a future expanded transit system. In the spring of 2026, UTA will begin servicing 860, which

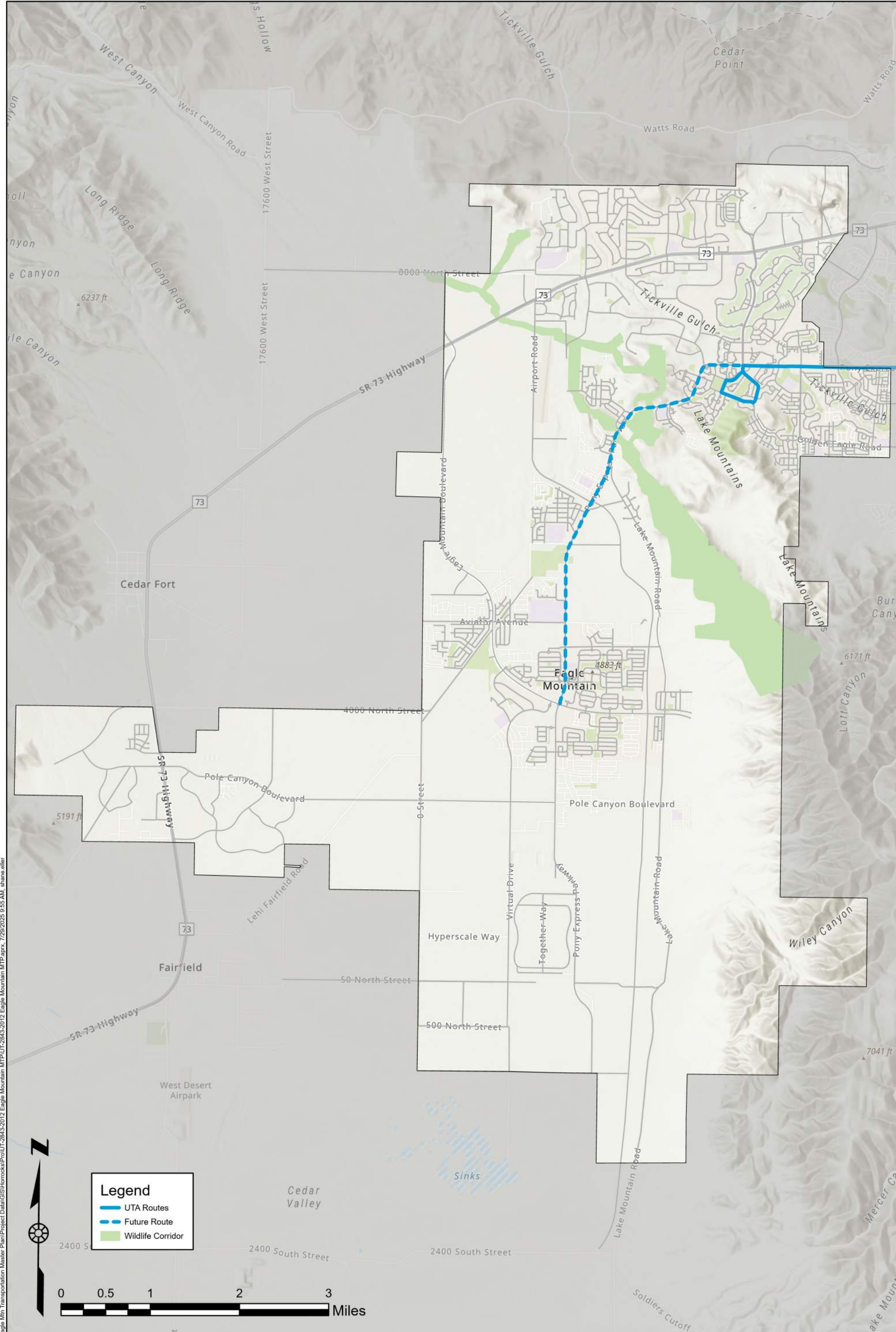
Eagle Mountain Transportation Master Plan (TMP)

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will provide service along Pony Express Parkway from the east end of the City-to-City Center. This will replace Route 806.

As part of MAG's Trans Plan 50, there is a planned Cedar Valley Core Bus Route scheduled and funded for phase 1, which travels between American Fork and Eagle Mountain, extending coverage down to Eagle Mountain Blvd. There is an unscheduled and unfunded BRT route that may be considered as demand increases. The Transit Fresh Look Study, conducted by UTA, aims to identify a preferred transit corridor for northwest Utah County and southwest Salt Lake County. It will also provide additional recommendations for transit needs within the City and the surrounding region. Eagle Mountain and UTA will continue to coordinate and plan for future transit needs.



Q:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 7/29/2025 9:55 AM, shane.diller



2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 763-5100

UTA Transit Routes
Eagle Mountain Transportation Master Plan

DATE	7/29/2025
DRAWN	
Figure 16	

APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES



Traffic Impact Study Requirements

When a Traffic Impact Study is required, prepare the study according to the appropriate TIS level as shown below. The traffic study shall, at a minimum, incorporate Eagle Mountain principles and standards and national practices. Additional requirements and investigation may be imposed upon the applicant as necessary.

PERMIT LEVEL / TRAFFIC STUDY LEVEL I

PROJECT ADT < 100 TRIPS

No proposed modifications to traffic signals, roadway elements, or geometry.

1. Study Area

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary.
- The study area may be limited to or include property frontage and neighboring and adjacent parcels. Identify site, cross, and next adjacent up and downstream access points within the access category distance of property boundaries.

2. Design Year

- Opening Day of the Project

3. Analysis Conditions and Period

- Identify site traffic volumes and characteristics.
- Identify adjacent street(s) traffic volume and characteristics.

4. Identify right-of-way, geometric boundaries, and physical conflicts

- Investigate the existence of a federal or state, no-access, or limited-access control line.

5. Generate access point capacity analysis as necessary

- Analyze site and adjacent road traffic for the following periods: weekday A.M. and P.M. peak hours, including Saturday peak hours if required by the City Engineer. Identify special event peak hours as necessary (per roadway peak and site peak).

6. Design and Mitigation

- Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.



PERMIT LEVEL / TRAFFIC STUDY LEVEL II

PROJECT ADT 100 TO 500 TRIPS

1. *Study Area*

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary.
- Intersection of site access drives with state highways and any signalized and unsignalized intersection within the access category distance of the property line. Include any identified queuing distance at the site and study intersections

2. *Design Year*

- Opening Day of the Project

3. *Analysis Period*

- Identify site and adjacent road traffic for weekday A.M. and P.M. peak hours (Saturdays if required by the City Engineer).

4. *Data Collection*

- Identify site and adjacent street roadway and intersection geometries.
- Identify adjacent street(s) traffic volume and characteristics.

5. *Conflict / Capacity Analysis*

- Diagram flow of traffic at access point(s) for site and adjacent development.
- Perform capacity analysis as determined by the City Engineer.

6. *Right-of-Way Access*

- Identify right-of-way, geometric boundaries, and physical conflicts.
- Investigate the existence of a federal or state, no-access, or limited-access control line.

7. *Design and Mitigation*

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.

PROJECT ADT 500 TO 3,000 TRIPS OR PEAK HOUR < 500 TRIPS.

1. *Study Area*

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary. An acceptable traffic study boundary is 1/4-1/2 mile on each side of the project site per the City Engineer.
- Intersection of site access drives with state highways and any signalized and unsignalized intersection within the access category distance of the property line. Include any identified queuing distance at the site and study intersections.

2. *Design Year*

- Opening Day of the Project
- Five (5) Years after Project Completion
- Document and include all phases of development (including out pad parcels)

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3. Analysis Period

- Analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours, including Saturday peak hours if identified as a high Saturday use. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and Turning Movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices, including traffic signals and regulatory signs.
- Traffic accident data

5. Trip Generation

- Use equations or rates available in the latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform a trip rate study and estimation following ITE procedures, or develop a justified trip rate agreed to by the Department.

6. Trip Distribution and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on the surrounding network of the study area.

7. Conflict/Capacity Analysis

- Diagram flow of traffic at access point(s) for site and adjacent development.
- Perform capacity analysis for daily and peak hour volumes

8. Traffic Signal Impacts

- For modified and proposed traffic signals:
 - Traffic Signal Warrants as identified.
 - Traffic Signal drawings as identified.
 - Queuing Analysis

9. Design and Mitigation.

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.



PERMIT LEVEL / TRAFFIC STUDY LEVEL III

PROJECT ADT 3,000 TO 10,000 TRIPS OR PEAK HOUR TRAFFIC 500 TO 1,200 TRIPS.

1. Study Area

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary.
- An acceptable traffic study boundary should be based on travel time or by market area influence. Intersection of site access drives with state highways and any intersection within 1/2 mile of the property line on each side of the project site.

2. Design Year

- Opening Day of the Project
- Five (5) Years After Opening
- Twenty (20) Years After Opening
- Document and include all phases of development (including out pad parcels).

3. Analysis period

- For each design year, analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours, including Saturday peak hours if identified as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and turning movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices, including traffic signals and regulatory signs.
- Automatic continuous traffic counts for at least 48 hours.
- Traffic accident data.

5. Trip Generation

- Use equations or rates available in the latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform a trip rate study and estimation following ITE procedures, or develop a justified trip rate agreed to by the Department.

6. Trip Distributions and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on the surrounding network of the study area.

7. Capacity Analysis

- Level of Service (LOS) for all intersections.
- LOS for existing conditions, design year without project, and design year with project.

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8. *Traffic Signal Impacts.*

- For proposed Traffic Signals:
 - Traffic Signal Warrants as identified.
 - Traffic Signal drawings as identified.
 - Queuing Analysis.
 - Traffic Systems Analysis. Includes acceleration, deceleration, and weaving.
 - Traffic Coordination Analysis

9. *Accident and Traffic Safety Analysis*

- Existing vs. as proposed development.

10. *Design and Mitigation*

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.



PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

PROJECT ADT GREATER THAN 10,000 TRIPS OR PEAK HOUR TRAFFIC > 1,200 VEHICLES PER HOUR.

1. *Study Area*

- The study area, depending on the size and intensity of the development, will include the surrounding roadways ½ mile from the parcel boundary or a reasonable travel time boundary.

2. *Design Year*

- Opening Day of the Project
- Five (5) Years After Opening
- Twenty (20) Years After Opening
- Document and include all phases of development (including out pad parcels).

3. *Analysis Period*

- For each design year, analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours, including Saturday peak hours as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. *Data Collection*

- Daily and turning movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices, including traffic signals and regulatory signs.
- Automatic continuous traffic counts for at least 24 hours, or obtain ADT from local or state agencies
- Traffic accident data.

5. *Trip Generation*

- Use equations or rates available in the latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform a trip rate study and estimation following ITE procedures, or develop a justified trip rate agreed to by the Department.

6. *Trip Distributions and Assignment*

- Document distribution and assignment of existing, site, background, and future traffic volumes on the surrounding network of the study area.

7. *Capacity Analysis*

- Level of Service (LOS) for all intersections.
- LOS for existing conditions, design year without project, and design year with project.

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8. *Traffic Signal Impacts.*

- For proposed Traffic Signals:
 - Traffic Signal Warrants as identified.
 - Traffic Signal drawings as identified.
 - Queuing Analysis.
 - Traffic Systems Analysis. Includes acceleration, deceleration, and weaving.
 - Traffic Coordination Analysis

9. *Accident and Traffic Safety Analysis. Existing vs. Proposed Development*

10. *Design and Mitigation*

- Determine and document safe and efficient operational design needs based on site and study area data.
- Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.



APPENDIX B: COST ESTIMATES

Eagle Mountain CFP/IFFP				
Project No. 1				
Improvement Type: New Road				
New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	472,320	\$4,723,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	27.9	\$55,869
Roadway Excavation	C.Y.	\$ 39.00	63,969	\$2,494,803
HMA Concrete	Ton	\$ 114.00	14,735	\$1,679,789
Untreated Base Course	C.Y.	\$ 52.00	17,123	\$890,381
Granular Borrow	C.Y.	\$ 38.00	34,245	\$1,301,327
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,011	\$720,488
Sidewalk (5' width)	L.F.	\$ 54.00	16,011	\$864,586
Drainage	L.F.	\$ 45.00	8,005	\$360,244
Right of Way	S.F.	\$ 8.00	1,216,825	\$9,734,600
Street Lighting	L.F.	\$ 50.00	8,005	\$400,271
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$23,225,561
Contingency			25%	\$5,806,390
Mobilization			10%	\$2,322,556
Preconstruction Engineering			10%	\$2,322,556
Construction Engineering			10%	\$2,322,556
Total Project Costs				\$36,000,000
Eagle Mountain's Responsibility				100.00%
				\$36,000,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granual Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
Length (miles) 1.52

Eagle Mountain CFP/IFFP				
Project No. 2.00				
Improvement Type: New Road				
Cory Wide Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	11,723,675	\$117,236,749
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	622.9	\$1,245,900
Roadway Excavation	C.Y.	\$ 39.00	1,345,320	\$52,467,470
HMA Concrete	Ton	\$ 114.00	344,548	\$39,278,428
Untreated Base Course	C.Y.	\$ 52.00	369,567	\$19,217,460
Granular Borrow	C.Y.	\$ 38.00	739,133	\$28,087,056
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	263,453	\$11,855,402
Sidewalk (5' width)	L.F.	\$ 54.00	263,453	\$14,226,482
Drainage	L.F.	\$ 45.00	131,727	\$5,927,701
Street Lighting	L.F.	\$ 50.00	131,727	\$6,586,334
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$296,128,982
Construction Contingency			25%	\$74,032,245
Right of Way (\$8/sf)			27,135,697	\$217,085,577
Mobilization			10%	\$29,612,898
Engineering & Administration			10%	\$29,612,898
Total Project Costs				\$459,000,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granual Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
Length (miles) 24.95

Eagle Mountain CFP/IFFP				
Project No. 3				
Improvement Type: Capacity Improvement				
Cory Wride Freeway: Airport Rd to Ranches Parkway - Widen to 5 lanes				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	513,713	\$5,137,130
Removal of Existing Asphalt	S.Y.	\$ 8.00	53,209	\$425,676
Clearing and Grubbing	Acre	\$ 2,000.00	10.0	\$19,989
Roadway Excavation	C.Y.	\$ 39.00	16,428	\$640,673
HMA Concrete	Ton	\$ 114.00	3,784	\$431,375
Untreated Base Course	C.Y.	\$ 52.00	4,397	\$228,653
Granular Borrow	C.Y.	\$ 38.00	8,794	\$334,185
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	17,414	\$783,630
Sidewalk (5' width)	L.F.	\$ 54.00	17,414	\$940,356
Drainage	L.F.	\$ 45.00	8,707	\$391,815
Street Lighting	L.F.	\$ 50.00	8,707	\$435,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	1	\$500,000
Subtotal				\$10,268,831
Construction Contingency			25%	\$2,567,208
Right of Way (\$8/sf)			435,350	\$3,482,800
Mobilization			10%	\$1,026,883
Engineering & Administration			10%	\$1,026,883
Total Project Costs				\$15,917,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 1.65

Eagle Mountain CFP/IFFP				
Project No. 4				
Improvement Type: Capacity Improvement				
Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	16,162,554	\$161,625,535
Removal of Existing Asphalt	S.Y.	\$ 8.00	1,109,788	\$8,878,307
Clearing and Grubbing	Acre	\$ 2,000.00	433.6	\$867,152
Roadway Excavation	C.Y.	\$ 39.00	792,108	\$30,892,208
HMA Concrete	Ton	\$ 114.00	202,865	\$23,126,660
Untreated Base Course	C.Y.	\$ 52.00	217,596	\$11,315,007
Granular Borrow	C.Y.	\$ 38.00	435,193	\$16,537,317
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	363,203	\$16,344,155
Sidewalk (5' width)	L.F.	\$ 54.00	363,203	\$19,612,986
Drainage	L.F.	\$ 45.00	181,602	\$8,172,078
Street Lighting	L.F.	\$ 50.00	181,602	\$9,080,086
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$306,451,493
Construction Contingency			25%	\$76,612,873
Right of Way (\$8/sf)			142,643	\$1,141,144
Mobilization			10%	\$30,645,149
Engineering & Administration			10%	\$30,645,149
Total Project Costs				\$475,000,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 34.39

Eagle Mountain CFP/IFFP				
Project No. 5				
Improvement Type: New Road				
New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,370,688	\$13,706,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	16.5	\$33,012
Roadway Excavation	C.Y.	\$ 39.00	185,641	\$7,239,995
HMA Concrete	Ton	\$ 114.00	42,761	\$4,874,800
Untreated Base Course	C.Y.	\$ 52.00	49,691	\$2,583,915
Granular Borrow	C.Y.	\$ 38.00	99,381	\$3,776,491
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	46,464	\$2,090,880
Sidewalk (5' width)	L.F.	\$ 54.00	46,464	\$2,509,056
Drainage	L.F.	\$ 45.00	23,232	\$1,045,440
Right of Way	S.F.	\$ 8.00	718,991	\$5,751,930
Street Lighting	L.F.	\$ 50.00	23,232	\$1,161,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$44,773,998
Contingency			25%	\$11,193,499
Mobilization			10%	\$4,477,400
Preconstruction Engineering			20%	\$8,954,800
Construction Engineering			0%	\$0
Total Project Costs				\$69,400,000
Eagle Mountain's Responsibility				100.00%
				\$69,400,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
Granual Borrow Thickness (in) =	18
Roadway Excavation Depth (ft) =	2.7

Other Funding Sources: **Eagle Mountain**

Eagle Mountain CFP/IFFP				
Project No. 7				
Improvement Type: New Road				
New Road (Lake Mountain Corridor): Eagle Mountain Blvd to SR-73 - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	802,105	\$8,021,051
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	48.1	\$96,161
Roadway Excavation	C.Y.	\$ 39.00	100,882	\$3,934,400
HMA Concrete	Ton	\$ 114.00	23,023	\$2,624,666
Untreated Base Course	C.Y.	\$ 52.00	27,851	\$1,448,245
Granular Borrow	C.Y.	\$ 38.00	37,134	\$1,411,111
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	44,561	\$2,005,263
Sidewalk (5' width)	L.F.	\$ 54.00	44,561	\$2,406,315
Drainage	L.F.	\$ 45.00	22,281	\$1,002,631
Street Lighting	L.F.	\$ 50.00	22,281	\$1,114,035
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$24,063,880
Construction Contingency			25%	\$6,015,970
Right of Way (\$8/sf)			2,094,386	\$16,755,085
Mobilization			10%	\$2,406,388
Engineering & Administration			10%	\$2,406,388
Total Project Costs				\$37,300,000
Eagle Mountain's Responsibility				100.00%
				\$37,300,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 4.22

Eagle Mountain CFP/IFFP				
Project No. 8				
Improvement Type: Capacity Improvement				
Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	506,677	\$5,066,770
Removal of Existing Asphalt	S.Y.	\$ 8.00	45,544	\$364,352
Clearing and Grubbing	Acre	\$ 2,000.00	17.5	\$35,026
Roadway Excavation	C.Y.	\$ 39.00	14,536	\$566,888
HMA Concrete	Ton	\$ 114.00	3,723	\$424,386
Untreated Base Course	C.Y.	\$ 52.00	3,993	\$207,636
Granular Borrow	C.Y.	\$ 38.00	7,986	\$303,469
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,386	\$512,370
Sidewalk (5' width)	L.F.	\$ 54.00	11,386	\$614,844
Drainage	L.F.	\$ 45.00	5,693	\$256,185
Street Lighting	L.F.	\$ 50.00	5,693	\$284,650
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$8,636,577
Construction Contingency			25%	\$2,159,144
Right of Way (\$8/sf)			762,862	\$6,102,896
Mobilization			10%	\$863,658
Engineering & Administration			10%	\$863,658
Total Project Costs				\$13,387,000
Eagle Mountain's Responsibility				100.00%
				\$13,387,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.08

Eagle Mountain CFP/IFFP				
Project No. 9				
Improvement Type: Capacity Improvement				
Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,441,429	\$14,414,290
Removal of Existing Asphalt	S.Y.	\$ 8.00	86,866	\$694,926
Clearing and Grubbing	Acre	\$ 2,000.00	15.1	\$30,286
Roadway Excavation	C.Y.	\$ 39.00	108,457	\$4,229,805
HMA Concrete	Ton	\$ 114.00	24,982	\$2,847,993
Untreated Base Course	C.Y.	\$ 52.00	29,031	\$1,509,595
Granular Borrow	C.Y.	\$ 38.00	58,061	\$2,206,330
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	48,862	\$2,198,790
Sidewalk (5' width)	L.F.	\$ 54.00	48,862	\$2,638,548
Drainage	L.F.	\$ 45.00	24,431	\$1,099,395
Street Lighting	L.F.	\$ 50.00	24,431	\$1,221,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$33,091,509
Construction Contingency			25%	\$8,272,877
Right of Way (\$8/sf)			659,637	\$5,277,096
Mobilization			10%	\$3,309,151
Engineering & Administration			10%	\$3,309,151
Total Project Costs				\$51,292,000
Eagle Mountain's Responsibility				100.00%
				\$51,292,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 4.63

Eagle Mountain CFP/IFFP				
Project No. 10				
Improvement Type: Capacity Improvement				
Eagle Mountain Blvd Widening: East Expressway to Project 31				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	93,600	\$936,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	6,356	\$50,844
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	5,298	\$206,603
HMA Concrete	Ton	\$ 114.00	1,209	\$137,826
Untreated Base Course	C.Y.	\$ 52.00	1,463	\$76,050
Granular Borrow	C.Y.	\$ 38.00	1,950	\$74,100
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,200	\$234,000
Sidewalk (5' width)	L.F.	\$ 54.00	5,200	\$280,800
Drainage	L.F.	\$ 45.00	2,600	\$117,000
Street Lighting	L.F.	\$ 50.00	2,600	\$130,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,243,223
Construction Contingency			25%	\$560,806
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$224,322
Engineering & Administration			10%	\$224,322
Total Project Costs				\$3,477,000
Eagle Mountain's Responsibility				100.00%
				\$3,477,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.49

Eagle Mountain CFP/IFFP				
Project No. 11				
Improvement Type: Traffic Signal				
Cory B Wride & Mustang Way - New Signal				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 12				
Improvement Type: Traffic Signal				
Eagle Mountain Blvd & Aviator Ave - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$236,928
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$236,928
Construction Contingency			25%	\$59,232
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$23,693
Engineering & Administration			10%	\$23,693
Total Project Costs				\$367,238
Eagle Mountain's Responsibility				100.00%
				\$367,238

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 13				
Improvement Type: New Road				
New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	184,104	\$1,841,040
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.0	\$22,071
Roadway Excavation	C.Y.	\$ 39.00	23,155	\$903,047
HMA Concrete	Ton	\$ 114.00	5,284	\$602,429
Untreated Base Course	C.Y.	\$ 52.00	6,393	\$332,410
Granular Borrow	C.Y.	\$ 38.00	8,523	\$323,887
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	10,228	\$460,260
Sidewalk (5' width)	L.F.	\$ 54.00	10,228	\$552,312
Drainage	L.F.	\$ 45.00	5,114	\$230,130
Street Lighting	L.F.	\$ 50.00	5,114	\$255,700
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,523,286
Construction Contingency			25%	\$1,380,822
Right of Way (\$8/sf)			480,716	\$3,845,728
Mobilization			10%	\$552,329
Engineering & Administration			10%	\$552,329
Total Project Costs				\$8,562,000
Eagle Mountain's Responsibility				100.00%
				\$8,562,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.97

Eagle Mountain CFP/IFFP				
Project No. 14				
Improvement Type: New Road				
New Road (Cedar Valley Freeway): Airport Rd to Eagle Mountain City Boundary - New freeway				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	9,182,257	\$91,822,566
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	487.9	\$975,818
Roadway Excavation	C.Y.	\$ 39.00	1,053,686	\$41,093,751
HMA Concrete	Ton	\$ 114.00	269,858	\$30,763,784
Untreated Base Course	C.Y.	\$ 52.00	289,453	\$15,051,564
Granular Borrow	C.Y.	\$ 38.00	578,906	\$21,998,440
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	206,343	\$9,285,428
Sidewalk (5' width)	L.F.	\$ 54.00	206,343	\$11,142,514
Drainage	L.F.	\$ 45.00	103,171	\$4,642,714
Street Lighting	L.F.	\$ 50.00	103,171	\$5,158,571
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$231,935,150
Construction Contingency			25%	\$57,983,788
Right of Way (\$8/sf)			21,253,313	\$170,026,505
Mobilization			10%	\$23,193,515
Engineering & Administration			10%	\$23,193,515
Total Project Costs				\$359,500,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 19.54

Eagle Mountain CFP/IFFP				
Project No. 15				
Improvement Type: New Road				
New Road (Central Valley Road): UC 2400 N to Lake Mountain Corridor - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	364,896	\$3,648,960
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	21.9	\$43,746
Roadway Excavation	C.Y.	\$ 39.00	45,894	\$1,789,849
HMA Concrete	Ton	\$ 114.00	10,474	\$1,194,021
Untreated Base Course	C.Y.	\$ 52.00	12,670	\$658,840
Granular Borrow	C.Y.	\$ 38.00	16,893	\$641,947
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	20,272	\$912,240
Sidewalk (5' width)	L.F.	\$ 54.00	20,272	\$1,094,688
Drainage	L.F.	\$ 45.00	10,136	\$456,120
Street Lighting	L.F.	\$ 50.00	10,136	\$506,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$10,947,210
Construction Contingency			25%	\$2,736,802
Right of Way (\$8/sf)			952,784	\$7,622,272
Mobilization			10%	\$1,094,721
Engineering & Administration			10%	\$1,094,721
Total Project Costs				\$16,969,000
Eagle Mountain's Responsibility				100.00%
				\$16,969,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.92

Eagle Mountain CFP/IFFP				
Project No.		16		
Improvement Type: New Road				
New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,426,020	\$14,260,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	84.3	\$168,678
Roadway Excavation	C.Y.	\$ 39.00	567,013	\$22,113,510
HMA Concrete	Ton	\$ 114.00	44,488	\$5,071,586
Untreated Base Course	C.Y.	\$ 52.00	51,697	\$2,688,223
Granular Borrow	C.Y.	\$ 38.00	103,393	\$3,928,941
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	48,340	\$2,175,285
Sidewalk (5' width)	L.F.	\$ 54.00	48,340	\$2,610,342
Drainage	L.F.	\$ 45.00	24,170	\$1,087,643
Street Lighting	L.F.	\$ 50.00	24,170	\$1,208,492
Bridge (2 ped & 1 wildlife)	Each	\$ 100,000	3	\$300,000
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$55,612,901
Construction Contingency			25%	\$13,903,225
Right of Way (\$8/sf)			3,673,815	\$29,390,518
Mobilization			10%	\$5,561,290
Engineering & Administration			10%	\$5,561,290
Total Project Costs				\$86,200,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 4.58

Eagle Mountain CFP/IFFP				
Project No. 17				
Improvement Type: New Road				
New Road (Cedar Valley Road): Lake Mountain Corridor to SR-73 - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	164,670	\$1,646,700
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	21.5	\$43,073
Roadway Excavation	C.Y.	\$ 39.00	45,187	\$1,762,302
HMA Concrete	Ton	\$ 114.00	10,313	\$1,175,644
Untreated Base Course	C.Y.	\$ 52.00	12,475	\$648,700
Granular Borrow	C.Y.	\$ 38.00	16,633	\$632,067
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	19,960	\$898,200
Sidewalk (5' width)	L.F.	\$ 54.00	19,960	\$1,077,840
Drainage	L.F.	\$ 45.00	9,980	\$449,100
Street Lighting	L.F.	\$ 50.00	9,980	\$499,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$8,832,625
Construction Contingency			25%	\$2,208,156
Right of Way (\$8/sf)			938,120	\$7,504,960
Mobilization			10%	\$883,262
Engineering & Administration			10%	\$883,262
Total Project Costs				\$13,691,000
Eagle Mountain's Responsibility				100.00%
				\$13,691,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.89

Eagle Mountain CFP/IFFP				
Project No. 18				
Improvement Type: New Road				
New Road (UC 8000 N): SR-73 to UC 17200 W - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	903,182	\$9,031,821
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	54.1	\$108,279
Roadway Excavation	C.Y.	\$ 39.00	113,595	\$4,430,192
HMA Concrete	Ton	\$ 114.00	25,925	\$2,955,412
Untreated Base Course	C.Y.	\$ 52.00	31,360	\$1,630,745
Granular Borrow	C.Y.	\$ 38.00	41,814	\$1,588,931
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	50,177	\$2,257,955
Sidewalk (5' width)	L.F.	\$ 54.00	50,177	\$2,709,546
Drainage	L.F.	\$ 45.00	25,088	\$1,128,978
Street Lighting	L.F.	\$ 50.00	25,088	\$1,254,420
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$27,096,279
Construction Contingency			25%	\$6,774,070
Right of Way (\$8/sf)			2,358,309	\$18,866,470
Mobilization			10%	\$2,709,628
Engineering & Administration			10%	\$2,709,628
Total Project Costs				\$42,000,000
Eagle Mountain's Responsibility				100.00%
				\$42,000,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 4.75

Eagle Mountain CFP/IFFP				
Project No. 19				
Improvement Type: New Road				
New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	119,232	\$1,192,320
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	13.2	\$26,345
Roadway Excavation	C.Y.	\$ 39.00	34,362	\$1,340,118
HMA Concrete	Ton	\$ 114.00	7,700	\$877,846
Untreated Base Course	C.Y.	\$ 52.00	9,315	\$484,380
Granular Borrow	C.Y.	\$ 38.00	12,420	\$471,960
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	14,904	\$670,680
Sidewalk (5' width)	L.F.	\$ 54.00	14,904	\$804,816
Drainage	L.F.	\$ 45.00	7,452	\$335,340
Street Lighting	L.F.	\$ 50.00	7,452	\$372,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,576,405
Construction Contingency			25%	\$1,644,101
Right of Way (\$8/sf)			573,804	\$4,590,432
Mobilization			10%	\$657,641
Engineering & Administration			10%	\$657,641
Total Project Costs				\$10,194,000
Eagle Mountain's Responsibility				100.00%
				\$10,194,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.41

Eagle Mountain CFP/IFFP				
Project No.		20.00		
Improvement Type: Capacity Improvement				
Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	44,240	\$442,400
Removal of Existing Asphalt	S.Y.	\$ 8.00	11,060	\$88,480
Clearing and Grubbing	Acre	\$ 2,000.00	1.1	\$2,158
Roadway Excavation	C.Y.	\$ 39.00	1,275	\$49,724
HMA Concrete	Ton	\$ 114.00	286	\$32,572
Untreated Base Course	C.Y.	\$ 52.00	346	\$17,973
Granular Borrow	C.Y.	\$ 38.00	461	\$17,512
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,530	\$248,850
Sidewalk (5' width)	L.F.	\$ 54.00	5,530	\$298,620
Drainage	L.F.	\$ 45.00	2,765	\$124,425
Street Lighting	L.F.	\$ 50.00	2,765	\$138,250
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,460,963
Construction Contingency			25%	\$365,241
Right of Way (\$8/sf)			47,005	\$376,040
Mobilization			10%	\$146,096
Engineering & Administration			10%	\$146,096
Total Project Costs				\$2,265,000
Eagle Mountain's Responsibility				100.00%
				\$2,265,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.52

Eagle Mountain CFP/IFFP				
Project No. 21				
Improvement Type: New Road				
New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	171,056	\$1,710,560
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	18.9	\$37,796
Roadway Excavation	C.Y.	\$ 39.00	49,297	\$1,922,598
HMA Concrete	Ton	\$ 114.00	11,047	\$1,259,400
Untreated Base Course	C.Y.	\$ 52.00	13,364	\$694,915
Granular Borrow	C.Y.	\$ 38.00	17,818	\$677,097
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	21,382	\$962,190
Sidewalk (5' width)	L.F.	\$ 54.00	21,382	\$1,154,628
Drainage	L.F.	\$ 45.00	10,691	\$481,095
Street Lighting	L.F.	\$ 50.00	10,691	\$534,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	1	\$500,000
Subtotal				\$9,934,829
Construction Contingency			25%	\$2,483,707
Right of Way (\$8/sf)			823,207	\$6,585,656
Mobilization			10%	\$993,483
Engineering & Administration			10%	\$993,483
Total Project Costs				\$15,399,000
Eagle Mountain's Responsibility				100.00%
				\$15,399,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 2.02

Eagle Mountain CFP/IFFP				
Project No. 22				
Improvement Type: New Road				
New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	22,992	\$229,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.5	\$5,080
Roadway Excavation	C.Y.	\$ 39.00	6,626	\$258,421
HMA Concrete	Ton	\$ 114.00	1,485	\$169,279
Untreated Base Course	C.Y.	\$ 52.00	1,796	\$93,405
Granular Borrow	C.Y.	\$ 38.00	2,395	\$91,010
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,874	\$129,330
Sidewalk (5' width)	L.F.	\$ 54.00	2,874	\$155,196
Drainage	L.F.	\$ 45.00	1,437	\$64,665
Street Lighting	L.F.	\$ 50.00	1,437	\$71,850
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,268,155
Construction Contingency			25%	\$317,039
Right of Way (\$8/sf)			142,643	\$1,141,144
Mobilization			10%	\$126,816
Engineering & Administration			10%	\$126,816
Total Project Costs				\$1,966,000
Eagle Mountain's Responsibility				100.00%
				\$1,966,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.27

Eagle Mountain CFP/IFFP				
Project No. 23				
Improvement Type: New Road				
New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	23,368	\$233,680
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.2	\$10,327
Roadway Excavation	C.Y.	\$ 39.00	13,469	\$525,293
HMA Concrete	Ton	\$ 114.00	3,018	\$344,094
Untreated Base Course	C.Y.	\$ 52.00	3,651	\$189,865
Granular Borrow	C.Y.	\$ 38.00	4,868	\$184,997
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,842	\$262,890
Sidewalk (5' width)	L.F.	\$ 54.00	5,842	\$315,468
Drainage	L.F.	\$ 45.00	2,921	\$131,445
Street Lighting	L.F.	\$ 50.00	2,921	\$146,050
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,344,108
Construction Contingency			25%	\$586,027
Right of Way (\$8/sf)			224,917	\$1,799,336
Mobilization			10%	\$234,411
Engineering & Administration			10%	\$234,411
Total Project Costs				\$3,634,000
Eagle Mountain's Responsibility				100.00%
				\$3,634,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.55

Eagle Mountain CFP/IFFP				
Project No. 24				
Improvement Type: New Road				
New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	356,992	\$3,569,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	39.4	\$78,881
Roadway Excavation	C.Y.	\$ 39.00	102,883	\$4,012,441
HMA Concrete	Ton	\$ 114.00	23,056	\$2,628,354
Untreated Base Course	C.Y.	\$ 52.00	27,890	\$1,450,280
Granular Borrow	C.Y.	\$ 38.00	37,187	\$1,413,093
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	44,624	\$2,008,080
Sidewalk (5' width)	L.F.	\$ 54.00	44,624	\$2,409,696
Drainage	L.F.	\$ 45.00	22,312	\$1,004,040
Street Lighting	L.F.	\$ 50.00	22,312	\$1,115,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$19,690,385
Construction Contingency			25%	\$4,922,596
Right of Way (\$8/sf)			1,718,024	\$13,744,192
Mobilization			10%	\$1,969,039
Engineering & Administration			10%	\$1,969,039
Total Project Costs				\$30,521,000
Eagle Mountain's Responsibility				100.00%
				\$30,521,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 4.23

Eagle Mountain CFP/IFFP				
Project No. 25				
Improvement Type: New Road				
New Road (Virtual Drive): N Wood Rd to E 500 N St - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	650,628	\$6,506,280
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	39.0	\$78,001
Roadway Excavation	C.Y.	\$ 39.00	81,831	\$3,191,391
HMA Concrete	Ton	\$ 114.00	18,675	\$2,128,999
Untreated Base Course	C.Y.	\$ 52.00	22,591	\$1,174,745
Granular Borrow	C.Y.	\$ 38.00	30,122	\$1,144,623
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	36,146	\$1,626,570
Sidewalk (5' width)	L.F.	\$ 54.00	36,146	\$1,951,884
Drainage	L.F.	\$ 45.00	18,073	\$813,285
Street Lighting	L.F.	\$ 50.00	18,073	\$903,650
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$19,519,428
Construction Contingency			25%	\$4,879,857
Right of Way (\$8/sf)			1,698,862	\$13,590,896
Mobilization			10%	\$1,951,943
Engineering & Administration			10%	\$1,951,943
Total Project Costs				\$30,256,000
Eagle Mountain's Responsibility				100.00%
				\$30,256,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 3.42

Eagle Mountain CFP/IFFP				
Project No. 26				
Improvement Type: New Road				
New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 Lanes				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	47,712	\$477,120
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.3	\$10,542
Roadway Excavation	C.Y.	\$ 39.00	13,750	\$536,263
HMA Concrete	Ton	\$ 114.00	3,081	\$351,280
Untreated Base Course	C.Y.	\$ 52.00	3,728	\$193,830
Granular Borrow	C.Y.	\$ 38.00	4,970	\$188,860
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,964	\$268,380
Sidewalk (5' width)	L.F.	\$ 54.00	5,964	\$322,056
Drainage	L.F.	\$ 45.00	2,982	\$134,190
Street Lighting	L.F.	\$ 50.00	2,982	\$149,100
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,631,621
Construction Contingency			25%	\$657,905
Right of Way (\$8/sf)			229,614	\$1,836,912
Mobilization			10%	\$263,162
Engineering & Administration			10%	\$263,162
Total Project Costs				\$4,080,000
Eagle Mountain's Responsibility				100.00%
				\$4,080,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 0.56

Eagle Mountain CFP/IFFP				
Project No. 27				
Improvement Type: New Road				
New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	88,592	\$885,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	9.8	\$19,575
Roadway Excavation	C.Y.	\$ 39.00	25,532	\$995,737
HMA Concrete	Ton	\$ 114.00	5,722	\$652,259
Untreated Base Course	C.Y.	\$ 52.00	6,921	\$359,905
Granular Borrow	C.Y.	\$ 38.00	9,228	\$350,677
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,074	\$498,330
Sidewalk (5' width)	L.F.	\$ 54.00	11,074	\$597,996
Drainage	L.F.	\$ 45.00	5,537	\$249,165
Street Lighting	L.F.	\$ 50.00	5,537	\$276,850
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,886,414
Construction Contingency			25%	\$1,221,603
Right of Way (\$8/sf)			426,349	\$3,410,792
Mobilization			10%	\$488,641
Engineering & Administration			10%	\$488,641
Total Project Costs				\$7,574,000
Eagle Mountain's Responsibility				100.00%
				\$7,574,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

Eagle Mountain CFP/IFFP				
Project No. 29				
Improvement Type: Traffic Signal				
East Expressway & Project 81 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 30				
Improvement Type: New Road				
New Road (unknown n/s road): Project 16 to Project 62				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	74,208	\$742,080
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	8.2	\$16,397
Roadway Excavation	C.Y.	\$ 39.00	21,386	\$834,067
HMA Concrete	Ton	\$ 114.00	4,793	\$546,356
Untreated Base Course	C.Y.	\$ 52.00	5,798	\$301,470
Granular Borrow	C.Y.	\$ 38.00	7,730	\$293,740
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,276	\$417,420
Sidewalk (5' width)	L.F.	\$ 54.00	9,276	\$500,904
Drainage	L.F.	\$ 45.00	4,638	\$208,710
Street Lighting	L.F.	\$ 50.00	4,638	\$231,900
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,093,044
Construction Contingency			25%	\$1,023,261
Right of Way (\$8/sf)			357,126	\$2,857,008
Mobilization			10%	\$409,304
Engineering & Administration			10%	\$409,304
Total Project Costs				\$6,345,000
Eagle Mountain's Responsibility				100.00%
				\$6,345,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 0.88

Eagle Mountain CFP/IFFP				
Project No. 31				
Improvement Type: New Road				
New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	260,096	\$2,600,960
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	28.7	\$57,471
Roadway Excavation	C.Y.	\$ 39.00	74,958	\$2,923,371
HMA Concrete	Ton	\$ 114.00	16,798	\$1,914,957
Untreated Base Course	C.Y.	\$ 52.00	20,320	\$1,056,640
Granular Borrow	C.Y.	\$ 38.00	27,093	\$1,029,547
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	32,512	\$1,463,040
Sidewalk (5' width)	L.F.	\$ 54.00	32,512	\$1,755,648
Drainage	L.F.	\$ 45.00	16,256	\$731,520
Street Lighting	L.F.	\$ 50.00	16,256	\$812,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$14,345,953
Construction Contingency			25%	\$3,586,488
Right of Way (\$8/sf)			1,251,712	\$10,013,696
Mobilization			10%	\$1,434,595
Engineering & Administration			10%	\$1,434,595
Total Project Costs				\$22,237,000
Eagle Mountain's Responsibility				100.00%
				\$22,237,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 3.08

Eagle Mountain CFP/IFFP				
Project No.		32		
Improvement Type: New Road				
New Road (1000 North St): 2000 East St to N Wood Rd				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	85,472	\$854,720
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	9.4	\$18,886
Roadway Excavation	C.Y.	\$ 39.00	24,633	\$960,670
HMA Concrete	Ton	\$ 114.00	5,520	\$629,288
Untreated Base Course	C.Y.	\$ 52.00	6,678	\$347,230
Granular Borrow	C.Y.	\$ 38.00	8,903	\$338,327
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	10,684	\$480,780
Sidewalk (5' width)	L.F.	\$ 54.00	10,684	\$576,936
Drainage	L.F.	\$ 45.00	5,342	\$240,390
Street Lighting	L.F.	\$ 50.00	5,342	\$267,100
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,714,326
Construction Contingency			25%	\$1,178,581
Right of Way (\$8/sf)			411,334	\$3,290,672
Mobilization			10%	\$471,433
Engineering & Administration			10%	\$471,433
Total Project Costs				\$7,308,000
Eagle Mountain's Responsibility				100.00%
				\$7,308,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.01

Eagle Mountain CFP/IFFP				
Project No. 33				
Improvement Type: New Road				
New Road (unknown): Wood Road to Project 40				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	170,720	\$1,707,200
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	18.9	\$37,722
Roadway Excavation	C.Y.	\$ 39.00	49,201	\$1,918,822
HMA Concrete	Ton	\$ 114.00	11,026	\$1,256,926
Untreated Base Course	C.Y.	\$ 52.00	13,338	\$693,550
Granular Borrow	C.Y.	\$ 38.00	17,783	\$675,767
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	21,340	\$960,300
Sidewalk (5' width)	L.F.	\$ 54.00	21,340	\$1,152,360
Drainage	L.F.	\$ 45.00	10,670	\$480,150
Street Lighting	L.F.	\$ 50.00	10,670	\$533,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$9,416,297
Construction Contingency			25%	\$2,354,074
Right of Way (\$8/sf)			821,590	\$6,572,720
Mobilization			10%	\$941,630
Engineering & Administration			10%	\$941,630
Total Project Costs				\$14,596,000
Eagle Mountain's Responsibility				100.00%
				\$14,596,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 2.02

Eagle Mountain CFP/IFFP				
Project No. 34				
Improvement Type: New Road				
NPA 1 & 3 Road: Pole Canyon Blvd to end of road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	18,705	\$187,049
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.4	\$4,895
Roadway Excavation	C.Y.	\$ 39.00	6,928	\$270,182
HMA Concrete	Ton	\$ 114.00	1,160	\$132,206
Untreated Base Course	C.Y.	\$ 52.00	1,282	\$66,645
Granular Borrow	C.Y.	\$ 38.00	1,922	\$73,053
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,741	\$168,344
Sidewalk (5' width)	L.F.	\$ 54.00	3,741	\$202,013
Drainage	L.F.	\$ 45.00	1,870	\$84,172
Street Lighting	L.F.	\$ 50.00	1,870	\$93,525
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,282,084
Construction Contingency			25%	\$320,521
Right of Way (\$8/sf)			106,618	\$852,943
Mobilization			10%	\$128,208
Engineering & Administration			10%	\$128,208
Total Project Costs				\$1,988,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.35

Eagle Mountain CFP/IFFP				
Project No. 34.2				
Improvement Type: New Road				
NPA 1 & 2 Road: Pole Canyon Blvd to Project 34.1				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	36,960	\$369,600
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.8	\$9,673
Roadway Excavation	C.Y.	\$ 39.00	13,689	\$533,867
HMA Concrete	Ton	\$ 114.00	2,292	\$261,233
Untreated Base Course	C.Y.	\$ 52.00	2,532	\$131,687
Granular Borrow	C.Y.	\$ 38.00	3,799	\$144,349
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,392	\$332,640
Sidewalk (5' width)	L.F.	\$ 54.00	7,392	\$399,168
Drainage	L.F.	\$ 45.00	3,696	\$166,320
Street Lighting	L.F.	\$ 50.00	3,696	\$184,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,533,337
Construction Contingency			25%	\$633,334
Right of Way (\$8/sf)			210,672	\$1,685,376
Mobilization			10%	\$253,334
Engineering & Administration			10%	\$253,334
Total Project Costs				\$3,927,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.70

Eagle Mountain CFP/IFFP				
Project No. 35				
Improvement Type: New Road				
NPA 1 & 2 Road: Project 34.2 to SR-73				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	15,500	\$155,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.0	\$4,056
Roadway Excavation	C.Y.	\$ 39.00	5,741	\$223,889
HMA Concrete	Ton	\$ 114.00	961	\$109,554
Untreated Base Course	C.Y.	\$ 52.00	1,062	\$55,226
Granular Borrow	C.Y.	\$ 38.00	1,593	\$60,536
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,100	\$139,500
Sidewalk (5' width)	L.F.	\$ 54.00	3,100	\$167,400
Drainage	L.F.	\$ 45.00	1,550	\$69,750
Street Lighting	L.F.	\$ 50.00	1,550	\$77,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,062,411
Construction Contingency			25%	\$265,603
Right of Way (\$8/sf)			88,350	\$706,800
Mobilization			10%	\$106,241
Engineering & Administration			10%	\$106,241
Total Project Costs				\$1,647,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.29

Eagle Mountain CFP/IFFP				
Project No. 36.1				
Improvement Type: New Road				
Pole Canyon Blvd: Project 36.2 to Project 58.1				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	16,340	\$163,400
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.1	\$4,276
Roadway Excavation	C.Y.	\$ 39.00	6,052	\$236,022
HMA Concrete	Ton	\$ 114.00	1,013	\$115,491
Untreated Base Course	C.Y.	\$ 52.00	1,120	\$58,219
Granular Borrow	C.Y.	\$ 38.00	1,679	\$63,817
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,268	\$147,060
Sidewalk (5' width)	L.F.	\$ 54.00	3,268	\$176,472
Drainage	L.F.	\$ 45.00	1,634	\$73,530
Street Lighting	L.F.	\$ 50.00	1,634	\$81,700
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,119,987
Construction Contingency			25%	\$279,997
Right of Way (\$8/sf)			93,138	\$745,104
Mobilization			10%	\$111,999
Engineering & Administration			10%	\$111,999
Total Project Costs				\$1,736,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.31

Eagle Mountain CFP/IFFP				
Project No. 36.2				
Improvement Type: New Road				
Pole Canyon Blvd: Project 34.1 to Project 36.1				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	19,200	\$192,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.5	\$5,025
Roadway Excavation	C.Y.	\$ 39.00	7,111	\$277,333
HMA Concrete	Ton	\$ 114.00	1,190	\$135,706
Untreated Base Course	C.Y.	\$ 52.00	1,316	\$68,409
Granular Borrow	C.Y.	\$ 38.00	1,973	\$74,987
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,840	\$172,800
Sidewalk (5' width)	L.F.	\$ 54.00	3,840	\$207,360
Drainage	L.F.	\$ 45.00	1,920	\$86,400
Street Lighting	L.F.	\$ 50.00	1,920	\$96,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,316,019
Construction Contingency			25%	\$329,005
Right of Way (\$8/sf)			109,440	\$875,520
Mobilization			10%	\$131,602
Engineering & Administration			10%	\$131,602
Total Project Costs				\$2,040,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.36

Eagle Mountain CFP/IFFP				
Project No. 37				
Improvement Type: New Road				
NPA 4 & 5 Road: Project 36.1 to Project 108				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	38,017	\$380,165
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.0	\$9,949
Roadway Excavation	C.Y.	\$ 39.00	14,080	\$549,127
HMA Concrete	Ton	\$ 114.00	2,357	\$268,701
Untreated Base Course	C.Y.	\$ 52.00	2,605	\$135,451
Granular Borrow	C.Y.	\$ 38.00	3,907	\$148,476
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,603	\$342,149
Sidewalk (5' width)	L.F.	\$ 54.00	7,603	\$410,578
Drainage	L.F.	\$ 45.00	3,802	\$171,074
Street Lighting	L.F.	\$ 50.00	3,802	\$190,083
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,605,752
Construction Contingency			25%	\$651,438
Right of Way (\$8/sf)			216,694	\$1,733,552
Mobilization			10%	\$260,575
Engineering & Administration			10%	\$260,575
Total Project Costs				\$4,039,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.72

Eagle Mountain CFP/IFFP				
Project No. 38				
Improvement Type: New Road				
East Loop Road: Pole Canyon Blvd to Tyson Parkway				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	44,664	\$446,636
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.8	\$11,689
Roadway Excavation	C.Y.	\$ 39.00	16,542	\$645,141
HMA Concrete	Ton	\$ 114.00	2,769	\$315,682
Untreated Base Course	C.Y.	\$ 52.00	3,060	\$159,135
Granular Borrow	C.Y.	\$ 38.00	4,590	\$174,436
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	8,933	\$401,972
Sidewalk (5' width)	L.F.	\$ 54.00	8,933	\$482,367
Drainage	L.F.	\$ 45.00	4,466	\$200,986
Street Lighting	L.F.	\$ 50.00	4,466	\$223,318
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,061,362
Construction Contingency			25%	\$765,341
Right of Way (\$8/sf)			254,583	\$2,036,660
Mobilization			10%	\$306,136
Engineering & Administration			10%	\$306,136
Total Project Costs				\$4,746,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.85

Eagle Mountain CFP/IFFP				
Project No. 39				
Improvement Type: New Road				
Tyson Parkway: East Loop Road to Pole Canyon Blvd				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	38,625	\$386,254
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.1	\$10,109
Roadway Excavation	C.Y.	\$ 39.00	14,306	\$557,922
HMA Concrete	Ton	\$ 114.00	2,395	\$273,004
Untreated Base Course	C.Y.	\$ 52.00	2,647	\$137,621
Granular Borrow	C.Y.	\$ 38.00	3,970	\$150,854
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,725	\$347,629
Sidewalk (5' width)	L.F.	\$ 54.00	7,725	\$417,154
Drainage	L.F.	\$ 45.00	3,863	\$173,814
Street Lighting	L.F.	\$ 50.00	3,863	\$193,127
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,647,488
Construction Contingency			25%	\$661,872
Right of Way (\$8/sf)			220,165	\$1,761,318
Mobilization			10%	\$264,749
Engineering & Administration			10%	\$264,749
Total Project Costs				\$4,104,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.73

Eagle Mountain CFP/IFFP				
Project No. 40				
Improvement Type: New Road				
New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	17.2	\$34,480
Roadway Excavation	C.Y.	\$ 39.00	36,172	\$1,410,724
HMA Concrete	Ton	\$ 114.00	8,255	\$941,104
Untreated Base Course	C.Y.	\$ 52.00	9,986	\$519,285
Granular Borrow	C.Y.	\$ 38.00	13,315	\$505,970
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	15,978	\$719,010
Sidewalk (5' width)	L.F.	\$ 54.00	15,978	\$862,812
Drainage	L.F.	\$ 45.00	7,989	\$359,505
Street Lighting	L.F.	\$ 50.00	7,989	\$399,450
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,752,340
Construction Contingency			25%	\$1,438,085
Right of Way (\$8/sf)			750,966	\$6,007,728
Mobilization			10%	\$575,234
Engineering & Administration			10%	\$575,234
Total Project Costs				\$8,917,000
Eagle Mountain's Responsibility				100.00%
				\$8,917,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.51

Eagle Mountain CFP/IFFP				
Project No.		41		
Improvement Type: New Road				
Bobby Wren Blvd Extention: Existing to East Expressway				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	13,584	\$135,840
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.0	\$6,003
Roadway Excavation	C.Y.	\$ 39.00	7,830	\$305,357
HMA Concrete	Ton	\$ 114.00	1,755	\$200,024
Untreated Base Course	C.Y.	\$ 52.00	2,123	\$110,370
Granular Borrow	C.Y.	\$ 38.00	2,830	\$107,540
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,396	\$152,820
Sidewalk (5' width)	L.F.	\$ 54.00	3,396	\$183,384
Drainage	L.F.	\$ 45.00	1,698	\$76,410
Street Lighting	L.F.	\$ 50.00	1,698	\$84,900
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,362,648
Construction Contingency			25%	\$340,662
Right of Way (\$8/sf)			130,746	\$1,045,968
Mobilization			10%	\$136,265
Engineering & Administration			10%	\$136,265
Total Project Costs				\$2,113,000
Eagle Mountain's Responsibility				100.00%
				\$2,113,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 42				
Improvement Type: New Road				
New Road (0 St): Cory Wride Hwy to Project 33 above				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	438,336	\$4,383,360
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	26.3	\$52,550
Roadway Excavation	C.Y.	\$ 39.00	55,130	\$2,150,079
HMA Concrete	Ton	\$ 114.00	12,582	\$1,434,333
Untreated Base Course	C.Y.	\$ 52.00	15,220	\$791,440
Granular Borrow	C.Y.	\$ 38.00	20,293	\$771,147
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	24,352	\$1,095,840
Sidewalk (5' width)	L.F.	\$ 54.00	24,352	\$1,315,008
Drainage	L.F.	\$ 45.00	12,176	\$547,920
Street Lighting	L.F.	\$ 50.00	12,176	\$608,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$13,150,476
Construction Contingency			25%	\$3,287,619
Right of Way (\$8/sf)			1,144,544	\$9,156,352
Mobilization			10%	\$1,315,048
Engineering & Administration			10%	\$1,315,048
Total Project Costs				\$20,384,000
Eagle Mountain's Responsibility				100.00%
				\$20,384,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 2.31

Eagle Mountain CFP/IFFP				
Project No. 43				
Improvement Type: New Road				
New Road (2000 East St): Project 33 above to 500 North St				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	138,432	\$1,384,320
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	15.3	\$30,588
Roadway Excavation	C.Y.	\$ 39.00	39,895	\$1,555,918
HMA Concrete	Ton	\$ 114.00	8,940	\$1,019,206
Untreated Base Course	C.Y.	\$ 52.00	10,815	\$562,380
Granular Borrow	C.Y.	\$ 38.00	14,420	\$547,960
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	17,304	\$778,680
Sidewalk (5' width)	L.F.	\$ 54.00	17,304	\$934,416
Drainage	L.F.	\$ 45.00	8,652	\$389,340
Street Lighting	L.F.	\$ 50.00	8,652	\$432,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$7,635,407
Construction Contingency			25%	\$1,908,852
Right of Way (\$8/sf)			666,204	\$5,329,632
Mobilization			10%	\$763,541
Engineering & Administration			10%	\$763,541
Total Project Costs				\$11,835,000
Eagle Mountain's Responsibility				100.00%
				\$11,835,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.64

Eagle Mountain CFP/IFFP				
Project No. 44				
Improvement Type: New Road				
New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	64,160	\$641,600
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	7.1	\$14,177
Roadway Excavation	C.Y.	\$ 39.00	18,491	\$721,132
HMA Concrete	Ton	\$ 114.00	4,144	\$472,378
Untreated Base Course	C.Y.	\$ 52.00	5,013	\$260,650
Granular Borrow	C.Y.	\$ 38.00	6,683	\$253,967
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	8,020	\$360,900
Sidewalk (5' width)	L.F.	\$ 54.00	8,020	\$433,080
Drainage	L.F.	\$ 45.00	4,010	\$180,450
Street Lighting	L.F.	\$ 50.00	4,010	\$200,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,538,833
Construction Contingency			25%	\$884,708
Right of Way (\$8/sf)			308,770	\$2,470,160
Mobilization			10%	\$353,883
Engineering & Administration			10%	\$353,883
Total Project Costs				\$5,486,000
Eagle Mountain's Responsibility				100.00%
				\$5,486,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.76

Eagle Mountain CFP/IFFP				
Project No. 45.1				
Improvement Type: New Road				
New Road (SilverLake Parkway): Golden Eagle Rd to Bonneville Dr				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	29,059	\$290,589
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,421
Roadway Excavation	C.Y.	\$ 39.00	8,375	\$326,610
HMA Concrete	Ton	\$ 114.00	1,877	\$213,946
Untreated Base Course	C.Y.	\$ 52.00	2,270	\$118,052
Granular Borrow	C.Y.	\$ 38.00	3,027	\$115,025
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,632	\$163,457
Sidewalk (5' width)	L.F.	\$ 54.00	3,632	\$196,148
Drainage	L.F.	\$ 45.00	1,816	\$81,728
Street Lighting	L.F.	\$ 50.00	1,816	\$90,809
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,602,786
Construction Contingency			25%	\$400,696
Right of Way (\$8/sf)			139,846	\$1,118,769
Mobilization			10%	\$160,279
Engineering & Administration			10%	\$160,279
Total Project Costs				\$2,484,318
Eagle Mountain's Responsibility				100.00%
				\$2,484,318

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.34

Eagle Mountain CFP/IFFP				
Project No. 45.2				
Improvement Type: Capacity Improvement				
Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	13,300	\$133,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.7	\$3,481
Roadway Excavation	C.Y.	\$ 39.00	4,926	\$192,111
HMA Concrete	Ton	\$ 114.00	825	\$94,004
Untreated Base Course	C.Y.	\$ 52.00	911	\$47,387
Granular Borrow	C.Y.	\$ 38.00	1,367	\$51,944
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,660	\$119,700
Sidewalk (5' width)	L.F.	\$ 54.00	2,660	\$143,640
Drainage	L.F.	\$ 45.00	1,330	\$59,850
Street Lighting	L.F.	\$ 50.00	1,330	\$66,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$911,618
Construction Contingency			25%	\$227,904
Right of Way (\$8/sf)			75,810	\$606,480
Mobilization			10%	\$91,162
Engineering & Administration			10%	\$91,162
Total Project Costs				\$1,413,008
Eagle Mountain's Responsibility				100.00%
				\$1,413,008

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.25

Eagle Mountain CFP/IFFP				
Project No. 46				
Improvement Type: New Road				
New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	2,560	\$25,600
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.3	\$566
Roadway Excavation	C.Y.	\$ 39.00	738	\$28,773
HMA Concrete	Ton	\$ 114.00	165	\$18,848
Untreated Base Course	C.Y.	\$ 52.00	200	\$10,400
Granular Borrow	C.Y.	\$ 38.00	267	\$10,133
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	320	\$14,400
Sidewalk (5' width)	L.F.	\$ 54.00	320	\$17,280
Drainage	L.F.	\$ 45.00	160	\$7,200
Street Lighting	L.F.	\$ 50.00	160	\$8,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$141,200
Construction Contingency			25%	\$35,300
Right of Way (\$8/sf)			12,320	\$98,560
Mobilization			10%	\$14,120
Engineering & Administration			10%	\$14,120
Total Project Costs				\$219,000
Eagle Mountain's Responsibility				100.00%
				\$219,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.03

Eagle Mountain CFP/IFFP				
Project No. 47				
Improvement Type: New Road				
New Road (unknown E/W road): Project 48 to Project 49				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	34,105	\$341,050
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.8	\$7,536
Roadway Excavation	C.Y.	\$ 39.00	9,829	\$383,326
HMA Concrete	Ton	\$ 114.00	2,203	\$251,098
Untreated Base Course	C.Y.	\$ 52.00	2,664	\$138,551
Granular Borrow	C.Y.	\$ 38.00	3,553	\$134,999
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,263	\$191,840
Sidewalk (5' width)	L.F.	\$ 54.00	4,263	\$230,208
Drainage	L.F.	\$ 45.00	2,132	\$95,920
Street Lighting	L.F.	\$ 50.00	2,132	\$106,578
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,881,106
Construction Contingency			25%	\$470,277
Right of Way (\$8/sf)			164,130	\$1,313,041
Mobilization			10%	\$188,111
Engineering & Administration			10%	\$188,111
Total Project Costs				\$2,916,000
Eagle Mountain's Responsibility				100.00%
				\$2,916,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 0.40

Eagle Mountain CFP/IFFP				
Project No.		48		
Improvement Type: New Road				
New Road (unknown N/S road): Project 134 to northern Boundary				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	45,869	\$458,693
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.1	\$10,135
Roadway Excavation	C.Y.	\$ 39.00	13,219	\$515,552
HMA Concrete	Ton	\$ 114.00	2,962	\$337,713
Untreated Base Course	C.Y.	\$ 52.00	3,584	\$186,344
Granular Borrow	C.Y.	\$ 38.00	4,778	\$181,566
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,734	\$258,015
Sidewalk (5' width)	L.F.	\$ 54.00	5,734	\$309,618
Drainage	L.F.	\$ 45.00	2,867	\$129,007
Street Lighting	L.F.	\$ 50.00	2,867	\$143,342
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,529,983
Construction Contingency			25%	\$632,496
Right of Way (\$8/sf)			220,746	\$1,765,967
Mobilization			10%	\$252,998
Engineering & Administration			10%	\$252,998
Total Project Costs				\$3,922,000
Eagle Mountain's Responsibility				100.00%
				\$3,922,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.54

Eagle Mountain CFP/IFFP				
Project No. 49				
Improvement Type: New Road				
New Road (unknown N/S road): SR-73 to northern border				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	167,269	\$1,672,692
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	12.7	\$25,323
Roadway Excavation	C.Y.	\$ 39.00	32,525	\$1,268,458
HMA Concrete	Ton	\$ 114.00	7,445	\$848,750
Untreated Base Course	C.Y.	\$ 52.00	8,665	\$450,572
Granular Borrow	C.Y.	\$ 38.00	17,330	\$658,528
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,042	\$406,871
Sidewalk (5' width)	L.F.	\$ 54.00	9,042	\$488,245
Drainage	L.F.	\$ 45.00	4,521	\$203,436
Street Lighting	L.F.	\$ 50.00	4,521	\$226,040
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,248,916
Construction Contingency			25%	\$1,562,229
Right of Way (\$8/sf)			551,536	\$4,412,291
Mobilization			10%	\$624,892
Engineering & Administration			10%	\$624,892
Total Project Costs				\$9,686,000
Eagle Mountain's Responsibility				100.00%
				\$9,686,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.86

Eagle Mountain CFP/IFFP				
Project No. 50				
Improvement Type: New Road				
New Road (unknown N/S Road): SR-73 to Project 137				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	19,351	\$193,513
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.5	\$5,064
Roadway Excavation	C.Y.	\$ 39.00	7,167	\$279,519
HMA Concrete	Ton	\$ 114.00	1,200	\$136,775
Untreated Base Course	C.Y.	\$ 52.00	1,326	\$68,948
Granular Borrow	C.Y.	\$ 38.00	1,989	\$75,578
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,870	\$174,162
Sidewalk (5' width)	L.F.	\$ 54.00	3,870	\$208,994
Drainage	L.F.	\$ 45.00	1,935	\$87,081
Street Lighting	L.F.	\$ 50.00	1,935	\$96,757
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,326,390
Construction Contingency			25%	\$331,597
Right of Way (\$8/sf)			110,302	\$882,419
Mobilization			10%	\$132,639
Engineering & Administration			10%	\$132,639
Total Project Costs				\$2,056,000
Eagle Mountain's Responsibility				100.00%
				\$2,056,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.37

Eagle Mountain CFP/IFFP				
Project No. 51				
Improvement Type: New Road				
New Road (Bonneville Dr): Project 49 to eastern border				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	42,852	\$428,515
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.7	\$9,468
Roadway Excavation	C.Y.	\$ 39.00	12,350	\$481,633
HMA Concrete	Ton	\$ 114.00	2,767	\$315,494
Untreated Base Course	C.Y.	\$ 52.00	3,348	\$174,084
Granular Borrow	C.Y.	\$ 38.00	4,464	\$169,621
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,356	\$241,040
Sidewalk (5' width)	L.F.	\$ 54.00	5,356	\$289,248
Drainage	L.F.	\$ 45.00	2,678	\$120,520
Street Lighting	L.F.	\$ 50.00	2,678	\$133,911
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,363,535
Construction Contingency			25%	\$590,884
Right of Way (\$8/sf)			206,223	\$1,649,784
Mobilization			10%	\$236,353
Engineering & Administration			10%	\$236,353
Total Project Costs				\$3,664,000
Eagle Mountain's Responsibility				39.00%
				\$1,429,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.51

Eagle Mountain CFP/IFFP				
Project No.		52		
Improvement Type: New Road				
New Road (unknown E/W road): Project 48 to Project 136				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	21,266	\$212,660
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.8	\$5,565
Roadway Excavation	C.Y.	\$ 39.00	7,876	\$307,176
HMA Concrete	Ton	\$ 114.00	1,318	\$150,308
Untreated Base Course	C.Y.	\$ 52.00	1,457	\$75,770
Granular Borrow	C.Y.	\$ 38.00	2,186	\$83,056
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,253	\$191,394
Sidewalk (5' width)	L.F.	\$ 54.00	4,253	\$229,673
Drainage	L.F.	\$ 45.00	2,127	\$95,697
Street Lighting	L.F.	\$ 50.00	2,127	\$106,330
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,457,628
Construction Contingency			25%	\$364,407
Right of Way (\$8/sf)			121,216	\$969,730
Mobilization			10%	\$145,763
Engineering & Administration			10%	\$145,763
Total Project Costs				\$2,260,000
Eagle Mountain's Responsibility				100.00%
				\$2,260,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

Eagle Mountain CFP/IFFP				
Project No. 53				
Improvement Type: New Road				
New Road (Pony Express Parkway) : 1000 N to southern border				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	217,190	\$2,171,900
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	16.4	\$32,881
Roadway Excavation	C.Y.	\$ 39.00	42,231	\$1,647,024
HMA Concrete	Ton	\$ 114.00	9,667	\$1,102,056
Untreated Base Course	C.Y.	\$ 52.00	11,251	\$585,043
Granular Borrow	C.Y.	\$ 38.00	22,502	\$855,063
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,740	\$528,300
Sidewalk (5' width)	L.F.	\$ 54.00	11,740	\$633,960
Drainage	L.F.	\$ 45.00	5,870	\$264,150
Street Lighting	L.F.	\$ 50.00	5,870	\$293,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$8,113,877
Construction Contingency			25%	\$2,028,469
Right of Way (\$8/sf)			716,140	\$5,729,120
Mobilization			10%	\$811,388
Engineering & Administration			10%	\$811,388
Total Project Costs				\$12,577,000
Eagle Mountain's Responsibility				100.00%
				\$12,577,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.11

Eagle Mountain CFP/IFFP				
Project No. 54				
Improvement Type: New Road				
New Road (unknown N/S road): Lake Mountain Corridor to Project 57				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	39,040	\$390,400
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.3	\$8,626
Roadway Excavation	C.Y.	\$ 39.00	11,251	\$438,793
HMA Concrete	Ton	\$ 114.00	2,521	\$287,432
Untreated Base Course	C.Y.	\$ 52.00	3,050	\$158,600
Granular Borrow	C.Y.	\$ 38.00	4,067	\$154,533
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,880	\$219,600
Sidewalk (5' width)	L.F.	\$ 54.00	4,880	\$263,520
Drainage	L.F.	\$ 45.00	2,440	\$109,800
Street Lighting	L.F.	\$ 50.00	2,440	\$122,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,153,305
Construction Contingency			25%	\$538,326
Right of Way (\$8/sf)			187,880	\$1,503,040
Mobilization			10%	\$215,330
Engineering & Administration			10%	\$215,330
Total Project Costs				\$3,338,000
Eagle Mountain's Responsibility				100.00%
				\$3,338,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.46

Eagle Mountain CFP/IFFP				
Project No. 55				
Improvement Type: New Road				
New Road (Pole Canyon Boulevard): East Expressway to Project 31 above				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	103,309	\$1,033,090
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.1	\$12,220
Roadway Excavation	C.Y.	\$ 39.00	13,992	\$545,680
HMA Concrete	Ton	\$ 114.00	3,223	\$367,415
Untreated Base Course	C.Y.	\$ 52.00	3,745	\$194,750
Granular Borrow	C.Y.	\$ 38.00	7,490	\$284,635
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,502	\$157,590
Sidewalk (5' width)	L.F.	\$ 54.00	3,502	\$189,108
Drainage	L.F.	\$ 45.00	1,751	\$78,795
Street Lighting	L.F.	\$ 50.00	1,751	\$87,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,950,832
Construction Contingency			25%	\$737,708
Right of Way (\$8/sf)			266,152	\$2,129,216
Mobilization			10%	\$295,083
Engineering & Administration			10%	\$295,083
Total Project Costs				\$4,574,000
Eagle Mountain's Responsibility				100.00%
				\$4,574,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.33

Eagle Mountain CFP/IFFP				
Project No. 56				
Improvement Type: New Road				
New Road (Ault Blvd): Pony Express Pkwy to Project 31 above				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	127,872	\$1,278,720
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	14.1	\$28,255
Roadway Excavation	C.Y.	\$ 39.00	36,852	\$1,437,228
HMA Concrete	Ton	\$ 114.00	8,258	\$941,458
Untreated Base Course	C.Y.	\$ 52.00	9,990	\$519,480
Granular Borrow	C.Y.	\$ 38.00	13,320	\$506,160
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	15,984	\$719,280
Sidewalk (5' width)	L.F.	\$ 54.00	15,984	\$863,136
Drainage	L.F.	\$ 45.00	7,992	\$359,640
Street Lighting	L.F.	\$ 50.00	7,992	\$399,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$7,052,956
Construction Contingency			25%	\$1,763,239
Right of Way (\$8/sf)			615,384	\$4,923,072
Mobilization			10%	\$705,296
Engineering & Administration			10%	\$705,296
Total Project Costs				\$10,933,000
Eagle Mountain's Responsibility				100.00%
				\$10,933,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granual Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 1.51

Eagle Mountain CFP/IFFP				
Project No. 57				
Improvement Type: New Road				
New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	79,488	\$794,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	8.8	\$17,564
Roadway Excavation	C.Y.	\$ 39.00	22,908	\$893,412
HMA Concrete	Ton	\$ 114.00	5,134	\$585,230
Untreated Base Course	C.Y.	\$ 52.00	6,210	\$322,920
Granular Borrow	C.Y.	\$ 38.00	8,280	\$314,640
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,936	\$447,120
Sidewalk (5' width)	L.F.	\$ 54.00	9,936	\$536,544
Drainage	L.F.	\$ 45.00	4,968	\$223,560
Street Lighting	L.F.	\$ 50.00	4,968	\$248,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,384,270
Construction Contingency			25%	\$1,096,068
Right of Way (\$8/sf)			382,536	\$3,060,288
Mobilization			10%	\$438,427
Engineering & Administration			10%	\$438,427
Total Project Costs				\$6,796,000
Eagle Mountain's Responsibility				100.00%
				\$6,796,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 0.94

Eagle Mountain CFP/IFFP				
Project No. 58.1				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 36.1 to Project 58.2				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	98,707	\$987,070
Removal of Existing Asphalt	S.Y.	\$ 8.00	5,948	\$47,588
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	7,427	\$289,651
HMA Concrete	Ton	\$ 114.00	1,711	\$195,026
Untreated Base Course	C.Y.	\$ 52.00	1,988	\$103,375
Granular Borrow	C.Y.	\$ 38.00	3,976	\$151,086
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,346	\$150,570
Sidewalk (5' width)	L.F.	\$ 54.00	3,346	\$180,684
Drainage	L.F.	\$ 45.00	1,673	\$75,285
Street Lighting	L.F.	\$ 50.00	1,673	\$83,650
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,263,985
Construction Contingency			25%	\$565,996
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$226,399
Engineering & Administration			10%	\$226,399
Total Project Costs				\$3,510,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
 Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 58.2				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.1 to Project 58.3				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	307,567	\$3,075,670
Removal of Existing Asphalt	S.Y.	\$ 8.00	18,535	\$148,281
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	23,142	\$902,541
HMA Concrete	Ton	\$ 114.00	5,331	\$607,695
Untreated Base Course	C.Y.	\$ 52.00	6,194	\$322,112
Granular Borrow	C.Y.	\$ 38.00	12,389	\$470,779
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	10,426	\$469,170
Sidewalk (5' width)	L.F.	\$ 54.00	10,426	\$563,004
Drainage	L.F.	\$ 45.00	5,213	\$234,585
Street Lighting	L.F.	\$ 50.00	5,213	\$260,650
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$7,054,486
Construction Contingency			25%	\$1,763,622
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$705,449
Engineering & Administration			10%	\$705,449
Total Project Costs				\$10,935,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
 Length (miles) 0.99

Eagle Mountain CFP/IFFP				
Project No. 58.3				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.2 to Project 58.4				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	74,222	\$742,220
Removal of Existing Asphalt	S.Y.	\$ 8.00	4,473	\$35,783
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	5,585	\$217,801
HMA Concrete	Ton	\$ 114.00	1,286	\$146,649
Untreated Base Course	C.Y.	\$ 52.00	1,495	\$77,732
Granular Borrow	C.Y.	\$ 38.00	2,990	\$113,608
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,516	\$113,220
Sidewalk (5' width)	L.F.	\$ 54.00	2,516	\$135,864
Drainage	L.F.	\$ 45.00	1,258	\$56,610
Street Lighting	L.F.	\$ 50.00	1,258	\$62,900
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,702,387
Construction Contingency			25%	\$425,597
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$170,239
Engineering & Administration			10%	\$170,239
Total Project Costs				\$2,639,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
Length (miles) 0.24

Eagle Mountain CFP/IFFP				
Project No. 58.4				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.3 to Project 58.5				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	228,153	\$2,281,530
Removal of Existing Asphalt	S.Y.	\$ 8.00	13,749	\$109,995
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	17,167	\$669,504
HMA Concrete	Ton	\$ 114.00	3,954	\$450,787
Untreated Base Course	C.Y.	\$ 52.00	4,595	\$238,942
Granular Borrow	C.Y.	\$ 38.00	9,190	\$349,224
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,734	\$348,030
Sidewalk (5' width)	L.F.	\$ 54.00	7,734	\$417,636
Drainage	L.F.	\$ 45.00	3,867	\$174,015
Street Lighting	L.F.	\$ 50.00	3,867	\$193,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,233,013
Construction Contingency			25%	\$1,308,253
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$523,301
Engineering & Administration			10%	\$523,301
Total Project Costs				\$8,112,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Firefly
 Length (miles) 0.73

Eagle Mountain CFP/IFFP				
Project No. 58.5				
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.4 to Project 42				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	468,460	\$4,684,600
Removal of Existing Asphalt	S.Y.	\$ 8.00	28,231	\$225,849
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	35,248	\$1,374,674
HMA Concrete	Ton	\$ 114.00	8,119	\$925,589
Untreated Base Course	C.Y.	\$ 52.00	9,435	\$490,614
Granular Borrow	C.Y.	\$ 38.00	18,870	\$717,051
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	15,880	\$714,600
Sidewalk (5' width)	L.F.	\$ 54.00	15,880	\$857,520
Drainage	L.F.	\$ 45.00	7,940	\$357,300
Street Lighting	L.F.	\$ 50.00	7,940	\$397,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$10,744,796
Construction Contingency			25%	\$2,686,199
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$1,074,480
Engineering & Administration			10%	\$1,074,480
Total Project Costs				\$16,655,000
Eagle Mountain's Responsibility				100.00%
				\$16,655,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.50

Eagle Mountain CFP/IFFP				
Project No.		58.6		
Improvement Type: Capacity Improvement				
Pole Canyon Blvd Widen: Project 58.5 to Pony Express Pkwy				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	441,320	\$4,413,200
Removal of Existing Asphalt	S.Y.	\$ 8.00	26,596	\$212,764
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	33,206	\$1,295,033
HMA Concrete	Ton	\$ 114.00	7,649	\$871,965
Untreated Base Course	C.Y.	\$ 52.00	8,888	\$462,190
Granular Borrow	C.Y.	\$ 38.00	17,777	\$675,509
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	14,960	\$673,200
Sidewalk (5' width)	L.F.	\$ 54.00	14,960	\$807,840
Drainage	L.F.	\$ 45.00	7,480	\$336,600
Street Lighting	L.F.	\$ 50.00	7,480	\$374,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$10,122,301
Construction Contingency			25%	\$2,530,575
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$1,012,230
Engineering & Administration			10%	\$1,012,230
Total Project Costs				\$15,690,000
Eagle Mountain's Responsibility				100.00%
				\$15,690,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.42

Eagle Mountain CFP/IFFP				
Project No. 59				
Improvement Type: New Road				
New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	68,320	\$683,200
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	7.5	\$15,096
Roadway Excavation	C.Y.	\$ 39.00	19,689	\$767,888
HMA Concrete	Ton	\$ 114.00	4,412	\$503,006
Untreated Base Course	C.Y.	\$ 52.00	5,338	\$277,550
Granular Borrow	C.Y.	\$ 38.00	7,117	\$270,433
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	8,540	\$384,300
Sidewalk (5' width)	L.F.	\$ 54.00	8,540	\$461,160
Drainage	L.F.	\$ 45.00	4,270	\$192,150
Street Lighting	L.F.	\$ 50.00	4,270	\$213,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,768,284
Construction Contingency			25%	\$942,071
Right of Way (\$8/sf)			328,790	\$2,630,320
Mobilization			10%	\$376,828
Engineering & Administration			10%	\$376,828
Total Project Costs				\$5,841,000
Eagle Mountain's Responsibility				100.00%
				\$5,841,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.81

Eagle Mountain CFP/IFFP				
Project No.		60		
Improvement Type: Capacity Improvement				
Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	50,368	\$503,680
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.6	\$11,129
Roadway Excavation	C.Y.	\$ 39.00	14,516	\$566,115
HMA Concrete	Ton	\$ 114.00	3,253	\$370,834
Untreated Base Course	C.Y.	\$ 52.00	3,935	\$204,620
Granular Borrow	C.Y.	\$ 38.00	5,247	\$199,373
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,296	\$283,320
Sidewalk (5' width)	L.F.	\$ 54.00	6,296	\$339,984
Drainage	L.F.	\$ 45.00	3,148	\$141,660
Street Lighting	L.F.	\$ 50.00	3,148	\$157,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,778,116
Construction Contingency			25%	\$694,529
Right of Way (\$8/sf)			242,396	\$1,939,168
Mobilization			10%	\$277,812
Engineering & Administration			10%	\$277,812
Total Project Costs				\$4,307,000
Eagle Mountain's Responsibility				100.00%
				\$4,307,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.60

Eagle Mountain CFP/IFFP				
Project No. 61				
Improvement Type: New Road				
New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	21.7	\$43,430
Roadway Excavation	C.Y.	\$ 39.00	49,726	\$1,939,329
HMA Concrete	Ton	\$ 114.00	11,454	\$1,305,780
Untreated Base Course	C.Y.	\$ 52.00	13,310	\$692,136
Granular Borrow	C.Y.	\$ 38.00	26,621	\$1,011,583
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	12,446	\$560,070
Sidewalk (5' width)	L.F.	\$ 54.00	12,446	\$672,084
Drainage	L.F.	\$ 45.00	6,223	\$280,035
Street Lighting	L.F.	\$ 50.00	6,223	\$311,150
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,815,596
Construction Contingency			25%	\$1,703,899
Right of Way (\$8/sf)			945,896	\$7,567,168
Mobilization			10%	\$681,560
Engineering & Administration			10%	\$681,560
Total Project Costs				\$10,565,000
Eagle Mountain's Responsibility				100.00%
				\$10,565,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
Length (miles) 1.18

Eagle Mountain CFP/IFFP				
Project No. 62				
Improvement Type: New Road				
New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	198,864	\$1,988,640
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.9	\$23,841
Roadway Excavation	C.Y.	\$ 39.00	25,011	\$975,446
HMA Concrete	Ton	\$ 114.00	5,708	\$650,727
Untreated Base Course	C.Y.	\$ 52.00	6,905	\$359,060
Granular Borrow	C.Y.	\$ 38.00	9,207	\$349,853
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,048	\$497,160
Sidewalk (5' width)	L.F.	\$ 54.00	11,048	\$596,592
Drainage	L.F.	\$ 45.00	5,524	\$248,580
Street Lighting	L.F.	\$ 50.00	5,524	\$276,200
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,966,100
Construction Contingency			25%	\$1,491,525
Right of Way (\$8/sf)			519,256	\$4,154,048
Mobilization			10%	\$596,610
Engineering & Administration			10%	\$596,610
Total Project Costs				\$9,248,000
Eagle Mountain's Responsibility				100.00%
				\$9,248,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

Eagle Mountain CFP/IFFP				
Project No. 63				
Improvement Type: New Road				
New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	44,272	\$442,720
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.9	\$9,782
Roadway Excavation	C.Y.	\$ 39.00	12,759	\$497,599
HMA Concrete	Ton	\$ 114.00	2,859	\$325,953
Untreated Base Course	C.Y.	\$ 52.00	3,459	\$179,855
Granular Borrow	C.Y.	\$ 38.00	4,612	\$175,243
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,534	\$249,030
Sidewalk (5' width)	L.F.	\$ 54.00	5,534	\$298,836
Drainage	L.F.	\$ 45.00	2,767	\$124,515
Street Lighting	L.F.	\$ 50.00	2,767	\$138,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,441,883
Construction Contingency			25%	\$610,471
Right of Way (\$8/sf)			213,059	\$1,704,472
Mobilization			10%	\$244,188
Engineering & Administration			10%	\$244,188
Total Project Costs				\$3,785,000
Eagle Mountain's Responsibility				100.00%
				\$3,785,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 0.52

Eagle Mountain CFP/IFFP				
Project No. 64				
Improvement Type: New Road				
New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	297,036	\$2,970,360
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	22.5	\$44,969
Roadway Excavation	C.Y.	\$ 39.00	57,757	\$2,252,523
HMA Concrete	Ton	\$ 114.00	13,221	\$1,507,207
Untreated Base Course	C.Y.	\$ 52.00	15,387	\$800,124
Granular Borrow	C.Y.	\$ 38.00	30,774	\$1,169,412
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,056	\$722,520
Sidewalk (5' width)	L.F.	\$ 54.00	16,056	\$867,024
Drainage	L.F.	\$ 45.00	8,028	\$361,260
Street Lighting	L.F.	\$ 50.00	8,028	\$401,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$11,096,798
Construction Contingency			25%	\$2,774,200
Right of Way (\$8/sf)			979,416	\$7,835,328
Mobilization			10%	\$1,109,680
Engineering & Administration			10%	\$1,109,680
Total Project Costs				\$17,201,000
Eagle Mountain's Responsibility				100.00%
				\$17,201,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.52

Eagle Mountain CFP/IFFP				
Project No. 65				
Improvement Type: Capacity Improvement				
Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	551,355	\$5,513,550
Removal of Existing Asphalt	S.Y.	\$ 8.00	29,073	\$232,587
Clearing and Grubbing	Acre	\$ 2,000.00	21.5	\$42,906
Roadway Excavation	C.Y.	\$ 39.00	45,634	\$1,779,718
HMA Concrete	Ton	\$ 114.00	10,512	\$1,198,311
Untreated Base Course	C.Y.	\$ 52.00	12,215	\$635,172
Granular Borrow	C.Y.	\$ 38.00	24,430	\$928,328
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	18,690	\$841,050
Sidewalk (5' width)	L.F.	\$ 54.00	18,690	\$1,009,260
Drainage	L.F.	\$ 45.00	9,345	\$420,525
Street Lighting	L.F.	\$ 50.00	9,345	\$467,250
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$13,068,656
Construction Contingency			25%	\$3,267,164
Right of Way (\$8/sf)			934,500	\$7,476,000
Mobilization			10%	\$1,306,866
Engineering & Administration			10%	\$1,306,866
Total Project Costs				\$20,257,000
Eagle Mountain's Responsibility				100.00%
				\$20,257,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.77

Eagle Mountain CFP/IFFP				
Project No. 66				
Improvement Type: New Road				
New Road (unknown W/E road): Pony Express Parkway to East Expressway				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	88,880	\$888,800
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	9.8	\$19,639
Roadway Excavation	C.Y.	\$ 39.00	25,615	\$998,974
HMA Concrete	Ton	\$ 114.00	5,740	\$654,379
Untreated Base Course	C.Y.	\$ 52.00	6,944	\$361,075
Granular Borrow	C.Y.	\$ 38.00	9,258	\$351,817
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,110	\$499,950
Sidewalk (5' width)	L.F.	\$ 54.00	11,110	\$599,940
Drainage	L.F.	\$ 45.00	5,555	\$249,975
Street Lighting	L.F.	\$ 50.00	5,555	\$277,750
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,902,299
Construction Contingency			25%	\$1,225,575
Right of Way (\$8/sf)			427,735	\$3,421,880
Mobilization			10%	\$490,230
Engineering & Administration			10%	\$490,230
Total Project Costs				\$7,599,000
Eagle Mountain's Responsibility				100.00%
				\$7,599,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

Eagle Mountain CFP/IFFP				
Project No. 68				
Improvement Type: Traffic Signal				
Pony Express Pkwy & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 69				
Improvement Type: Traffic Signal				
Eagle Mountain Boulevard & Project 57 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 71				
Improvement Type: Traffic Signal				
Eagle Mountain Boulevard & Major Street - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$228,883
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$228,883
Construction Contingency			25%	\$57,221
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$22,888
Engineering & Administration			10%	\$22,888
Total Project Costs				\$354,769
Eagle Mountain's Responsibility				100.00%
				\$354,769

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		72.0		
Improvement Type: Traffic Signal				
Pony Express Pkwy & Eagle Mountain Boulevard - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	1,372	\$156,431
Untreated Base Course	C.Y.	\$ 52.00	4,873	\$253,418
Granular Borrow	C.Y.	\$ 38.00	11,856	\$450,520
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,653	\$74,397
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Roundabout Removal	Each	\$ 310,564	1	\$310,564
Traffic Signal	Each	\$ 400,000	1	\$400,000
Utilities	Each	\$ 297,915	1	\$297,915
Subtotal				\$1,943,245
Construction Contingency			25%	\$485,811
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$194,324
Engineering & Administration			10%	\$194,324
Total Project Costs				\$3,012,029
Eagle Mountain's Responsibility				100.00%
				\$3,012,029

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 73.0				
Improvement Type: Traffic Signal				
Eagle Mountain Boulevard and SR-73 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 74.0				
Improvement Type: Traffic Signal				
Lone Tree Parkway & Eagle Mountain Blvd - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Intersection Improvement	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 75.0				
Improvement Type: Traffic Signal				
Pony Express Parkway & Project 57 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 76				
Improvement Type: Traffic Signal				
Pole Canyon Boulevard & SR-73 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 77				
Improvement Type: Traffic Signal				
Pole Canyon Boulevard & Pony Express Parkway				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 78				
Improvement Type: New Road				
New Road (Cory Wride Freeway): Ranches Parkway to East Expressway- New freeway, frontage roads				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	319.2	\$638,491
Roadway Excavation	C.Y.	\$ 39.00	731,065	\$28,511,530
HMA Concrete	Ton	\$ 114.00	168,397	\$19,197,251
Untreated Base Course	C.Y.	\$ 52.00	195,685	\$10,175,610
Granular Borrow	C.Y.	\$ 38.00	391,370	\$14,872,045
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	182,978	\$8,234,010
Sidewalk (5' width)	L.F.	\$ 54.00	182,978	\$9,880,812
Drainage	L.F.	\$ 45.00	91,489	\$4,117,005
Street Lighting	L.F.	\$ 50.00	91,489	\$4,574,450
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$100,201,204
Construction Contingency			25%	\$25,050,301
Right of Way (\$8/sf)			13,906,328	\$111,250,624
Mobilization			10%	\$10,020,120
Engineering & Administration			10%	\$10,020,120
Total Project Costs				\$155,312,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: UDOT
 Length (miles) 17.33

Eagle Mountain CFP/IFFP				
Project No. 79				
Improvement Type: New Road				
New Road (1600 West): Aviator Avenue to 4000 North				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	193,176	\$1,931,760
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.6	\$23,159
Roadway Excavation	C.Y.	\$ 39.00	24,296	\$947,546
HMA Concrete	Ton	\$ 114.00	5,545	\$632,115
Untreated Base Course	C.Y.	\$ 52.00	6,708	\$348,790
Granular Borrow	C.Y.	\$ 38.00	8,943	\$339,847
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	10,732	\$482,940
Sidewalk (5' width)	L.F.	\$ 54.00	10,732	\$579,528
Drainage	L.F.	\$ 45.00	5,366	\$241,470
Street Lighting	L.F.	\$ 50.00	5,366	\$268,300
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,795,455
Construction Contingency			25%	\$1,448,864
Right of Way (\$8/sf)			504,404	\$4,035,232
Mobilization			10%	\$579,545
Engineering & Administration			10%	\$579,545
Total Project Costs				\$8,983,000
Eagle Mountain's Responsibility				100.00%
				\$8,983,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 4
Untreated Base Course Thickness (in) = 9
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
Length (miles) 1.02

Eagle Mountain CFP/IFFP				
Project No. 80				
Improvement Type: Capacity Improvement				
New High-T Signal: Ranches Parkway & Campus Drive				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	74,989	\$749,890
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.4	\$8,870
Roadway Excavation	C.Y.	\$ 39.00	10,156	\$396,093
HMA Concrete	Ton	\$ 114.00	2,339	\$266,696
Untreated Base Course	C.Y.	\$ 52.00	2,719	\$141,363
Granular Borrow	C.Y.	\$ 38.00	5,437	\$206,608
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,542	\$114,390
Sidewalk (5' width)	L.F.	\$ 54.00	2,542	\$137,268
Drainage	L.F.	\$ 45.00	1,271	\$57,195
Street Lighting	L.F.	\$ 50.00	1,271	\$63,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,141,923
Construction Contingency			25%	\$535,481
Right of Way (\$8/sf)			193,192	\$1,545,536
Mobilization			10%	\$214,192
Engineering & Administration			10%	\$214,192
Total Project Costs				\$3,320,000
Eagle Mountain's Responsibility				100.00%
				\$3,320,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.24

Eagle Mountain CFP/IFFP				
Project No. 81				
Improvement Type: New Road				
New Road (unknown W/E road): Cedar Valley Freeway to East Expressway				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	22.1	\$44,248
Roadway Excavation	C.Y.	\$ 39.00	57,713	\$2,250,794
HMA Concrete	Ton	\$ 114.00	12,933	\$1,474,385
Untreated Base Course	C.Y.	\$ 52.00	15,645	\$813,540
Granular Borrow	C.Y.	\$ 38.00	20,860	\$792,680
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	25,032	\$1,126,440
Sidewalk (5' width)	L.F.	\$ 54.00	25,032	\$1,351,728
Drainage	L.F.	\$ 45.00	12,516	\$563,220
Street Lighting	L.F.	\$ 50.00	12,516	\$625,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$9,042,835
Construction Contingency			25%	\$2,260,709
Right of Way (\$8/sf)			963,732	\$7,709,856
Mobilization			10%	\$904,284
Engineering & Administration			10%	\$904,284
Total Project Costs				\$14,017,000
Eagle Mountain's Responsibility				100.00%
				\$14,017,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 2.37

Eagle Mountain CFP/IFFP				
Project No. 82				
Improvement Type: Capacity Improvement				
Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	32,448	\$324,480
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	9,351	\$364,702
HMA Concrete	Ton	\$ 114.00	2,096	\$238,898
Untreated Base Course	C.Y.	\$ 52.00	2,535	\$131,820
Granular Borrow	C.Y.	\$ 38.00	3,380	\$128,440
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,056	\$182,520
Sidewalk (5' width)	L.F.	\$ 54.00	4,056	\$219,024
Drainage	L.F.	\$ 45.00	2,028	\$91,260
Street Lighting	L.F.	\$ 50.00	2,028	\$101,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,782,544
Construction Contingency			25%	\$445,636
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$178,254
Engineering & Administration			10%	\$178,254
Total Project Costs				\$2,763,000
Eagle Mountain's Responsibility				100.00%
				\$2,763,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.38

Eagle Mountain CFP/IFFP				
Project No. 83				
Improvement Type: New Road				
New Road (Hidden Valley Pkwy): Locust Ave to Lake Mountain Corridor				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	111,488	\$1,114,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	12.3	\$24,634
Roadway Excavation	C.Y.	\$ 39.00	32,130	\$1,253,079
HMA Concrete	Ton	\$ 114.00	7,200	\$820,830
Untreated Base Course	C.Y.	\$ 52.00	8,710	\$452,920
Granular Borrow	C.Y.	\$ 38.00	11,613	\$441,307
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	13,936	\$627,120
Sidewalk (5' width)	L.F.	\$ 54.00	13,936	\$752,544
Drainage	L.F.	\$ 45.00	6,968	\$313,560
Street Lighting	L.F.	\$ 50.00	6,968	\$348,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,149,274
Construction Contingency			25%	\$1,537,319
Right of Way (\$8/sf)			536,536	\$4,292,288
Mobilization			10%	\$614,927
Engineering & Administration			10%	\$614,927
Total Project Costs				\$9,532,000
Eagle Mountain's Responsibility				100.00%
				\$9,532,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.32

Eagle Mountain CFP/IFFP				
Project No. 84				
Improvement Type: Capacity Improvement				
Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	35,400	\$354,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	4,467	\$35,733
Clearing and Grubbing	Acre	\$ 2,000.00	0.5	\$1,047
Roadway Excavation	C.Y.	\$ 39.00	333	\$12,985
HMA Concrete	Ton	\$ 114.00	77	\$8,743
Untreated Base Course	C.Y.	\$ 52.00	89	\$4,634
Granular Borrow	C.Y.	\$ 38.00	178	\$6,773
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,200	\$54,000
Sidewalk (5' width)	L.F.	\$ 54.00	1,200	\$64,800
Drainage	L.F.	\$ 45.00	600	\$27,000
Street Lighting	L.F.	\$ 50.00	600	\$30,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$599,715
Construction Contingency			25%	\$149,929
Right of Way (\$8/sf)			22,800	\$182,400
Mobilization			10%	\$59,972
Engineering & Administration			10%	\$59,972
Total Project Costs				\$930,000
Eagle Mountain's Responsibility				100.00%
				\$930,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.11

Eagle Mountain CFP/IFFP				
Project No. 85				
Improvement Type: Capacity Improvement				
Intersection Improvement: Ranches Pkwy/Pony Express Pkwy				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	11,800	\$118,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	1,222	\$9,778
Clearing and Grubbing	Acre	\$ 2,000.00	0.2	\$459
Roadway Excavation	C.Y.	\$ 39.00	377	\$14,716
HMA Concrete	Ton	\$ 114.00	87	\$9,909
Untreated Base Course	C.Y.	\$ 52.00	101	\$5,252
Granular Borrow	C.Y.	\$ 38.00	202	\$7,676
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	400	\$18,000
Sidewalk (5' width)	L.F.	\$ 54.00	400	\$21,600
Drainage	L.F.	\$ 45.00	200	\$9,000
Street Lighting	L.F.	\$ 50.00	200	\$10,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$224,390
Construction Contingency			25%	\$56,098
Right of Way (\$8/sf)			10,000	\$80,000
Mobilization			10%	\$22,439
Engineering & Administration			10%	\$22,439
Total Project Costs				\$348,000
Eagle Mountain's Responsibility				100.00%
				\$348,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.04

Eagle Mountain CFP/IFFP				
Project No. 86				
Improvement Type: Capacity Improvement				
Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,689	\$16,888
Removal of Existing Asphalt	S.Y.	\$ 8.00	600	\$4,804
Clearing and Grubbing	Acre	\$ 2,000.00	-0.1	-\$140
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	338	\$15,199
Sidewalk (5' width)	L.F.	\$ 54.00	338	\$18,239
Drainage	L.F.	\$ 45.00	169	\$7,599
Street Lighting	L.F.	\$ 50.00	169	\$8,444
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$71,032
Construction Contingency			25%	\$17,758
Right of Way (\$8/sf)			-3,040	-\$24,318
Mobilization			10%	\$7,103
Engineering & Administration			10%	\$7,103
Total Project Costs				\$110,100
Eagle Mountain's Responsibility				100.00%
				\$110,100

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.03

Eagle Mountain CFP/IFFP				
Project No. 87				
Improvement Type: New Road				
New Road (unknown W/E road): Cedar Valley Freeway to Project 31				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	574,812	\$5,748,120
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	34.5	\$68,912
Roadway Excavation	C.Y.	\$ 39.00	72,295	\$2,819,506
HMA Concrete	Ton	\$ 114.00	16,499	\$1,880,913
Untreated Base Course	C.Y.	\$ 52.00	19,959	\$1,037,855
Granular Borrow	C.Y.	\$ 38.00	26,612	\$1,011,243
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	31,934	\$1,437,030
Sidewalk (5' width)	L.F.	\$ 54.00	31,934	\$1,724,436
Drainage	L.F.	\$ 45.00	15,967	\$718,515
Street Lighting	L.F.	\$ 50.00	15,967	\$798,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$17,244,880
Construction Contingency			25%	\$4,311,220
Right of Way (\$8/sf)			1,500,898	\$12,007,184
Mobilization			10%	\$1,724,488
Engineering & Administration			10%	\$1,724,488
Total Project Costs				\$26,730,000
Eagle Mountain's Responsibility				100.00%
				\$26,730,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 3.02

Eagle Mountain CFP/IFFP				
Project No. 88				
Improvement Type: Traffic Signal				
East Expressway & Eagle Mountain Blvd - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 89				
Improvement Type: New Road				
New Road (East Expressway): Eagle Mountain Blvd to Southern Border				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,452,916	\$14,529,160
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	110.0	\$219,958
Roadway Excavation	C.Y.	\$ 39.00	282,511	\$11,017,946
HMA Concrete	Ton	\$ 114.00	64,669	\$7,372,322
Untreated Base Course	C.Y.	\$ 52.00	75,264	\$3,913,711
Granular Borrow	C.Y.	\$ 38.00	150,527	\$5,720,039
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	78,536	\$3,534,120
Sidewalk (5' width)	L.F.	\$ 54.00	78,536	\$4,240,944
Drainage	L.F.	\$ 45.00	39,268	\$1,767,060
Street Lighting	L.F.	\$ 50.00	39,268	\$1,963,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$54,278,660
Construction Contingency			25%	\$13,569,665
Right of Way (\$8/sf)			4,790,696	\$38,325,568
Mobilization			10%	\$5,427,866
Engineering & Administration			10%	\$5,427,866
Total Project Costs				\$84,132,000
Eagle Mountain's Responsibility				100.00%
				\$84,132,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 7.44

Eagle Mountain CFP/IFFP				
Project No. 90				
Improvement Type: Traffic Signal				
East Expressway & Bobby Wren Blvd - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 91				
Improvement Type: Traffic Signal				
Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 92				
Improvement Type: Traffic Signal				
Eagle Mountain Blvd & Lake Mountain Corridor - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 93				
Improvement Type: Traffic Signal				
Mid Valley Road & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 94				
Improvement Type: Traffic Signal				
East Expressway & Project 66 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 95				
Improvement Type: Traffic Signal				
East Expressway & 5000 North - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 96				
Improvement Type: Traffic Signal				
Pony Express Pkwy & Eagle Park Entry Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 97				
Improvement Type: Traffic Signal				
Eagle Mountain Blvd & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		98		
Improvement Type: Traffic Signal				
Pony Express Pkwy & Rachel Way - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 99				
Improvement Type: Traffic Signal				
4000 North & SR-73 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 100				
Improvement Type: Traffic Signal				
Pole Canyon Rd & Tyson Pkwy - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 101				
Improvement Type: Traffic Signal				
Pole Canyon Rd & 0 St - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 102				
Improvement Type: Traffic Signal				
Pole Canyon Rd & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 103				
Improvement Type: Traffic Signal				
Pony Express Pkwy & Project 87 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 104				
Improvement Type: Traffic Signal				
East Expressway & Project 87 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 105				
Improvement Type: Traffic Signal				
Braxton Dr & Ranches Pkwy – New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 106				
Improvement Type: Capacity Improvement				
4000 North Widen: Tyson Parkway to IPA 2 Border				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	92,592	\$925,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	8,573	\$68,587
Clearing and Grubbing	Acre	\$ 2,000.00	3.5	\$6,967
Roadway Excavation	C.Y.	\$ 39.00	2,911	\$113,543
HMA Concrete	Ton	\$ 114.00	664	\$75,745
Untreated Base Course	C.Y.	\$ 52.00	804	\$41,795
Granular Borrow	C.Y.	\$ 38.00	1,072	\$40,723
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,144	\$231,480
Sidewalk (5' width)	L.F.	\$ 54.00	5,144	\$277,776
Drainage	L.F.	\$ 45.00	2,572	\$115,740
Street Lighting	L.F.	\$ 50.00	2,572	\$128,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,026,877
Construction Contingency			25%	\$506,719
Right of Way (\$8/sf)			151,748	\$1,213,984
Mobilization			10%	\$202,688
Engineering & Administration			10%	\$202,688
Total Project Costs				\$3,142,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.49

Eagle Mountain CFP/IFFP				
Project No. 107				
Improvement Type: Capacity Improvement				
4000 North Widen: SR-73 to Tyson Parkway				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	254,088	\$2,540,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	23,527	\$188,213
Clearing and Grubbing	Acre	\$ 2,000.00	9.6	\$19,119
Roadway Excavation	C.Y.	\$ 39.00	7,989	\$311,581
HMA Concrete	Ton	\$ 114.00	1,823	\$207,858
Untreated Base Course	C.Y.	\$ 52.00	2,206	\$114,693
Granular Borrow	C.Y.	\$ 38.00	2,941	\$111,752
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	14,116	\$635,220
Sidewalk (5' width)	L.F.	\$ 54.00	14,116	\$762,264
Drainage	L.F.	\$ 45.00	7,058	\$317,610
Street Lighting	L.F.	\$ 50.00	7,058	\$352,900
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,562,090
Construction Contingency			25%	\$1,390,523
Right of Way (\$8/sf)			416,422	\$3,331,376
Mobilization			10%	\$556,209
Engineering & Administration			10%	\$556,209
Total Project Costs				\$8,622,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 1.34

Eagle Mountain CFP/IFFP				
Project No. 108				
Improvement Type: New Road				
NPA 4 & 6 Road: Pole Canyon Blvd to Project 37				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	26,653	\$266,526
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.5	\$6,975
Roadway Excavation	C.Y.	\$ 39.00	9,871	\$384,982
HMA Concrete	Ton	\$ 114.00	1,652	\$188,381
Untreated Base Course	C.Y.	\$ 52.00	1,826	\$94,962
Granular Borrow	C.Y.	\$ 38.00	2,739	\$104,093
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,331	\$239,873
Sidewalk (5' width)	L.F.	\$ 54.00	5,331	\$287,848
Drainage	L.F.	\$ 45.00	2,665	\$119,937
Street Lighting	L.F.	\$ 50.00	2,665	\$133,263
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,826,840
Construction Contingency			25%	\$456,710
Right of Way (\$8/sf)			151,920	\$1,215,359
Mobilization			10%	\$182,684
Engineering & Administration			10%	\$182,684
Total Project Costs				\$2,832,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.50

Eagle Mountain CFP/IFFP				
Project No. 109				
Improvement Type: Capacity Improvement				
Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	44,832	\$448,320
Removal of Existing Asphalt	S.Y.	\$ 8.00	9,340	\$74,720
Clearing and Grubbing	Acre	\$ 2,000.00	2.7	\$5,403
Roadway Excavation	C.Y.	\$ 39.00	3,230	\$125,973
HMA Concrete	Ton	\$ 114.00	724	\$82,519
Untreated Base Course	C.Y.	\$ 52.00	876	\$45,533
Granular Borrow	C.Y.	\$ 38.00	1,168	\$44,365
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,604	\$252,180
Sidewalk (5' width)	L.F.	\$ 54.00	5,604	\$302,616
Drainage	L.F.	\$ 45.00	2,802	\$126,090
Street Lighting	L.F.	\$ 50.00	2,802	\$140,100
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,647,819
Construction Contingency			25%	\$411,955
Right of Way (\$8/sf)			117,684	\$941,472
Mobilization			10%	\$164,782
Engineering & Administration			10%	\$164,782
Total Project Costs				\$2,555,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.53

Eagle Mountain CFP/IFFP				
Project No. 110				
Improvement Type: New Road				
Firefly Drive: Pole Canyon Blvd to East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	24,674	\$246,738
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,457
Roadway Excavation	C.Y.	\$ 39.00	9,138	\$356,399
HMA Concrete	Ton	\$ 114.00	1,530	\$174,394
Untreated Base Course	C.Y.	\$ 52.00	1,691	\$87,912
Granular Borrow	C.Y.	\$ 38.00	2,536	\$96,365
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,935	\$222,064
Sidewalk (5' width)	L.F.	\$ 54.00	4,935	\$266,477
Drainage	L.F.	\$ 45.00	2,467	\$111,032
Street Lighting	L.F.	\$ 50.00	2,467	\$123,369
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,691,208
Construction Contingency			25%	\$422,802
Right of Way (\$8/sf)			140,641	\$1,125,125
Mobilization			10%	\$169,121
Engineering & Administration			10%	\$169,121
Total Project Costs				\$2,622,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.47

Eagle Mountain CFP/IFFP				
Project No. 111				
Improvement Type: New Road				
Tyson Parkway: SR-73 to East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	26,285	\$262,852
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.4	\$6,879
Roadway Excavation	C.Y.	\$ 39.00	9,735	\$379,675
HMA Concrete	Ton	\$ 114.00	1,630	\$185,784
Untreated Base Course	C.Y.	\$ 52.00	1,801	\$93,653
Granular Borrow	C.Y.	\$ 38.00	2,702	\$102,658
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,257	\$236,567
Sidewalk (5' width)	L.F.	\$ 54.00	5,257	\$283,880
Drainage	L.F.	\$ 45.00	2,629	\$118,283
Street Lighting	L.F.	\$ 50.00	2,629	\$131,426
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,801,658
Construction Contingency			25%	\$450,414
Right of Way (\$8/sf)			149,826	\$1,198,605
Mobilization			10%	\$180,166
Engineering & Administration			10%	\$180,166
Total Project Costs				\$2,793,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.50

Eagle Mountain CFP/IFFP				
Project No. 112				
Improvement Type: New Road				
NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	20,070	\$200,700
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.6	\$5,252
Roadway Excavation	C.Y.	\$ 39.00	7,433	\$289,900
HMA Concrete	Ton	\$ 114.00	1,244	\$141,855
Untreated Base Course	C.Y.	\$ 52.00	1,375	\$71,509
Granular Borrow	C.Y.	\$ 38.00	2,063	\$78,385
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,014	\$180,630
Sidewalk (5' width)	L.F.	\$ 54.00	4,014	\$216,756
Drainage	L.F.	\$ 45.00	2,007	\$90,315
Street Lighting	L.F.	\$ 50.00	2,007	\$100,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,375,651
Construction Contingency			25%	\$343,913
Right of Way (\$8/sf)			114,399	\$915,192
Mobilization			10%	\$137,565
Engineering & Administration			10%	\$137,565
Total Project Costs				\$2,133,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.38

Eagle Mountain CFP/IFFP				
Project No. 113				
Improvement Type: New Road				
NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	11,120	\$111,200
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.5	\$2,910
Roadway Excavation	C.Y.	\$ 39.00	4,119	\$160,622
HMA Concrete	Ton	\$ 114.00	689	\$78,596
Untreated Base Course	C.Y.	\$ 52.00	762	\$39,620
Granular Borrow	C.Y.	\$ 38.00	1,143	\$43,430
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,224	\$100,080
Sidewalk (5' width)	L.F.	\$ 54.00	2,224	\$120,096
Drainage	L.F.	\$ 45.00	1,112	\$50,040
Street Lighting	L.F.	\$ 50.00	1,112	\$55,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$762,195
Construction Contingency			25%	\$190,549
Right of Way (\$8/sf)			63,384	\$507,072
Mobilization			10%	\$76,219
Engineering & Administration			10%	\$76,219
Total Project Costs				\$1,182,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granual Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.21

Eagle Mountain CFP/IFFP				
Project No. 114				
Improvement Type: New Road				
NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	21,936	\$219,360
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.4	\$4,847
Roadway Excavation	C.Y.	\$ 39.00	6,322	\$246,552
HMA Concrete	Ton	\$ 114.00	1,417	\$161,504
Untreated Base Course	C.Y.	\$ 52.00	1,714	\$89,115
Granular Borrow	C.Y.	\$ 38.00	2,285	\$86,830
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,742	\$123,390
Sidewalk (5' width)	L.F.	\$ 54.00	2,742	\$148,068
Drainage	L.F.	\$ 45.00	1,371	\$61,695
Street Lighting	L.F.	\$ 50.00	1,371	\$68,550
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,209,910
Construction Contingency			25%	\$302,478
Right of Way (\$8/sf)			105,567	\$844,536
Mobilization			10%	\$120,991
Engineering & Administration			10%	\$120,991
Total Project Costs				\$1,876,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.26

Eagle Mountain CFP/IFFP				
Project No. 115				
Improvement Type: New Road				
NPA 12 & CPA 2 Road: Project 126 to Project 127				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	14,400	\$144,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.6	\$3,182
Roadway Excavation	C.Y.	\$ 39.00	4,150	\$161,850
HMA Concrete	Ton	\$ 114.00	930	\$106,020
Untreated Base Course	C.Y.	\$ 52.00	1,125	\$58,500
Granular Borrow	C.Y.	\$ 38.00	1,500	\$57,000
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,800	\$81,000
Sidewalk (5' width)	L.F.	\$ 54.00	1,800	\$97,200
Drainage	L.F.	\$ 45.00	900	\$40,500
Street Lighting	L.F.	\$ 50.00	900	\$45,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	0	\$0
Subtotal				\$794,252
Construction Contingency			25%	\$198,563
Right of Way (\$8/sf)			69,300	\$554,400
Mobilization			10%	\$79,425
Engineering & Administration			10%	\$79,425
Total Project Costs				\$1,232,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.17

Eagle Mountain CFP/IFFP				
Project No. 116.0				
Improvement Type: New Road				
East Loop Road: Tyson Parkway to Eastern City Boundary				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	47,974	\$479,735
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.3	\$12,555
Roadway Excavation	C.Y.	\$ 39.00	17,768	\$692,951
HMA Concrete	Ton	\$ 114.00	2,974	\$339,077
Untreated Base Course	C.Y.	\$ 52.00	3,287	\$170,928
Granular Borrow	C.Y.	\$ 38.00	4,931	\$187,363
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,595	\$431,762
Sidewalk (5' width)	L.F.	\$ 54.00	9,595	\$518,114
Drainage	L.F.	\$ 45.00	4,797	\$215,881
Street Lighting	L.F.	\$ 50.00	4,797	\$239,868
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,288,232
Construction Contingency			25%	\$822,058
Right of Way (\$8/sf)			273,449	\$2,187,592
Mobilization			10%	\$328,823
Engineering & Administration			10%	\$328,823
Total Project Costs				\$5,097,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.91

Eagle Mountain CFP/IFFP				
Project No. 117				
Improvement Type: Intersection Improvement				
Intersection Improvement: Tyson Parkway & 4000 North				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 118				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & CPA 1 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 119				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & East Loop Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 120				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & Firefly Drive				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 121				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & NPA 9 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 122				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 123				
Improvement Type: Intersection Improvement				
Intersection Improvement: Commercial Boundary Road & North CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 124				
Improvement Type: Intersection Improvement				
Intersection Improvement: Commercial Boundary Road & South CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		125		
Improvement Type: Intersection Improvement				
Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 126				
Improvement Type: Capacity Improvement				
Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	412,056	\$4,120,560
Removal of Existing Asphalt	S.Y.	\$ 8.00	40,352	\$322,816
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,413
Roadway Excavation	C.Y.	\$ 39.00	15,502	\$604,579
HMA Concrete	Ton	\$ 114.00	3,571	\$407,073
Untreated Base Course	C.Y.	\$ 52.00	4,149	\$215,771
Granular Borrow	C.Y.	\$ 38.00	8,299	\$315,358
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	13,968	\$628,560
Sidewalk (5' width)	L.F.	\$ 54.00	13,968	\$754,272
Drainage	L.F.	\$ 45.00	6,984	\$314,280
Street Lighting	L.F.	\$ 50.00	6,984	\$349,200
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$8,538,882
Construction Contingency			25%	\$2,134,721
Right of Way (\$8/sf)			139,680	\$1,117,440
Mobilization			10%	\$853,888
Engineering & Administration			10%	\$853,888
Total Project Costs				\$13,236,000
Eagle Mountain's Responsibility				100.00%
				\$13,236,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.32

Eagle Mountain CFP/IFFP				
Project No. 127				
Improvement Type: Capacity Improvement				
Aviator Avenue Widening: Pony Express Pkwy to Eagle Mountain Blvd				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	253,346	\$2,533,460
Removal of Existing Asphalt	S.Y.	\$ 8.00	17,176	\$137,408
Clearing and Grubbing	Acre	\$ 2,000.00	-2.8	-\$5,520
Roadway Excavation	C.Y.	\$ 39.00	17,156	\$669,089
HMA Concrete	Ton	\$ 114.00	3,952	\$450,508
Untreated Base Course	C.Y.	\$ 52.00	4,592	\$238,794
Granular Borrow	C.Y.	\$ 38.00	9,184	\$349,007
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	8,588	\$386,460
Sidewalk (5' width)	L.F.	\$ 54.00	8,588	\$463,752
Drainage	L.F.	\$ 45.00	4,294	\$193,230
Street Lighting	L.F.	\$ 50.00	4,294	\$214,700
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$6,130,887
Construction Contingency			25%	\$1,532,722
Right of Way (\$8/sf)			-120,232	-\$961,856
Mobilization			10%	\$613,089
Engineering & Administration			10%	\$613,089
Total Project Costs				\$9,503,000
Eagle Mountain's Responsibility				100.00%
				\$9,503,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.81

Eagle Mountain CFP/IFFP				
Project No. 128				
Improvement Type: Traffic Signal				
Half Mile Rd & Ranches Pkwy - New Signal				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Intersection Improvement	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 129				
Improvement Type: Capacity Improvement				
Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	86,099	\$860,990
Removal of Existing Asphalt	S.Y.	\$ 8.00	10,160	\$81,281
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	6,462	\$252,027
HMA Concrete	Ton	\$ 114.00	1,479	\$168,636
Untreated Base Course	C.Y.	\$ 52.00	1,722	\$89,523
Granular Borrow	C.Y.	\$ 38.00	3,443	\$130,842
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,654	\$209,430
Sidewalk (5' width)	L.F.	\$ 54.00	4,654	\$251,316
Drainage	L.F.	\$ 45.00	2,327	\$104,715
Street Lighting	L.F.	\$ 50.00	2,327	\$116,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$2,765,111
Construction Contingency			25%	\$691,278
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$276,511
Engineering & Administration			10%	\$276,511
Total Project Costs				\$4,285,921
Eagle Mountain's Responsibility				100.00%
				\$4,285,921

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.44

Eagle Mountain CFP/IFFP				
Project No. 130				
Improvement Type: Traffic Signal				
Airport Rd & Cory B Wride Memeorial Hwy - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 131				
Improvement Type: Capacity Improvement				
Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	232,208	\$2,322,082
Removal of Existing Asphalt	S.Y.	\$ 8.00	16,736	\$133,886
Clearing and Grubbing	Acre	\$ 2,000.00	17.6	\$35,154
Roadway Excavation	C.Y.	\$ 39.00	28,220	\$1,100,570
HMA Concrete	Ton	\$ 114.00	6,460	\$736,413
Untreated Base Course	C.Y.	\$ 52.00	7,518	\$390,936
Granular Borrow	C.Y.	\$ 38.00	15,036	\$571,368
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	12,552	\$564,831
Sidewalk (5' width)	L.F.	\$ 54.00	12,552	\$677,797
Drainage	L.F.	\$ 45.00	6,276	\$282,415
Street Lighting	L.F.	\$ 50.00	6,276	\$313,795
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$7,129,247
Construction Contingency			25%	\$1,782,312
Right of Way (\$8/sf)			765,660	\$6,125,276
Mobilization			10%	\$712,925
Engineering & Administration			10%	\$712,925
Total Project Costs				\$11,050,334
Eagle Mountain's Responsibility				100.00%
				\$11,050,334

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.19

Eagle Mountain CFP/IFFP				
Project No. 132				
Improvement Type: Capacity Improvement				
Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	208,273	\$2,082,730
Removal of Existing Asphalt	S.Y.	\$ 8.00	15,011	\$120,085
Clearing and Grubbing	Acre	\$ 2,000.00	5.8	\$11,630
Roadway Excavation	C.Y.	\$ 39.00	25,311	\$987,127
HMA Concrete	Ton	\$ 114.00	5,794	\$660,506
Untreated Base Course	C.Y.	\$ 52.00	6,743	\$350,640
Granular Borrow	C.Y.	\$ 38.00	13,486	\$512,474
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,258	\$506,610
Sidewalk (5' width)	L.F.	\$ 54.00	11,258	\$607,932
Drainage	L.F.	\$ 45.00	5,629	\$253,305
Street Lighting	L.F.	\$ 50.00	5,629	\$281,450
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,374,489
Construction Contingency			25%	\$1,593,622
Right of Way (\$8/sf)			253,305	\$2,026,440
Mobilization			10%	\$637,449
Engineering & Administration			10%	\$637,449
Total Project Costs				\$9,881,000
Eagle Mountain's Responsibility				100.00%
				\$9,881,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.07

Eagle Mountain CFP/IFFP				
Project No. 133				
Improvement Type: New Road				
Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	495,680	\$4,956,800
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	17.7	\$35,488
Roadway Excavation	C.Y.	\$ 39.00	67,133	\$2,618,189
HMA Concrete	Ton	\$ 114.00	15,464	\$1,762,867
Untreated Base Course	C.Y.	\$ 52.00	17,970	\$934,417
Granular Borrow	C.Y.	\$ 38.00	35,939	\$1,365,687
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,803	\$756,122
Sidewalk (5' width)	L.F.	\$ 54.00	16,803	\$907,346
Drainage	L.F.	\$ 45.00	8,401	\$378,061
Street Lighting	L.F.	\$ 50.00	8,401	\$420,068
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$14,135,045
Construction Contingency			25%	\$3,533,761
Right of Way (\$8/sf)			772,925	\$6,183,397
Mobilization			10%	\$1,413,504
Engineering & Administration			10%	\$1,413,504
Total Project Costs				\$21,910,000
Eagle Mountain's Responsibility				100.00%
				\$21,910,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.59

Eagle Mountain CFP/IFFP				
Project No. 134				
Improvement Type: New Road				
New Road (unknown N/S road): SR-73 to Project 137				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	92,388	\$923,875
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	7.0	\$13,987
Roadway Excavation	C.Y.	\$ 39.00	17,964	\$700,605
HMA Concrete	Ton	\$ 114.00	4,112	\$468,789
Untreated Base Course	C.Y.	\$ 52.00	4,786	\$248,864
Granular Borrow	C.Y.	\$ 38.00	9,572	\$363,724
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,994	\$224,726
Sidewalk (5' width)	L.F.	\$ 54.00	4,994	\$269,672
Drainage	L.F.	\$ 45.00	2,497	\$112,363
Street Lighting	L.F.	\$ 50.00	2,497	\$124,848
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,451,453
Construction Contingency			25%	\$862,863
Right of Way (\$8/sf)			304,629	\$2,437,033
Mobilization			10%	\$345,145
Engineering & Administration			10%	\$345,145
Total Project Costs				\$5,350,000
Eagle Mountain's Responsibility				100.00%
				\$5,350,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.47

Eagle Mountain CFP/IFFP				
Project No. 135				
Improvement Type: New Road				
New Road (unknown E/W road): Project 47 to Project 51				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	50,855	\$508,546
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.6	\$11,237
Roadway Excavation	C.Y.	\$ 39.00	14,656	\$571,584
HMA Concrete	Ton	\$ 114.00	3,284	\$374,417
Untreated Base Course	C.Y.	\$ 52.00	3,973	\$206,597
Granular Borrow	C.Y.	\$ 38.00	5,297	\$201,299
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,357	\$286,057
Sidewalk (5' width)	L.F.	\$ 54.00	6,357	\$343,268
Drainage	L.F.	\$ 45.00	3,178	\$143,028
Street Lighting	L.F.	\$ 50.00	3,178	\$158,921
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,804,953
Construction Contingency			25%	\$701,238
Right of Way (\$8/sf)			244,738	\$1,957,901
Mobilization			10%	\$280,495
Engineering & Administration			10%	\$280,495
Total Project Costs				\$4,348,000
Eagle Mountain's Responsibility				100.00%
				\$4,348,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.60

Eagle Mountain CFP/IFFP				
Project No. 136				
Improvement Type: New Road				
New Road (unknown E/W road): Project 52 to Project 51				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	61,282	\$612,816
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.8	\$13,541
Roadway Excavation	C.Y.	\$ 39.00	17,661	\$688,780
HMA Concrete	Ton	\$ 114.00	3,958	\$451,186
Untreated Base Course	C.Y.	\$ 52.00	4,788	\$248,957
Granular Borrow	C.Y.	\$ 38.00	6,384	\$242,573
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,660	\$344,709
Sidewalk (5' width)	L.F.	\$ 54.00	7,660	\$413,651
Drainage	L.F.	\$ 45.00	3,830	\$172,355
Street Lighting	L.F.	\$ 50.00	3,830	\$191,505
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,380,071
Construction Contingency			25%	\$845,018
Right of Way (\$8/sf)			294,918	\$2,359,342
Mobilization			10%	\$338,007
Engineering & Administration			10%	\$338,007
Total Project Costs				\$5,240,000
Eagle Mountain's Responsibility				100.00%
				\$5,240,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.73

Eagle Mountain CFP/IFFP				
Project No. 137				
Improvement Type: New Road				
New Road (unknown E/W road): Project 48 to Project 49				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	79,038	\$790,379
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.0	\$11,966
Roadway Excavation	C.Y.	\$ 39.00	15,368	\$599,371
HMA Concrete	Ton	\$ 114.00	3,518	\$401,051
Untreated Base Course	C.Y.	\$ 52.00	4,094	\$212,904
Granular Borrow	C.Y.	\$ 38.00	8,189	\$311,167
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,272	\$192,254
Sidewalk (5' width)	L.F.	\$ 54.00	4,272	\$230,705
Drainage	L.F.	\$ 45.00	2,136	\$96,127
Street Lighting	L.F.	\$ 50.00	2,136	\$106,808
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,952,733
Construction Contingency			25%	\$738,183
Right of Way (\$8/sf)			260,612	\$2,084,892
Mobilization			10%	\$295,273
Engineering & Administration			10%	\$295,273
Total Project Costs				\$4,577,000
Eagle Mountain's Responsibility				100.00%
				\$4,577,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

Eagle Mountain CFP/IFFP				
Project No. 138				
Improvement Type: New Road				
New Road (unknown N/S road): SR-73 to Project 51				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	24,026	\$240,256
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.7	\$5,309
Roadway Excavation	C.Y.	\$ 39.00	6,924	\$270,038
HMA Concrete	Ton	\$ 114.00	1,552	\$176,888
Untreated Base Course	C.Y.	\$ 52.00	1,877	\$97,604
Granular Borrow	C.Y.	\$ 38.00	2,503	\$95,101
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,003	\$135,144
Sidewalk (5' width)	L.F.	\$ 54.00	3,003	\$162,173
Drainage	L.F.	\$ 45.00	1,502	\$67,572
Street Lighting	L.F.	\$ 50.00	1,502	\$75,080
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,325,165
Construction Contingency			25%	\$331,291
Right of Way (\$8/sf)			115,623	\$924,986
Mobilization			10%	\$132,517
Engineering & Administration			10%	\$132,517
Total Project Costs				\$2,055,000
Eagle Mountain's Responsibility				100.00%
				\$2,055,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

Eagle Mountain CFP/IFFP				
Project No. 139				
Improvement Type: New Road				
New Road (Spring Run Parkway): Realignment				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	10,992	\$109,920
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.2	\$2,429
Roadway Excavation	C.Y.	\$ 39.00	3,168	\$123,546
HMA Concrete	Ton	\$ 114.00	710	\$80,929
Untreated Base Course	C.Y.	\$ 52.00	859	\$44,655
Granular Borrow	C.Y.	\$ 38.00	1,145	\$43,510
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	1,374	\$61,830
Sidewalk (5' width)	L.F.	\$ 54.00	1,374	\$74,196
Drainage	L.F.	\$ 45.00	687	\$30,915
Street Lighting	L.F.	\$ 50.00	687	\$34,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$606,279
Construction Contingency			25%	\$151,570
Right of Way (\$8/sf)			52,899	\$423,192
Mobilization			10%	\$60,628
Engineering & Administration			10%	\$60,628
Total Project Costs				\$940,000
Eagle Mountain's Responsibility				100.00%
				\$940,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.13

Eagle Mountain CFP/IFFP				
Project No. 140				
Improvement Type: Capacity Improvement				
Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	178,178	\$1,781,780
Removal of Existing Asphalt	S.Y.	\$ 8.00	16,016	\$128,128
Clearing and Grubbing	Acre	\$ 2,000.00	6.2	\$12,317
Roadway Excavation	C.Y.	\$ 39.00	5,112	\$199,352
HMA Concrete	Ton	\$ 114.00	1,309	\$149,240
Untreated Base Course	C.Y.	\$ 52.00	1,404	\$73,017
Granular Borrow	C.Y.	\$ 38.00	2,808	\$106,718
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,004	\$180,180
Sidewalk (5' width)	L.F.	\$ 54.00	4,004	\$216,216
Drainage	L.F.	\$ 45.00	2,002	\$90,090
Street Lighting	L.F.	\$ 50.00	2,002	\$100,100
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,037,138
Construction Contingency			25%	\$759,284
Right of Way (\$8/sf)			268,268	\$2,146,144
Mobilization			10%	\$303,714
Engineering & Administration			10%	\$303,714
Total Project Costs				\$4,708,000
Eagle Mountain's Responsibility				100.00%
				\$4,708,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.38

Eagle Mountain CFP/IFFP				
Project No. 141				
Improvement Type: New Road				
New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	110,630	\$1,106,300
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	8.4	\$16,748
Roadway Excavation	C.Y.	\$ 39.00	21,511	\$838,944
HMA Concrete	Ton	\$ 114.00	4,924	\$561,354
Untreated Base Course	C.Y.	\$ 52.00	5,731	\$298,003
Granular Borrow	C.Y.	\$ 38.00	11,462	\$435,543
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,980	\$269,100
Sidewalk (5' width)	L.F.	\$ 54.00	5,980	\$322,920
Drainage	L.F.	\$ 45.00	2,990	\$134,550
Street Lighting	L.F.	\$ 50.00	2,990	\$149,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$4,132,963
Construction Contingency			25%	\$1,033,241
Right of Way (\$8/sf)			364,780	\$2,918,240
Mobilization			10%	\$413,296
Engineering & Administration			10%	\$413,296
Total Project Costs				\$6,407,000
Eagle Mountain's Responsibility				6.77%
				\$434,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granual Borrow Thickness (in) = 18
Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: MAG
Length (miles) 0.57

Eagle Mountain CFP/IFFP				
Project No. 142				
Improvement Type: New Road				
New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	23,936	\$239,360
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.6	\$5,289
Roadway Excavation	C.Y.	\$ 39.00	6,898	\$269,031
HMA Concrete	Ton	\$ 114.00	1,546	\$176,229
Untreated Base Course	C.Y.	\$ 52.00	1,870	\$97,240
Granular Borrow	C.Y.	\$ 38.00	2,493	\$94,747
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,992	\$134,640
Sidewalk (5' width)	L.F.	\$ 54.00	2,992	\$161,568
Drainage	L.F.	\$ 45.00	1,496	\$67,320
Street Lighting	L.F.	\$ 50.00	1,496	\$74,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,320,223
Construction Contingency			25%	\$330,056
Right of Way (\$8/sf)			115,192	\$921,536
Mobilization			10%	\$132,022
Engineering & Administration			10%	\$132,022
Total Project Costs				\$2,047,000
Eagle Mountain's Responsibility				100.00%
				\$2,047,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

Eagle Mountain CFP/IFFP				
Project No. 143				
Improvement Type: New Road				
Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	53,808	\$538,080
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.9	\$11,889
Roadway Excavation	C.Y.	\$ 39.00	15,507	\$604,780
HMA Concrete	Ton	\$ 114.00	3,475	\$396,161
Untreated Base Course	C.Y.	\$ 52.00	4,204	\$218,595
Granular Borrow	C.Y.	\$ 38.00	5,605	\$212,990
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,726	\$302,670
Sidewalk (5' width)	L.F.	\$ 54.00	6,726	\$363,204
Drainage	L.F.	\$ 45.00	3,363	\$151,335
Street Lighting	L.F.	\$ 50.00	3,363	\$168,150
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,967,854
Construction Contingency			25%	\$741,964
Right of Way (\$8/sf)			258,951	\$2,071,608
Mobilization			10%	\$296,785
Engineering & Administration			10%	\$296,785
Total Project Costs				\$4,601,000
Eagle Mountain's Responsibility				100.00%
				\$4,601,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.64

Eagle Mountain CFP/IFFP				
Project No. 144				
Improvement Type: New Road				
New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	194,700	\$1,947,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.5	\$23,030
Roadway Excavation	C.Y.	\$ 39.00	26,369	\$1,028,408
HMA Concrete	Ton	\$ 114.00	6,074	\$692,443
Untreated Base Course	C.Y.	\$ 52.00	7,058	\$367,033
Granular Borrow	C.Y.	\$ 38.00	14,117	\$536,433
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,600	\$297,000
Sidewalk (5' width)	L.F.	\$ 54.00	6,600	\$356,400
Drainage	L.F.	\$ 45.00	3,300	\$148,500
Street Lighting	L.F.	\$ 50.00	3,300	\$165,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,561,248
Construction Contingency			25%	\$1,390,312
Right of Way (\$8/sf)			501,600	\$4,012,800
Mobilization			10%	\$556,125
Engineering & Administration			10%	\$556,125
Total Project Costs				\$8,620,000
Eagle Mountain's Responsibility				6.77%
				\$584,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: MAG
 Length (miles) 0.63

Eagle Mountain CFP/IFFP				
Project No. 145				
Improvement Type: Capacity Improvement				
Old Airport Rd Widening : Cory B Wride Hwy to East Expressway - 7-lane road				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	264,864	\$2,648,640
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	14.1	\$28,148
Roadway Excavation	C.Y.	\$ 39.00	30,394	\$1,185,357
HMA Concrete	Ton	\$ 114.00	7,784	\$887,387
Untreated Base Course	C.Y.	\$ 52.00	8,349	\$434,165
Granular Borrow	C.Y.	\$ 38.00	16,699	\$634,549
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	5,952	\$267,840
Sidewalk (5' width)	L.F.	\$ 54.00	5,952	\$321,408
Drainage	L.F.	\$ 45.00	2,976	\$133,920
Street Lighting	L.F.	\$ 50.00	2,976	\$148,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,690,215
Construction Contingency			25%	\$1,672,554
Right of Way (\$8/sf)			613,056	\$4,904,448
Mobilization			10%	\$669,022
Engineering & Administration			10%	\$669,022
Total Project Costs				\$10,370,000
Eagle Mountain's Responsibility				100.00%
				\$10,370,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.56

Eagle Mountain CFP/IFFP				
Project No.		146		
Improvement Type: Capacity Improvement				
East Expressway Widening: Airport Road to Pony ExpressPkwy - 7 lane road				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	847,280	\$8,472,800
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	45.0	\$90,042
Roadway Excavation	C.Y.	\$ 39.00	97,227	\$3,791,869
HMA Concrete	Ton	\$ 114.00	24,901	\$2,838,686
Untreated Base Course	C.Y.	\$ 52.00	26,709	\$1,388,862
Granular Borrow	C.Y.	\$ 38.00	53,418	\$2,029,876
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	19,040	\$856,800
Sidewalk (5' width)	L.F.	\$ 54.00	19,040	\$1,028,160
Drainage	L.F.	\$ 45.00	9,520	\$428,400
Street Lighting	L.F.	\$ 50.00	9,520	\$476,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$21,401,494
Construction Contingency			25%	\$5,350,374
Right of Way (\$8/sf)			1,961,120	\$15,688,960
Mobilization			10%	\$2,140,149
Engineering & Administration			10%	\$2,140,149
Total Project Costs				\$33,173,000
Eagle Mountain's Responsibility				100.00%
				\$33,173,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 1.80

Eagle Mountain CFP/IFFP				
Project No. 147				
Improvement Type: New Road				
New Road (Arnot Peak): Project 19 to Airport Road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	19,840	\$198,400
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.2	\$4,384
Roadway Excavation	C.Y.	\$ 39.00	5,718	\$222,993
HMA Concrete	Ton	\$ 114.00	1,281	\$146,072
Untreated Base Course	C.Y.	\$ 52.00	1,550	\$80,600
Granular Borrow	C.Y.	\$ 38.00	2,067	\$78,533
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,480	\$111,600
Sidewalk (5' width)	L.F.	\$ 54.00	2,480	\$133,920
Drainage	L.F.	\$ 45.00	1,240	\$55,800
Street Lighting	L.F.	\$ 50.00	1,240	\$62,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,094,303
Construction Contingency			25%	\$273,576
Right of Way (\$8/sf)			95,480	\$763,840
Mobilization			10%	\$109,430
Engineering & Administration			10%	\$109,430
Total Project Costs				\$1,697,000
Eagle Mountain's Responsibility				100.00%
				\$1,697,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.23

Eagle Mountain CFP/IFFP				
Project No. 148				
Improvement Type: New Road				
Brookwood Drive Extention: East City Limit to Mountain View Cooridor				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	35,200	\$352,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.9	\$7,778
Roadway Excavation	C.Y.	\$ 39.00	10,144	\$395,633
HMA Concrete	Ton	\$ 114.00	2,273	\$259,160
Untreated Base Course	C.Y.	\$ 52.00	2,750	\$143,000
Granular Borrow	C.Y.	\$ 38.00	3,667	\$139,333
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,400	\$198,000
Sidewalk (5' width)	L.F.	\$ 54.00	4,400	\$237,600
Drainage	L.F.	\$ 45.00	2,200	\$99,000
Street Lighting	L.F.	\$ 50.00	2,200	\$110,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,941,504
Construction Contingency			25%	\$485,376
Right of Way (\$8/sf)			169,400	\$1,355,200
Mobilization			10%	\$194,150
Engineering & Administration			10%	\$194,150
Total Project Costs				\$3,010,000
Eagle Mountain's Responsibility				100.00%
				\$3,010,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.42

Eagle Mountain CFP/IFFP				
Project No. 149				
Improvement Type: New Road				
Golden Eagle Road Extention: East City Limit to Mountain View Cooridor				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	26,720	\$267,200
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	3.0	\$5,904
Roadway Excavation	C.Y.	\$ 39.00	7,701	\$300,322
HMA Concrete	Ton	\$ 114.00	1,726	\$196,726
Untreated Base Course	C.Y.	\$ 52.00	2,088	\$108,550
Granular Borrow	C.Y.	\$ 38.00	2,783	\$105,767
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,340	\$150,300
Sidewalk (5' width)	L.F.	\$ 54.00	3,340	\$180,360
Drainage	L.F.	\$ 45.00	1,670	\$75,150
Street Lighting	L.F.	\$ 50.00	1,670	\$83,500
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,473,778
Construction Contingency			25%	\$368,445
Right of Way (\$8/sf)			128,590	\$1,028,720
Mobilization			10%	\$147,378
Engineering & Administration			10%	\$147,378
Total Project Costs				\$2,285,000
Eagle Mountain's Responsibility				100.00%
				\$2,285,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 150				
Improvement Type: New Road				
New Road: Atherton Lane to St. Andrews Drive - 2 lane road				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	36,160	\$361,600
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.0	\$7,990
Roadway Excavation	C.Y.	\$ 39.00	10,421	\$406,423
HMA Concrete	Ton	\$ 114.00	2,335	\$266,228
Untreated Base Course	C.Y.	\$ 52.00	2,825	\$146,900
Granular Borrow	C.Y.	\$ 38.00	3,767	\$143,133
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,520	\$203,400
Sidewalk (5' width)	L.F.	\$ 54.00	4,520	\$244,080
Drainage	L.F.	\$ 45.00	2,260	\$101,700
Street Lighting	L.F.	\$ 50.00	2,260	\$113,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,994,455
Construction Contingency			25%	\$498,614
Right of Way (\$8/sf)			174,020	\$1,392,160
Mobilization			10%	\$199,445
Engineering & Administration			10%	\$199,445
Total Project Costs				\$3,092,000
Eagle Mountain's Responsibility				100.00%
				\$3,092,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.43

Eagle Mountain CFP/IFFP				
Project No. 151				
Improvement Type: Traffic Signal				
Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$0
Construction Contingency			25%	\$0
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$0
Engineering & Administration			10%	\$0
Total Project Costs				\$0
Eagle Mountain's Responsibility				100.00%
				\$0

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 4
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: UDOT
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 152				
Improvement Type: New Road				
New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	14,550	\$145,500
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	1.9	\$3,808
Roadway Excavation	C.Y.	\$ 39.00	5,389	\$210,167
HMA Concrete	Ton	\$ 114.00	902	\$102,839
Untreated Base Course	C.Y.	\$ 52.00	997	\$51,841
Granular Borrow	C.Y.	\$ 38.00	1,495	\$56,826
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,910	\$130,950
Sidewalk (5' width)	L.F.	\$ 54.00	2,910	\$157,140
Drainage	L.F.	\$ 45.00	1,455	\$65,475
Street Lighting	L.F.	\$ 50.00	1,455	\$72,750
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$997,296
Construction Contingency			25%	\$249,324
Right of Way (\$8/sf)			82,935	\$663,480
Mobilization			10%	\$99,730
Engineering & Administration			10%	\$99,730
Total Project Costs				\$1,546,000
Eagle Mountain's Responsibility				100.00%
				\$1,546,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

Eagle Mountain CFP/IFFP				
Project No. 153				
Improvement Type: Capacity Improvement				
Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	85,845	\$858,450
Removal of Existing Asphalt	S.Y.	\$ 8.00	5,173	\$41,387
Clearing and Grubbing	Acre	\$ 2,000.00	3.2	\$6,346
Roadway Excavation	C.Y.	\$ 39.00	6,459	\$251,908
HMA Concrete	Ton	\$ 114.00	1,488	\$169,614
Untreated Base Course	C.Y.	\$ 52.00	1,729	\$89,905
Granular Borrow	C.Y.	\$ 38.00	3,458	\$131,399
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,910	\$130,950
Sidewalk (5' width)	L.F.	\$ 54.00	2,910	\$157,140
Drainage	L.F.	\$ 45.00	1,455	\$65,475
Street Lighting	L.F.	\$ 50.00	1,455	\$72,750
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,975,323
Construction Contingency			25%	\$493,831
Right of Way (\$8/sf)			138,225	\$1,105,800
Mobilization			10%	\$197,532
Engineering & Administration			10%	\$197,532
Total Project Costs				\$3,062,000
Eagle Mountain's Responsibility				100.00%
				\$3,062,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granular Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

Eagle Mountain CFP/IFFP				
Project No. 154				
Improvement Type: Traffic Signal				
Pole Canyon Blvd Hawk Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Hawk Signal	Each	\$ 200,000	1	\$200,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$200,000
Construction Contingency			25%	\$50,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$20,000
Engineering & Administration			10%	\$20,000
Total Project Costs				\$310,000
Eagle Mountain's Responsibility				100.00%
				\$310,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 155				
Improvement Type: Capacity Improvement				
Proter's Crossing: Pony Express Pkwy to Golden Eagle Road				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	48,729	\$487,290
Removal of Existing Asphalt	S.Y.	\$ 8.00	4,683	\$37,461
Clearing and Grubbing	Acre	\$ 2,000.00	2.0	\$3,930
Roadway Excavation	C.Y.	\$ 39.00	4,738	\$184,764
HMA Concrete	Ton	\$ 114.00	1,084	\$123,629
Untreated Base Course	C.Y.	\$ 52.00	1,262	\$65,631
Granular Borrow	C.Y.	\$ 38.00	2,524	\$95,922
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,634	\$118,530
Sidewalk (5' width)	L.F.	\$ 54.00	2,634	\$142,236
Drainage	L.F.	\$ 45.00	1,317	\$59,265
Street Lighting	L.F.	\$ 50.00	1,317	\$65,850
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,384,508
Construction Contingency			25%	\$346,127
Right of Way (\$8/sf)			85,605	\$684,840
Mobilization			10%	\$138,451
Engineering & Administration			10%	\$138,451
Total Project Costs				\$2,146,000
Eagle Mountain's Responsibility				100.00%
				\$2,146,000

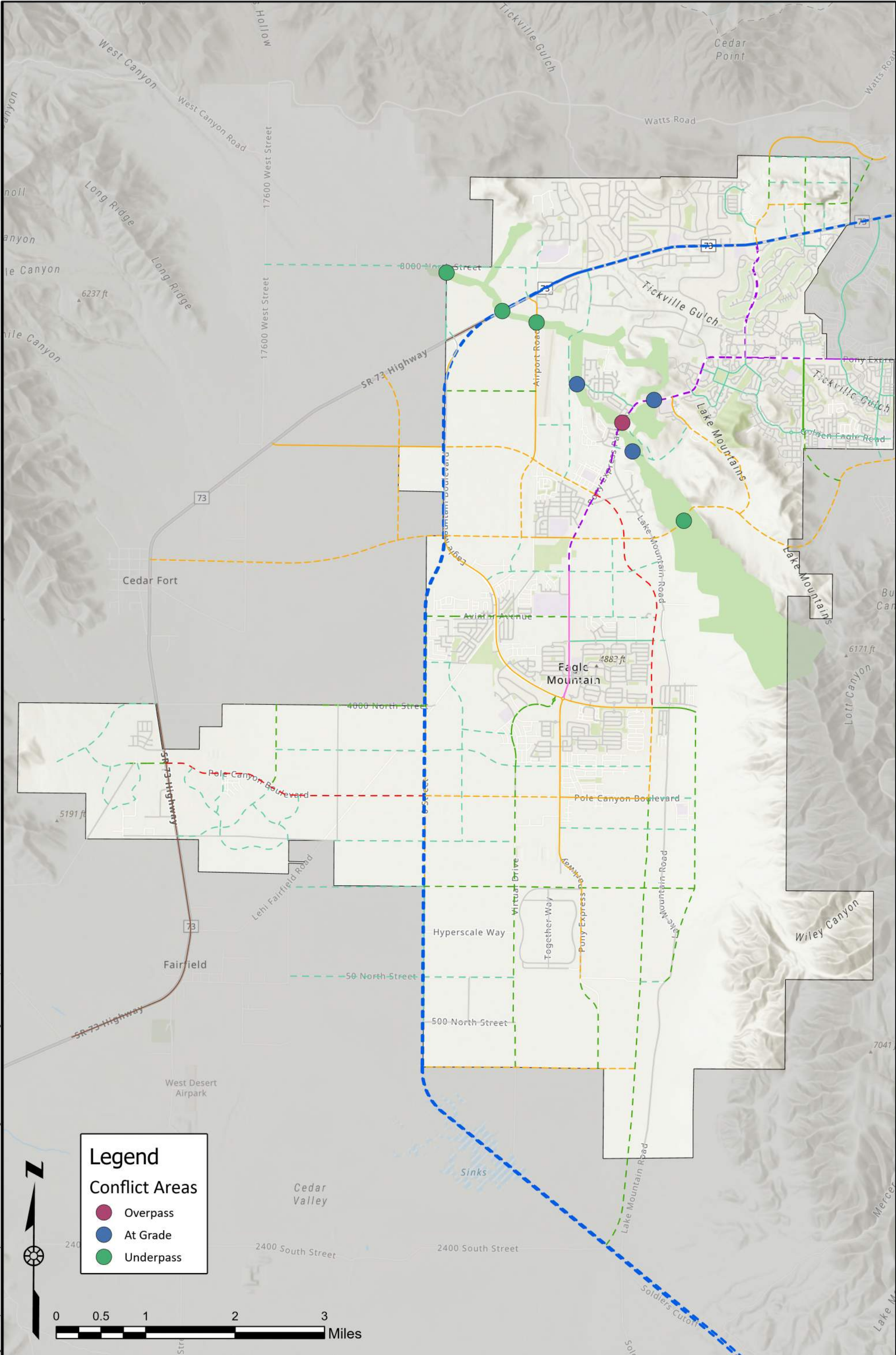
Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 5
 Untreated Base Course Thickness (in) = 9
 Granual Borrow Thickness (in) = 18
 Roadway Excavation Depth (ft) = 2.7

Other Funding Sources: Eagle Mountain
 Length (miles) 0.25

A wide-angle photograph of a suburban town with many houses, surrounded by green fields and trees. In the background, a range of mountains with patches of snow is visible under a blue sky with some clouds.

APPENDIX C: WILDLIFE CORRIDOR CONFLICT MAP



C:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx 6/17/2025 2:15 PM shane ellor

PLANNING COMMISSION & CITY COUNCIL BRIEFING

Transportation Master Plan and Impact Fee Facilities Plan

Summary of Updates • July 2026

The following revisions were made to the Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP) to reflect updated roadway classifications, project information, mapping, cross-sections, cost estimates, and funding contributions.

Summary of Revisions

1. Updated Table 1, the Project Priority List.
2. Renamed Mid Valley Road to Lake Mountain Corridor and identified it as a future UDOT facility.
3. Corrected typographical and formatting errors throughout both documents.
4. Updated the freeway and expressway criteria to incorporate Lake Mountain Corridor.
5. Updated the cross-sections for minor collectors, major collectors, minor arterials, and major arterials.
6. Removed the parkway cross-section and added a principal arterial cross-section.
7. Updated the existing level-of-service analysis and mapping to include Old Airport Road.
8. Updated transportation network mapping for the Spring Run area.
9. Updated the 2035 and 2050 level-of-service analyses and associated maps.
10. Updated the 2035 transportation project list and map.
11. Updated the future transportation project list and corresponding project locations.
12. Updated the line types and symbology on the Future Functional Classification Map for improved clarity and consistency.
13. Updated Table 7, including the 2035 project cost estimates and percentage contributions.
14. Updated Table 8, including the 2050 project cost estimates and percentage contributions.

Overall purpose. These updates align the TMP and IFFP with the City's revised transportation network, current project priorities, and updated infrastructure cost and contribution assumptions.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	Angels Landing - Lot Split
ITEM TYPE:	Lot Split
FISCAL IMPACT:	N/A
APPLICANT:	Doyle Johnson

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Category: Neighborhood Residential 1 Zone: Agriculture	19.99

PUBLIC HEARING

Yes

PREPARED BY

Mickie Mills, Planner

PRESENTED BY

Mickie Mills

RECOMMENDATION:

Staff recommends that the Planning Commission approve the proposed lot split as presented.

BACKGROUND:

The Applicant is proposing to divide Parcel No. 59:055:0011 (2333 N 0 Street off Pole Canyon Boulevard) into two parcels — each one being 10 acres. The proposal would still allow for development on the new lot, as the Agriculture zone requires five acres to do so ([EMMC 17.20.040](#)). The setbacks in the Agriculture zone for primary structures are 50' from any property line ([EMMC 17.20.050](#)). There is an existing proposal to use the east parcel for a storage facility. This proposal is a concept plan (PLGA-26-26) only and has not yet made it out of the initial intake stage.

City Engineer David Salazar confirmed that each lot will need to dedicate land for the future major arterial planned for Pole Canyon Blvd. The existing right-of-way to the north of the property is 76' so an additional 76' will need to be dedicated for the required 152' right of way requirement. Before dedication, the lots are 10 acres. After dedication, the lots will be 7.65 acres. The buildable area for primary structures after the split and dedication leaves 4.2 acres (1,232.85 ft x 150 ft). The proposed storage facility's concept plan for the east lot includes this dedication.

The surrounding zoning:

- North-east, east, and south: Agriculture
- West: Community Commercial per O-17-2021
- North, north-west: Harmony Single Family Residential per Harmony MDP

ITEMS FOR CONSIDERATION:

The criteria for approving Lot Split applications can be found in [EMMC 16.45.040](#):

"The planning commission may approve lot splits if the proposed application meets all the following

criteria. Failure to meet all the criteria will require the request to be processed according to the preliminary plat and final plat process.

- A. Lot of Record. The subject parcel for division shall be an existing lot of record as of the date of the incorporation of Eagle Mountain City (December 3, 1996).
- B. Second Lot Split. Creation of a third lot or parcel from either the original parcel or the resulting parcel will constitute a subdivision, regardless of ownership, and shall be subject to the subdivision process.
- C. Access. Both lots shall have access to a public street.
- D. Lot Size. The division of the property shall not create lots that are less than five acres in size (variances may be allowed at the discretion of the planning commission)."

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

- 1. PLGA-26-9 Lot Split on Pole Canyon PowerPoint
- 2. Angel's Landing Lot Split - Record of Survey

Planning Commission Meeting

July 28, 2026



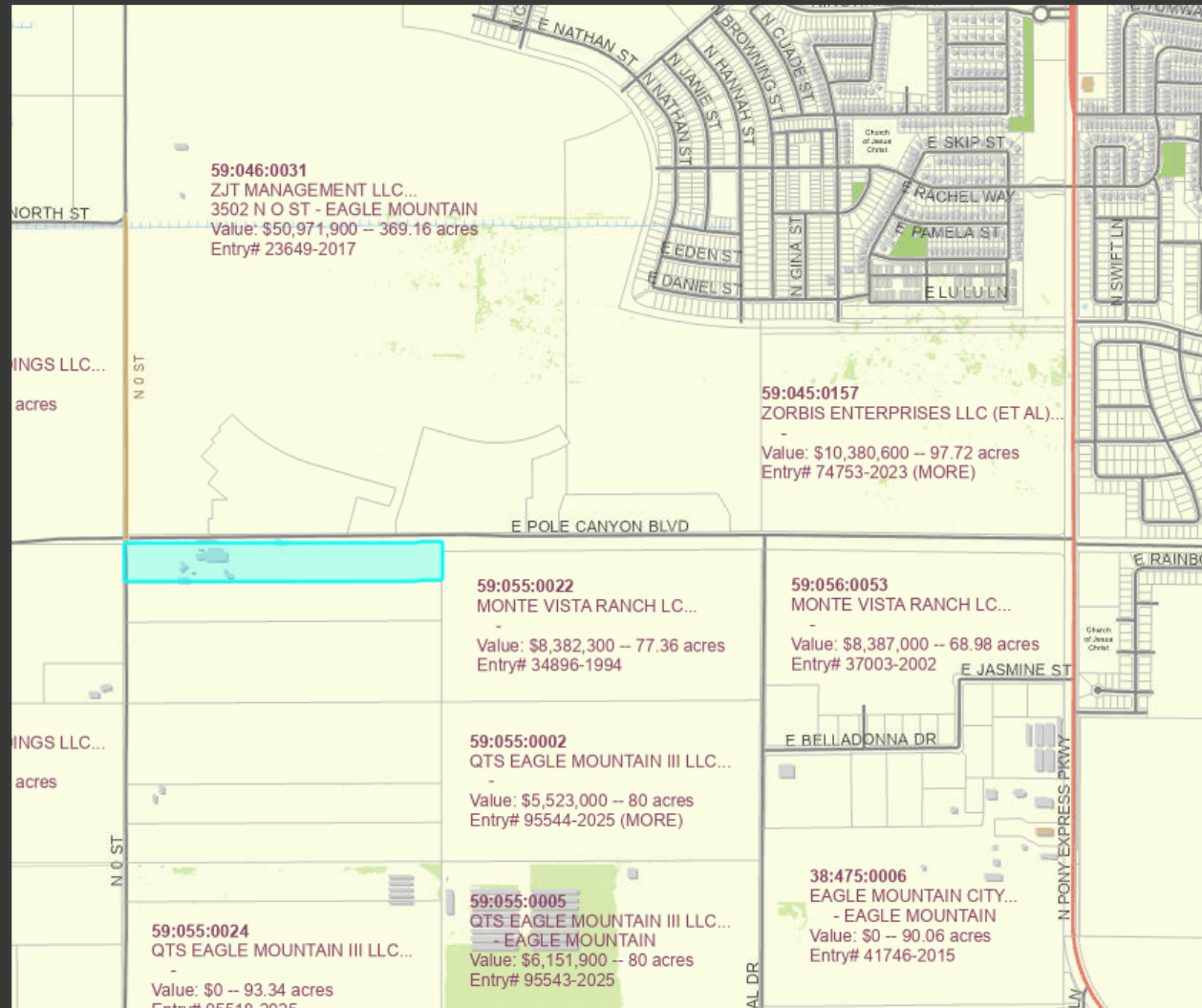
7.B

Lot Split

2333 N 0 St. / 2333 N 16000 W



Parcel No. 59:055:0011



Approval Criteria

The subject parcel for division shall be an existing lot of record as of the date of the incorporation of Eagle Mountain City (December 3, 1996).

Met

Creation of a third lot or parcel from either the original parcel or the resulting parcel will constitute a subdivision, regardless of ownership, and shall be subject to the subdivision process.

Met

Both lots shall have access to a public street.

Met

The division of the property shall not create lots that are less than five acres in size.

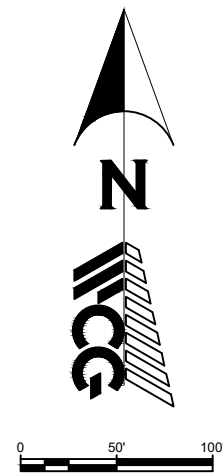
Met



Existing Structures on Property



I, KYLE W. TURNER, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, HOLDING CERTIFICATE NUMBER 7820824 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS MAP AND THAT THE SAME HAS BEEN CORRECTLY MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT.



THIS RECORD OF SURVEY WAS CONDUCTED AT THE REQUEST OF AARON WALL FOR THE PURPOSE OF LOCATING THE PARCEL BOUNDARY LINES FOR UTAH COUNTY PARCEL 59-055-0011 IN RELATION TO EXISTING IMPROVEMENTS AND SURVEY MONUMENTS, AND TO PREPARE LEGAL DESCRIPTIONS FOR A PARCEL SPLIT.

THE FIELD DATA FOR THIS SURVEY WAS COLLECTED IN DECEMBER OF 2025. THE HORIZONTAL CONTROL WAS ESTABLISHED FROM THE UTAH REFERENCE NETWORK (TURN) GPS WHICH PROVIDED DIFFERENTIALLY CORRECTED POSITIONS IN NORTH AMERICAN DATUM 1983 (NAD83) 2011. THE BASIS OF BEARING FOR THIS SURVEY IS THE UTAH STATE PLANE COORDINATE SYSTEM NAD83(2011) CENTRAL ZONE-4302 US FOOT, AS DETERMINED BY GPS OBSERVATIONS FROM (TURN) GPS. THE MEASURED BEARING BETWEEN THE FOUND BRASS CAP MONUMENTS AT THE NORTHWEST CORNER AND NORTH QUARTER CORNER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, IS SOUTH 89°58'47" EAST.

BEARINGS FOR THE OVERALL SURVEYED BOUNDARY AND PARCELS A THROUGH C ARE BASED ON SAID FIELD SURVEY AND BASIS OF BEARINGS. UPON REVIEW, THE BEARINGS IN THE RECORD DESCRIPTION RELATE TO THE NAD27 COORDINATES AS SHOWN ON THE UTAH COUNTY STATE PLANE COORDINATE AND DEPENDENT RESURVEY PLAT FOR SAID TOWNSHIP. THE RECORD BEARINGS ARE SHOWN IN PARENTHESES.

THE NORTHERLY BOUNDARY LINE IS ALONG THE NORTH SECTION LINE BETWEEN THE NORTHWEST CORNER AND THE NORTH QUARTER CORNER OF SAID SECTION 23 AS IT IS CALLED FOR IN THE RECORD DESCRIPTION. UTAH COUNTY SURVEYOR BRASS CAP MONUMENTS WERE FOUND AT SAID SECTION CORNERS. THERE IS A DISCREPANCY BETWEEN THE RECORD LEGAL DESCRIPTION AND OCCUPATION ALONG THE NORTHERLY BOUNDARY LINE. AN EXISTING FENCE LINE RUNS APPROXIMATELY 32.5 FEET NORTHERLY OF AND PARALLEL WITH THE MONUMENTED NORTH SECTION LINE OF SAID SECTION 23. THIS DISCREPANCY WAS ALSO NOTED ON RECORD OF SURVEY FILED IN 2005 AS FILE NO. 243 IN THE UTAH COUNTY SURVEYOR'S OFFICE.

THE EASTERLY BOUNDARY IS ALONG THE NORTH-SOUTH QUARTER SECTION LINE OF SAID SECTION 23 AS IT IS CALLED FOR IN THE RECORD DESCRIPTION. AN EXISTING FENCE FOLLOWS ALONG SAID EASTERLY BOUNDARY. UTAH COUNTY SURVEYOR BRASS CAP MONUMENTS WERE FOUND AT THE NORTH AND SOUTH QUARTER SECTION CORNERS.

THE SOUTHERLY BOUNDARY IS 326.83 FEET SOUTHERLY OF AND PARALLEL WITH THE NORTH BOUNDARY LINE AS DESCRIBED IN THE RECORD DESCRIPTION. AN EXISTING FENCE FOLLOWS ALONG SAID SOUTHERLY BOUNDARY.

THE WESTERLY BOUNDARY LINE IS ALONG THE WEST SECTION LINE BETWEEN THE WEST QUARTER CORNER AND THE NORTHWEST CORNER OF SAID SECTION 23 AS IT IS CALLED FOR IN THE RECORD DESCRIPTION. UTAH COUNTY SURVEYOR BRASS CAP MONUMENTS WERE FOUND AT SAID SECTION CORNERS. AN EXISTING GRAVEL ROAD TRAVELS NORTH-SOUTH THROUGH THE WESTERLY END OF THE SURVEYED PARCEL. PRESCRIPTIVE RIGHTS MAY EXIST.

WARRANTY DEED - ENTRY NUMBER 27654:2017

BEGINNING AT THE NORTHWEST CORNER OF SECTION 2 TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASIN
AND MERIDIAN; AND RUNNING THENCE SOUTH 89°59'32" EAST ALONG THE SECTION LINE 2665.60 FEET TO THE
NORTH QUARTER CORNER OF SAID SECTION 23, THENCE SOUTH 00°21'29" WEST ALONG THE CENTER OF SECTION
LINE 326.83 FEET; THENCE NORTH 89°59'32" WEST 2665.69 FEET TO A POINT ON THE WEST LINE OF SAID SECTION
23; THENCE NORTH 00°22'24" EAST ALONG THE SECTION LINE 326.83 FEET TO THE POINT OF BEGINNING.

A PARCEL OF LAND SITUATE IN THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 2 WEST, T12N R2W E23, SALT LAKE BASE AND MERIDIAN, THE BOUNDARIES OF SAID PARCEL OF LAND ARE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASIN AND MERIDIAN, AND RUNNING THENCE SOUTH 89°58'47" EAST 2665.96 FEET (SOUTH 89°59'32" EAST 2665.60 FEET BY RECORD) ALONG THE SECTION TO THE NORTH QUARTER CORNER OF SAID SECTION 23; THENCE SOUTH 00°21'40" WEST 326.83 FEET (SOUTH 00°21'29" WEST BY RECORD) ALONG THE NORTH-SOUTH QUARTER SECTION LINE THENCE NORTH 89°58'47" WEST 2666.04 FEET (NORTH 89°59'32" WEST 2665.69 FEET BY RECORD) TO A POINT ON THE WEST LINE OF SAID SECTION 23; THENCE NORTH 00°22'28" EAST 326.83 FEET (NORTH 00°22'24" EAST BY RECORD) ALONG THE SECTION LINE TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 871,304 SQUARE FEET OR 20.00 ACRE, MORE OR LESS

A PARCEL OF LAND SITUATE IN THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. THE BOUNDARIES OF SAID PARCEL OF LAND ARE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

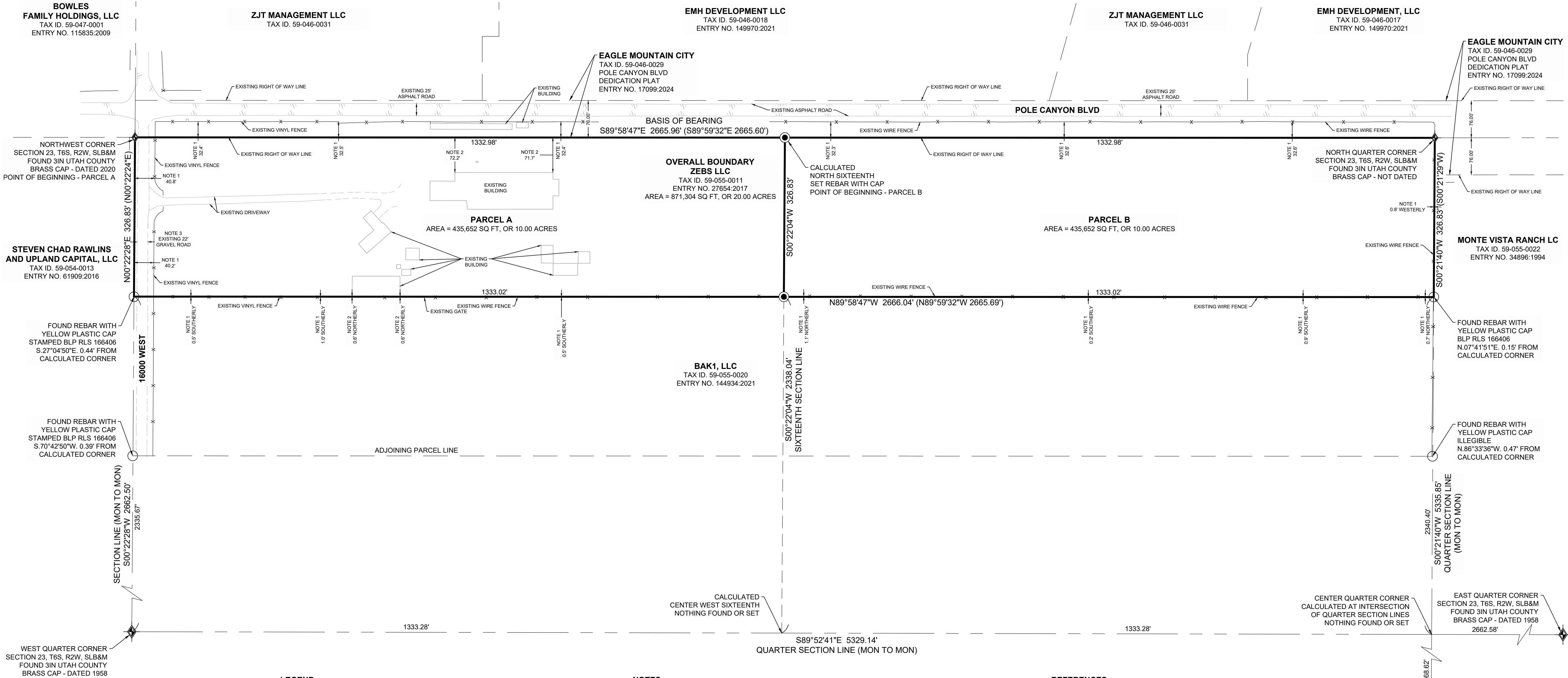
BEGINNING AT THE NORTHWEST CORNER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE SOUTH 89°58'47" EAST 133.92 FEET (SOUTH 89°59'32" EAST BY RECORD) ALONG THE SECTION LINE; THENCE SOUTH 00°22'04" WEST 326.83 FEET; THENCE NORTH 89°58'47" WEST 1333.02 FEET (NORTH 89°59'32" WEST BY RECORD) TO A POINT ON THE WEST LINE OF SAID SECTION 23; THENCE NORTH 00°22'28" EAST 326.83 FEET (NORTH 00°22'24" EAST BY RECORD) ALONG THE SECTION LINE TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 435,652 SQUARE FEET OR 10.00 ACRES, MORE OR LESS

A PARCEL OF LAND SITUATE IN THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, THE BOUNDARIES OF SAID PARCEL OF LAND ARE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTH LINE OF SAID SECTION 23 WHICH POINT IS SOUTH 89°58'47" EAST 1332.98 FEET ALONG SAID SECTION LINE FROM THE NORTHWEST CORNER OF SAID SECTION 23, AND RUNNING THENCE SOUTH 89°58'47" EAST 1332.98 FEET (SOUTH 89°59'32" EAST BY RECORD) ALONG SAID SECTION LINE TO THE NORTH QUARTER CORNER OF SAID SECTION 23; THENCE SOUTH 00°21'40" WEST 326.83 FEET (SOUTH 00°21'29" WEST BY RECORD) ALONG THE NORTH-SOUTH QUARTER SECTION LINE, THENCE NORTH 89°58'47" WEST 1333.02 FEET (NORTH 89°59'32" WEST BY RECORD); THENCE NORTH 00°22'04" EAST 326.83 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 435,652 SQUARE FEET OR 10.00 ACRES, MORE OR LESS



FOUND SECTION CORNER



SET REBAR & CAP STAMPED
UNLESS OTHERWISE NOTED



FOUND REBAR & CAP AS NOTED

BOUNDARY LINE

SECTION LINE

ADJOINING PARCEL LINE

EXISTING FENCE LINE

EDGE OF ASPHALT

1. MEASURED DISTANCE FROM BOUNDARY LINE TO EXISTING FENCE LINE.
2. MEASURED DISTANCE FROM BOUNDARY LINE TO EXISTING BUILDING.
3. AN EXISTING GRAVEL ROAD TRAVELS NORTH-SOUTH THROUGH THE WESTERLY END OF THE SURVEYED PARCEL. PRESCRIPTIVE RIGHTS MAY EXIST.

1. WARRANTY DEED RECORDED MARCH 22, 2017 AS ENTRY NO. 27654
2. * THIS DOCUMENT IS THE VESTING DEED FOR CURRENT LAND OWNER
2.1. THE SURVEY FILED IN 2005 AS FILED WITH UTAH COUNTY SURVEYOR'S OFFICE
3. * THIS SURVEY CONTAINS THE SURVEYED PARCEL AND THE ADJOINING PARCEL TO THE SOUTH, BOTH PREVIOUSLY OWNED BY MARK HARDING
4. * THIS SURVEY FILED IN 2005 AS FILED WITH UTAH COUNTY SURVEYOR'S OFFICE
4.1. THERE IS A DISCREPANCY BETWEEN THE RECORD LEGAL DESCRIPTION AND OCCUPATION ALONG THE NORTHERLY BOUNDARY LINE
5. POLE CANION BOULEVARD ROAD DEDICATION PLAT RECORDED MARCH 18, 2024 AS ENTRY NO. 17099
6. * THIS DOCUMENT IS FOR THE ROADWAY NORTH OF THE SURVEYED PARCEL
7. * THE PARKED CAR INFORMATION ACCORDING TO PUBLIC RECORDS AVAILABLE AT THE UTAH COUNTY RECORDER'S OFFICE AS NOTED ON THIS PLAT

[illegible]

RECORD OF SURVEY
LOCATED IN THE NORTHWEST QUARTER OF SECTION 23
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE & MERIDIAN



WALL CONSULTANT GROUP
2139 SOUTH 1260 WEST
SALT LAKE CITY, UT 84119
PHONE: 801-449-1173

ZEBBS LLC
2333 NORTH 16000 WEST
AGLE MOUNTAIN, UT 84005
RECORD OF SURVEY

25-206
PROJECT NO.

SHEET NO. 1 OF 1



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	PUBLIC HEARING / ACTION ITEM - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 16.20.040 Preliminary Plats.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

Yes

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the Planning Commission forward a positive recommendation to the City Council.

BACKGROUND:

A preliminary plat under review by Staff contained a road name change once it crossed another road. Because this can affect public wayfinding and emergency response, Staff proposes a code change to prohibit the changing of street names at intersections. In most instances, this will also prevent the installation of a second street sign.

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. EMMC 16.20.040 and 16.25.040

16.20.040 Application.

Only property owners or their duly authorized agents shall make application for a preliminary plat. All applications shall be filed on forms prepared by the planning director. No preliminary plat application shall be processed without the submission of the completed application and all supporting materials as required by this chapter, including the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The preliminary plat application shall be submitted with the materials listed below. However, the planning commission or city council may require additional supporting materials, if necessary, to demonstrate that the proposed development complies with this title and EMMC Title [17](#). The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

1. Preliminary Plat. A preliminary plat drawing will be required which shows accurate alignments, boundaries and monuments as certified by a land surveyor registered in Utah. Preliminary plats shall be prepared at a scale no smaller than one inch equals 100 feet. Plats of large areas may be prepared on multiple, serially numbered sheets with match lines and an index map. The vicinity and index maps shall appear on the first of the serially numbered sheets. The following data shall be included on the preliminary plat:

- a. A title block showing the name of the proposed development and its location by lot, block, and subdivision, or quarter-quarter section, section, township, range, principal meridian, county, and state;
- b. The name and address of a registered engineer licensed in the state of Utah who prepared the plat, together with a professional registration number;
- c. A north point and scale, including both graphic and written scales;
- d. The exterior boundaries of the proposed development;
- e. The location, nature, and boundaries of existing public streets and public or private easements in or adjacent to the proposed development, and [the county entry number book and page number](#) [referencings to](#) the instruments establishing the easements;
- f. A vicinity map that locates the proposed development within the city and its subdivision or section showing major streets, landmarks, and boundaries and recorded names of adjacent or nearby subdivisions;
- g. Existing contours at two-foot intervals. Elevations will be based on National Geodetic Survey area level data;

h. The layout of streets, their proposed names and grades. Plats shall not contain lots fronting onto arterial or collector streets. Proposed streets must provide connectivity to adjacent properties under other ownership if within 200 feet;

i. Street names shall continue when crossing a right-of-way and shall not contain cardinal directions (North, South, East, West) as this may conflict with the geographical coordinate identifier of the lot or parcel address; shall not cause confusion such as East Aster (E Aster, Easter); and shall not be a separately spelled name already in use such as Jeffrey Way and Goeffrey Way.

ij. The location, exterior dimensions to the nearest foot, and number of proposed lots and blocks, or other parcels to be created by the proposed development;

jk. The acreage of each proposed lot or parcel, and a table showing the total number of lots, total acreage of the area proposed for development, the total buildable acreage (excluding slopes greater than 25 percent, major utility corridors, and natural washes), the total acreage in lots, the average lot size, the total acreage in streets, and the total acreage of neighborhood parks, neighborhood squares, and other parcels proposed for dedication to public use or to be held in common by the owners;

PHASE A – PLAT 16 CALCULATIONS	
TOTAL ACREAGE:	25.46 ACRES
BUILDABLE ACREAGE:	25.46 ACRES
TOTAL ACREAGE IN LOTS:	17.98 ACRES
PUBLIC RIGHT-OF-WAY:	5.48 ACRES
PAVED ROADWAY AREA WITHIN R.O.W.	3.11 ACRES
TOTAL OPEN SPACE:	2.01 ACRES
TOTAL IMPROVED OPEN SPACE:	2.01 ACRES
AVERAGE LOT SIZE:	6,419 SF/0.15 ACRES
LARGEST LOT SIZE:	15,935 SF/0.37 ACRES
SMALLEST LOT SIZE:	4,400 SF/0.10 ACRES
OVERALL DENSITY:	4.79 LOTS/ACRE
TOTAL # OF LOTS:	122 LOTS

kl. The location of irrigation structures and watercourses within or adjacent to the proposed development;

lm. The location and exterior dimensions of existing and proposed buildings;

mn. The location(s), demarcated, of any lot or parcel area(s), or portions thereof, where the existing, natural slope of that portion equals or exceeds 25 percent;

no. Sites, if any, to be reserved, dedicated for parks, playgrounds, schools, churches, public or natural open space or other public purposes, together with proposed ownership of such sites;

| op. Sites intended for conditional uses within the underlying zone, such as commercial sites or other business establishments.

16.20.040 Application.

Only property owners or their duly authorized agents shall make application for a final plat on forms prepared by the planning director. No final plat application shall be processed without approval or submission of the preliminary plat, the submission of the application, all the supporting materials as required by this chapter, and the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The final plat application shall be submitted with the materials listed below. The planning director or development review committee (DRC) members may determine that additional items be submitted in order to properly evaluate the proposed final plat application. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

1. Final Plat. The final plat prepared at a scale of not less than one inch equals 100 feet, with all dimensions shown in feet and decimals thereof, will be required for final approval prior to recordation. Plats of large areas may be prepared on multiple, serially numbered sheets with match lines and an index map, with vicinity and index maps appearing on the first of the serially numbered sheets. Final plats must show trails, roads, sidewalks and other public facilities, which will be deeded to the city in accordance with the requirements of this title. The city shall provide a set of standard cross-sections for roads, trails and sidewalks. The final plat submission must conform in all major respects to the preliminary plat as previously reviewed and approved by the land use authority (unless processed simultaneously). Final plat submissions shall include all information listed below, delineated in permanent ink on a Mylar for recordation (which can be submitted after the land use authority grants final approval) and submitted in an electronic format:

- a. A title block showing the name of the proposed subdivision and its location by quarter-quarter section, section, township, range, principal meridian, city, county, and state;
- b. The name, address, telephone number, stamp, signature and registration number of a land surveyor registered in the state of Utah who prepared or reviewed the final plat;

- c. A north point, and both graphic and written scales;
- d. A vicinity map that locates the proposed subdivision within its township and the section, shows major roads and watercourses adjacent to or near the subdivision, and shows the boundaries of and recorded names of adjacent or nearby subdivisions;
- e. The point of beginning for the survey, which shall be tied to a section or quarter-section corner, and the location and a description of all existing monuments found during the course of the survey;
- f. The location, nature, and boundaries, with bearings and distances, of all existing public ways and public or private easements in or adjacent to the subdivision, including the county book and page number references of the instruments establishing those ways or easements;
- g. The exterior boundaries of the subdivision, with all bearings and distances, including curve data for curving boundaries;
- h. The location, exterior dimensions, and consecutive number of all lots and blocks, or other parcels created by the subdivision, including bearings and distances and curve data for curving boundaries (with all curve dimensions for boundary lines shown outside any such boundaries);
- i. The acreage of each lot and a table showing the total number of lots, total acreage of the subdivided area, the total acreage in lots, the average lot size, the total acreage in streets, and the total acreage of any parcels dedicated to public use or held in common by the lot owners;

PHASE A – PLAT 16 CALCULATIONS

TOTAL ACREAGE:	25.46 ACRES
BUILDABLE ACREAGE:	25.46 ACRES
TOTAL ACREAGE IN LOTS:	17.98 ACRES
PUBLIC RIGHT-OF-WAY:	5.48 ACRES
PAVED ROADWAY AREA WITHIN R.O.W.	3.11 ACRES
TOTAL OPEN SPACE:	2.01 ACRES
TOTAL IMPROVED OPEN SPACE:	2.01 ACRES
AVERAGE LOT SIZE:	6,419 SF/0.15 ACRES
LARGEST LOT SIZE:	15,935 SF/0.37 ACRES
SMALLEST LOT SIZE:	4,400 SF/0.10 ACRES
OVERALL DENSITY:	4.79 LOTS/ACRE
TOTAL # OF LOTS:	122 LOTS

j. The names of all streets and widths and boundaries of all street and trail rights-of-way and utility easements, including bearings and distances and curve data for curving boundaries;

k. ~~Street names shall not contain cardinal directions (North, South, East, West) as this may conflict with the geographical coordinate identifier of the lot or parcel address;~~

lk. Address of all lots and parcels;

ml. The location and a description of all monuments set during the course of the survey;

nm. A signed and dated owner's dedication in the form approved by the city which includes a complete legal description of the parcel being subdivided, and in which the owners of record dedicate all open space, public ways, utilities and other public spaces to public use;

on. A notary public's acknowledgment of the owner's certificate;

po. A signed and dated certificate of consent in which all mortgagors, lienholders, and other parties with any real property interest, including the holders of mineral rights, in the property consent to its subdivision;

qp. A notary public's acknowledgment of the certificate of consent;

rq. Signature blocks for approval by the city council, city engineer and city attorney;

sr. An owner's dedication certificate, notary public's acknowledgement for each signature on the plat, a correct metes and bounds description of all property included within the subdivision, other affidavits, certificates, acknowledgements, endorsements and notarial seals as required by law, this title or by the city recorder or city attorney;

ts. A certificate for use by the county recorder in recording the plat after its approval;

ut. Building envelopes for each lot shall be shown on the final plat;

vu. Water rights conforming to the city's requirements or a public water supply agreement shall be submitted to the city attorney for approval;

wv. The zone in which standards were used to review the subdivision plat;

xw. Setbacks on residential plats.

x. y. Identification of any City-maintained property, including but not limited to detention/retention basins, open space, parks, and parkstrips.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	PUBLIC HEARING / ACTION ITEM - An Ordinance of Eagle Mountain, Utah, Amending Eagle Mountain Municipal Code 16.20.040 Preliminary Plats and 16.25.040, Final Plats.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

Yes

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the Planning Commission forward a positive recommendation to the City Council.

BACKGROUND:

A preliminary plat under review by Staff contained a road name change once it crossed another road. Because this can affect public wayfinding and emergency response, staff proposes a code change to prohibit the changing of street names at intersections. In most instances, this will also prevent the installation of a second street sign.

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. EMMC 16.20.040 and 16.25.040

16.20.040 Application.

Only property owners or their duly authorized agents shall make application for a preliminary plat. All applications shall be filed on forms prepared by the planning director. No preliminary plat application shall be processed without the submission of the completed application and all supporting materials as required by this chapter, including the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The preliminary plat application shall be submitted with the materials listed below. However, the planning commission or city council may require additional supporting materials, if necessary, to demonstrate that the proposed development complies with this title and EMMC Title [17](#). The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

1. Preliminary Plat. A preliminary plat drawing will be required which shows accurate alignments, boundaries and monuments as certified by a land surveyor registered in Utah. Preliminary plats shall be prepared at a scale no smaller than one inch equals 100 feet. Plats of large areas may be prepared on multiple, serially numbered sheets with match lines and an index map. The vicinity and index maps shall appear on the first of the serially numbered sheets. The following data shall be included on the preliminary plat:

- a. A title block showing the name of the proposed development and its location by lot, block, and subdivision, or quarter-quarter section, section, township, range, principal meridian, county, and state;
- b. The name and address of a registered engineer licensed in the state of Utah who prepared the plat, together with a professional registration number;
- c. A north point and scale, including both graphic and written scales;
- d. The exterior boundaries of the proposed development;
- e. The location, nature, and boundaries of existing public streets and public or private easements in or adjacent to the proposed development, and ~~the county entry number book and page number~~ referenc~~ing~~es to the instruments establishing the easements;
- f. A vicinity map that locates the proposed development within the city and its subdivision or section showing major streets, landmarks, and boundaries and recorded names of adjacent or nearby subdivisions;
- g. Existing contours at two-foot intervals. Elevations will be based on National Geodetic Survey area level data;

h. The layout of streets, their proposed names and grades. Plats shall not contain lots fronting onto arterial or collector streets. Proposed streets must provide connectivity to adjacent properties under other ownership if within 200 feet;

i. Street names shall continue when crossing a right-of-way and shall not contain cardinal directions (North, South, East, West) as this may conflict with the geographical coordinate identifier of the lot or parcel address; shall not cause confusion such as East Aster (E Aster, Easter); and shall not be a separately spelled name already in use such as Jeffrey Way and Goeffrey Way.

ij. The location, exterior dimensions to the nearest foot, and number of proposed lots and blocks, or other parcels to be created by the proposed development;

jk. The acreage of each proposed lot or parcel, and a table showing the total number of lots, total acreage of the area proposed for development, the total buildable acreage (excluding slopes greater than 25 percent, major utility corridors, and natural washes), the total acreage in lots, the average lot size, the total acreage in streets, and the total acreage of neighborhood parks, neighborhood squares, and other parcels proposed for dedication to public use or to be held in common by the owners;

PHASE A – PLAT 16 CALCULATIONS	
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SMALLEST LOT SIZE:	4,400 SF/0.10 ACRES
OVERALL DENSITY:	4.79 LOTS/ACRE
TOTAL # OF LOTS:	122 LOTS

kl. The location of irrigation structures and watercourses within or adjacent to the proposed development;

lm. The location and exterior dimensions of existing and proposed buildings;

mn. The location(s), demarcated, of any lot or parcel area(s), or portions thereof, where the existing, natural slope of that portion equals or exceeds 25 percent;

no. Sites, if any, to be reserved, dedicated for parks, playgrounds, schools, churches, public or natural open space or other public purposes, together with proposed ownership of such sites;

ep. Sites intended for conditional uses within the underlying zone, such as commercial sites or other business establishments.

16.20.040 Application.

Only property owners or their duly authorized agents shall make application for a final plat on forms prepared by the planning director. No final plat application shall be processed without approval or submission of the preliminary plat, the submission of the application, all the supporting materials as required by this chapter, and the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The final plat application shall be submitted with the materials listed below. The planning director or development review committee (DRC) members may determine that additional items be submitted in order to properly evaluate the proposed final plat application. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

1. Final Plat. The final plat prepared at a scale of not less than one inch equals 100 feet, with all dimensions shown in feet and decimals thereof, will be required for final approval prior to recordation. Plats of large areas may be prepared on multiple, serially numbered sheets with match lines and an index map, with vicinity and index maps appearing on the first of the serially numbered sheets. Final plats must show trails, roads, sidewalks and other public facilities, which will be deeded to the city in accordance with the requirements of this title. The city shall provide a set of standard cross-sections for roads, trails and sidewalks. The final plat submission must conform in all major respects to the preliminary plat as previously reviewed and approved by the land use authority (unless processed simultaneously). Final plat submissions shall include all information listed below, delineated in permanent ink on a Mylar for recordation (which can be submitted after the land use authority grants final approval) and submitted in an electronic format:

- a. A title block showing the name of the proposed subdivision and its location by quarter-quarter section, section, township, range, principal meridian, city, county, and state;

- b. The name, address, telephone number, stamp, signature and registration number of a land surveyor registered in the state of Utah who prepared or reviewed the final plat;

- c. A north point, and both graphic and written scales;
- d. A vicinity map that locates the proposed subdivision within its township and the section, shows major roads and watercourses adjacent to or near the subdivision, and shows the boundaries of and recorded names of adjacent or nearby subdivisions;
- e. The point of beginning for the survey, which shall be tied to a section or quarter-section corner, and the location and a description of all existing monuments found during the course of the survey;
- f. The location, nature, and boundaries, with bearings and distances, of all existing public ways and public or private easements in or adjacent to the subdivision, including the county book and page number references of the instruments establishing those ways or easements;
- g. The exterior boundaries of the subdivision, with all bearings and distances, including curve data for curving boundaries;
- h. The location, exterior dimensions, and consecutive number of all lots and blocks, or other parcels created by the subdivision, including bearings and distances and curve data for curving boundaries (with all curve dimensions for boundary lines shown outside any such boundaries);
- i. The acreage of each lot and a table showing the total number of lots, total acreage of the subdivided area, the total acreage in lots, the average lot size, the total acreage in streets, and the total acreage of any parcels dedicated to public use or held in common by the lot owners;

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BUILDABLE ACREAGE:	25.46 ACRES
TOTAL ACREAGE IN LOTS:	17.98 ACRES
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TOTAL # OF LOTS:	122 LOTS

j. The names of all streets and widths and boundaries of all street and trail rights-of-way and utility easements, including bearings and distances and curve data for curving boundaries;

~~k. Street names shall not contain cardinal directions (North, South, East, West) as this may conflict with the geographical coordinate identifier of the lot or parcel address;~~

~~l~~k. Address of all lots and parcels;

~~m~~l. The location and a description of all monuments set during the course of the survey;

~~n~~m. A signed and dated owner's dedication in the form approved by the city which includes a complete legal description of the parcel being subdivided, and in which the owners of record dedicate all open space, public ways, utilities and other public spaces to public use;

~~o~~n. A notary public's acknowledgment of the owner's certificate;

~~p~~o. A signed and dated certificate of consent in which all mortgagors, lienholders, and other parties with any real property interest, including the holders of mineral rights, in the property consent to its subdivision;

~~q~~p. A notary public's acknowledgment of the certificate of consent;

~~r~~q. Signature blocks for approval by the city council, city engineer and city attorney;

~~s~~r. An owner's dedication certificate, notary public's acknowledgement for each signature on the plat, a correct metes and bounds description of all property included within the subdivision, other affidavits, certificates, acknowledgements, endorsements and notarial seals as required by law, this title or by the city recorder or city attorney;

~~t~~s. A certificate for use by the county recorder in recording the plat after its approval;

~~u~~t. Building envelopes for each lot shall be shown on the final plat;

~~v~~u. Water rights conforming to the city's requirements or a public water supply agreement shall be submitted to the city attorney for approval;

~~W~~V. The zone in which standards were used to review the subdivision plat;

~~X~~W. Setbacks on residential plats.

X. y. Identification of any City-maintained property, including but not limited to detention/retention basins, open space, parks, and parkstrips.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	PUBLIC HEARING / ACTION ITEM - An Ordinance of Eagle Mountain City, Utah, Approving the Eagle Mountain Chapel and Recreation Building Development Agreement.
ITEM TYPE:	Master Development Agreement
FISCAL IMPACT:	N/A
APPLICANT:	Jacob Baker

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Agricultural/Rural Density Two Zoning: Residential	4.562 Acres

PUBLIC HEARING

Yes

PREPARED BY

Steven Lehmitz, Planner

PRESENTED BY

Steven Lehmitz

RECOMMENDATION:

Staff recommends that the Planning Commission forward a positive recommendation to the City Council.

BACKGROUND:

In March 2026, the Applicant brought a concept plan before the City Council to discuss purchasing land from the City and amending the existing recorded plat to facilitate a proposed chapel and recreational facility expansions. After receiving favorable feedback from the City Council regarding the Project, they pursued a plat amendment to combine the land purchased from the City and two existing lots into one lot. The City approved the plat amendment on July 2, 2026.

When reviewing the Applicant's proposed site plan, it was found that there were two development standards that weren't met. Staff and City Council determined that the best path forward would be to enter into a Development Agreement to work around those two standards. The proposed Development Agreement also includes language for a proposed off-site sewer line that the Applicant would be installing at their own expense.

ITEMS FOR CONSIDERATION:

Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Eagle Mountain Chapel and Recreation Center Development Agreement

2. Presentation- Eagle Mountain Chapel and Recreation Building

WHEN RECORDED RETURN TO:

Eagle Mountain City
c/o City Recorder
1650 E Stagecoach Run
Eagle Mountain, UT 84005

DEVELOPMENT AGREEMENT FOR HARVEST HAVEN ORDER

This DEVELOPMENT AGREEMENT FOR (“**Agreement**”) is entered into as of this _____ day of _____, 2026 (“**Effective Date**”), by and between Harvest Haven Order, a Utah nonprofit corporation (“**Developer**”), and Eagle Mountain City, a political subdivision of the State of Utah (“**City**”). City and Developer may hereinafter be referred to individually as a “**Party**” and collectively as the “**Parties**.”

RECITALS

A. In March 2026, Developer brought a concept plan before the Eagle Mountain City Council to discuss purchasing land from the City and amending the existing plat to facilitate a proposed chapel and recreational facility expansions (“**Project**”).

B. After receiving favorable feedback from the City Council regarding the Project, Developer pursued a plat amendment to combine the land purchased from the City and two existing lots into one lot. The City approved the plat amendment on July 2, 2026.

C. Due to the size of the parking facilities necessary to accommodate the Project, Eagle Mountain Municipal Code (“**Code**”) requires Developer to install raised or delineated pedestrian walkways with a minimum width of 10 feet that lead to the entrance of the building. Due to the configuration of the parking lot, the Parties agree that pedestrian traffic will be better served by providing multiple smaller walkways.

D. Code also requires that Developer meet certain façade articulation requirements. Due to the particular location of the east façade of the recreation building portion of the project, it will not be easily visible by the public and that the façade articulation requirements are not necessary at that location to achieve the purposes of the Code.

E. For the Project to be successful, Developer will need to construct and dedicate a sewer line. The Parties agree that this is a project improvement as that term is defined in the Utah State Code.

NOW, THEREFORE, in consideration of the mutual promises, covenants, and provisions set forth herein, the receipt and adequacy of which are hereby acknowledged, the Parties hereby agree as follows:

1. Recitals. The above stated Recitals are incorporated herein as part of this Agreement.

2. Pedestrian Walkway. In lieu of the requirements of Eagle Mountain Municipal Code (“EMMC”) 17.55.090, Developer shall install two 6-foot-wide delineated pedestrian walkways as depicted in the approved site plan attached as Exhibit A.
3. Architectural Articulation. The requirements of EMMC 17.72.060 (F) shall not apply to the east façade of the recreation building depicted in Exhibit A (“**Recreation Building**”). The requirements of EMMC 17.72.060 (F) shall apply to all other façades of the Recreation Building and to the rest of the Project where they would otherwise apply.
4. Sewer Line. The Developer at its own expense will construct and dedicate to the City a sewer line at the location and with the specifications depicted in Exhibit B.
5. Miscellaneous.
 - 5.1. Reserved Legislative Powers. Nothing in this Agreement shall limit the future exercise of the police power of Eagle Mountain City in enacting zoning, subdivision development, and related land use plans, policies, ordinances and regulations after the date of this Agreement.
 - 5.2. Expiration. This Agreement shall expire on a date that is three years from the effective date (“**Expiration Date**”). To the extent that the Project is incomplete as of the Expiration Date, Developer or any successor developer shall be obligated to complete the project in accordance with the applicable City ordinances in place as of the Expiration Date. This Agreement may be extended beyond the Expiration Date upon the written agreement of the Parties, and in accordance with the standards set forth in City ordinances. Notwithstanding the foregoing, any exceptions to the EMMC that are provided for in this Agreement and for which construction is complete shall not be affected by the expiration.
 - 5.3. Amendments. This Agreement may be amended upon the written agreement of the Parties, and in accordance with the standards set forth in City ordinances.
 - 5.4. Compliance with City Standards. Except as specifically exempted in this Agreement, Developer expressly acknowledges that nothing in this Agreement shall be deemed to relieve Developer from the obligation to comply with all applicable requirements of City including the payment of fees and compliance with all other applicable ordinances.
 - 5.5. No Joint Venture or Partnership. This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto nor any rights or benefits to third parties.
 - 5.6. Agreement to Run with the Land. This Agreement shall be recorded and shall be deemed to run with the land and shall be binding on all successors and assigns of the Developer in the ownership of any portion of the Property.

- 5.7. Assignment. Neither this Agreement nor any of the provisions hereof can be assigned to any other party, individual or entity without the assigning the rights as well as the responsibilities under this Agreement and without prior written consent of the City, which review is intended to assure the financial capability of any assignee. Such consent shall not be unreasonably withheld.
- 5.8. Attorneys' Fees. In the event of any action at law or equity to enforce or interpret the terms of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and court costs in addition to any other relief to which such party may be entitled.
- 5.9. Counterparts. This Agreement may be executed in any number of counterparts, each of which will be an original but all of which will constitute one and the same instrument. Each party agrees to exchange original signatures in due course.
- 5.10. Entire Agreement. This Agreement constitutes the entire Agreement between the parties hereto with respect to the subject matter hereof, incorporates all prior agreements, and may only be modified by a subsequent writing duly executed by the parties.
- 5.11. Governing Law. This Agreement shall be interpreted, construed, governed and enforced according to the laws of the State of Utah, without giving effect to its conflict of laws principles.
- 5.12. Developer's Exclusive Remedy. Developer's sole and exclusive remedy under this Agreement shall be specific performance of the rights granted in this Agreement and Eagle Mountain's obligations under this Agreement. IN NO EVENT SHALL EAGLE MOUNTAIN CITY BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.
- 5.13. No Waiver. Failure of a party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future time said right or any other right it may have hereunder. The provisions may be waived only in writing and signed by the party intended to be benefited by the provisions being waived.
- 5.14. Severability. Except as specifically stated herein, any provision of this Agreement, or portion thereof, that is declared by a court of competent jurisdiction to be invalid or unenforceable shall not affect the validity of the remainder of this Agreement and each paragraph of this Agreement will be valid and enforceable to the fullest extent permitted by law.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the date first above written.

CITY:

Eagle Mountain City,
a political subdivision of the State of Utah

Jared Gray, Mayor

Attest:

Lacie Messerly, City Recorder,

Approved as to form:

Marcus Draper, City Attorney

DEVELOPER:

,

By: _____

Name: _____

Title: _____

STATE OF UTAH)
):ss
COUNTY OF UTAH)

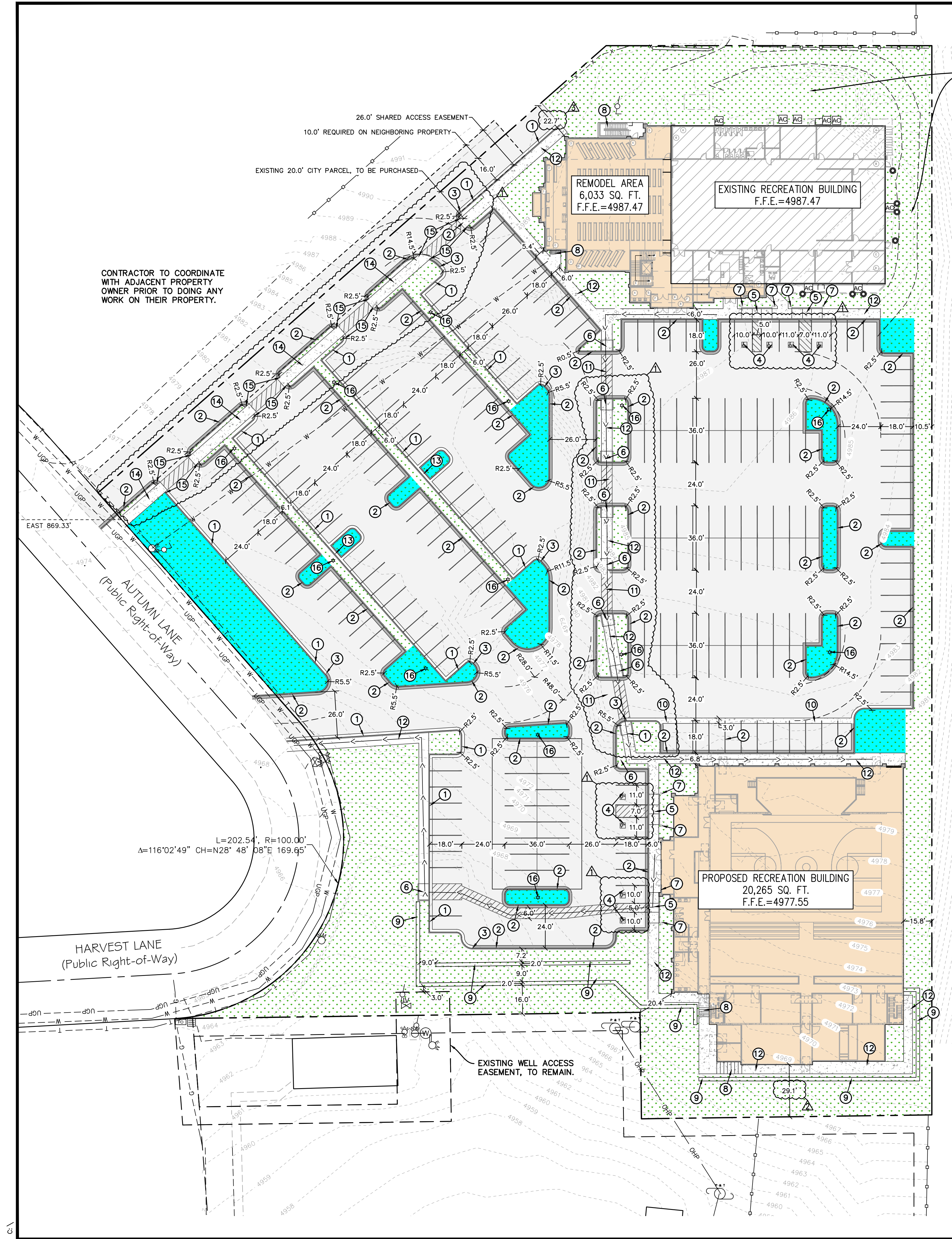
The foregoing instrument was acknowledged before me this ____ day of _____,
2026 by _____.

NOTARY PUBLIC

Residing at: _____

My Commission Expires:

Exhibit A



AREAS NORTH AND EAST OF EXISTING BUILDING TO REMAIN AS IS

NOTE: TRASH TO BE PROPERLY CONTAINED AND DISPOSED OF. ANY TRASH CANS WILL HAVE TO BE SCREENED FROM VIEW OF THE STREET UNLESS THEY ARE SET OUT TO BE EMPTIED.

PER CITY REQUIREMENTS: SNOW STACKING AREA REQUIRED TO ACCOMMODATE THE STACKING VOLUME OF A FOUR-INCH SNOW BASE OVER THE ENTIRE PARKING LOT: 1,338 CY SNOW STORAGE REQUIRED

SITE PLAN KEYNOTES

- 1 PROPOSED 24" CURB & GUTTER. SEE DETAIL 1/C4.0.
- 2 PROPOSED 24" REVERSE PAN CURB AND GUTTER. SEE DETAIL 2/C4.0.
- 3 PROVIDE SMOOTH TRANSITION FROM CURB & GUTTER TO REV. PAN CURB & GUTTER.
- 4 ALL HANDICAP STALLS SHALL HAVE SLOPES OF LESS THAN 2% IN ALL DIRECTIONS, SEE DETAIL 8/C4.0.
- 5 ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 4/C4.0.
- 6 ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 5/C4.0.
- 7 PROPOSED ADA SIGN PER MUTCD & ICC/ANSI A117.1 SEE DETAIL 9/C4.0. (BOTH STALLS TO BE SIGNED "VAN ACCESSIBLE").
- 8 PROPOSED STAIRS (SEE ARCH. PLANS).
- 9 PROPOSED RETAINING WALL. SEE SHEET C2.0 FOR ELEVATIONS AND ARCHITECTURAL PLANS FOR DETAILS.
- 10 PROPOSED 3' CONCRETE WATERWAY. SEE DETAIL 3/C4.0.
- 11 PROPOSED PAINTED PEDESTRIAN WALKWAY.
- 12 PROPOSED CONCRETE SIDEWALK. TANGENTIAL SLOPE NOT TO EXCEED 5% CROSS SLOPE NOT TO EXCEED 2%.
- 13 CONTINUE GUTTER THROUGH PLANTER AREA PROVIDING A CONCRETE WATERWAY TO ALLOW STORM WATER TO FLOW THROUGH. SEE DETAIL 10/C4.0.
- 14 PROPOSED CONCRETE SIDEWALK. DUE TO SLOPE OF DRIVE AISLE, THIS ROUTE IS NOT ADA COMPLIANT.
- 15 TAPER CURB & GUTTER TO MATCH SIDEWALK ELEVATION.
- 16 PROPOSED LIGHT POLE. SEE PHOTOMETRIC PLAN FOR DETAILS.

LOT AREAS:

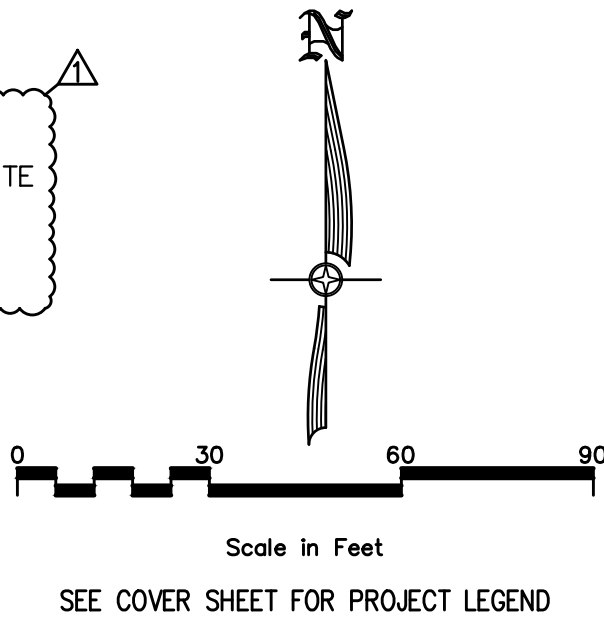
LOT	SQ. FT.	ACRES.
BUILDING FOOTPRINT	198,712	4.562
EXISTING BUILDING	37,014	0.850
PROPOSED BUILDING	10,558	0.242
ASPHALT	26,456	0.607
LANDSCAPING	91,665	2.104
CONCRETE	52,983	1.216
	17,050	0.391

- NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT PARKING REQUIREMENTS:

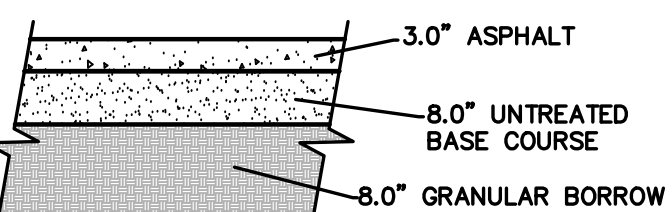
	SQ. FT.	CITY REQ'T
CHAPEL ADDITION	6,191	175 1 PER 20 SQ. FT. IN MAIN ASSEMBLY ROOM
REC BUILDING	20,265	68 1 PER 300 SQ. FT. (ASSUMED)
TOTAL REQUIRED PER CITY	243	
TOTAL PROVIDED	256	
ACCESSIBLE SPACES	8	(7 REQ'D 201 TO 300)

- NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.



SHEET LEGEND

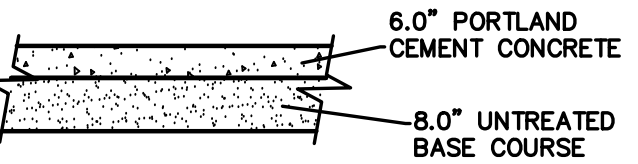
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED SNOW STORAGE
- ADA ACCESSIBLE ROUTE



OVER PROPERLY PREPARED NON-ENGINEERED FILLS, SUITABLE NATURAL SOILS AND/OR STRUCTURAL SITE GRADING FILL EXTENDING TO SUITABLE NATURAL SOILS.

ASPHALT PAVEMENT

N.T.S.



OVER SUITABLE NATURAL SOILS, AND/OR STRUCTURAL SITE GRADING FILL EXTENDING TO SUITABLE NATURAL SOILS. (RIGID PAVEMENTS MUST NOT BE ESTABLISHED OVER NON-ENGINEERED FILLS.

CONCRETE PAVEMENT

N.T.S.

PAVEMENT SECTIONS ARE PER THE FEBRUARY 11TH, 2028 GEOTECHNICAL STUDY BY WILDING ENGINEERING (PROJECT NO 25629). CONTRACTOR TO INSTALL ALL PAVEMENT PER THE GEOTECH REPORT.

NO	REVISIONS	BY	DATE
1	QTY COMMENTS		06/07/26
2	QTY COMMENTS		06/17/26
3	QTY COMMENTS		06/30/26

DESIGNER: SDT PROJECT ENGINEER: SDT

CIVIL ENGINEERING + SURVEYING

CIR

10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-949-6296

CHAPEL EXPANSION AND REC BUILDING

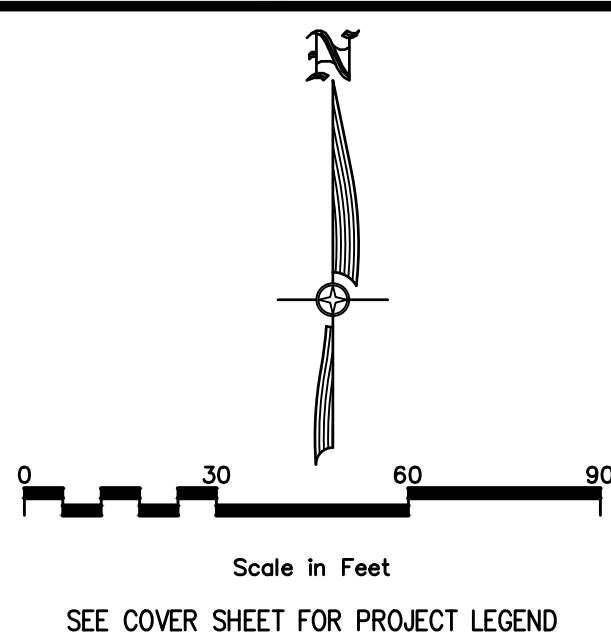
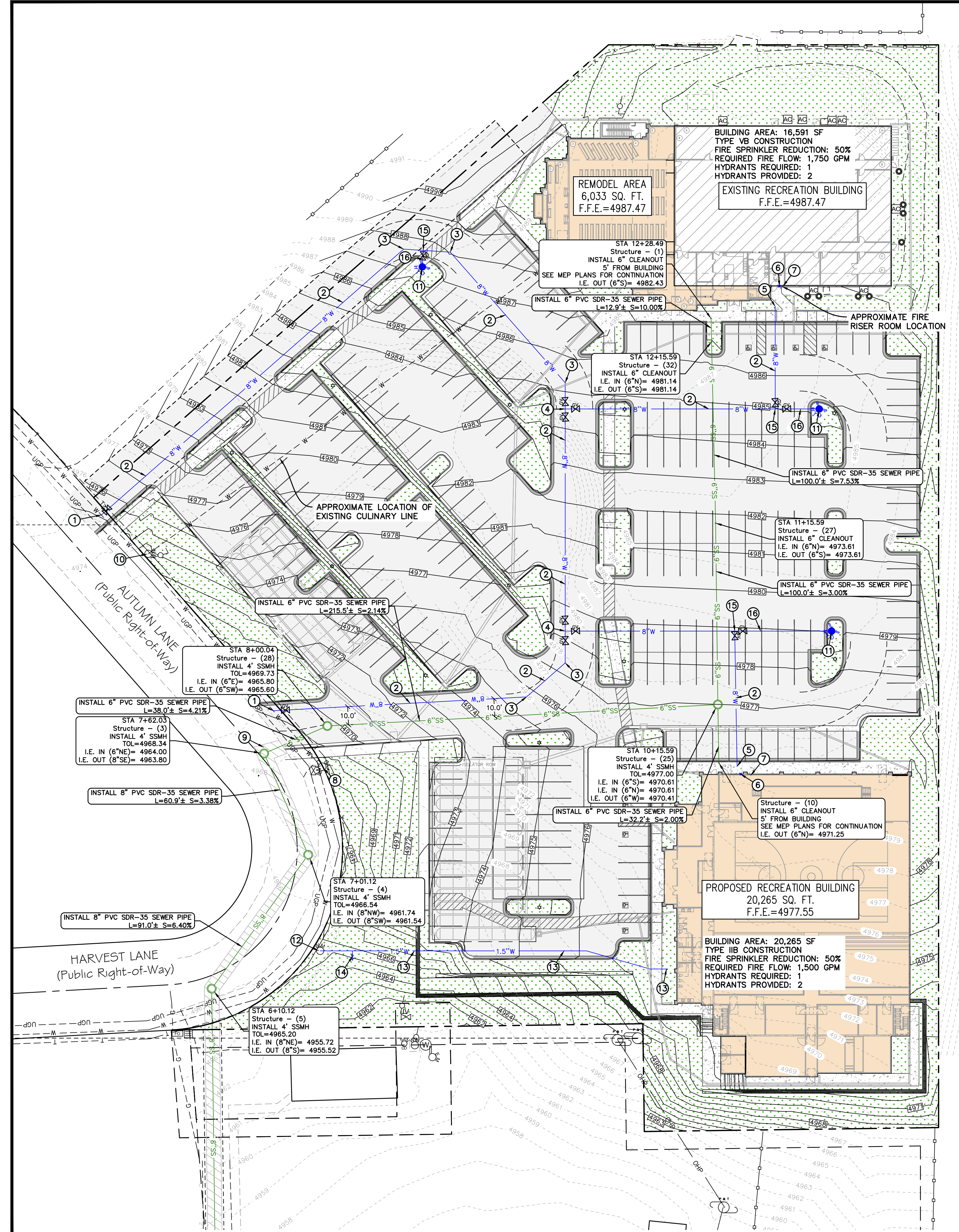
3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

SITE PLAN

SHEET NO.	C1.0
PROJECT ID	E25-140
DATE	06/30/26
FILE NAME	PRJ-ECA
SCALE	1"=30'



Exhibit B



UTILITY PLAN KEYNOTES:

1. CONNECT TO EXISTING WATER MAIN AND INSTALL 8" FIRE LATERAL AND 8" GATE VALVE PER EAGLE MOUNTAIN CITY AND APWA STANDARDS AND SPECIFICATIONS.
2. INSTALL 8" PVC C-900 DR-14 FIRE LINE PER EAGLE MOUNTAIN CITY AND APWA STANDARDS AND SPECIFICATIONS.
3. INSTALL 8" 45° BEND W/THRUST BLOCKS.
4. INSTALL 8" TEE & 8" GATE VALVE W/ THRUST BLOCK.
5. END 8" PVC C-900 DR-14 FIRE LINE 5' FROM BUILDING AND SEE FIRE SPRINKLER PLANS FOR CONTINUATION INTO BUILDING.
6. PROPOSED WALL MOUNTED FDC.
7. INSTALL KNOX BOX 3200 SERIES KEY BOX FOR FIRE DEPARTMENT ACCESS.
8. EXISTING FIRE HYDRANT.
9. SAW CUT ASPHALT FOR TRENCHING OF UTILITY LATERALS. REPAIR ASPHALT PER APWA PLAN 255.
10. EXISTING WATER METER FOR EXISTING CHAPEL BUILDING, TO REMAIN.
11. PROPOSED FIRE HYDRANT PER EAGLE MOUNTAIN CITY STANDARDS.
12. CONNECT TO EXISTING WATER METER AND INSTALL 1.5" WATER LATERAL PER EAGLE MOUNTAIN CITY AND APWA STANDARD. UPDATE VAULTS IF NECESSARY.
13. INSTALL 1.5" HDPE CTS-OD SDR-9 POLY PIPE W/BENDS. END PIPE 5' FROM BUILDING AND SEE MECHANICAL PLANS FOR CONTINUATION INTO BUILDING.
14. INSTALL 1" IRRIGATION STUB AND VAULT PER APWA STANDARDS AND SPECIFICATIONS. SEE IRRIGATION PLANS FOR CONTINUATION TO BACKFLOW PREVENTOR.
15. INSTALL 8"x6" TEE W/ 8" & 6" GATE VALVES W/ THRUST BLOCK.
16. INSTALL 6" PVC C-900 DR-14 FIRE LINE PER EAGLE MOUNTAIN CITY AND APWA STANDARDS AND SPECIFICATIONS.

SEE SHEETS C3.1 AND C3.2 FOR SEWER MAIN EXTENSION

1. QTY COMMENTS		2. QTY COMMENTS		3. QTY COMMENTS		NO.		REVISIONS		BY		DATE		PROJECT ENGINEER: SDT	
1. QTY COMMENTS		2. QTY COMMENTS		3. QTY COMMENTS		NO.		REVISIONS		BY		DATE		PROJECT ENGINEER: SDT	
1. QTY COMMENTS		2. QTY COMMENTS		3. QTY COMMENTS		NO.		REVISIONS		BY		DATE		PROJECT ENGINEER: SDT	

CIVIL ENGINEERING
+ SURVEYING

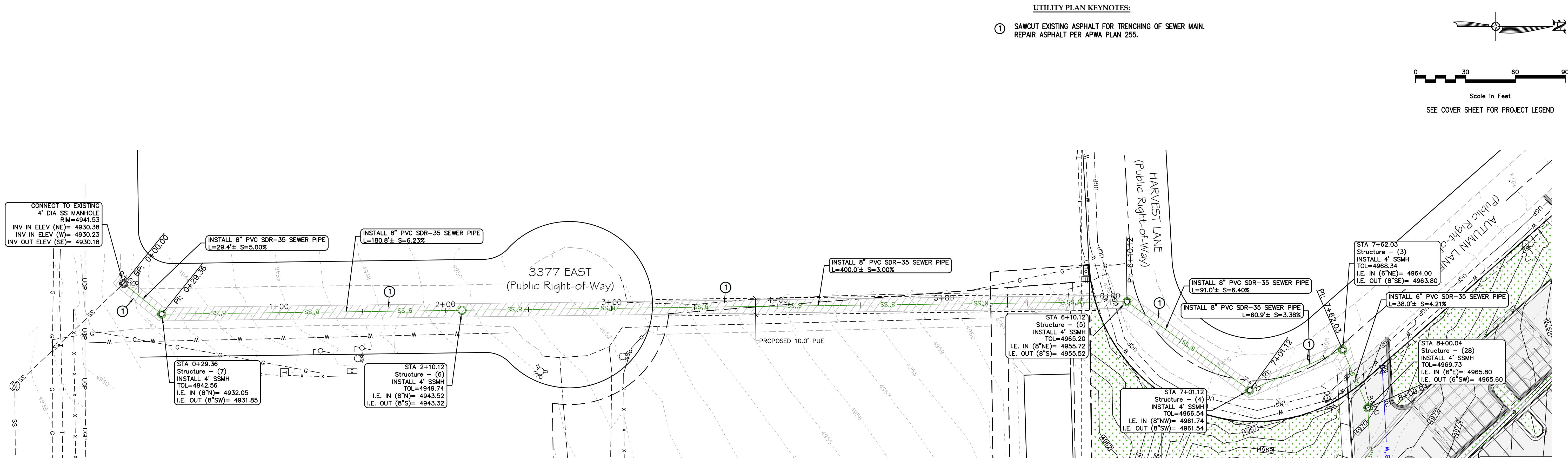
10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-549-6296

CHAPEL EXPANSION AND REC BUILDING
3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005
UTILITY PLAN

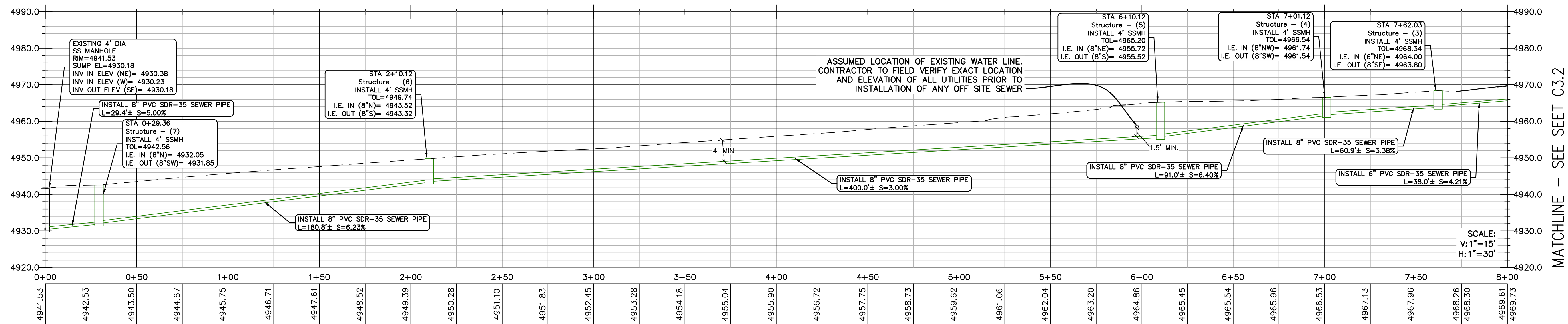
Blue Stakes of
UTAH 811

BlueStakes.org

SHEET NO. C3.0	
PROJECT ID: E25-140	DATE: 06/30/26
FILE NAME: PRJ-ECA	SCALE: 1"=30'



MATCHLINE - SEE SEET C3.2



CHAPEL EXPANSION AND REC BUILDING

3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

PLAN & PROFILE - SEWER MAIN

STA 0+00 TO 8+00

SHEET NO.

C3.1

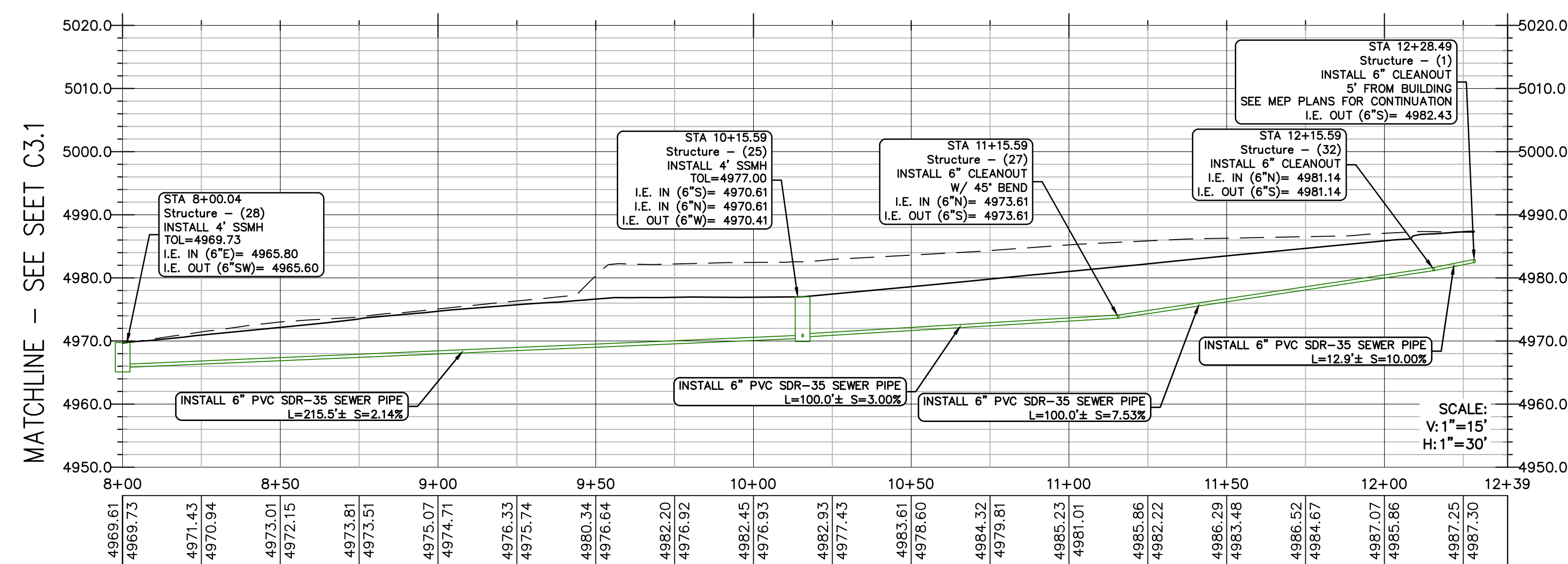
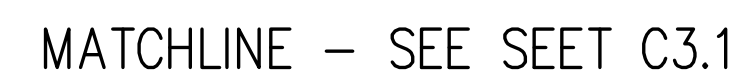
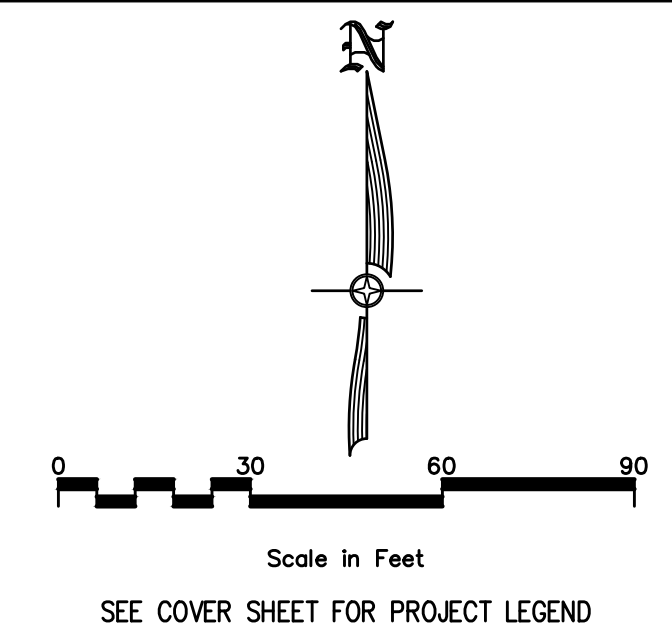
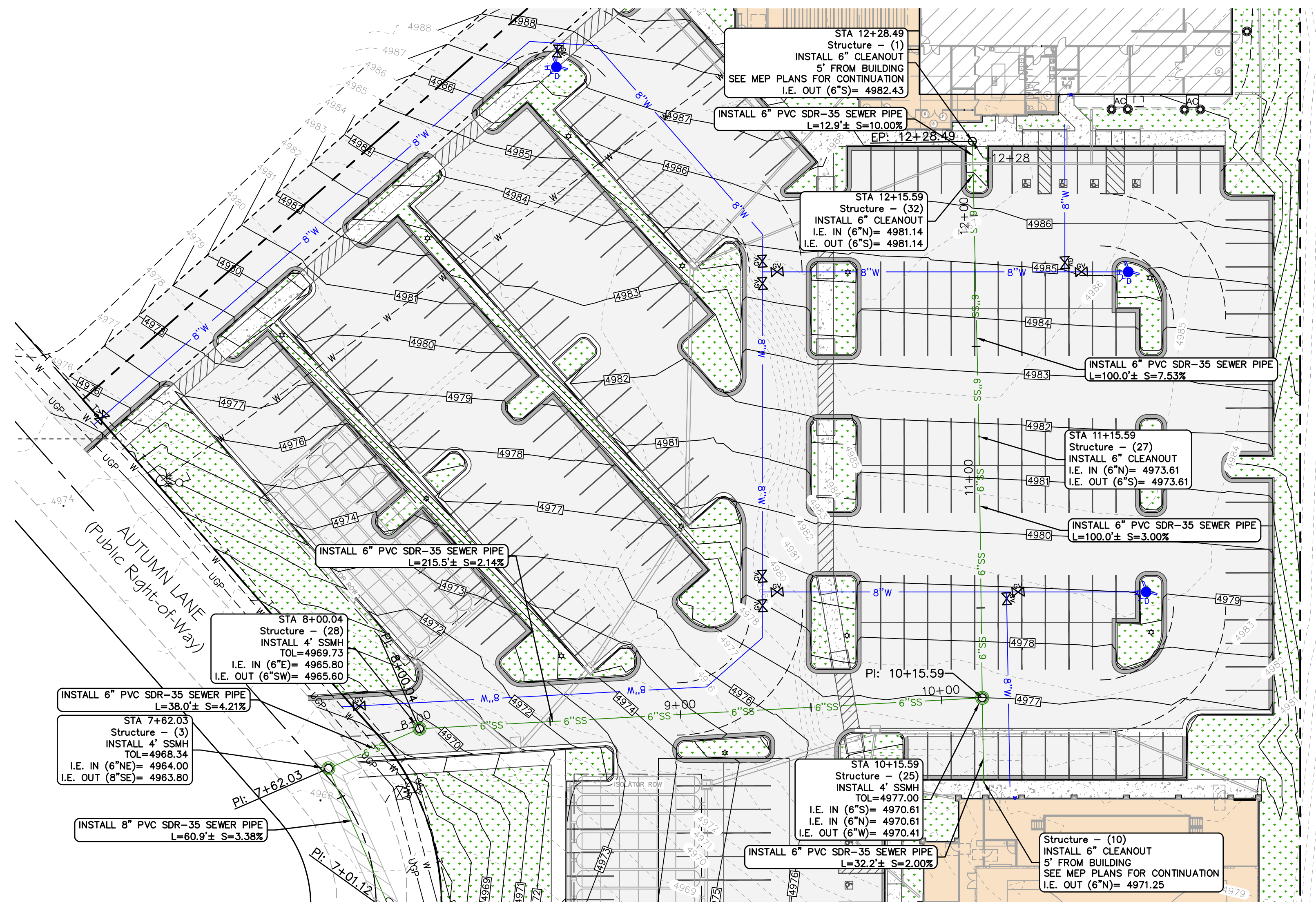
PROJECT ID: E25-140
DATE: 06/30/26
FILE NAME: PRJ-ECA
SCALE: 1"=30'

CIVIL ENGINEERING
+ SURVEYING

10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-549-6296

NO	REVISIONS	BY	DATE
1	QTY COMMENTS		06/07/26
2	QTY COMMENTS		06/17/26
3	QTY COMMENTS		06/30/26
NO	DESIGNER: SDT		
NO	PROJECT ENGINEER: SDT		





Eagle Mountain Chapel

DA

To be discussed in conjunction with the project's site plan.



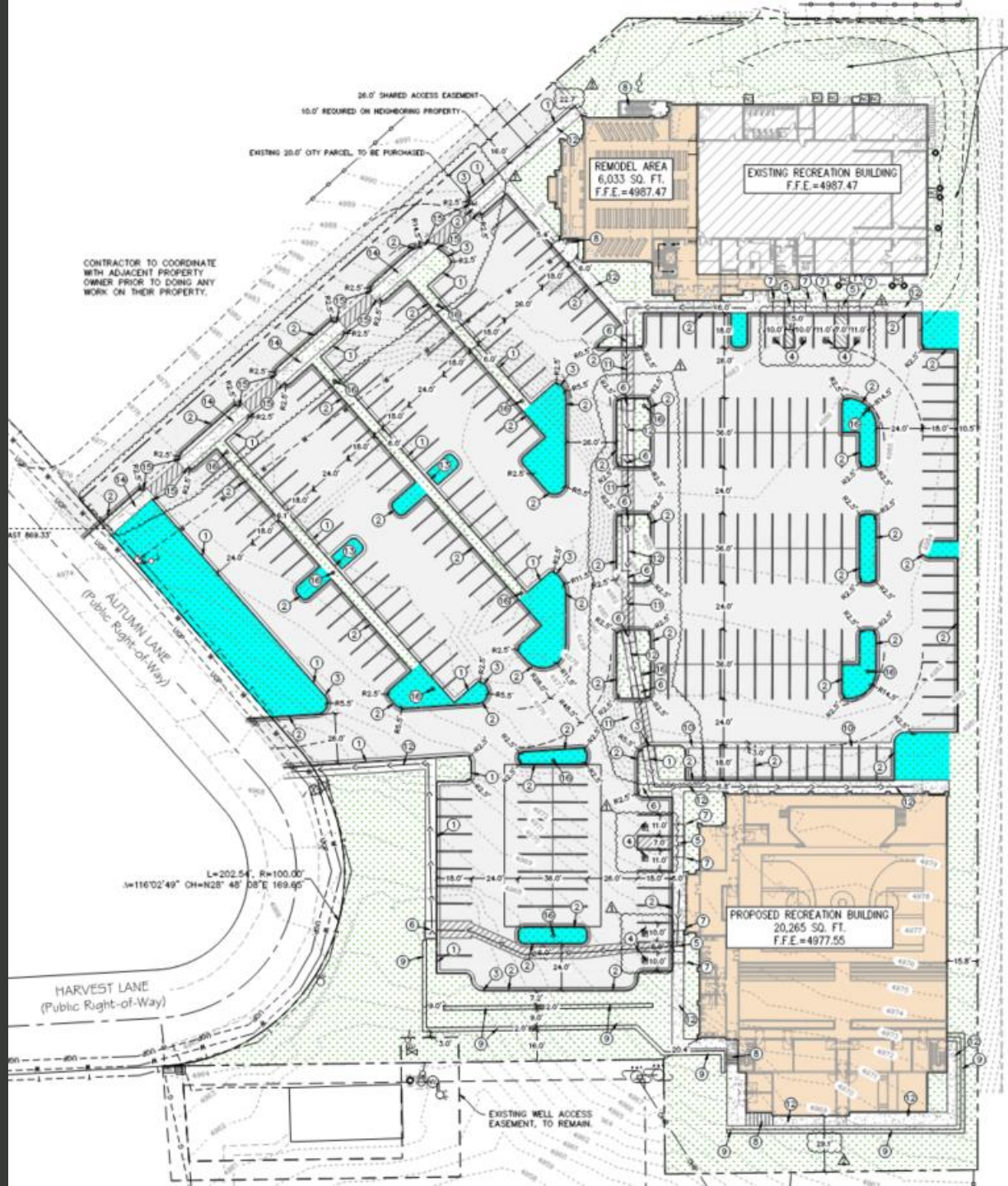
Eagle Mountain Chapel

Site Plan









LOT AREAS:

LOT	SQ. FT.	/	ACRES.
BUILDING FOOTPRINT	198,712	/	4.562
EXISTING BUILDING	37,014	/	0.850
PROPOSED BUILDING	10,558	/	0.242
ASPHALT	26,456	/	0.607
LANDSCAPING	91,665	/	2.104
CONCRETE	52,983	/	1.216
	17,050	/	0.391

NOTE:

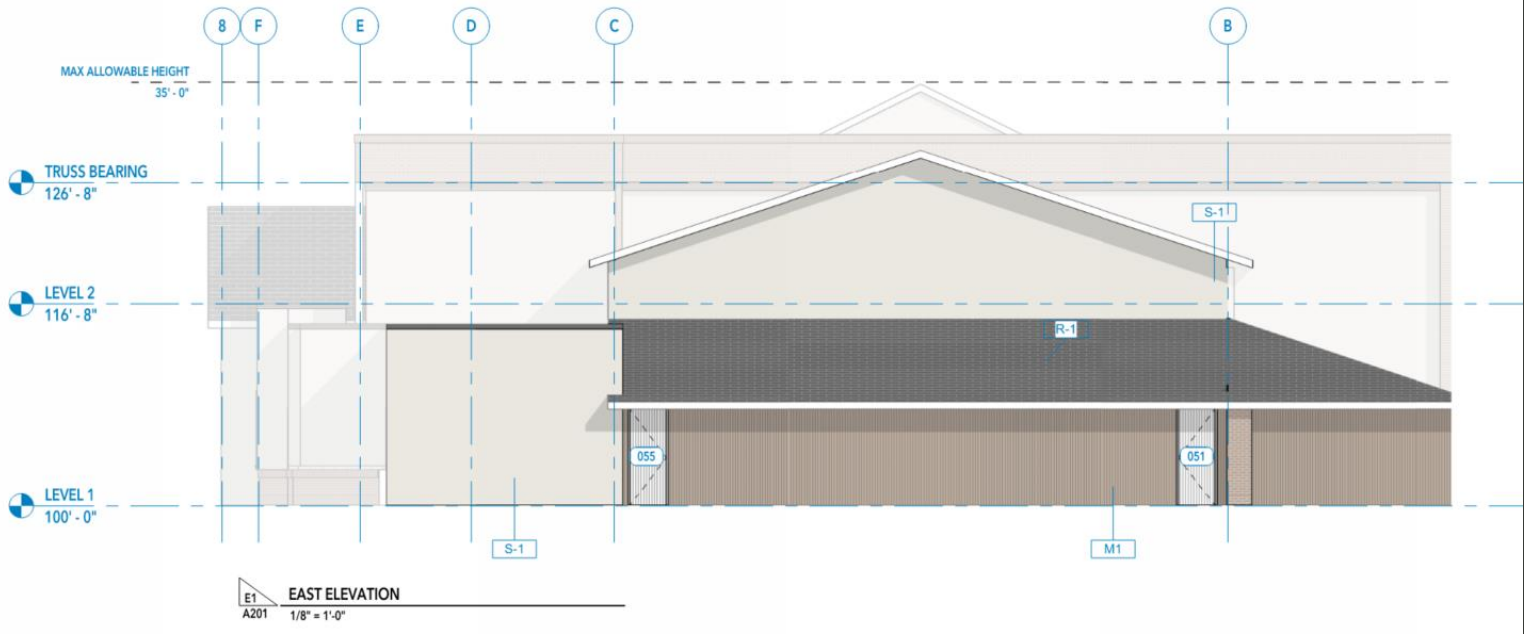
- ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT PARKING REQUIREMENTS:

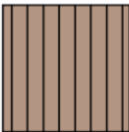
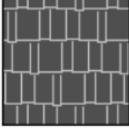
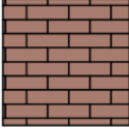
	SQ. FT.		CITY REQ'T
CHAPEL ADDITION	6,191	175	1 PER 20 SQ. FT. IN MAIN ASSEMBLY ROOM
REC BUILDING	20,265	68	1 PER 300 SQ. FT. (ASSUMED)
TOTAL REQUIRED PER CITY	243		
TOTAL PROVIDED	256		
ACCESSIBLE SPACES	8		(7 REQ'D 201 TO 300)

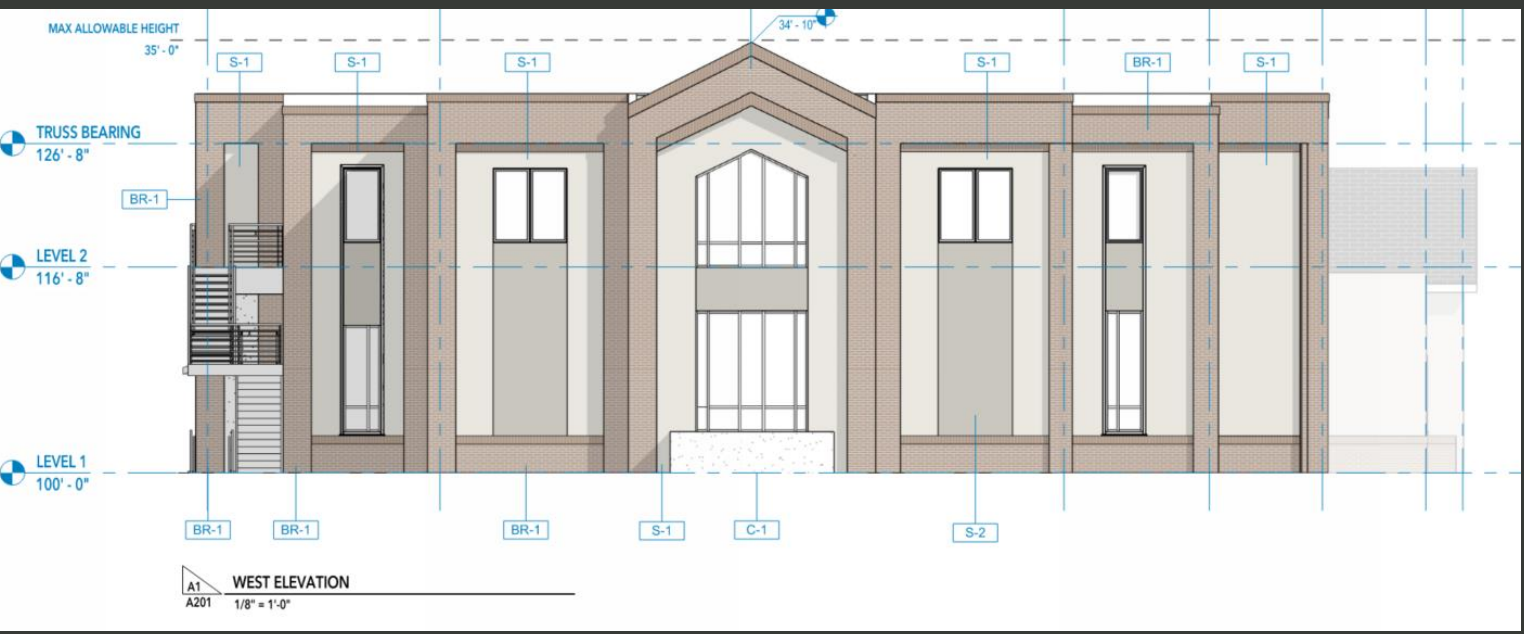


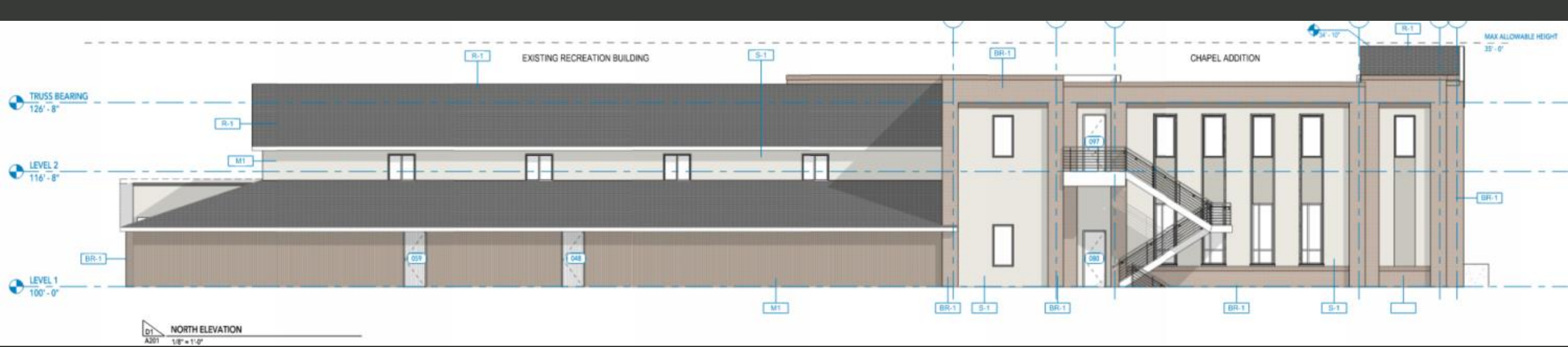




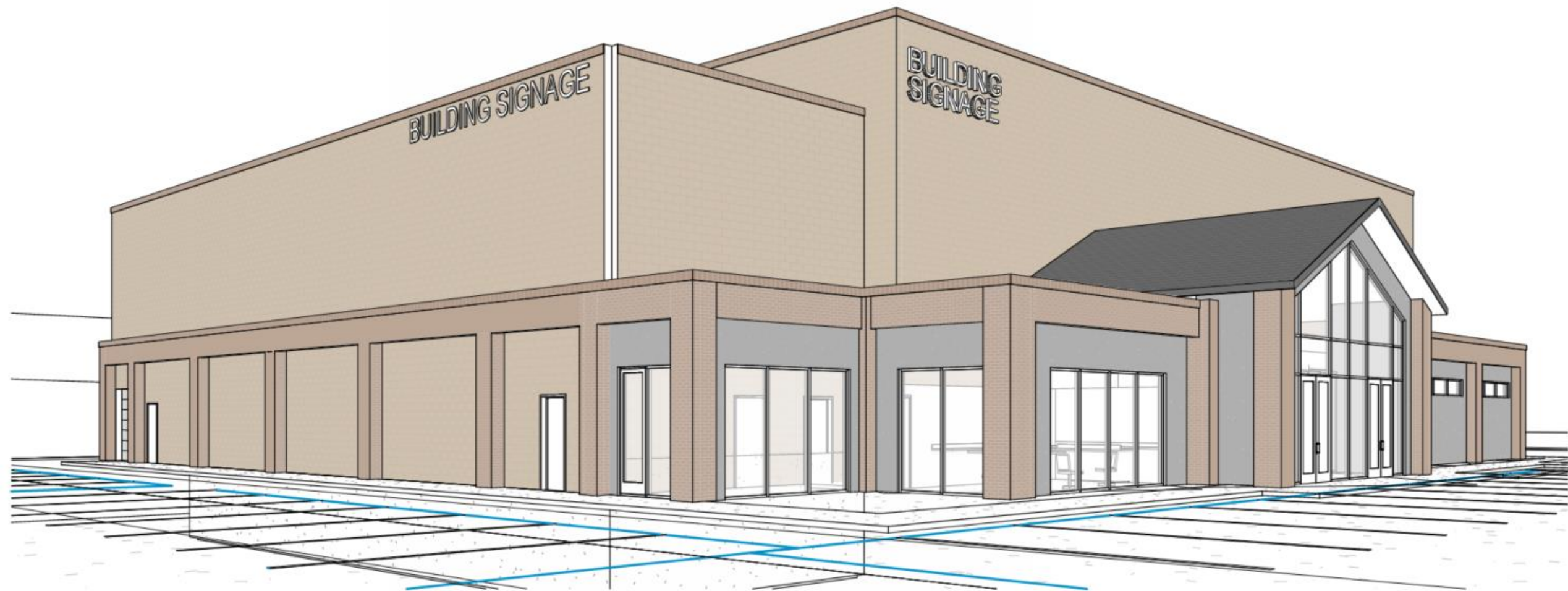
EXTERIOR MATERIAL LEGEND

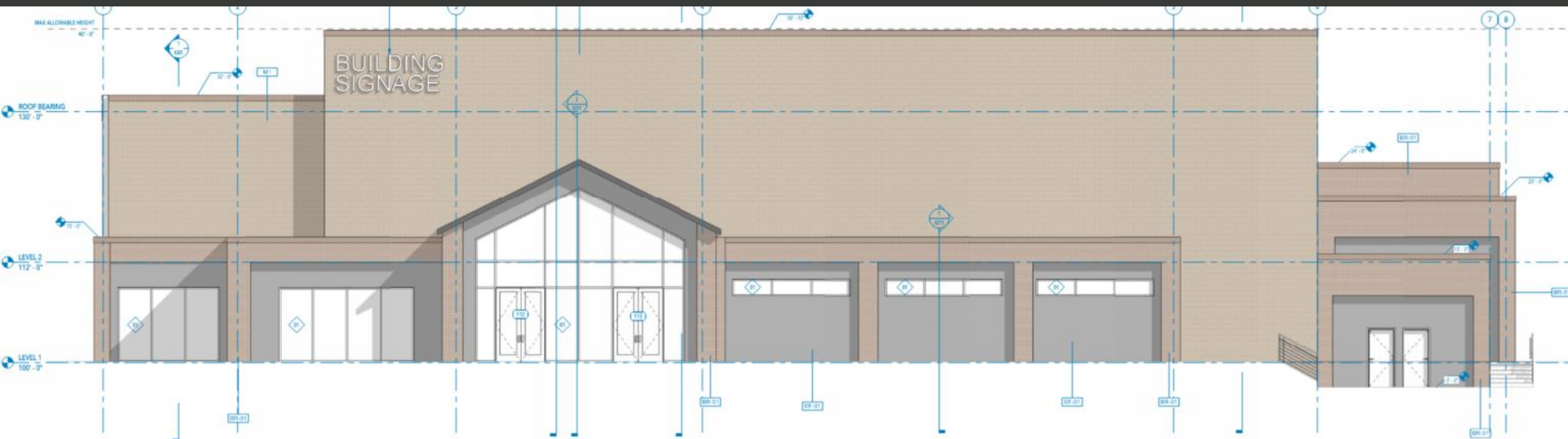
-  **M-1**
CORRUGATED METAL (EXISTING TO BE PAINTED)
-  **S-1**
STUCCO COLOR 1
-  **S-2**
STUCCO COLOR 2
-  **R-1**
BLACK ASPHALT SHINGLE
-  **BR - 1**
THIN BRICK



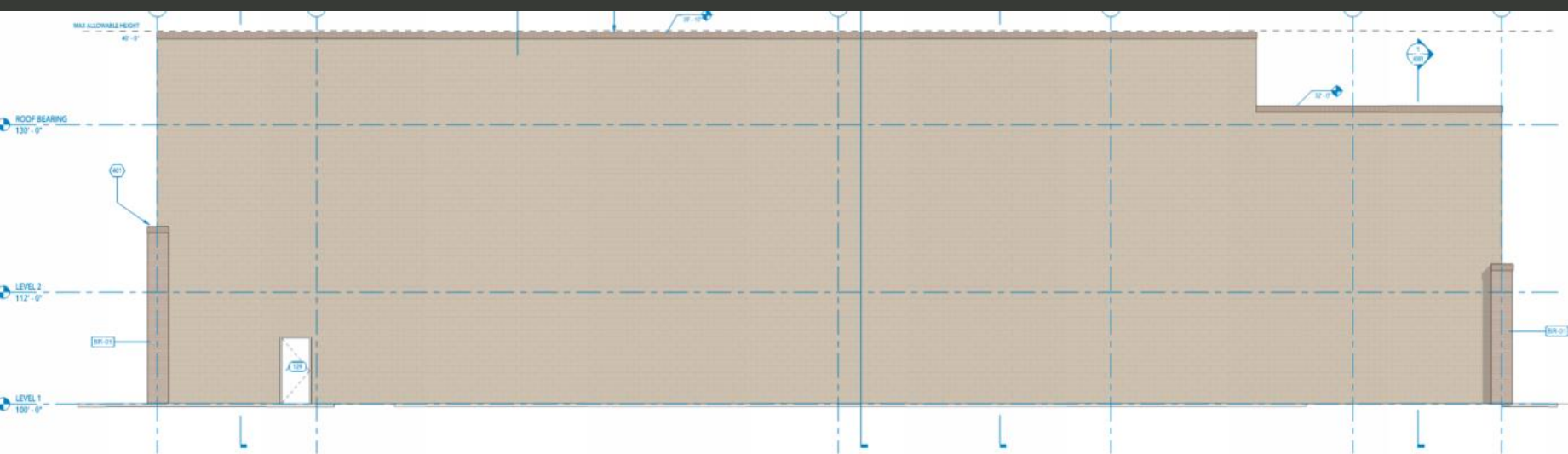






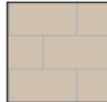
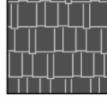
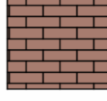


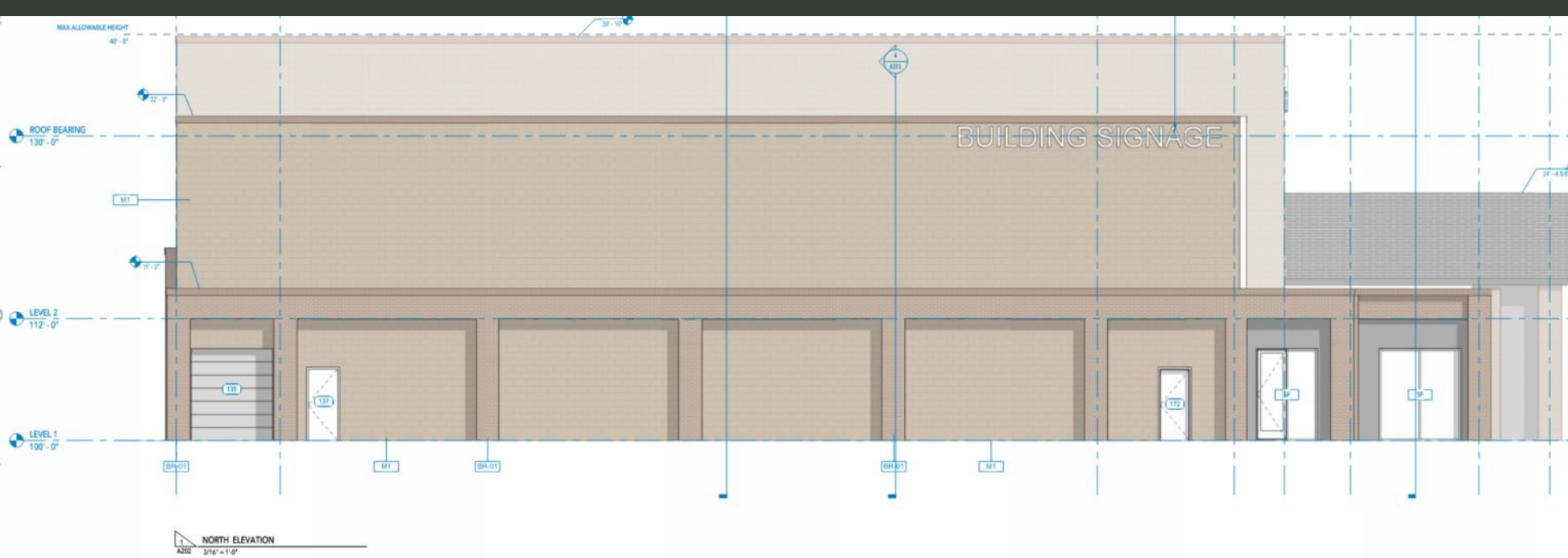
WEST ELEVATION
A21 3/16" = 1'-0"



EAST ELEVATION
A21 3/16" = 1'-0"

EXTERIOR MATERIAL LEGEND

	M-1 CMU
	S-1 STUCCO COLOR 1
	S-2 STUCCO COLOR 2
	R-1 BLACK ASPHALT SHINGLE
	BR - 1 THIN BRICK



LIGHTING FIXTURE SCHEDULE

Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4

ALLOWABLE LUMENS CALCULATION

ESTIMATED TOTAL SITE AREA = 256,585 SQFT

43,560 SQFT TO ACRES = 1 ACRE

100,000 LUMENS PER NET ACRE

256,585 SQFT / 43,560 SQFT = 5.89 ACRE ← 4.562 Acres

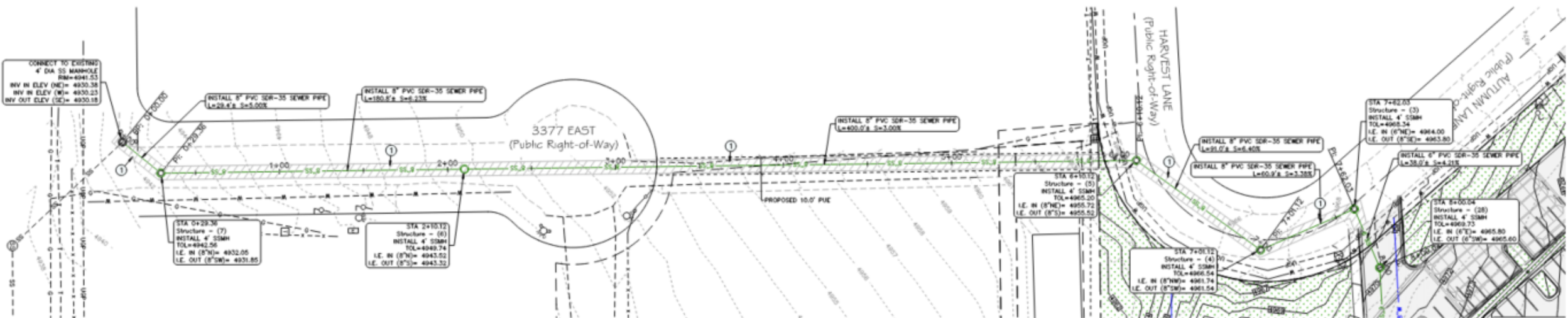
ALLOWABLE LUMENS = 589,000 LUMENS ← 456,200 Lumens

P1 = 17,000 LUMENS X 25 = 425,000 LUMENS

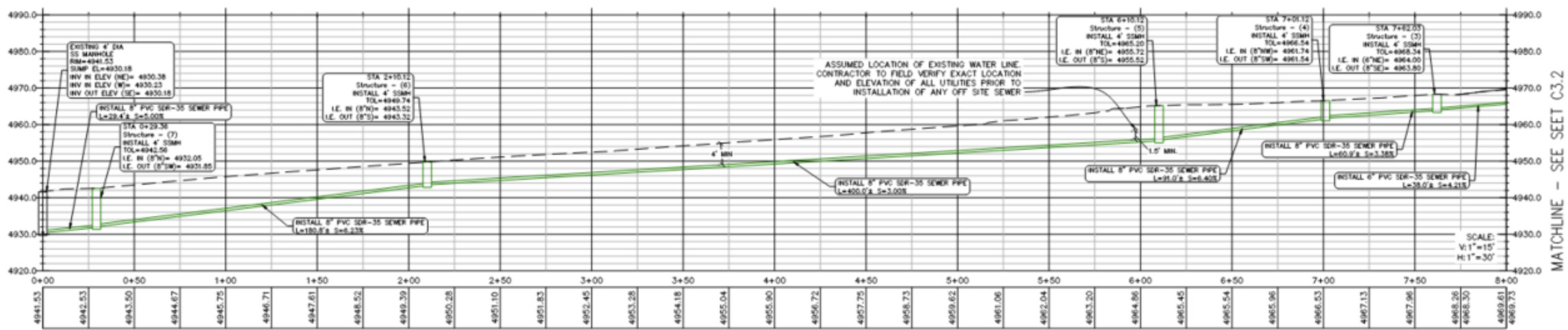
WP1 = 3,000 LUMENS X 20 = 60,000 LUMENS

WP2 = 1,500 LUMENS X 4 = 6,000 LUMENS

TOTAL LUMENS = 491,000 LUMENS



MATCHLINE - SEE SEET C3.2



MATCHLINE - SEE SEET C3.2

SCALE:
 V: 1"=15'
 H: 1"=30'

Recommendation (DA)

Staff recommends that the Planning Commission forward a positive recommendation to the City Council.



Recommendation (Site Plan)

Staff recommends that the Planning Commission forward a positive recommendation to the City Council with the following conditions:

1. The site plan is contingent on the development agreement for the project being approved; and
2. The applicant works with Staff to bring the lighting plan into compliance with EMMC 17.56.050(D).





**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	SITE PLAN - Eagle Mountain Chapel and Recreation Building
ITEM TYPE:	Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Kevin Olsen and Jacob Baker

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Agricultural/Rural Density Two Zoning: Residential	4.562 Acres

PUBLIC HEARING

Yes

PREPARED BY

Steven Lehmitz, Planner

PRESENTED BY

Steven Lehmitz

RECOMMENDATION:

Staff recommends that the Planning Commission forward a positive recommendation to the City Council with the following conditions:

1. The site plan is contingent on the Development Agreement for the project being approved; and
2. The Applicant works with Staff to bring the lighting plan into compliance with EMMC 17.56.050(D).

BACKGROUND:

In March 2026, the Applicant brought a concept plan before the City Council to discuss purchasing land from the City and amending the existing recorded plat to facilitate a proposed chapel and recreational facility expansions. After receiving favorable feedback from the City Council regarding the Project, they pursued a plat amendment to combine the land purchased from the City and two existing lots into one lot. The City approved the plat amendment on July 2, 2026.

ITEMS FOR CONSIDERATION:

The proposed site meets all relevant development standards other than the following:

1. Due to the size of the parking facilities, EMMC 17.55.090 requires a raised or delineated pedestrian walkway with a minimum width of 10 feet that leads to the entrance of the building. In lieu of that requirement, the proposed Development Agreement for this project would require the applicant to install two 6-foot wide delineated pedestrian walkways.
2. EMMC 17.72.060(F) requires articulation on all façades of a building. The east-facing façade would not meet this requirement. Again, the proposed Development Agreement for this project would exempt the east-facing façade from having to meet this requirement.
3. The proposed lighting plan exceeds 100,000 lumens per acre, contradictory to EMMC

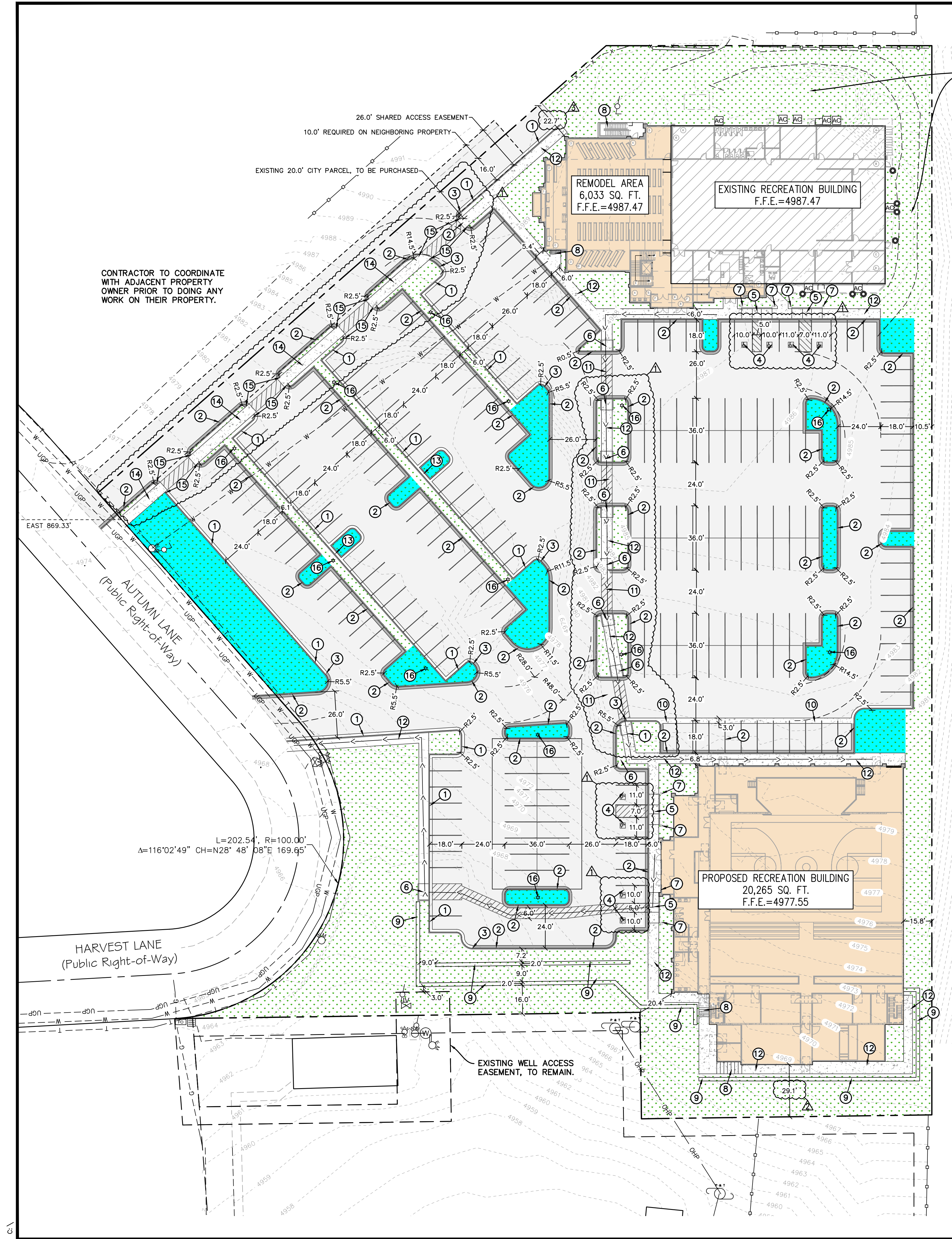
17.56.050(D).

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Site Plan - Eagle Mountain Chapel and Recreation Building
2. Elevations - Eagle Mountain Chapel and Recreation Building
3. Landscaping Plan - Eagle Mountain Chapel and Recreation Building
4. Lighting Plan - Eagle Mountain Chapel and Recreation Building
5. Presentation- Eagle Mountain Chapel and Recreation Building



AREAS NORTH AND EAST
OF EXISTING BUILDING TO
REMAIN AS IS

NOTE: TRASH TO BE PROPERLY
CONTAINED AND DISPOSED OF.
ANY TRASH CANS WILL HAVE
TO BE SCREENED FROM VIEW
OF THE STREET UNLESS THEY
ARE SET OUT TO BE EMPTIED.

PER CITY REQUIREMENTS:
SNOW STACKING AREA REQUIRED TO ACCOMMODATE
THE STACKING VOLUME OF A FOUR-INCH SNOW
BASE OVER THE ENTIRE PARKING LOT:
1,338 CY SNOW STORAGE REQUIRED

SITE PLAN KEYNOTES

- 1 PROPOSED 24" CURB & GUTTER. SEE DETAIL 1/C4.0.
- 2 PROPOSED 24" REVERSE PAN CURB AND GUTTER. SEE DETAIL 2/C4.0.
- 3 PROVIDE SMOOTH TRANSITION FROM CURB & GUTTER TO REV. PAN CURB & GUTTER.
- 4 ALL HANDICAP STALLS SHALL HAVE SLOPES OF LESS THAN 2% IN ALL DIRECTIONS, SEE DETAIL 8/C4.0.
- 5 ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 4/C4.0.
- 6 ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 5/C4.0.
- 7 PROPOSED ADA SIGN PER MUTCD & ICC/ANSI A117.1 SEE DETAIL 9/C4.0. (BOTH STALLS TO BE SIGNED "VAN ACCESSIBLE").
- 8 PROPOSED STAIRS (SEE ARCH. PLANS).
- 9 PROPOSED RETAINING WALL. SEE SHEET C2.0 FOR ELEVATIONS AND ARCHITECTURAL PLANS FOR DETAILS.
- 10 PROPOSED 3' CONCRETE WATERWAY. SEE DETAIL 3/C4.0.
- 11 PROPOSED PAINTED PEDESTRIAN WALKWAY.
- 12 PROPOSED CONCRETE SIDEWALK. TANGENTIAL SLOPE NOT TO EXCEED 5% CROSS SLOPE NOT TO EXCEED 2%.
- 13 CONTINUE GUTTER THROUGH PLANTER AREA PROVIDING A CONCRETE WATERWAY TO ALLOW STORM WATER TO FLOW THROUGH. SEE DETAIL 10/C4.0.
- 14 PROPOSED CONCRETE SIDEWALK. DUE TO SLOPE OF DRIVE AISLE, THIS ROUTE IS NOT ADA COMPLIANT.
- 15 TAPER CURB & GUTTER TO MATCH SIDEWALK ELEVATION.
- 16 PROPOSED LIGHT POLE. SEE PHOTOMETRIC PLAN FOR DETAILS.

LOT AREAS:

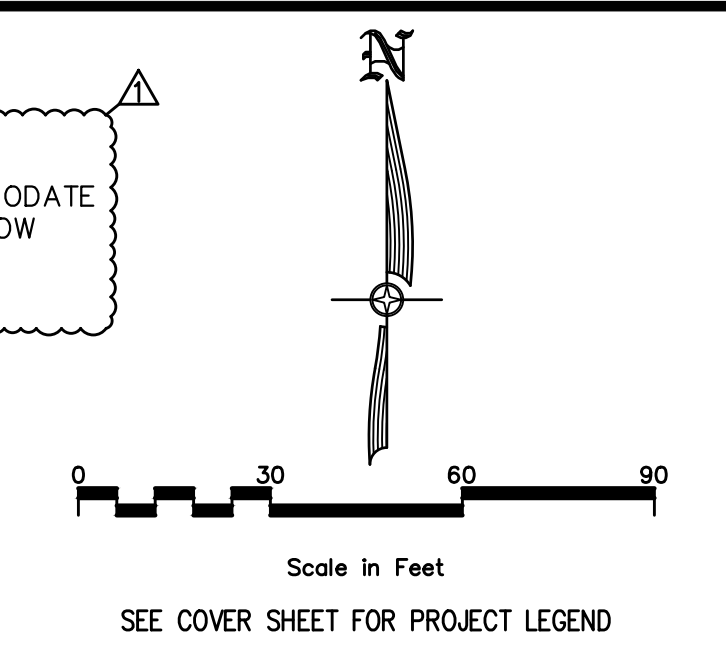
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	17,050	0.391

- NOTE:
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LOT PARKING REQUIREMENTS:

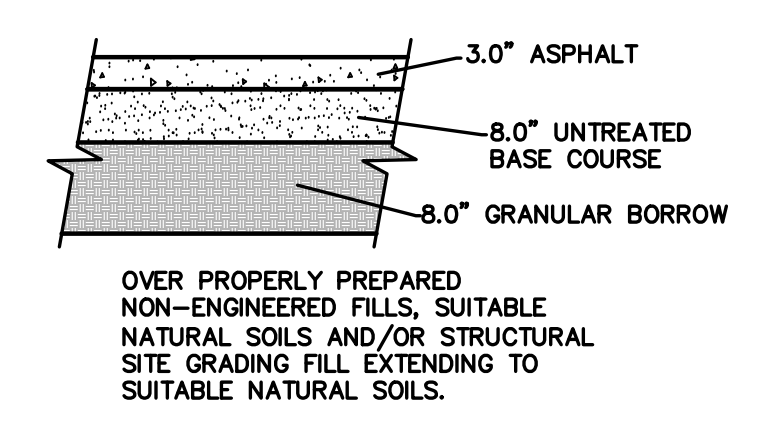
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- NOTE:
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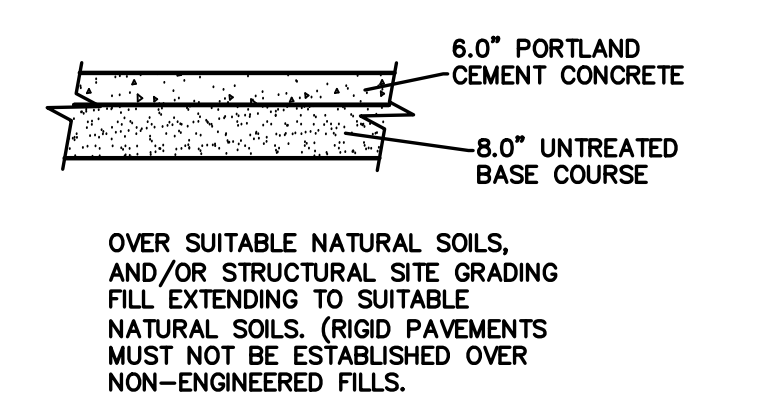
SHEET LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED SNOW STORAGE
- ADA ACCESSIBLE ROUTE



ASPHALT PAVEMENT

N.T.S.



CONCRETE PAVEMENT

N.T.S.

PAVEMENT SECTIONS ARE
PER THE FEBRUARY 11TH,
2028 GEOTECHNICAL
STUDY BY WILDING
ENGINEERING (PROJECT
NO 25629). CONTRACTOR
TO INSTALL ALL
PAVEMENT PER THE
GEOTECH REPORT.

NO	REVISIONS	BY	DATE
1	QTY COMMENTS		06/07/26
2	QTY COMMENTS		06/17/26
3	QTY COMMENTS		06/30/26

**CIVIL ENGINEERING
+ SURVEYING**

10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 84094-6296

CHAPEL EXPANSION AND REC BUILDING

3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

SITE PLAN

SHEET NO.	C1.0
PROJECT ID	E25-140
DATE	06/30/26
FILE NAME	PRJ-ECA
SCALE	1"=30'





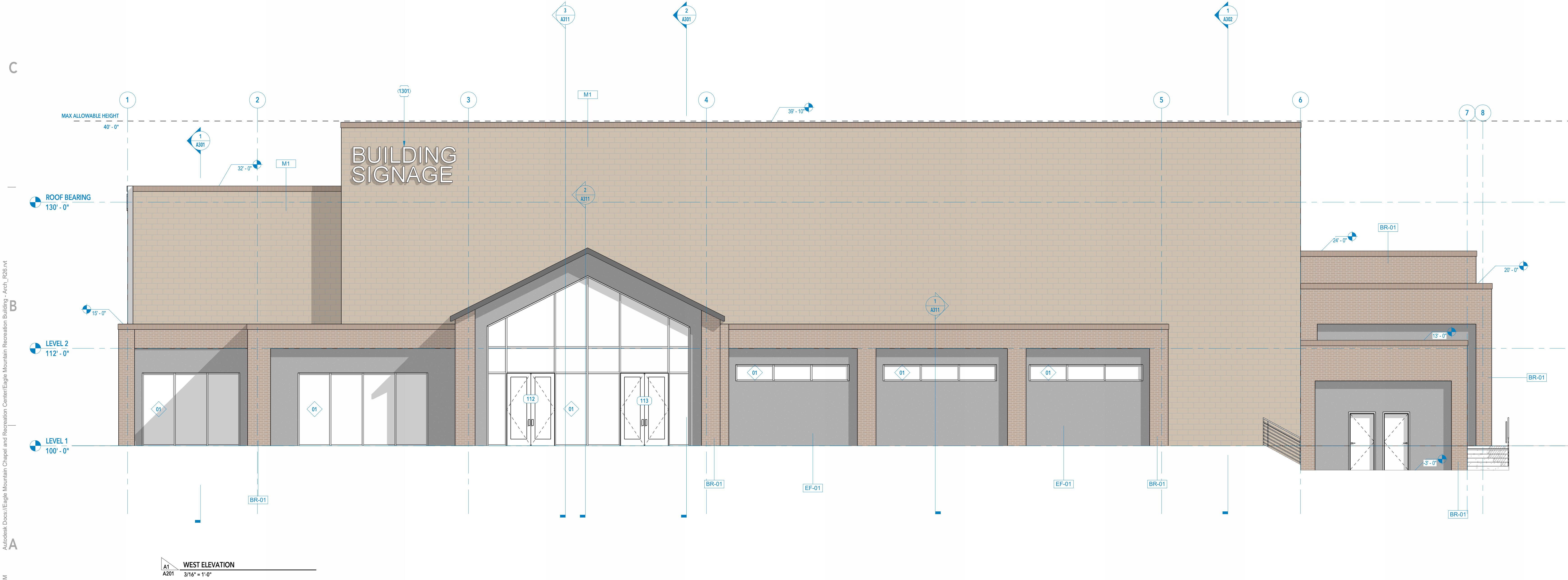
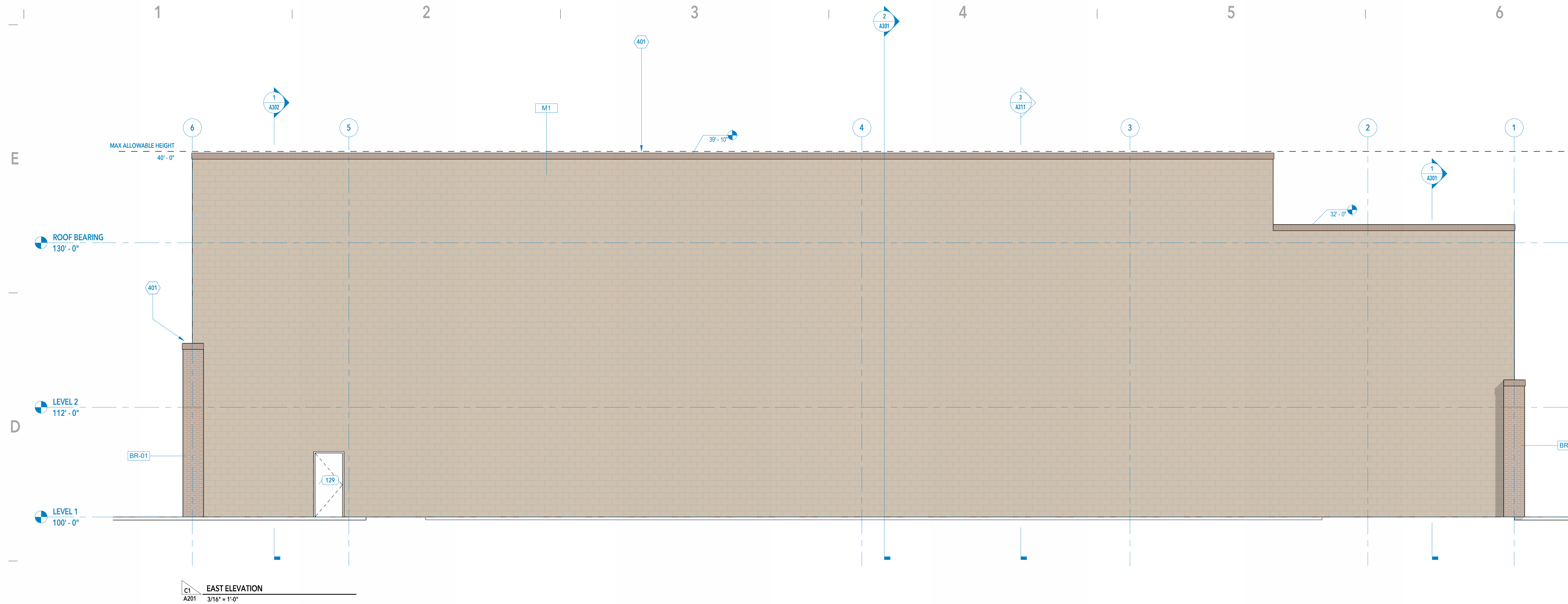
MINT
ARCHITECTURE

A201

NOT FOR CONSTRUCTION

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Autodesk Docs/Eagle Mountain Chapel and Recreation Center/Eagle Mountain Recreation Building - Arch_R26.rvt
PRINTED AT 6/30/2026 3:47:43 PM



ELEVATION GENERAL NOTES:

- SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
- COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
- USE IMPACT RESISTANT EIFS WITHIN 48" OF SIDEWALKS AND BUILDING ENTRANCES.

ELEVATION GENERAL NOTES:

- SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
- COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
- MECHANICAL CONTRACTOR TO COMBINE FACE PLATES FOR DRYER VENT AND EXHAUST ON EXTERIOR OF BUILDING.
- STUCCO CONTROL JOINTS TO BE PLACED AS SHOWN ON ELEVATIONS BUT NO LENGTH SHOULD BE GREATER THAN 16 FT. IN EITHER DIRECTION BETWEEN JOINTS.
- NO STUCCO PANEL SHOULD EXCEED 144 SQ. FT. FOR VERTICAL APPLICATION.
- NO STUCCO PANEL SHOULD EXCEED 100 SQ. FT. FOR HORIZONTAL, CURVED, OR ANGULAR SECTIONS.
- NO STUCCO PANEL LENGTH-TO-WIDTH RATIO SHOULD EXCEED 2 1/2:1 IN A GIVEN PANEL.
- A STUCCO CONTROL JOINT SHOULD BE PLACED AT EACH HORIZONTAL FLOOR SUBSTRATE FRAMING CHANGE.

KEYNOTE LEGEND

- | | |
|------|-------------------------|
| 401 | 8" SOLDIER BRICK HEADER |
| 1301 | TENANT SIGNAGE |

EXTERIOR MATERIAL LEGEND

- | | |
|------|-----------------------|
| M-1 | CMU |
| S-1 | STUCCO COLOR 1 |
| S-2 | STUCCO COLOR 2 |
| R-1 | BLACK ASPHALT SHINGLE |
| BR-1 | THIN BRICK |

DRAWN BY	
Author	
REV	DATE
REV	DESCRIPTION
#	
ISS	DATE
MARK	ISSUE DESCRIPTION

EAGLE MOUNTAIN REC.BUILDING
3375 E AUTUM LANE
EAGLE MOUNTAIN, UT

DEVELOPER APPROVAL

ISSUE DATE
Issue Date

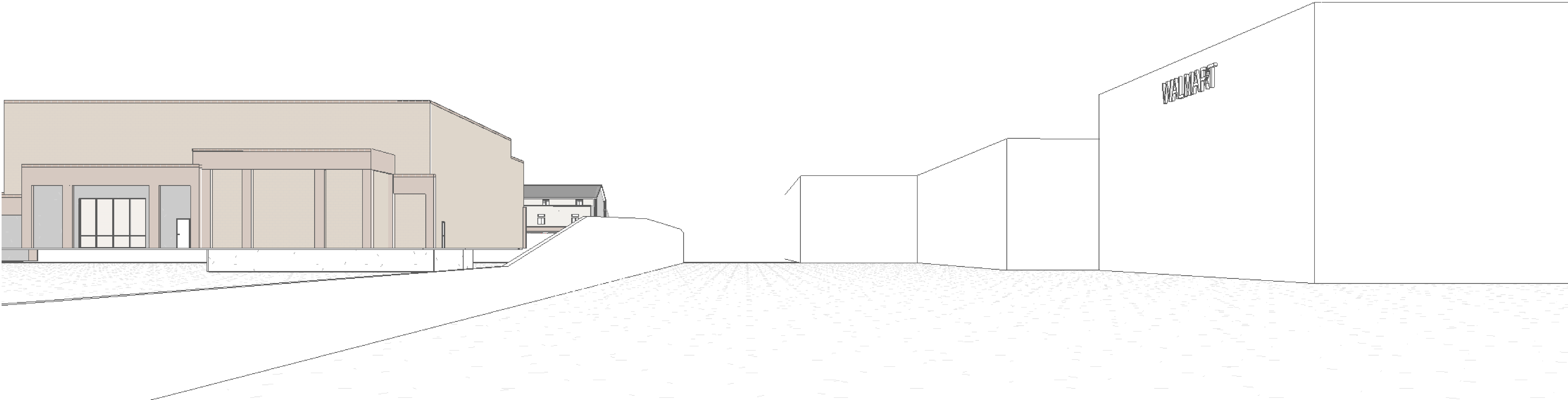
EXTERIOR
ELEVATIONS

SHEET

A201



IMAGE TAKEN FROM WALMART'S PARKING LOT



ROUGHLY SAME ANGLE SHOWING THE LOCATION OF THE RECREATION CENTER
*NOTE MISSING FROM THIS ANGLE ARE THE TREE, THE RECREATION CENTER WOULD BE BEHIND THE TREES IN THE IMAGE ABOVE



THOSE TWO IMAGES FROM THE PREVIOUS PAGE OVERLAYED.

PLANT LIST						
TREE LIST						
BOTANIC NAME	COMMON NAME	SIZE	Q	MATURE HT. / WDTH	MIN. INSTALL HT. / WDTH	
ACER CAMPESTRE	HEDGE MAPLE	1.5C	18	25' X 25'	8' X 4'	
ACER GRANDIDENTATUM	BIGTOOTH MAPLE	2C	9	25' X 15'	12' X 6'	
GINKO BILOBA	'PRINCETON SENTRY'	1.5C	10	40' X 15'	8' X 4'	
GLEDITSIA TRIACANTHOS	THORNLLESS HONEY-LOCUST	2C	3	45' X 40'	10' X 5'	
'INERMIS'						
MALUS 'SPRING SNOW'	CRABAPPLE	1.5C	20	20' X 20'	6' X 4'	
QUERCUS MACROCARPA	BUR OAK	2.5C	1	70' X 65'	12' X 5'	
SYRINGA RETICULATA	JAPANESE TREE LILAC	1.5C	4	25' X 15'	10' X 6'	
TILIA CORDATA	LITTLELEAF LINDON	2C	4	60' X 40'	12' X 6'	
SHRUB / PERENNIALS / GRASSES LIST						
BOTANIC NAME	COMMON NAME	SIZE	Q	MATURE HT. / WDTH	MIN. INSTALL HT. / WDTH	
ACHILLEA MILLEFOLIUM	COMMON YARROW	#1	51	3' X 2'		
AGASTACHE CANA 'ROSIE POSIE'	HUMMINGBIRD MINT	#3	63	3' X 2'	1' X 1'	
BERBERIS THUNBERGII	'CRIMSON PYGMY'	#5	87	3' X 3'	2' X 3'	
CORNUS SERICEA	RED TWIG DOGWOOD	#5	63	6' X 8'	3.5' X 3.5'	
ECHINACEA	'CHEYENNE SPIRIT'	#1	25	2' X 2'		
JUNIPERUS HORIZONTALIS	CREEPING JUNIPER	FLATS 628SF	12'	6'		
LAVANDULA ANGUSTIFOLIA	'LAVENDER 'HIDCOTE'	#2	32	2' X 2'		
PEROVSKIA	3.5' RUSSIAN SAGE	#5	27	4' X 4'	3.5' X 3.5'	
PEROVSKIA	RUSSIAN SAGE	#1	64	4' X 4'		
POTENTILLA FRUTICOSA	'ABBOTSWOOD'	#1	155	2' X 3'		
PRUNUS X CISTENA	PURPLE LEAF CHERRY	#5	124	8' X 6'	4' X 2'	
RUDBECKIA HIRTA	BLACK EYED SUSAN	#1	42	2' X 2'		
SALVIA REPTANS	'AUTUMN SAPPHIRE'	#1	42	2' X 2'		
SALVIA SYLVESTRIS	MEADOW SAGE	#1	53	12' X 16"		
'LITTLE NIGHT'						
THYMUS PRAECOX	MOTHER OF THYME	FLATS 1266SF	6"	18"		

PLANT NOTES

TREE PLANTING

1. THE TREES SHALL BE SPOTTED AS PER PLAN AND THE LOCATIONS APPROVED PRIOR TO THE DIGGING OF THE HOLES. PLANT MATERIAL TO BE ADJUSTED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
2. ALL PLANTING PITS TO BE TESTED FOR PERCOLATION. PLANT HOLES THAT DO NOT COMPLETELY DRAIN ARE TO RECEIVE PERFORATED PVC DRAINPIPE SET VERTICALLY AND FILLED WITH GRAVEL.
3. TREES TO BE STAKED WITH A MINIMUM OF (2) 3" DIAMETER LODGEPOLE TREE STAKES WITH RUBBER VINE TIES.
4. ALL STAKES ARE TO BE FINISHED WITH 2 COATS OF FLAT BLACK PAINT PRIOR TO INSTALLATION.
5. ALL TREES TO RECEIVE AGRIFORM FERTILIZER TABLET PER MANUFACTURER RECOMMENDATIONS.

SHRUB / PERENNIAL PLANTING

1. THE SHRUBS SHALL BE SPOTTED AS PER PLAN AND THE LOCATIONS APPROVED PRIOR TO THE DIGGING OF THE HOLES. PLANT MATERIAL TO BE ADJUSTED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
2. ALL PLANTING PITS TO BE TESTED FOR PERCOLATION. PLANT HOLES THAT DO NOT COMPLETELY DRAIN ARE TO RECEIVE PERFORATED PVC DRAINPIPE SET VERTICALLY AND FILLED WITH GRAVEL.

MULCH

1. NEW LANDSCAPE AREAS ARE TO RECEIVE A 3" LAYER OF ORGANIC MULCH FOLLOWING PLANT INSTALLATION OPERATIONS.
2. AFTER PLANTING, MULCH ALL PLANTING AREAS WITH A SLOPE LESS THAN 2:1 WITH 3" LAYER OF 1/4"-1/2" BARK MULCH (NUGGET, NOT SHREDDED MATERIAL). ALL SLOPES GREATER THAN 3: 1 SHALL BE MULCHED WITH A SHREDDED ORGANIC MULCH LAYER, 3" THICK, MINIMUM. EXACT MULCH TYPE TO CONFORM TO ALL LOCAL FIRE CODES.

SOIL PREPARATION

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADING AND FOR ALL PLANTING AREA DRAINAGE.
2. POSITIVE DRAINAGE AWAY FROM BUILDINGS SHALL BE MAINTAINED. NO LOW SPOTS WHICH HOLD STANDING WATER WILL BE ACCEPTED.
3. CONTRACTOR SHALL ENSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
4. THE LANDSCAPE CONTRACTOR SHALL INCORPORATE 6 CY OF TOPSOIL AMENDMENT PER 1,000 SF OF PLANTING AREA . IN DISTURBED AREAS, TOPSOIL AMENDMENT TO BE HYDROSEED "MIXED WILD FLOWER OR NATIVE MIX". SPRAY THOROUGHLY ONTO THE TOP OF TOPSOIL.
5. AFTER INSTALLATION OF IRRIGATION SYSTEM, ALL PLANTING AREAS ARE TO BE FINE GRADED TO WITHIN 2" AND SLIGHTLY MOUNDED AWAY FROM EDGES OF CURBS, WALKS, HEADERS, ETC. AND RAKED SMOOTH .

ROCK MULCH

TYPE 1: DESERT ROSE 1" DECORATIVE ROCK MULCH 3" DEPTH - 21,019SF FROM GRAYS ROCK CO OR EAGLE MOUNTAIN LANDSCAPE SUPPLY

TYPE 2: GRAY MOON ROCK (OFTEN REFERRED TO AS TWILIGHT GRAY OR MOON ROCK) 1" DECORATIVE ROCK MULCH 3" DEPTH - 18,673SF FROM GRAYS ROCK CO OR MULCH MOUND

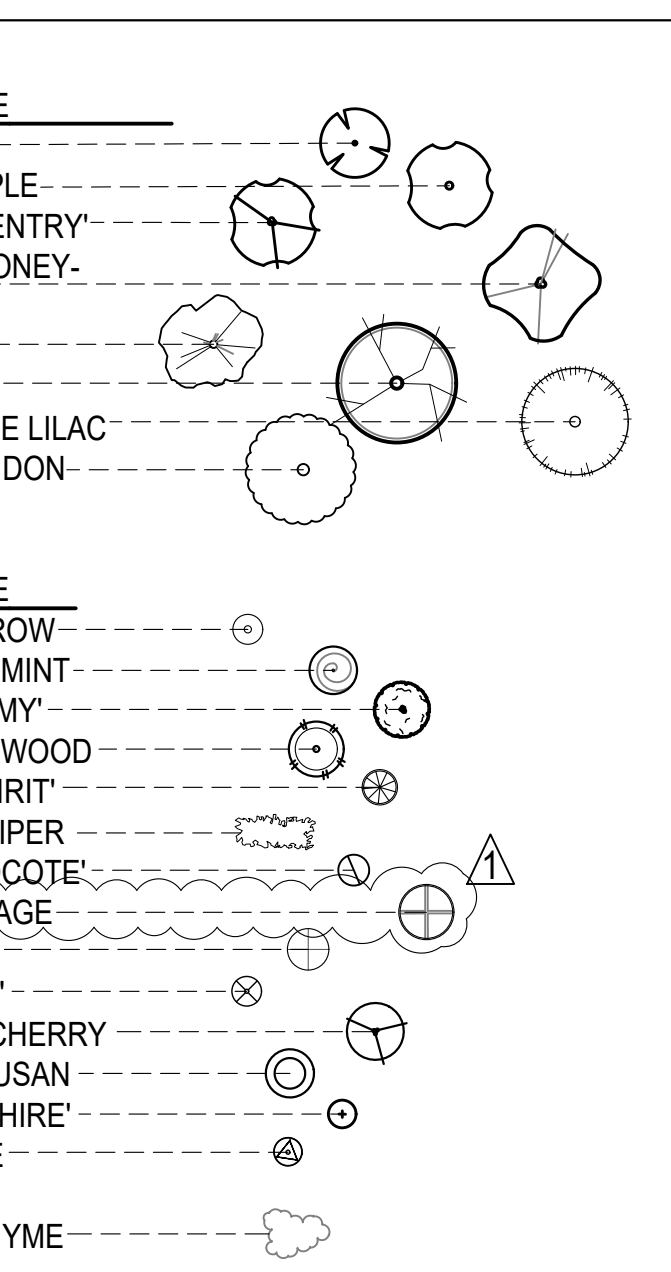
CORE SPECIFICATIONS FOR ROCK MULCH MATERIAL: WOVEN POLYPROPYLENE OR A HEAVY NON-WOVEN GEOTEXTILE.
WEIGHT/THICKNESS: COMMERCIAL-GRADE FABRIC WEIGHING 3.0 OUNCES TO 5.0 OUNCES PER SQUARE YARD.
LIFESPAN: RATED FOR 20+ YEARS OF DURABILITY WHEN COMPLETELY COVERED AND PROTECTED FROM DIRECT SUNLIGHT.PERMEABILITY: HIGH WATER FLOW RATE TO PREVENT POOLING.
FABRIC COMMERCIAL WOVEN POLYPROPYLENE: ESSENTIAL
INSTALLATION ACCESSORIES: 6-INCH STEEL LANDSCAPE STAPLES: USE HEAVY-DUTY, U-SHAPED METAL PINS STAPLE SPACING: PLACE STAPLES EVERY 3 FEET ALONG THE EDGES AND SEAMS, AND EVERY 5 FEET DOWN THE CENTER. SEAM OVERLAP: OVERLAP SEPARATE SHEETS OF FABRIC BY AT LEAST 6 TO 12 INCHES TO PREVENT WEEDS FROM SQUEEZING THROUGH THE GAPS.

SITE CALCS	
LANDSCAPE CALCULATIONS	
Lot Area:	198,712 SQ FT
Building Area:	36,856 SF
Landscape Area:	53,167 SF
Parking Lot:	26,298 SF
Lawn Area:	0 SF (Waterwise)
Rock Mulch Area:	Type 1 - 21,019 SF
	Type 2 - 18,673 SF
Trees:	
Minimum Trees:	43 Trees are required
Trees Provided:	69
Living Plant Cover:	
>50% at Maturity (Complies)	

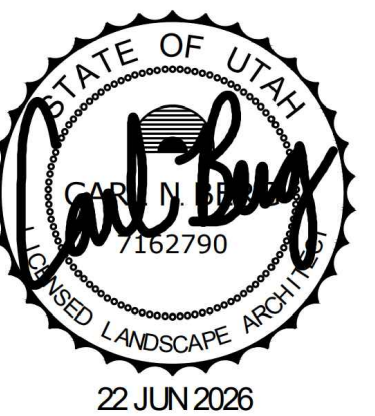
PLANT LEGEND

TREE LIST	
BOTANIC NAME	COMMON NAME
ACER CAMPESTRE	HEDGE MAPLE
ACER GRANDIDENTATUM	BIGTOOTH MAPLE
GINKO BILOBA	'PRINCETON SENTRY'
GLEDITSIA TRIACANTHOS	THORNLESS HONEY-LOCUST
'INERMIS'	CRABAPPLE
MALUS 'SPRING SNOW'	BUR OAK
QUERCUS MACROCARPA	JAPANESE TREE LILAC
SYRINGA RETICULATA	LITTLELEAF LINDON
TILIA CORDATA	

SHRUB / PERENNIALS / GRASSES LIST	
BOTANIC NAME	COMMON NAME
ACHILLEA MILLEFOLIUM	COMMON YARROW
AGASTACHE CANA 'ROSIE POSE'	HUMMINGBIRD MINT
BERBERIS THUNBERGII	'CRIMSON PYGMY'
CORNUS SERVICEA	RED TWIG DOGWOOD
ECHINACEA	'CHEYENNE SPIRIT'
JUNIPERUS HORIZONTALIS	CREeping JUNIPER
LAVANDULA ANGUSTIFOLIA	LAVENDER 'HIDCOTE'
PEROVSKIA	3.5' RUSSIAN SAGE
POTENTILLA FRUTICOSA	RUSSIAN SAGE
PRUNUS X CISTENA	'ABBOTSWOOD'
RUDBECKIA HIRTA	PURPLE LEAF CHERRY
SALVIA REPTANS	BLACK EYED SUSAN
SALVIA SYLVESTRIS	'AUTUMN SAPPHIRE'
'LITTLE NIGHT'	MEADOW SAGE
THYMUS PRAECOX	MOTHER OF THYME

[illegible]

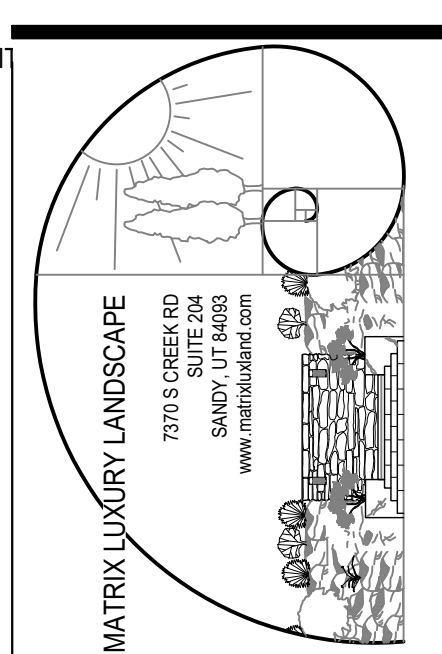
EAGLE MOUNTAIN UT 84005

[illegible]

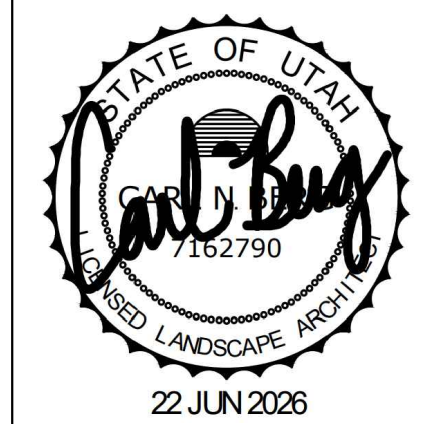
LAYOUT PLAN

T

1.1



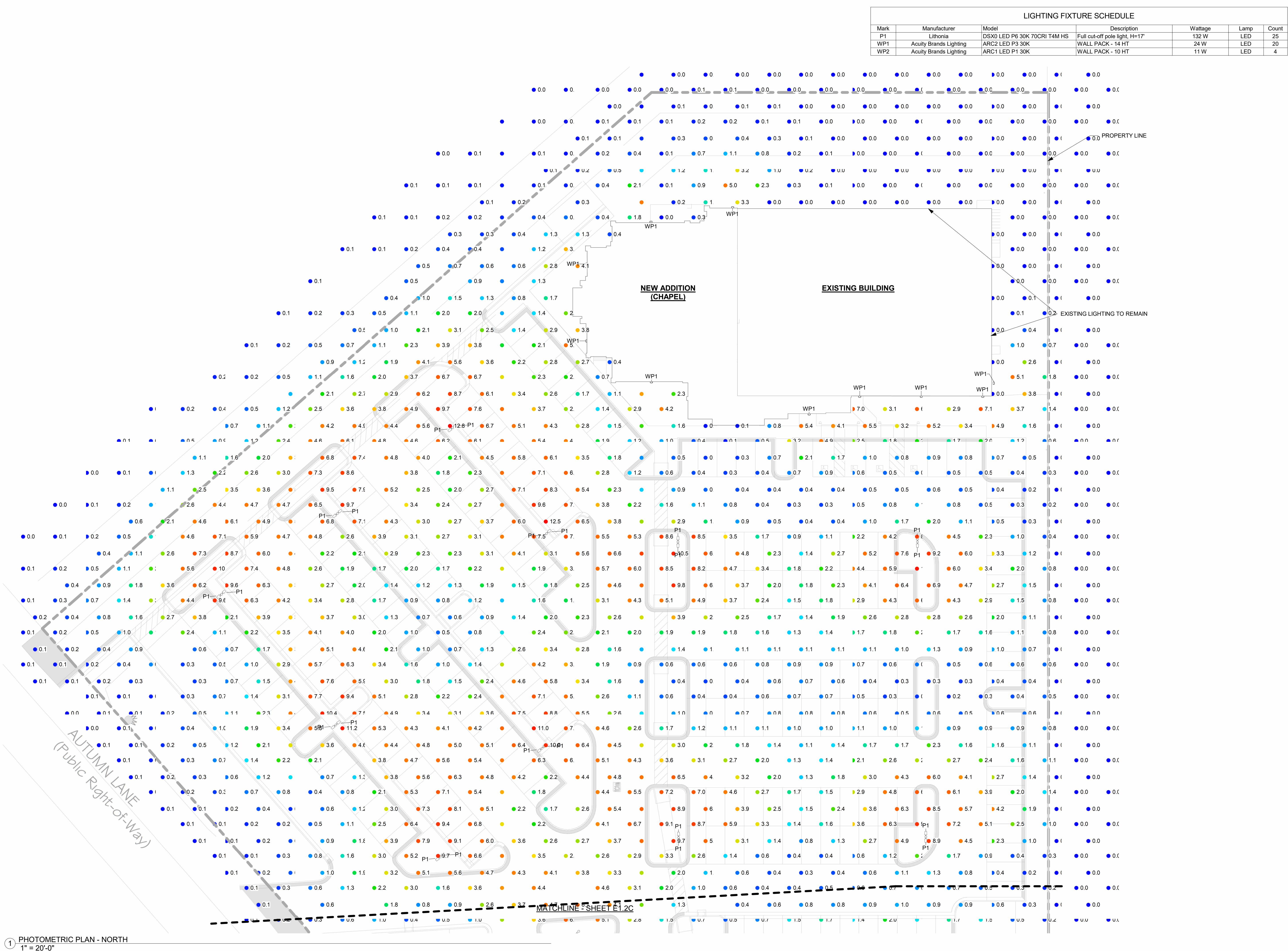
3375 EAST AUTUMN LANE
EAGLE MOUNTAIN UT 84005



LAYOUT PLAN

① $1'' = 30'-0''$

E1.2A



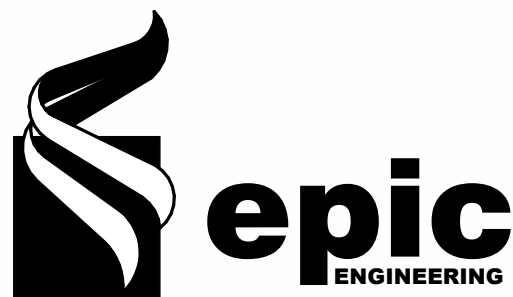
LIGHTING FIXTURE SCHEDULE						
Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4

CONSTRUCTION NOTES

- GRID VALUES SHOWN ARE FOOT-CANDLES AT GROUND LEVEL.
- CONTRIBUTION OF LIGHT FROM EXISTING PARKING LOT POLE LIGHTS AND STREET LIGHTS IS NOT INCLUDED IN ANALYSIS.

DATE

6/23/2026 5:03:07 PM



REVISIONS

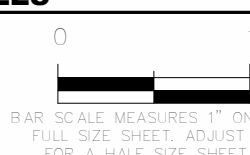
MARK	DATE	DESCRIPTION
------	------	-------------

DRAWN: MB
DESIGNER: KDC
REVIEWED: DIO

PROJECT #
00-00-000

SCALES

1" = 20'-0"



PROJECT NAME:

EAGLE MOUNTAIN
CHAPEL ADDITION

PROJECT LOCATION:

3375 E. AUTUM LANE
EAGLE MOUNTAIN UT

SHEET TITLE:

PHOTOMETRIC
LIGHTING PLAN

PLAN SET:

REVIEW

SHEET

E1.2B

LIGHTING FIXTURE SCHEDULE						
Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4

CONSTRUCTION NOTES

1. GRID VALUES SHOWN ARE FOOT-CANDLES AT GROUND LEVEL.
2. CONTRIBUTION OF LIGHT FROM EXISTING PARKING LOT POLE LIGHTS AND STREET LIGHTS IS NOT INCLUDED IN ANALYSIS.

DATE

6/23/2026 5:03:14 PM



REVISIONS

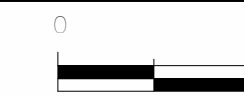
MARK	DATE	DESCRIPTION
------	------	-------------

DRAWN: Author
DESIGNER: Designer
REVIEWED: Checker

PROJECT #
00-00-000

SCALES

1" = 20'-0"



PROJECT NAME:

EAGLE MOUNTAIN
CHAPEL ADDITION

PROJECT LOCATION:

3375 E. AUTUM LANE
EAGLE MOUNTAIN UT

SHEET TITLE:

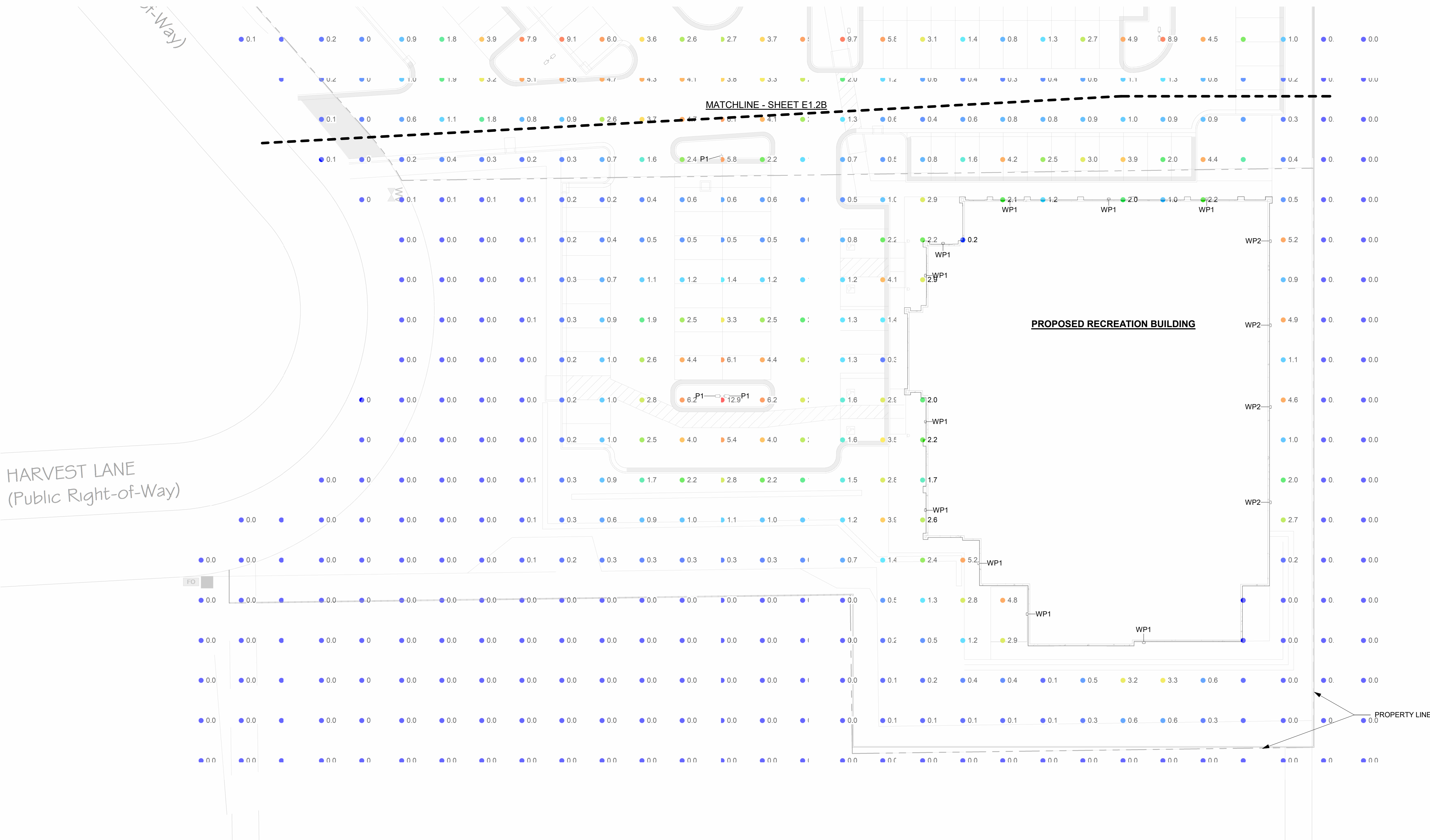
PHOTOMETRIC
LIGHTING PLAN

PLAN SET:

REVIEW

SHEET

E1.2C



1 PHOTOMETRIC PLAN - SOUTH
1" = 20'-0"

Eagle Mountain Chapel

DA

To be discussed in conjunction with the project's site plan.

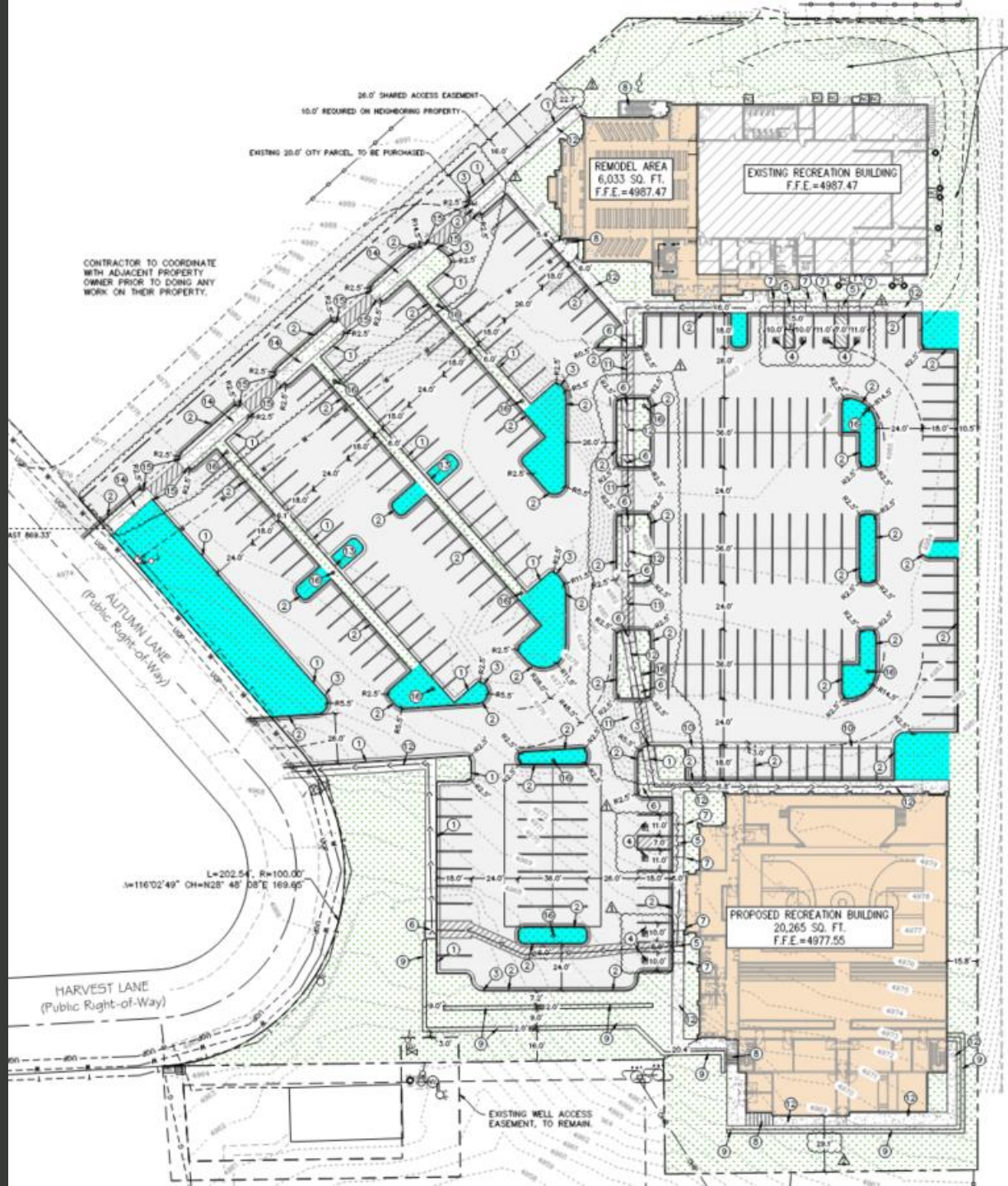


Eagle Mountain Chapel

Site Plan







LOT AREAS:

LOT	SQ. FT.	/	ACRES.
BUILDING FOOTPRINT	198,712	/	4.562
EXISTING BUILDING	37,014	/	0.850
PROPOSED BUILDING	10,558	/	0.242
ASPHALT	26,456	/	0.607
LANDSCAPING	91,665	/	2.104
CONCRETE	52,983	/	1.216
	17,050	/	0.391

NOTE:

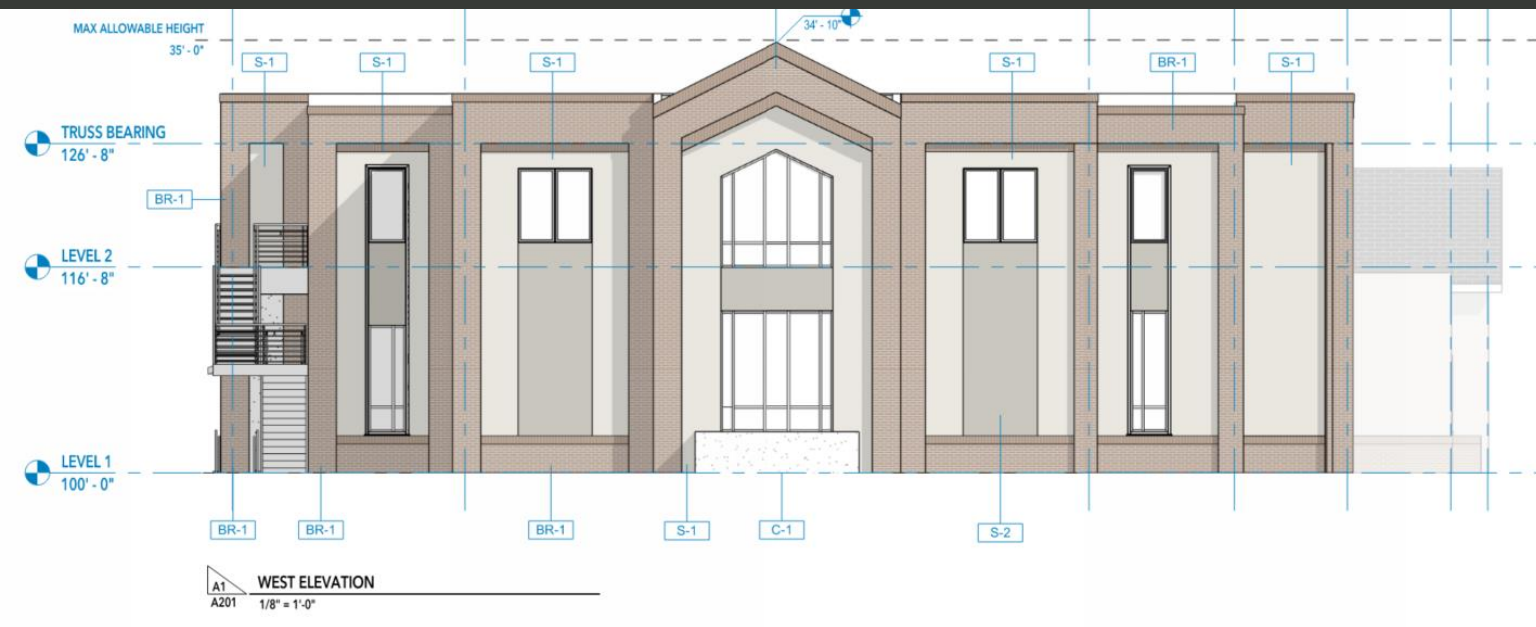
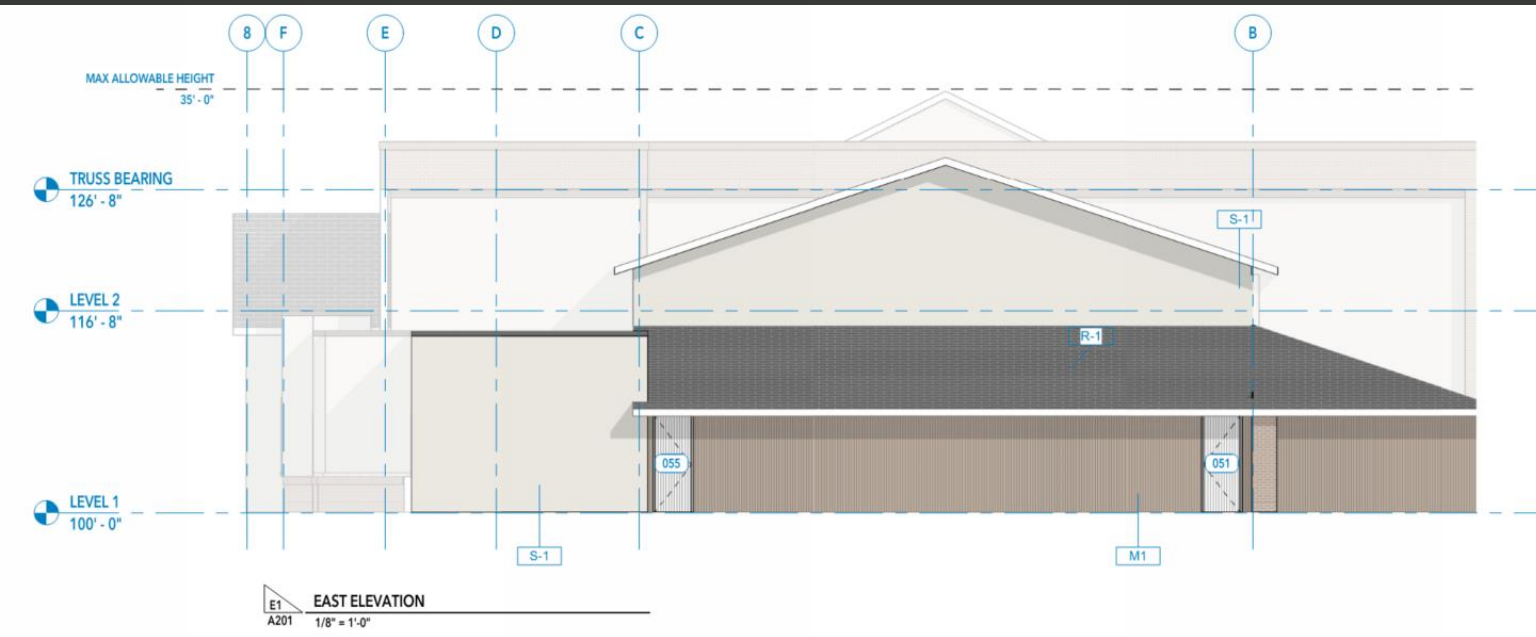
- ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT PARKING REQUIREMENTS:

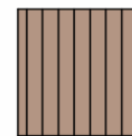
	SQ. FT.		CITY REQ'T
CHAPEL ADDITION	6,191	175	1 PER 20 SQ. FT. IN MAIN ASSEMBLY ROOM
REC BUILDING	20,265	68	1 PER 300 SQ. FT. (ASSUMED)
TOTAL REQUIRED PER CITY	243		
TOTAL PROVIDED	256		
ACCESSIBLE SPACES	8		(7 REQ'D 201 TO 300)







EXTERIOR MATERIAL LEGEND



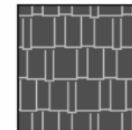
M-1
CORRUGATED METAL (EXISTING TO BE PAINTED)



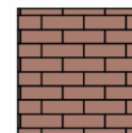
S-1
STUCCO COLOR 1



S-2
STUCCO COLOR 2

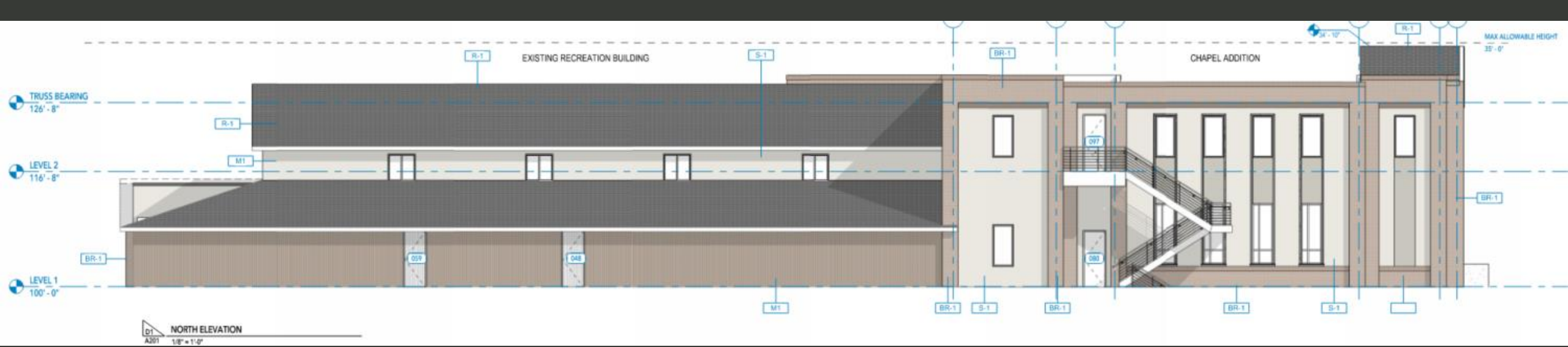


R-1
BLACK ASPHALT SHINGLE

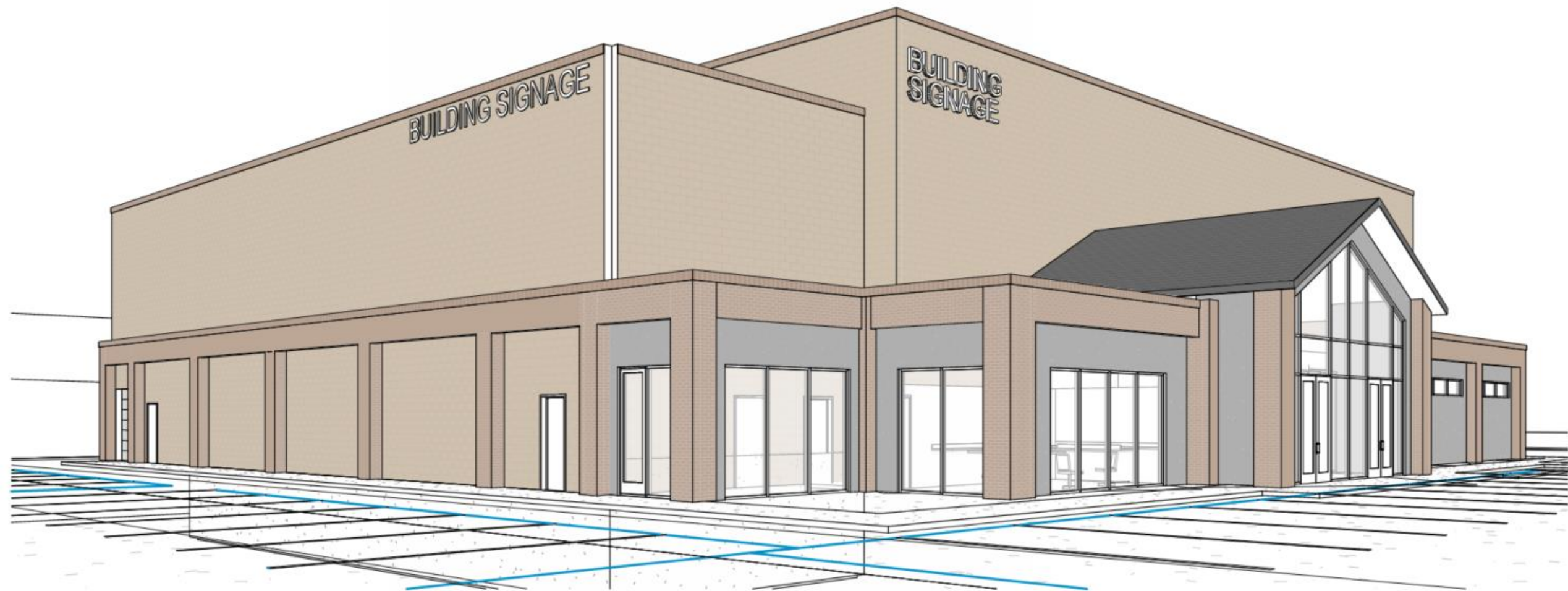


BR - 1
THIN BRICK





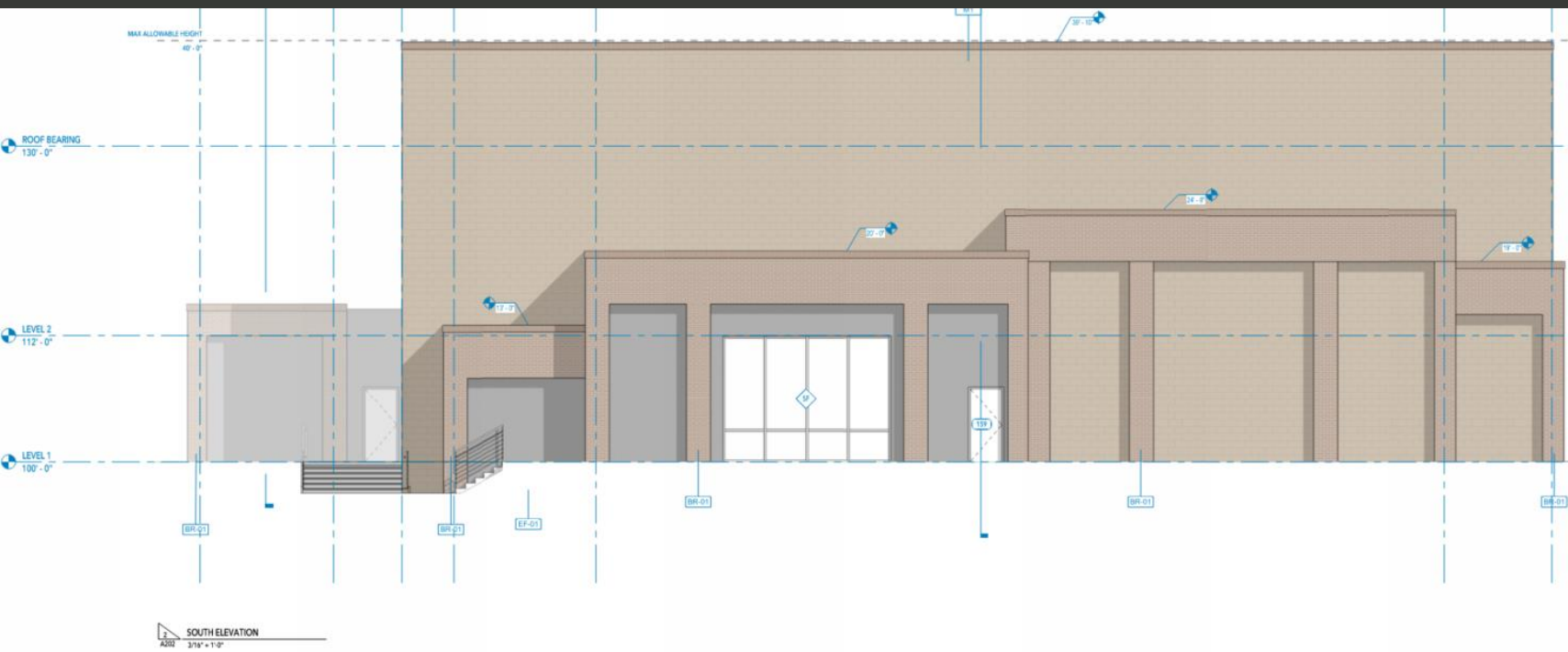
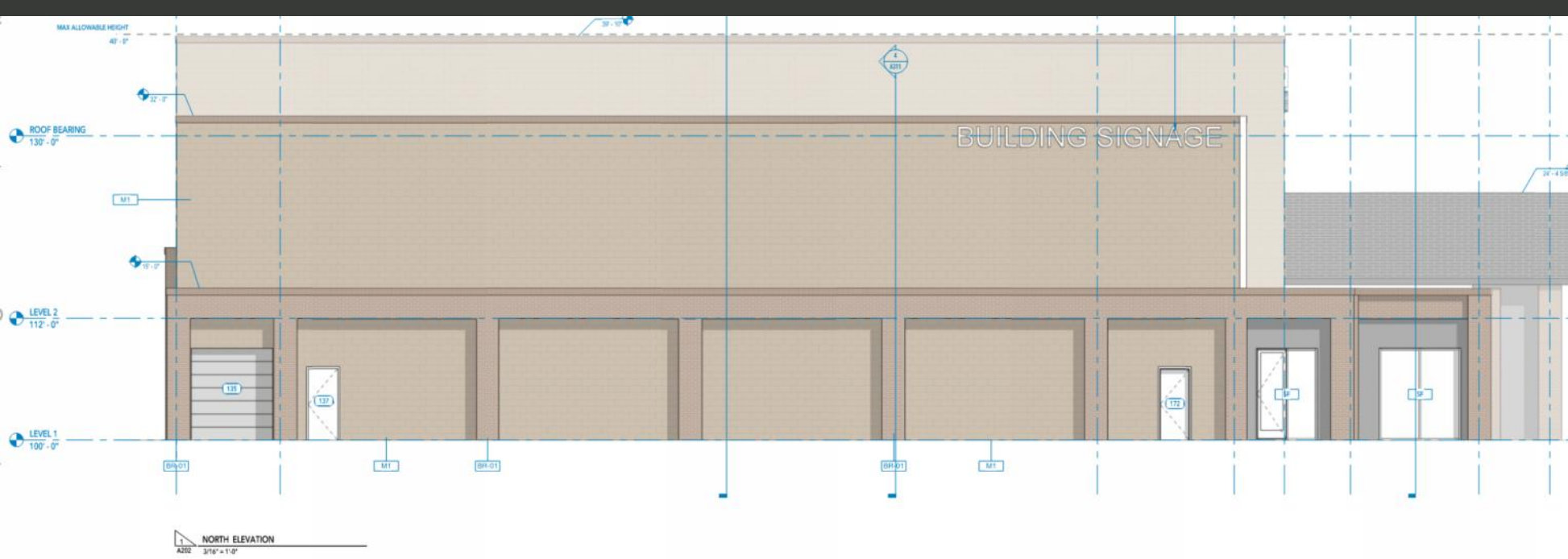




3

A202

EAGLE MOUNTAIN REC CENTER



LIGHTING FIXTURE SCHEDULE

Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4

ALLOWABLE LUMENS CALCULATION

ESTIMATED TOTAL SITE AREA = 256,585 SQFT

43,560 SQFT TO ACRES = 1 ACRE

100,000 LUMENS PER NET ACRE

256,585 SQFT / 43,560 SQFT = 5.89 ACRE ← 4.562 Acres

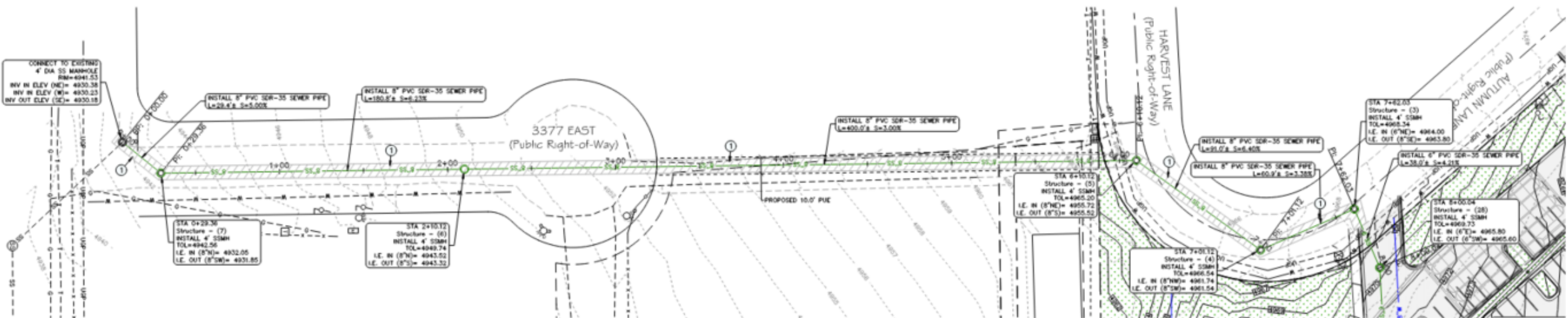
ALLOWABLE LUMENS = 589,000 LUMENS ← 456,200 Lumens

P1 = 17,000 LUMENS X 25 = 425,000 LUMENS

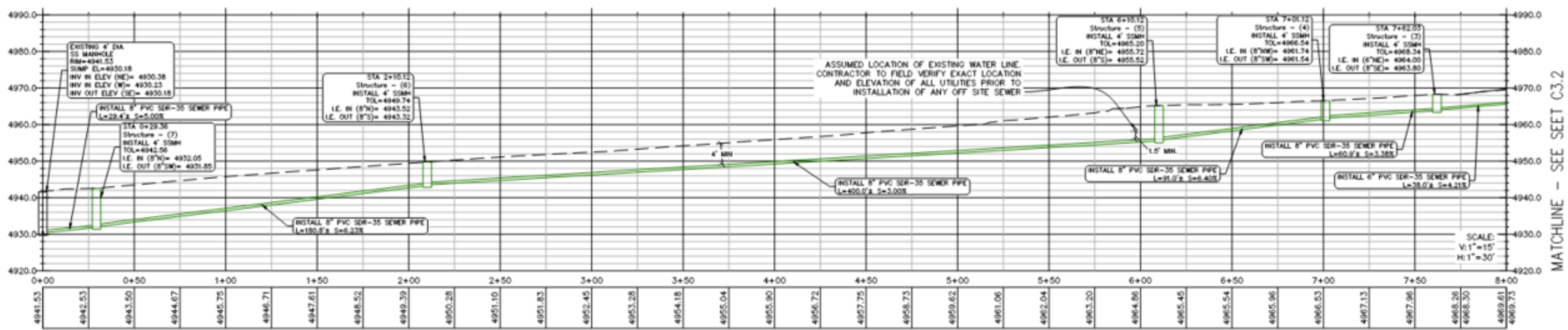
WP1 = 3,000 LUMENS X 20 = 60,000 LUMENS

WP2 = 1,500 LUMENS X 4 = 6,000 LUMENS

TOTAL LUMENS = 491,000 LUMENS



MATCHLINE - SEE SEET C3.2



MATCHLINE - SEE SEET C3.2

SCALE:
 V: 1"=15'
 H: 1"=30'

Recommendation (DA)

Staff recommends that the Planning Commission forward a positive recommendation to the City Council.



Recommendation (Site Plan)

Staff recommends that the Planning Commission forward a positive recommendation to the City Council with the following conditions:

1. The site plan is contingent on the development agreement for the project being approved; and
2. The applicant works with Staff to bring the lighting plan into compliance with EMMC 17.56.050(D).





**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	Barbed Wire Fencing Code Amendment
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

That the Planning Commission forward a positive recommendation to the City Council respecting the code amendment

BACKGROUND:

A recent request by an industrial business for barbed wire fencing to be allowed atop their security fencing which was presented to the City Council prompted Staff to propose the attached minor amendment.

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the potential consequences associated with the proposed Code changes if adopted. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Code Amendment
2. Powerpoint

Chapter 17.60

LANDSCAPING, BUFFERING, FENCING AND TRANSITIONING

Sections:

- 17.60.010** What this chapter does.
- 17.60.020** Purpose.
- 17.60.030** Improvements required.
- 17.60.040** General landscape provisions.
- 17.60.050** Landscape plan.
- 17.60.060** Completion of landscape improvements.
- 17.60.070** Planting standards.
- 17.60.080** Design applications.
- 17.60.090** Required landscaping.
- 17.60.100** Residential landscape requirements.
- 17.60.110** Required buffer widths and improvements.
- 17.60.120** General fencing/screening provisions.
- 17.60.130** Retaining wall construction standards.
- 17.60.140** Clear vision triangle.
- 17.60.150** Lot size transitioning.
- 17.60.160** Zone transitions.
- 17.60.170** Tables.
- 17.60.180** Diagrams.

17.60.120 General fencing/screening provisions.

...

C. Nonresidential (i.e., Agricultural, Commercial, Industrial, etc.) Perimeter Fence/Wall Materials, Appearance and Maintenance Standards.

1. Material Type(s).

a. Allowed: board (e.g., cedar), vinyl, and/or decorative concrete or masonry (including brick), wrought iron or simulated/imitation version thereof, composite material and limited amounts of painted hog wire provided all such have top and bottom rails and substantial posts/columns.

b. Composition. Fences shall be constructed such that no more than two materials (i.e., wood or vinyl, etc.) are used throughout and its color(s), pattern, and composition are consistent save for posts or support columns which may be of different composition or style.

c. Not allowed: full wire, razor, chained fencing, gabion basket fencing, chain-link fencing, and/or electric screen fencing.

Exception(s): Barbed wire, electrified wire (not fully electrified fences – see subsection H of this section) or full wire fences (e.g., hog wire or similar) shall be allowed:

- i. In conjunction with the care and keeping of livestock on property.
- ii. On property that has either greenbelt tax status or legal nonconforming status.
- iii. For city fencing of conservation easements or other sensitive public or municipal lands, and/or perimeter screening of the city's wildlife corridor.
- iv. For city fencing of land for vegetative management purposes (i.e., livestock grazing of open spaces, utility rights-of-way and other areas).

~~v. Chain-link fencing as specified in this title around industrially zoned properties or monopole cell towers (see subsection (C)(1)(d) of this section).~~

v. In the RTI Overlay Zone if approved by the DRC during site plan review.

d. Where chain-link fencing is allowed in industrial zones or in conjunction with monopole cell towers, said fencing:

- i. Shall have top rails.
- ii. Shall be vinyl coated.
- iii. Shall be obscured by a vegetative screen between it and any parking lot or adjoining public street.
- iv. Shall not have slats embedded therein.
- v. Chain-link mesh shall be flush to the ground.

vi. Shall not have barbed wire set atop the fencing.

Chapter 17.60

LANDSCAPING, BUFFERING, FENCING AND TRANSITIONING

Sections:

- 17.60.010** What this chapter does.
- 17.60.020** Purpose.
- 17.60.030** Improvements required.
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- v. Chain-link mesh shall be flush to the ground.

vi. Shall not have barbed wire set atop the fencing.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	PUBLIC HEARING / ACTION ITEM - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 17.25.040 A Residential Standards Table.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

That the Planning Commission forward a positive recommendation regarding the draft code amendment(s) to the City Council

BACKGROUND:

As part of the City Council's direction to rezone properties that are currently assigned zoning designations no longer codified in the City's development code (such as those recently addressed in recent Scenic Mountain), Staff identified a number of legally created lots that are smaller than the 4,500 sq. ft. minimum lot size required in the RC Zone used in that rezone effort. In some cases, existing primary structures on these lots also may have setbacks that do not meet current RC Zone standards. Because Scenic Mountain has — and other developments may have — such a circumstance, the attached draft code amendment was produced.

The proposed amendment clarifies that historically established building lots are, and shall be, considered legally conforming with respect to their size — even if under 4,500 sq. ft. Likewise, setbacks associated with existing, legally established primary structures would also be recognized as legally conforming. This approach differs from classifying the lots or structures as "grandfathered" or "legal nonconforming," as they would instead be expressly recognized as conforming under the proposed code provisions.

Staff had considered creating a new zoning district to address historically established lot configurations and development standards. However, the proposed code amendment was determined to be a more straightforward and effective approach, providing clarity while avoiding the creation of an additional zoning designation.

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the potential consequences associated with the proposed

Code changes if adopted. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. RC Historic Lot Size and Setback Allowance Code Amendment
2. Powerpoint

Chapter 17.25 RESIDENTIAL ZONES

Sections:

- 17.25.010** What this chapter does.
- 17.25.020** Future land uses and residential zones.
- 17.25.030** Land use table.
- 17.25.040** Residential development standards.
- 17.25.050** Generally applicable provisions.
- 17.25.060** Projection into setbacks.

17.25.040 Residential development standards.

This development standards table contains required standards for each residential zone in the city. More details and clarification are included as footnotes and as generally applicable provisions later in this chapter.

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Minimum Residential Lot Sizes	5+ acres (217,800 sq ft)	2.5 acres (108,900 sq ft)	1 acre (43,560 sq ft)	1/2 acre (21,780 sq ft)	1/4 acre (10,890 sq ft)	1/4 acre (10,890 sq ft)	8,000 sq ft	6,500 sq ft	4,500 sq ft ¹²		
Minimum Average Lot Sizes ⁷				3/4 acre (32,670 sq ft)	1/2 acre (21,780 sq ft)	1/3 acre (14,520 sq ft)	1/4 acre (10,890 sq ft)	8,500 sq ft	6,000 sq ft		

¹² Lots smaller than 4,500 square feet that lawfully existed prior to being rezoned from a non-codified zone to the RC Zone shall be deemed legally conforming upon rezoning. Nothing in this provision authorizes the creation of new lots smaller than 4,500 square feet within the RC Zone. Primary structure setbacks less than allowed by the RC zone for existing structures are also deemed legally non-conformng.

Chapter 17.25 RESIDENTIAL ZONES

Sections:

- 17.25.010** What this chapter does.
- 17.25.020** Future land uses and residential zones.
- 17.25.030** Land use table.
- 17.25.040** Residential development standards.
- 17.25.050** Generally applicable provisions.
- 17.25.060** Projection into setbacks.

17.25.040 Residential development standards.

This development standards table contains required standards for each residential zone in the city. More details and clarification are included as footnotes and as generally applicable provisions later in this chapter.

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
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**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	PUBLIC HEARING / ACTION ITEM - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 17.100.040 Master Site Plans.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

That the Planning Commission forward a positive recommendation respecting the draft code amendment to the City Council

BACKGROUND:

Staff has occasionally encountered development proposals involving lots greater than five acres that technically require the submittal of a Master Site Plan application, even though only a single building is proposed. Under the current process, when additional development occurs in the future, a separate standard Site Plan application is also required. Staff is proposing amendments to clarify the code and eliminate uncertainty regarding when Master Site Plans versus standard Site Plans are required.

Additionally, although a Master Site Plan functions similarly to a rezone and may currently be submitted in conjunction with a subdivision plat application, Staff recommends requiring separate applications for Site Plans and plats. Because plat-specific application materials are already required, and with the implementation of the City's OpenGov permitting system, maintaining separate applications will provide a more organized and consistent review process. Applicants would still be permitted to submit related applications concurrently ("piggy-backed") so they can proceed through the review process at the same time, but each application would be submitted independently.

ITEMS FOR CONSIDERATION:

Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Master and Standard Site Plans Code Amendment
2. Powerpoint

Chapter 17.100

SITE PLAN REVIEW

Sections:

- 17.100.010 What this chapter does.
- 17.100.020 Purpose.
- 17.100.030 Site plan approval required.
- 17.100.040 Master **and standard** site plans.
- 17.100.050 Site plan development standards.
- 17.100.060 Architectural requirements.
- 17.100.070 Application.
- 17.100.080 Review and approval process.
- 17.100.090 Expirations and extensions of approvals.
- 17.100.100 Issuance of building permit.
- 17.100.110 Issuance of a certificate of occupancy.
- 17.100.120 Temporary site plans.
- 17.100.130 Amended site plans.

17.100.040 Master **and standard** site plans.

~~When development proposals are larger than five acres in size, proposed to be developed in phases or sold in separate parcels, a master site plan approval by the city council is required prior to approving the individual sites within the project. The master site plan application shall address the following issues for the entire site: land use, open space and landscaped areas, architectural guidelines, buildable square footage, parking requirements, access and circulation, phasing and timing of improvements, project monument sign locations, storm drainage and all preliminary calculations for infrastructure improvements and traffic impact mitigation related to a traffic impact study, if required. The proposal and accompanying documents shall be reviewed using the same procedure as any site plan application.~~

A. Master Site Plan Required: Master site plan approval by the city council is required when:

1. Development proposals are larger than five (5) acres in size; and,
2. Proposed to be apportioned into one or more pad sites separate from the land footprint devoted to a primary use; and/or,
3. To be sold in separate parcels.

Exception: Projects not meeting the forgoing criteria may be processed by the city as standard site plans.

B. Plan Focus: A master site plan application shall address the following issues for the entire site: land use, open space and landscaped areas, architectural guidelines, buildable square footage, parking requirements, access and circulation, phasing and timing of improvements, project monument sign locations, storm drainage and all preliminary calculations for infrastructure improvements and traffic impact mitigation related to a traffic impact study (TIS) [or a lesser traffic analysis] if and as required by the city engineer.

C. Review Process: The proposal and accompanying documents shall be reviewed using the same procedure as any standard site plan application.

A- D. Waiving Previously Reviewed Materials. All new construction proposed within the scope of an approved master site plans (i.e., on individual property or lease pad sites therein) shall be required to go through a separate, standard site plan review. To the extent that site plan requirements such as storm drainage, traffic circulation, parking, lighting, or other provisions have been met through the master site plan process, submittal of such information may ~~not~~ be waived required by the City when reviewing standard site plans.

B. Planning Commission May Approve Final Approval of Phases. The city council may elect to delegate to the planning commission the final approval responsibilities for ~~each standard site plans phase. This shall be stated in the development agreement for the master site plan.~~ However, if one or more of the following conditions exists, final site plan approval must rather be obtained from the city council, upon recommendation from the planning commission:

1. The site plan deviates from the approved master site plan.
2. Previous phases have created unforeseen impacts requiring the reevaluation of site standards for subsequent phases with respect to such impacts.

C. Industrial Master Site Plans – Special Conditions. The planning director may waive certain application submittal requirements ~~of the for~~ master site plan review that may not be necessary for an industrial proposal larger than five (5) acres in size. The following requirements cannot be waived: land use, open space and landscaped areas, architectural guidelines, access and circulation requirements, and traffic impact study, if required.

~~D. Master Site Plans Serving as Preliminary Plat. The preliminary plat process may not be required if a master site plan, while going through the initial approval process, complies with the following criteria:~~

~~1. A preliminary arrangement of larger blocks of land, later to be subdivided during the final plat process, is included.~~

~~2. All required utilities, storm drainage, landscaping, access and circulation requirements, and other aspects of the eventually built-out project are addressed sufficiently with the master site plan.~~

~~3. The city is not responsible if, over time, the project is unable to service a possible user due to undersized utilities, roadways, or other infrastructure. If upgrades to such facilities are necessary, they will be borne solely by the applicant. [Ord. O-34-2025 § 1 (Exh. A); Ord. O-13-2016 § 2 (Exh. A); Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.4); Ord. O-11-2008 § 2 (Exh. A § 20.4); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.4)].~~

D. Master Site Plans And Preliminary Plats Concurrent Submittals: A preliminary plat may be concurrently submitted with a master site plan application. In such cases, a full preliminary plat application shall be provided to the City in addition to the master site plan application materials. Both matters may be reviewed together. The city is not responsible if, over time, the project is unable to service a possible user due to undersized utilities, roadways, or other infrastructure. If upgrades to such facilities are necessary, their costs will be borne solely by the applicant.

E. Preliminary Plats Preceding Master Site Plans: In cases where a preliminary plat proposes land division of an area that would normally require master site plan approval, no action may be taken by the City on the plat until that land receives master site plan approval.

Chapter 17.100

SITE PLAN REVIEW

Sections:

- 17.100.010 What this chapter does.
- 17.100.020 Purpose.
- 17.100.030 Site plan approval required.
- 17.100.040 Master **and standard** site plans.
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- 17.100.130 Amended site plans.

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B. Planning Commission ~~May Approve Final Approval of Phases.~~ The city council may elect to delegate to the planning commission the final approval responsibilities for ~~each standard site plans phase. This shall be stated in the development agreement for the master site plan.~~ However, if one or more of the following conditions exists, final site plan approval must ~~rather~~ be obtained from the city council, upon recommendation from the planning commission:

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2. Previous phases have created unforeseen impacts requiring the reevaluation of site standards for subsequent phases with respect to such impacts.

C. Industrial Master Site Plans – Special Conditions. The planning director may waive certain application submittal requirements ~~of the for~~ master site plan review that may not be necessary for an industrial proposal larger than five (5) acres in size. The following requirements cannot be waived: land use, open space and landscaped areas, architectural guidelines, access and circulation requirements, and traffic impact study, if required.

~~D. Master Site Plans Serving as Preliminary Plat. The preliminary plat process may not be required if a master site plan, while going through the initial approval process, complies with the following criteria:~~

- ~~1. A preliminary arrangement of larger blocks of land, later to be subdivided during the final plat process, is included.~~
- ~~2. All required utilities, storm drainage, landscaping, access and circulation requirements, and other aspects of the eventually built-out project are addressed sufficiently with the master site plan.~~
- ~~3. The city is not responsible if, over time, the project is unable to service a possible user due to undersized utilities, roadways, or other infrastructure. If upgrades to such facilities are necessary, they will be borne solely by the applicant. [Ord. O-34-2025 § 1 (Exh. A); Ord. O-13-2016 § 2 (Exh. A); Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.4); Ord. O-11-2008 § 2 (Exh. A § 20.4); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.4)].~~

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E. Preliminary Plats Preceding Master Site Plans: In cases where a preliminary plat proposes land division of an area that would normally require master site plan approval, no action may be taken by the City on the plat until that land receives master site plan approval.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 28, 2026**

TITLE:	PUBLIC HEARING / ACTION ITEM - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Pinnacles.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	Andy Flamm

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
GP: Employment Center Campus/Neighborhood Residential 1 per FLUM; Community Commercial per Pinnacles Master Development Agreement / Zone: Commercial Neighborhood	16

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

Staff recommends that the Planning Commission forward a positive recommendation to the City Council respecting the application

BACKGROUND:

The Master Development Agreement for "The Pinnacles" was recorded in November 2022. It entitled a mixed-use (horizontal buildout) project consisting of detached and attached housing and two commercial areas. Recently, the property owner asked Staff how they might convert the southern commercial area along Aviator Avenue into an agriculturally zoned area temporarily. This application is the result of that inquiry.

ITEMS FOR CONSIDERATION:

Key Considerations:

General plan map (or future land use map) amendments and rezones are legislative decisions and are considered valid if reasonably debatable and not illegal (i.e., the decisions do not require the City Planning Commission or City Council to take action based on findings of facts). Eagle Mountain does not have any code standards to govern general plan [map] amendments. The Council should consider the health, safety, and welfare of the community when evaluating proposed General Plan Map Amendments. The criteria for approval for a Rezone are listed in EMMC § 17.90.060.

Surrounding Zoning:

North: MF-1 (Pinnacles Multi-Family Townhomes)

East: Residential Tier II

South: RD2 & R2

West: Not in City

Zoning Map Findings/Conclusions:

The requested zone change from Commercial Neighborhood to Agriculture may be considered appropriate given that:

1. Compliance with the General Plan: The City's adopted general plan does not prohibit Ag zoned land within the Employment Center Campus/Neighborhood Residential 1 settings; rather, it specifies that the Ag is appropriate for consideration for rezones proposing development under RA1, RA2, RD1, RD2 and FR zoning. The City has entertained the assignment of the Agriculture district to property as both potentially permanent or purposeful placeholder zoning even in areas of the City not identified as Agricultural per its adopted General Plan.
2. [Zoning]/Use Compatibility: The Agriculture Zone, when used simply as a placeholder, engenders lower impact(s) to a property and its surrounds than other zones — especially higher uses like commercial businesses.
3. City Utility and Emergency Services Issues: Applicant is aware that property development will require utility and infrastructure installation at the time of site development. N/A as far as the requested action.
4. Traffic Generation: N/A.
5. Property Values: Expectedly may decline with the rezone, which caters to the Applicant's purpose in seeking rezoning. Note that the Applicant has indicated that they have not had interest expressed in their land for commercial development purposes.

Additional Notes:

1. **Disclaimer:** Approval of a rezone request (i.e., a land use entitlement) does not guarantee that the subject property can be physically developed. Any future development must comply with all applicable zoning regulations, engineering standards, fire code requirements, and other relevant laws and regulations. In addition, development remains subject to the property's physical and topographical conditions, the availability of required infrastructure, and any applicable legal constraints or encumbrances.
2. Known Conditions or Restrictions Affecting Entitlement Revision(s): N/A
3. Citizen/Agency/Intra-Departmental Correspondence: Any written correspondence received by Staff respecting this matter prior to the time this report was published is hereto attached.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Simple Vicinity Map
2. Pinnacles Master Development Agreement
3. Future Land Use (and Master Transportation) Map
4. Powerpoint

Simple Vicinity Map

Utah County Parcel Map

59:035:0017
SMITH, STEVEN G and LEONA KAY...
Value: \$1,686,600 -- 226.24 acres
Entry# 22987-2004

59:042:0013
SMITH, STEVEN G and LEONA KAY...
-
Value: \$7,366,900 -- 494.09 acres
Entry# 22987-2004

59:044:0163
STATE OF UTAH...
-
Value: \$0 -- 99.96 acres
Entry# 19782-1965

59:043:0047
EAGLE MOUNTAIN CIT
-
Value: \$0 -- 43.05 acres
Entry# 4669-2002

59:043.0032
STATE OF UTAH...
Value: \$0 - 141.16 acres
Entry# 1978-1965

Site

WHEN RECORDED, RETURN TO:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

**MASTER DEVELOPMENT AGREEMENT
FOR
THE PINNACLES**

THIS MASTER DEVELOPMENT AGREEMENT (this “**Agreement**” or “**MDA**”) is made and entered as of the last date executed by the parties below (the “**Effective Date**”), by and between **Eagle Mountain City**, a Utah municipal corporation (“**Eagle Mountain**” or “**City**”) and **B&H Land Holding, LLC**, a Utah limited liability company (“**Developer**”).

RECITALS

A. Developer is the owner of approximately 161 acres of real property as described in Exhibit A (the “**Property**”).

B. On April 6, 2021, the Eagle Mountain City Council approved the rezone of portions of the Property (Exhibit B, the “**Rezone Exhibit**”) and a general plan amendment, which included review of the Concept Plan which is attached hereto as Exhibit C (the “**Concept Plan**”).

C. Developer and Eagle Mountain desire that the Property be developed in a unified and consistent fashion pursuant to the approved exhibits.

D. The Parties desire to enter into this MDA to specify the rights and responsibilities of the Developer to develop the Property as expressed in this MDA and the rights and responsibilities of Eagle Mountain to allow and regulate such development pursuant to the requirements of this MDA.

E. The Parties understand and intend that this MDA is a “development agreement” within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-101 (2021) *et seq.*

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Eagle Mountain and Developer hereby agree to the following:

1. **DEFINITIONS.** As used in this MDA, the words and phrases specified below shall have the following meanings:

1.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2021), *et seq.*

1.2. **Applicant** means a person or entity submitting a Development Application.

1.3. **Buildout** means the completion of all of the development on the entire Project in accordance with the Site Plan.

1.4. **Business Campus Parcel** means that portion of the Property consisting of approximately 65.34 acres as shown on Concept Plan as the "Business Campus."

1.5. **City** means Eagle Mountain City, a political subdivision of the State of Utah.

1.6. **City's Future Laws** means the ordinances, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Project and which may or may not be applicable to the Development Application depending upon the provisions of this MDA.

1.7. **City's Vested Laws** means the ordinances, policies, standards and procedures of Eagle Mountain in effect as of the date of this MDA.

1.8. **Commercial Parcel** means that portion of the Property consisting of approximately 16.7 acres shown on the Concept Plan as "Commercial."

1.9. **Concept Plan** means the Concept Plan for the Project reviewed by the Eagle Mountain City Council, and attached hereto as Exhibit C.

1.10. **Conditions of Approval** means those conditions and stipulations imposed by the Council (defined below) in connection with the approval of the Rezone and General Plan Amendment, as specifically set forth in the Notice of Decision (defined below).

1.11. **Council** means the elected City Council of Eagle Mountain.

1.12. **Default** means a breach of this MDA as specified herein.

1.13. **Developer** means B&H Land Holding, LLC, and its successors in interest or assignees as permitted by this MDA.

1.14. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.15. **Development Application** means an application to Eagle Mountain for development of a portion of the Project or any other permit, certificate or other authorization from the Eagle Mountain required for development of the Project.

1.16. **Eagle Mountain** means Eagle Mountain City, a political subdivision of the State of Utah.

1.17. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2021), or any successor provision, and approved by the Eagle Mountain, effectuating a subdivision of any portion of the Project.

1.18. **Multi-Family Parcels** means that portion of the Property consisting of approximately 13.98 acres as shown on Concept Plan as the "MF1 Zone" and the "MF2 Zone."

1.19. **Multi-Family Unit** means a unit that is one of the Residential Units in the Multi-Family Parcel.

1.20. **MDA** means this Master Development Agreement including all of its Exhibits.

1.21. **Notice** means any notice to or from any Party to this MDA that is either required or permitted to be given to another party.

1.22. **Notice of Decision** means the Rezone and General Plan Amendment Notice of Decision, which include certain terms and conditions for development of the Project. A copy of the Notice of Decision is attached hereto as Exhibit D.

1.23. **Parcel** means an area within the Property that has been conveyed by or is proposed to be conveyed by metes and bounds prior to recordation of a plat of subdivision, which conveyance has occurred or is proposed to occur with the approval of the City pursuant to the provisions of Utah Code Ann. §10-9a-103(69)(c)(vi)(2021).

1.24. **Party/Parties** means, in the singular, Developer or the Eagle Mountain; in the plural Developer and Eagle Mountain.

1.25. **Project** means the Pinnacles project to be constructed on the Property pursuant to this MDA with the associated Public Infrastructure and private facilities, and all of the other aspects approved as part of this MDA.

1.26. **Property** means the approximately 161 acres of real property owned by and to be developed by Developer more fully described in Exhibit A.

1.27. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to the Eagle Mountain or other public entities as a condition of the approval of a Development Application.

1.28. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as residence as illustrated on the Concept Plan.

1.29. **Residential Parcel** means that portion of the Property consisting of approximately 65 acres as shown on Concept Plan and designated as R2 Lots, R3 Lots or RC Lots.

2. **GENERAL DEVELOPMENT OF THE PROJECT.**

2.1. **Compliance with the Concept Plan and this MDA.** Development of the Project shall be in accordance with the City's Vested Laws, the Eagle Mountain's Future Laws (to the extent they are applicable as specified in this MDA), the Concept Plan, the Notice of Decision, and this MDA.

2.2. **Development Requirements.** Eagle Mountain has approved the Concept Plan for the Project which shall serve as the Master Development Plan map. Developer shall construct the Project in accordance with the Concept Plan and the Conditions of Approval as set out in the Notice of Decision.

3. **PROPERTY ZONING AND DEVELOPMENT.**

3.1. **Business Campus.** The Business Campus Parcel is currently zoned Agriculture. The parties acknowledge that "business campus" is based on a designation within the General Plan and not a zoning designation. Subject to a future rezoning approval, the Business Campus Parcel shall be developed with commercial uses consistent with the Employment Center Campus designation in the General Plan. Developer acknowledges that the City's Future Land Use and Transportation Corridors Map (and Transportation Master Plan) includes a future freeway that traverses a portion of the Business Campus parcel. Without waiving the right to seek compensation for dedication of the land for the future freeway, Developer acknowledges and agrees to work with the City and/or UDOT to preserve the freeway right-of-way for future freeway development.

3.2. **Commercial Neighborhood.** The Commercial Parcel is zoned Commercial Neighborhood (CN). The Commercial Parcel shall be developed in accordance with Chapter 17.35 of the City's Vested Laws.

3.3. Multi-Family Parcels. The Multi Family Parcel is zoned as follows:

Zoning	Area (acres)
MF2	Approx. 5.6
MF1	Approx. 8.4

The Multi-Family Parcels shall be developed in accordance with Chapter 17.25 of the City's Vested Laws. Prior to development in the MF1 and MF2 zones, Developer shall submit to the City and receive approval of a Site Plan that meets the zoning and development requirements of the City's Vested Laws for the MF1 and MF2 zones.

Developer acknowledges that the future freeway traverses the northwest corner of the MF2 parcel. Without waiving the right to seek compensation for dedication of the land for the future freeway, Developer acknowledges and agrees to work with the City and/or UDOT to preserve the freeway right-of-way for future freeway development.

3.4 Single Family Residential Parcel. The Residential Parcel is zoned as follows:

Zoning	Acres
RC	Approx. 18.25
R3	Approx. 23.17
R2	Approx. 17.03

The Residential Parcel shall be developed in accordance with Chapter 17.25 of the City's Vested Laws. The lot configuration and road location within the RC, R3, and R2 areas shall be consistent with the configuration on the Concept Plan.

4. ROADS AND TRAFFIC

4.1 Internal Roadways. The Land Use Plan depicts the major proposed roadways and access for the Project. Developer shall be responsible for constructing all roads within the Project at Developer's expense.

4.2 Aviator Avenue. Developer shall dedicate to the City by plat map 38.5 feet along the south edge of the Project in conjunction with the recording of the first plat for the Project, and Developer shall construct improvements to complete Aviator Avenue to the City's standard 77' right-of-way as follows: 1) Aviator Avenue east of the eastern access road shall be

completed prior to the first plat in the Residential Parcel or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws; 2) Aviator Avenue between the eastern access road and the western property line shall be completed prior to the western access road, but not later than the first plat in the RC, MF1, or MF2 zones, or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws.

5. PARKS AND OPEN SPACE.

5.1. Park Plan. The Concept Plan shows the location of an approximately 6.5-acre park within the Residential Parcel ("City Park"). A concept plan for the City Park is included in the Utility Plan attached as Exhibit E. Developer shall improve the City Park in accordance with Sections 16.35.105 and 17.25.040 of the City's Vested Laws to meet the parks and open space requirements for the Project. The City may approve Developer constructing improved open space within the Multi-Family Parcels to meet a portion of the park and improved open space requirements for the Project. Prior to recording the first preliminary plat for the Project, Developer shall submit a detailed plan for the City Park and receive approval for the park plan from the City Parks and Recreation Director and the Planning Director. Developer acknowledges and agrees that the City Park does not fulfill the clubhouse and swimming pool requirement for the Multi-Family Parcels set forth in Section 17.25.050(L) of the City's Vested Laws.

5.2 Dedication of Park Improvements. The City may require Developer to dedicate all Improved Open Space areas to either the City or an HOA for the Project based on the final configuration of the Improved Open Space. The City may require that Improved Open Space areas be dedicated to the City in conjunction with the subdivision plats that utilize the areas for Improved Open Space credit or with the recording of adjacent plats. The parties anticipate that all large Improved Open Space areas (larger than 2 acres and specifically including the City Park) with play field or other amenities will be dedicated to and maintained by the City and small open space areas will be dedicated to and maintained by the HOA.

6. VESTED RIGHTS.

6.1. Vested Rights Granted by Approval of this MDA. The Parties intend that this MDA grants to Developer all rights to develop the Project in fulfillment of this MDA, City's Vested Laws, and the Site Plan except as specifically provided herein. The Parties specifically intend that this MDA grant to Developer the "vested rights" identified herein as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2021).

6.2. Exceptions. The vested rights and the restrictions on the applicability of Eagle Mountain's Future Laws to the Project as specified in Section 9 are subject to the following exceptions:

6.2.1. Master Developer Agreement. Eagle Mountain's Future Laws or other regulations to which the Developer agrees in writing;

6.2.2. State and Federal Compliance. Eagle Mountain's Future Laws or other regulations which are generally applicable to all properties in Eagle Mountain and which are required to comply with State and Federal laws and regulations affecting the Project;

6.2.3. Codes. Any Eagle Mountain's Future Laws that are updates or amendments to existing building, fire, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

6.2.4. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by Eagle Mountain to all properties, applications, persons and entities similarly situated;

6.2.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within the Eagle Mountain (or a portion of Eagle Mountain as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

6.2.6. Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by Eagle Mountain pursuant to Utah Code Ann. Section 11-36a-101 (2021) *et seq*; or,

6.2.7. Compelling, Countervailing Interest. Laws, rules or regulations that Eagle Mountain's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2021).

7. **TERM OF AGREEMENT.** In accordance with Section 16.10.080 of the City's Vested Laws, this MDA shall expire and terminate six (6) years from the Effective Date. This MDA shall also terminate automatically at Buildout. Notwithstanding the foregoing, any obligations of the Developer, including any obligations for which the Developer has provided a bond or other form of completion assurance, shall survive termination of this MDA.

8. **BENCHMARKS.** As required by Section 16.10.080(B) of the City's Vested Laws, the following development benchmarks shall occur. The parties acknowledge that Developer may plat and/or develop the project in multiple separate phases.

8.1. **First Preliminary Plat or Site Plan.** The first preliminary plat or site plan for the Project shall be submitted for approval within one (1) year from the Effective Date. The site work for the first final plat or site plan shall commence within two (2) years from the Effective Date, including required public infrastructure (including but not limited to curb, gutter, roads) as

noted in this MDA, provided that approval of the site plan or final plat has not been unreasonably delayed by the City.

8.2. **City Park.** In accordance with 16.35.105(A)(10) of the City's Vested Laws, the approximately 6.5-acre park shall be fully completed prior to recording of the first plat, or a separate cash escrow of \$3,750 per lot/unit must be put in place with the City with each plat to cover the anticipated cost of park improvements. For example: final plat = 20 lots; cash escrow for final plat = \$75,000 (\$3,750 x 20). In addition, the City Park must be completed prior to the City recording a final plat that includes more than 50% of the area within the RC, R3, and R2 zones. In the case of inclement weather the applicant may request an extension to this timeline, to be considered at the discretion of the City.

9. **PROCESSING OF DEVELOPMENT APPLICATIONS.** The procedure for processing Development Applications shall be in accordance with the procedural provisions of City's Future Laws. If Eagle Mountain denies a Development Application Eagle Mountain shall provide a written determination advising the Applicant of the reasons for denial including specifying the reasons Eagle Mountain believes that the Development Application is not consistent with this MDA, the Zoning and/or City's Vested Laws (or, if applicable, City's Future Laws).

10. **PUBLIC INFRASTRUCTURE.**

10.1. **Construction by Developer.** Developer, at Developer's cost and expense, shall have the right and the obligation to construct or cause to be constructed and install all Public Infrastructure reasonably and lawfully required as a condition of approval of a Development Application pursuant to City's Vested Laws. Such construction must meet all applicable standards and requirements and must be approved by Eagle Mountain's engineer, or his designee.

10.2. **Utility Plan.** Attached hereto as Exhibit E is the Utility Plan for the Residential Parcel. Developer will construct the public utilities in accordance with the provided Utility Plan. Developer may utilize a private sewer lift station located in the southwest corner of the City Park, provided that the lift station is owned and maintained by the HOA.

10.3. **Bonding.** In connection with any Development Application, Developer shall provide bonds or other development security, including warranty bonds, to the extent required by City's Vested Laws, unless otherwise provided by Utah Code § 10-9a-101, *et seq.*, as amended. The Applicant shall provide such bonds or security in a form acceptable to Eagle Mountain or as specified in Eagle Mountain's Vested Laws. Partial releases of any such required security shall be made as work progresses based on City's Vested Laws.

11. **UPSIZING/REIMBURSEMENTS TO DEVELOPER.** Eagle Mountain may require Developer to reasonably "upsized" Public Infrastructure (i.e., to construct the infrastructure to a size larger than is reasonably required to service the Project) to accommodate future growth

around the Project. If City requires upsizing, City and Developer shall first enter into an Impact Fee Reimbursement Agreement or similar payment reimbursement agreement to compensate Developer for the incremental or additive costs of such upsizing to the extent required by law. For example, if an upsizing to a water pipe size increases costs by 10% but adds 50% more capacity, Eagle Mountain shall only be responsible to compensate Developer for the 10% cost increase. Notwithstanding the foregoing or anything else to the contrary contained herein, in no event shall Developer be required to upsize any improvements (or incur any costs for upsizing any improvements) if the Impact Fee Reimbursements available to Developer are not sufficient to cover the increased costs of such upsizing.

12. DEFAULT.

12.1. **Notice.** If Developer or Eagle Mountain fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party.

12.2. **Contents of the Notice of Default.** The Notice of Default shall:

12.2.1. Specific Claim. Specify the claimed event of Default;

12.2.2. Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA that is claimed to be in Default; and

12.2.3. Optional Cure. If Eagle Mountain chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than thirty (30) days duration.

12.3. **Mediation.** Upon the issuance of a Notice of Default the parties may engage a mediation or other dispute resolution process. Neither side shall be obligated to mediate if doing so would delay or otherwise prejudice any remedy available at law.

12.4. **Public Meeting.** Before any remedy in Section 10.4.3 may be imposed by Eagle Mountain the party allegedly in Default shall be afforded the right to attend a public meeting before the Eagle Mountain City Council and address the Eagle Mountain City Council regarding the claimed Default.

12.5. **Default of Assignee.** A default of any obligations expressly assumed by an assignee shall not be deemed a default of Developer.

13. DEVELOPER'S EXCLUSIVE REMEDY. Developer's sole and exclusive remedy under this MDA shall be specific performance of the rights granted in this MDA and Eagle Mountain's obligations under this MDA. IN NO EVENT SHALL EAGLE MOUNTAIN BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT,

SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

14. EAGLE MOUNTAIN'S REMEDIES UPON DEFAULT. Eagle Mountain shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Developer until the Default has been cured. Eagle Mountain shall further have the right to draw on any security posted or provided in connection with the Property and relating to remedying of the particular Default.

15. NOTICES. All notices required or permitted under this MDA shall, in addition to any other means of transmission, be given in writing by certified mail and regular mail to the following address:

To the Developer:

B&H Land Holdings, LLC
Attn: Brandon Harrison
10769 S Rippling Bay
South Jordan, UT 84009

To Eagle Mountain:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

16. HEADINGS. The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences of intent.

17. NO THIRD-PARTY RIGHTS/NO JOINT VENTURE. This MDA does not create a joint venture relationship, partnership or agency relationship between Eagle Mountain, or Developer. Further, except as specifically set forth herein, the parties do not intend this MDA to create any third-party beneficiary rights.

18. ASSIGNABILITY. The rights and responsibilities of Developer under this MDA shall run with the land and be binding on Developer and Developer's successors in interest. Developer may assign its obligations hereunder, in whole or in part, to other parties with the consent of Eagle Mountain as provided herein. The City's consent shall not be unreasonably withheld, conditioned or delayed. A denial of consent shall only be allowed if the proposed assignee does not have the financial capability of fulfilling the assigned rights and responsibilities.

18.1. **Sale of Lots.** Developer's selling or conveying lots to residential purchasers shall not be deemed to be an "assignment" subject to the above-referenced approval by Eagle Mountain unless specifically designated as such an assignment by Developer and approved by Eagle Mountain.

18.2. **Notice.** Developer shall give Notice to the Eagle Mountain of any proposed assignment and provide such information regarding the proposed assignee that the Eagle Mountain may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the Eagle Mountain with all necessary contact information for the proposed assignee.

18.3. **Partial Assignment.** If any proposed assignment is for less than all of Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds.

18.4. **Sale of a Parcel.** The City acknowledges that the precise location and details of the public improvements, lot layout and design and any other similar item regarding the development of a particular Parcel may not be known at the time of the creation of or sale of a Parcel. Developer may sell a Parcel as provided in Utah Code Ann. § 10-a-103(62)(c)(vi) (2019) that does not create any individually developable lots in the Parcel without being subject to any requirement in the City's Vested Laws to complete or provide security for any Public Infrastructure at the time of such subdivision. The responsibility for completing and providing security for completion of any Public Infrastructure in the Parcel shall be that of the Developer or a Subdeveloper upon a subsequent subdivision of the Parcel that creates individually developable lots.

18.5. **Assignees and Successors in Interest Bound by MDA.** Developer's successors in interest as holders of title to the Property (except purchasers of completed Residential Dwelling Units) and assignees shall be bound by the terms of this MDA.

19. **NO WAIVER.** Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

20. **SEVERABILITY.** If any provision of this MDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this MDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this MDA shall remain in full force and affect.

21. **FORCE MAJEURE.** Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, fires or other casualties or other causes beyond the reasonable control of the Party

obligated to perform hereunder shall excuse performance of the obligation by that Party for a period equal to the duration of that prevention, delay or stoppage.

22. **TIME IS OF THE ESSENCE.** Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

23. **APPLICABLE LAW.** This MDA is entered into in Utah County in the State of Utah and shall be construed in accordance with the laws of the State of Utah.

24. **VENUE.** Any action to enforce this MDA shall be brought only in the Fourth District Court for the State of Utah.

25. **ENTIRE AGREEMENT.** This MDA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

26. **MUTUAL DRAFTING.** Each Party has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against any Party based on which Party drafted any particular portion of this MDA.

27. **RECORDATION AND RUNNING WITH THE LAND.** This MDA or notice of this MDA shall be recorded in the chain of title for the Project. This MDA shall be deemed to run with the land. Upon the sale of a completed Residential Dwelling Unit to a retail purchaser, this Agreement shall automatically terminate and be deemed released as an encumbrance against such Residential Dwelling Unit. An electronic copy of City's Vested Laws may be included as part of the original copy of this MDA with the Eagle Mountain Recorder.

28. **AUTHORITY.** The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA.

IN WITNESS WHEREOF, the parties hereto have executed this MDA by and through their respective, duly authorized representatives as of the day and year first herein above written.

DATED this 18 day of NOVEMBER, 2021.

B&H LAND HOLDING, LLC

By:

Print Name: Brian Harrison

Title: MEMBER

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
)
) :SS.
COUNTY OF SALT LAKE)

On the 18 day of NOVEMBER, 2021, personally appeared before me BRANDON V. HARRISON, who being by me duly sworn, did say that (s)he is the MEMBER of **B&H Land Holding, LLC**, a Utah limited liability company and that the foregoing instrument was duly authorized by the company at a lawful meeting held by authority of its operating agreement and signed in behalf of said company.

Laquan Ford
NOTARY PUBLIC



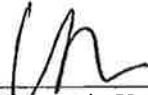
DATED this 18 day of NOVEMBER, 2021.

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

ATTEST:

 BY: Lianne Pengra
Fionnuala Kofoed, City Recorder



Approved as to form:

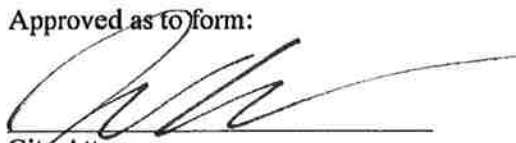

City Attorney

TABLE OF EXHIBITS

Exhibit "A"	Legal Description of Property
Exhibit "B"	Rezone Exhibit
Exhibit "C"	Concept Plan
Exhibit "D"	Notice of Decision
Exhibit "E"	Utility Plan

Exhibit "A"
Legal Description of Property

The Southwest Quarter of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian; also being described as follows:

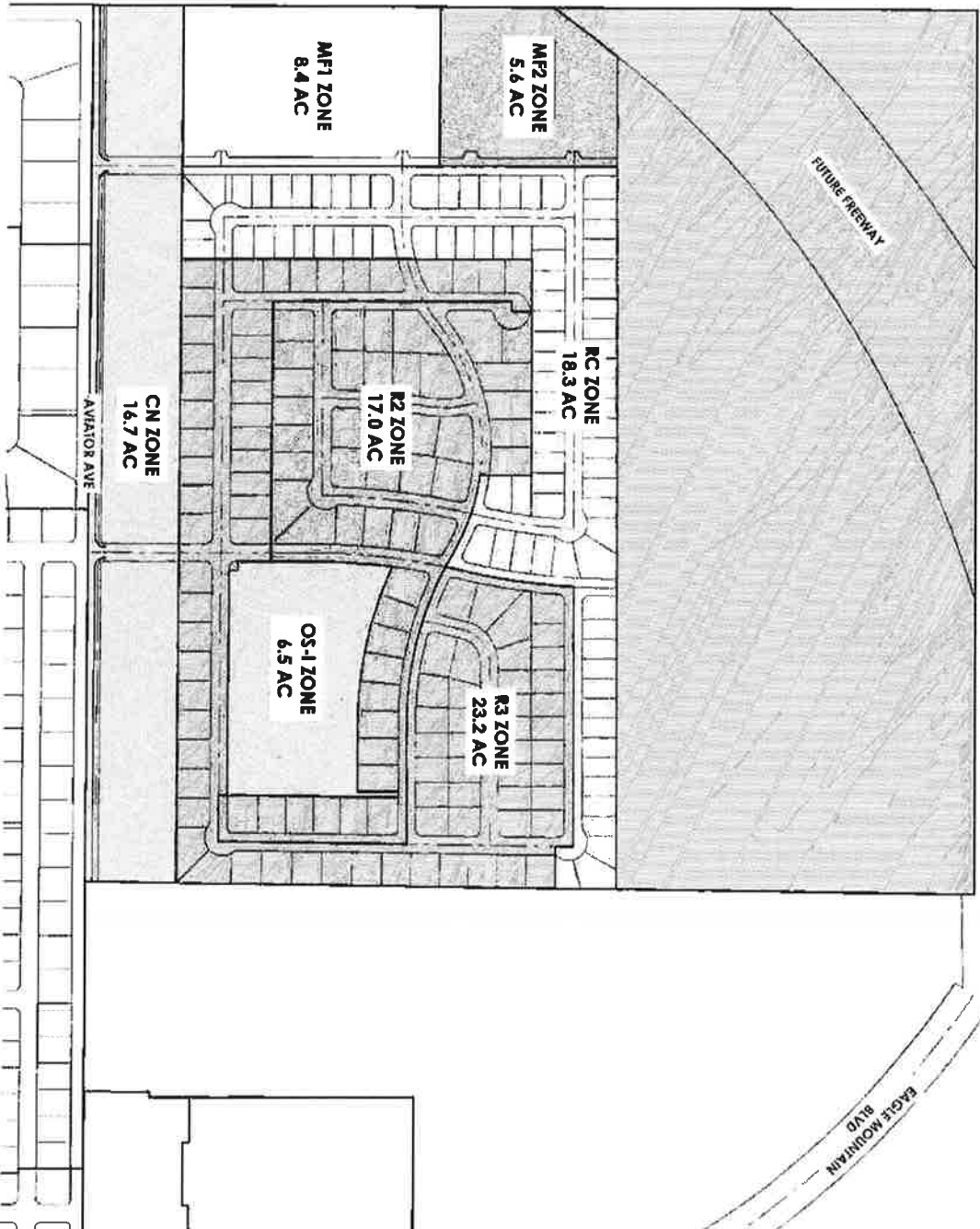
Beginning at the West quarter corner of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian; thence North $89^{\circ}42'28''$ East along quarter section line 2662.37 feet; thence South $0^{\circ}51'19''$ West along quarter section line 2662.08 feet to the South Quarter Corner of said Section 2; thence North $89^{\circ}50'15''$ West along section line 2638.96 feet to the Southwest Corner of said Section 2; thence North $0^{\circ}21'17''$ East along section line 2640.78 feet to the point of beginning.

Area = 161.33 Acres



ZONING DESIGNATIONS

CN	16.7 ACRES
R2	17.0 ACRES
R3	23.2 ACRES
RC	18.3 ACRES
MF1	8.4 ACRES
MF2	5.6 ACRES
OS-I	6.5 ACRES
TOTAL ACRES	99.7 ACRES



THE PINNACLES zoning exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY
11/5/2021
21-0610

Exhibit "C"
Concept Plan



PROPERTY OVERVIEW

SINGLE FAMILY ACREAGE	65.0 ACRES
MULTI FAMILY ACREAGE	14.0 ACRES
COMMERCIAL ACREAGE	16.7 ACRES
BUSINESS CAMPUS ACREAGE	65.7 ACRES
TOTAL ACREAGE	161.3 ACRES

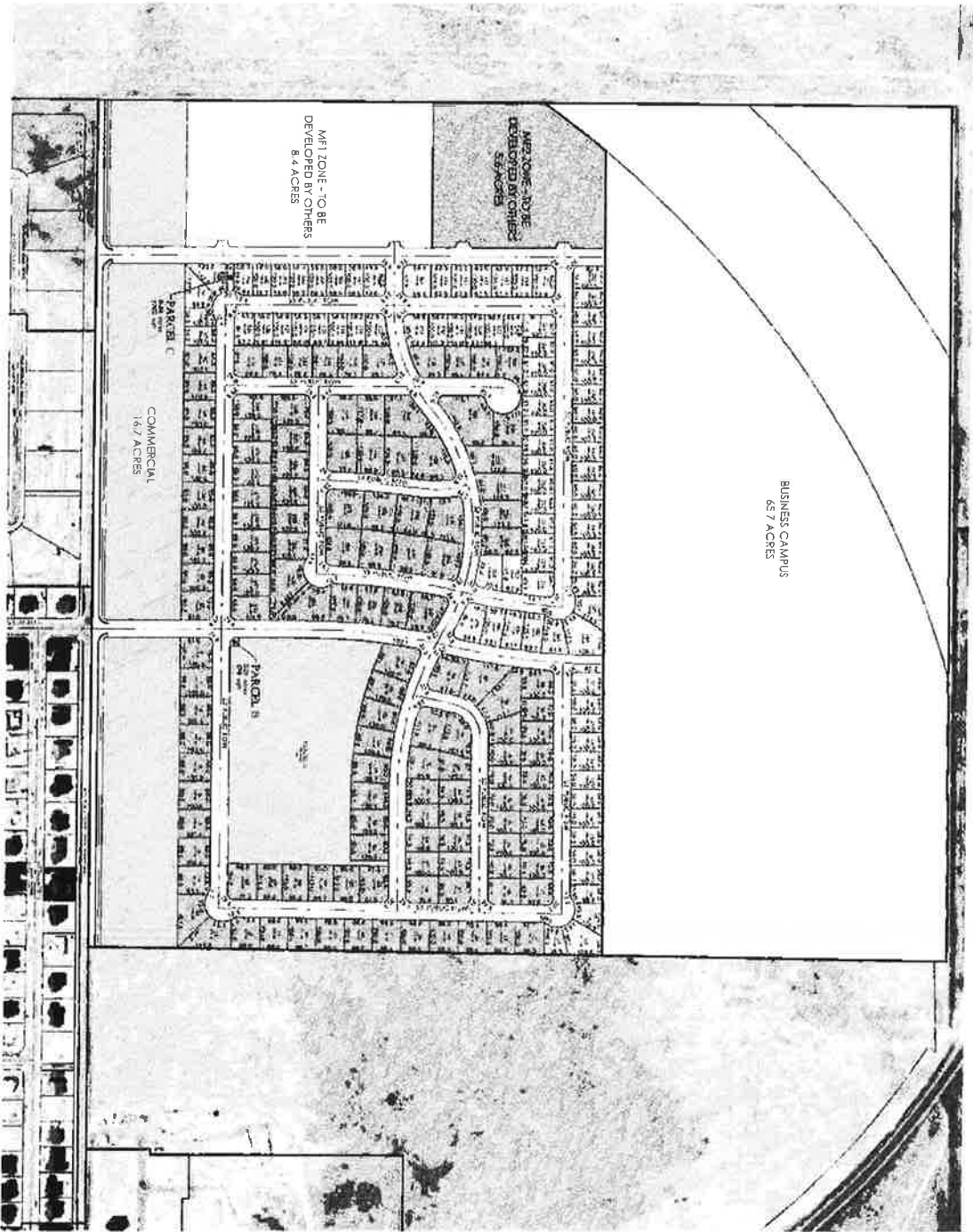
CONCEPT DESIGN

R2 LOTS	47
R3 LOTS	87
RC LOTS	89

OPEN SPACE

☐ REQUIRED	5.0 ACRES (217,300 SQ FT)
☒ PROVIDED	6.6 ACRES (286,224 SQ FT)

ZONING REQUIREMENTS

[illegible]

THE PINNACLES concept plan

EAGLE MOUNTAIN CITY, UTAH COUNTY
11/5/2021
P: 0000

FACUS

Exhibit "D"
Notice of Decision



REZONE & GENERAL PLAN AMENDMENT NOTICE OF DECISION The Pinnacles

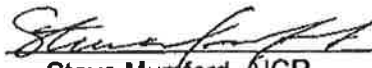
On April 6, 2021, the Eagle Mountain City Council approved the Pinnacles rezone and general plan amendment applications for parcel 59:034:0003 (about 161 acres – see attachment) with the following condition:

1. That the two rows of lots facing the road south of the park be changed from the R3 to the R2 zoning district.

The City may require specific performance of Developer's obligations and City may withhold issuance of any further approvals or permits with the Project until the Developer has fully complied with these conditions of approval.

In no event shall the City be liable to the Developer, its successors or assigns, for any indirect, special, punitive, incidental or consequential damages, including, without limitation, lost profits, costs of delay, or liabilities to third parties.

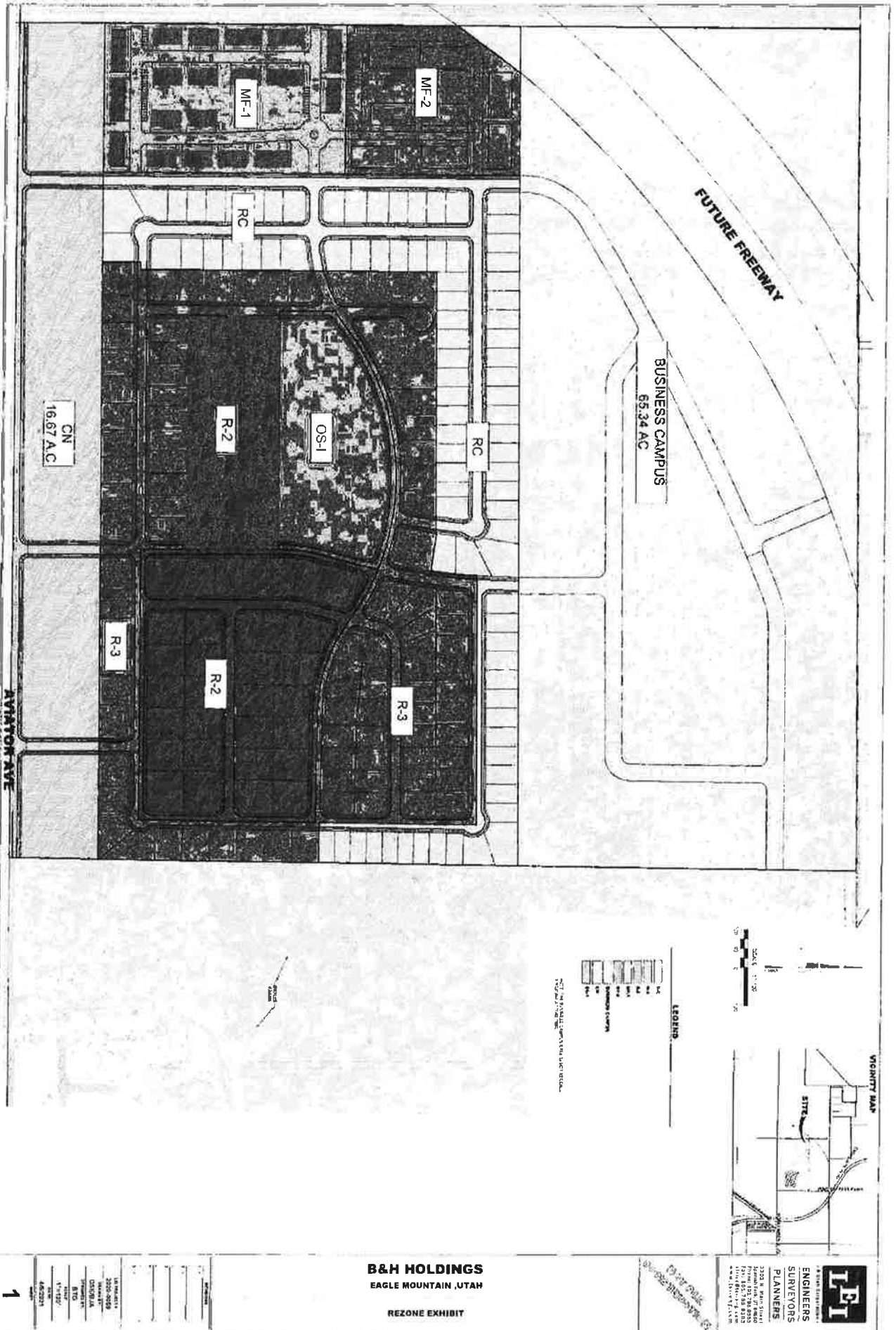
EAGLE MOUNTAIN CITY

By: 
Steve Mumford, AICP
Community Development Director

Date: 4/12/21

ATTACHMENTS

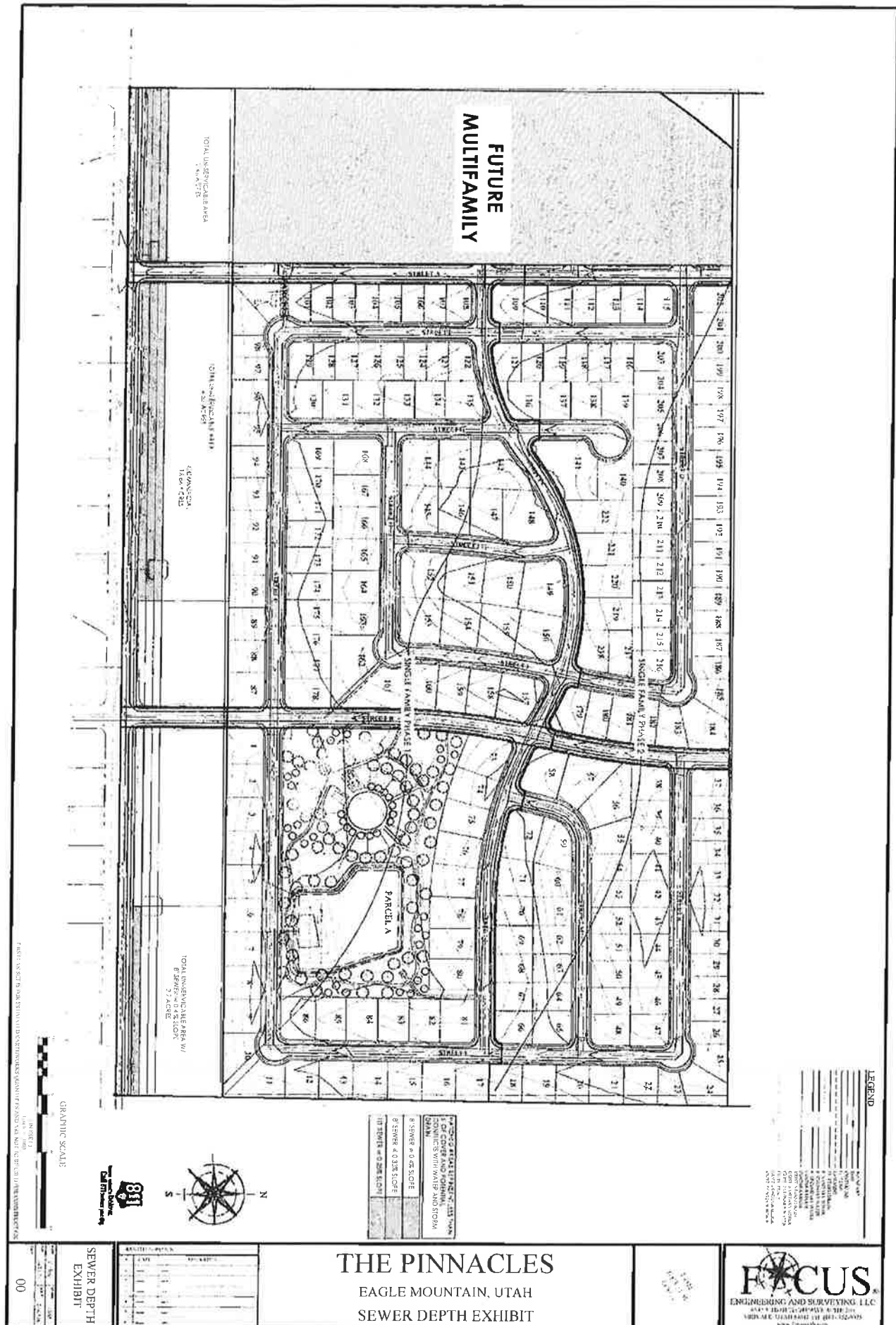
- Exhibit A : Rezone Exhibit
- Exhibit B : General Plan Amendment



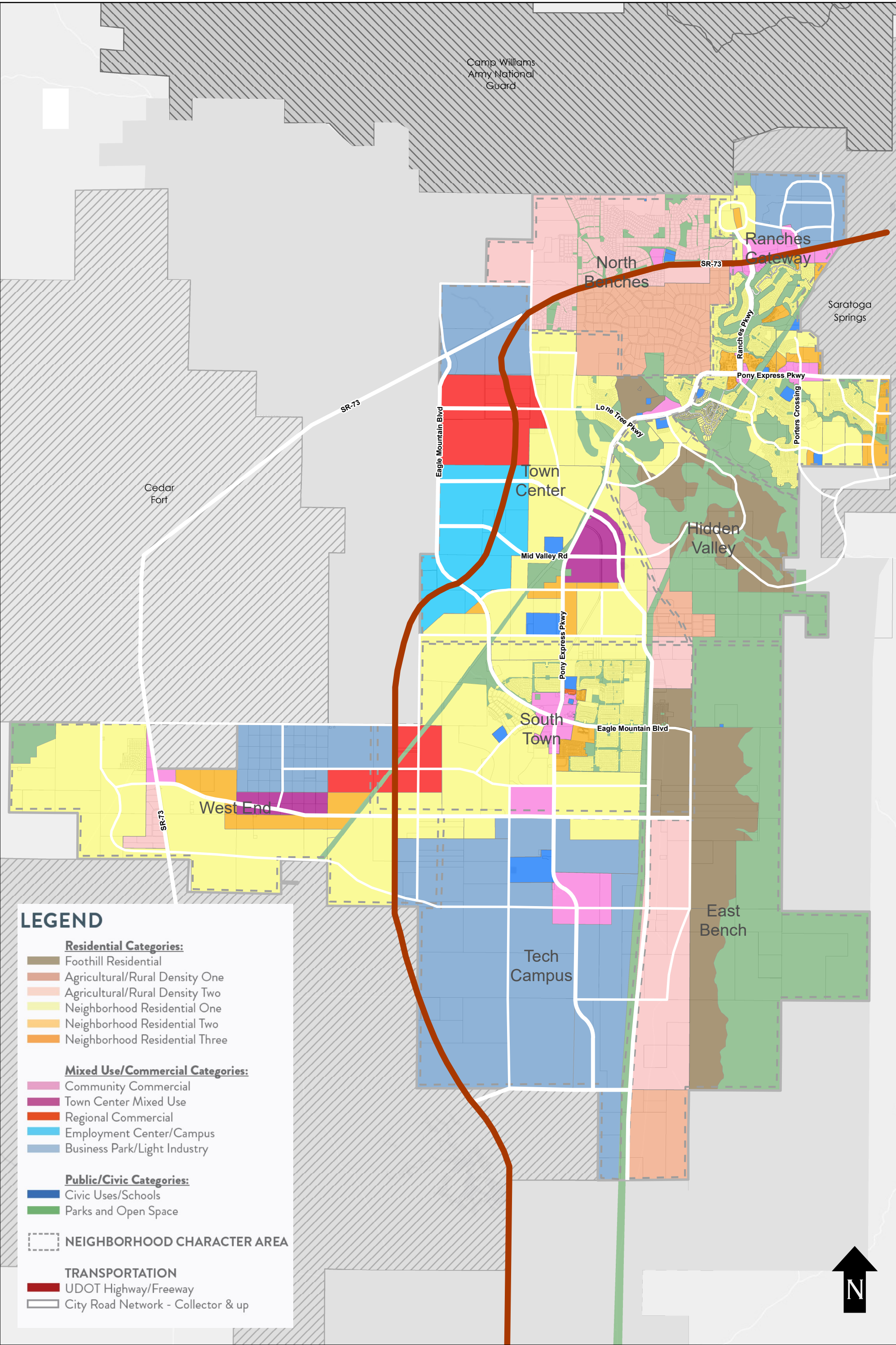
B&H HOLDINGS
EAGLE MOUNTAIN, UTAH

REZONE EXHIBIT

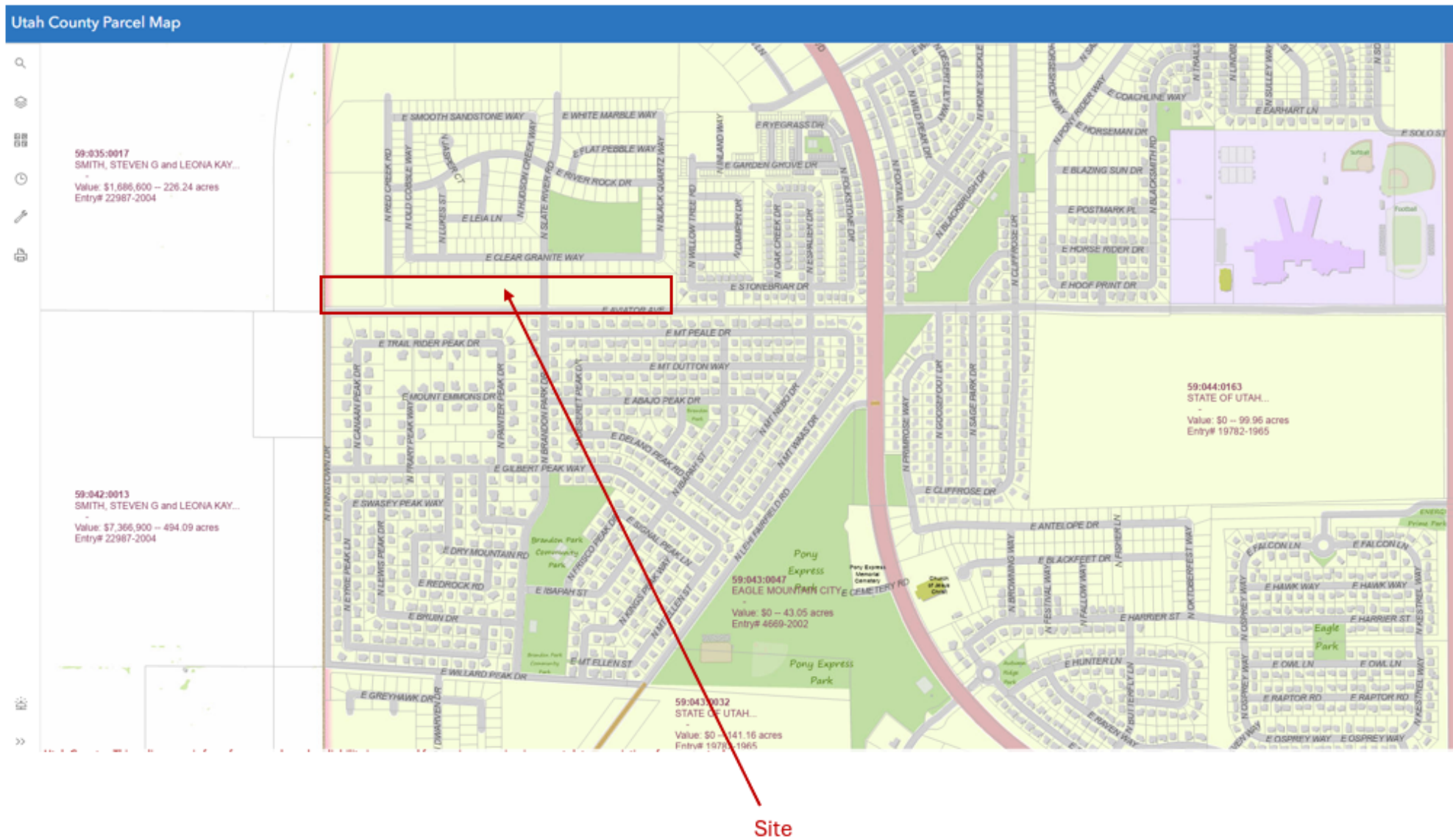
Exhibit "E"
Utility Plan



FUTURE LAND USE & TRANSPORTATION MAP

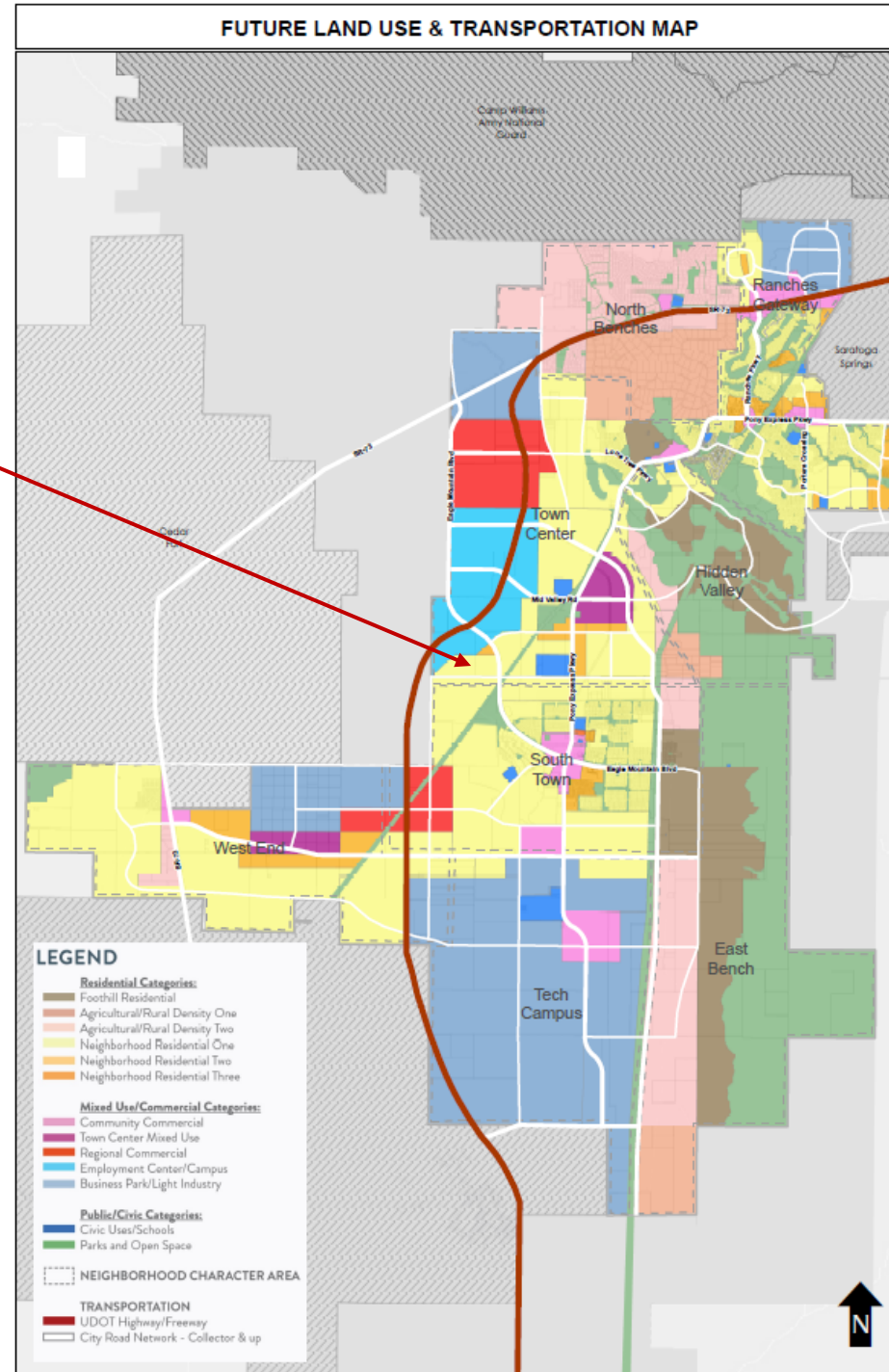


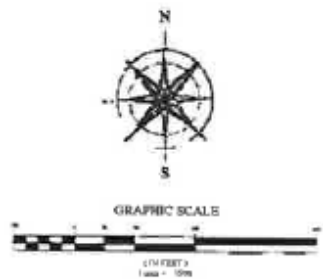
Simple Vicinity Map



FUTURE LAND USE & TRANSPORTATION MAP

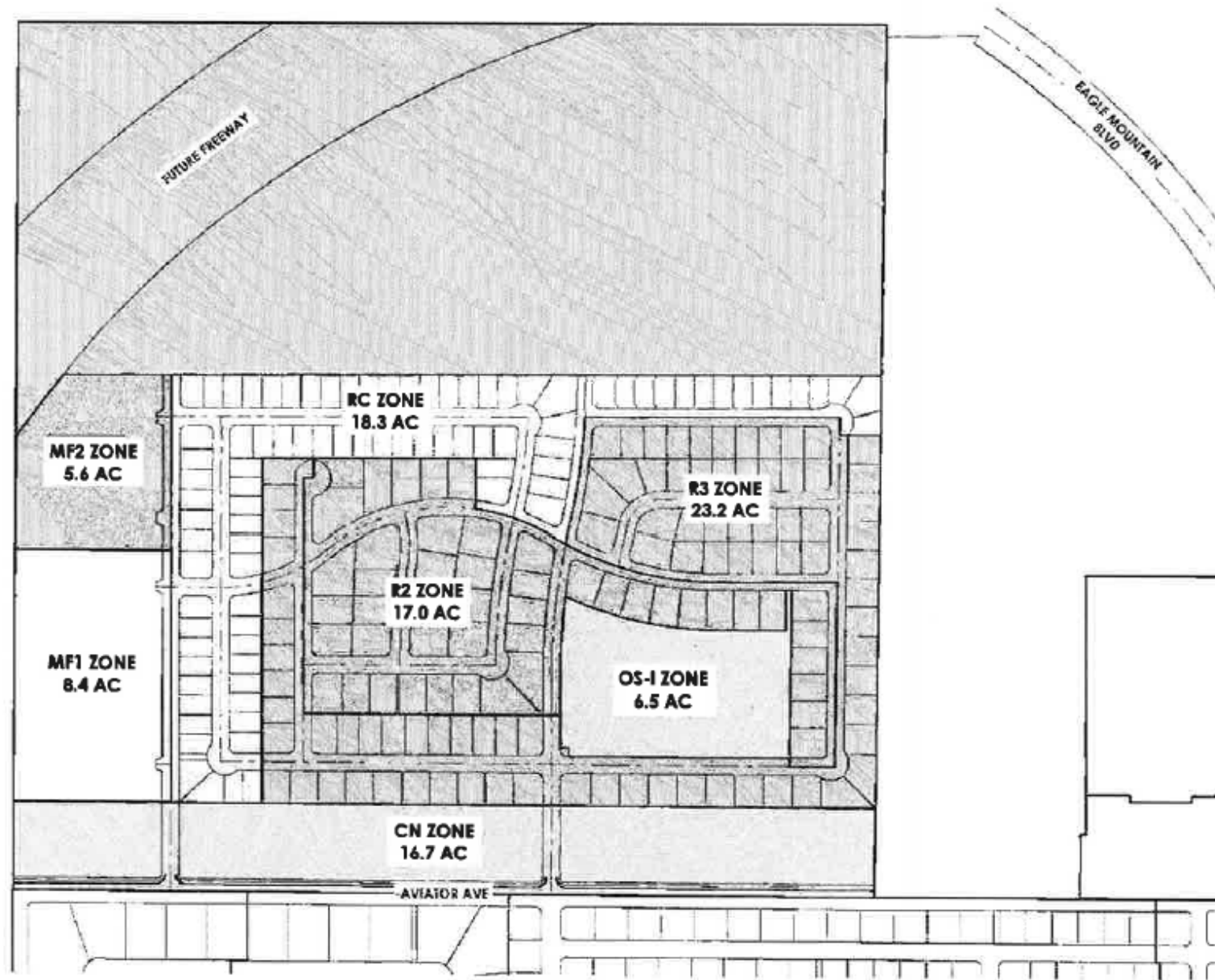
Site





ZONING DESIGNATIONS

CN	16.7 ACRES
R2	17.0 ACRES
R3	23.2 ACRES
RC	18.3 ACRES
MF1	8.4 ACRES
MF2	5.6 ACRES
OS-I	6.5 ACRES
TOTAL ACRAGE	±95.7 ACRES



THE PINNACLES zoning exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY

11/5/2021

J1-0416

This map is for informational purposes only. It does not constitute a legal document. For more information, please contact the Planning Department at (435) 933-1234 or visit the website at <http://www.eaglemountaincity.com/planning>.



