



EAGLE MOUNTAIN CITY COUNCIL MEETING

JUNE 16, 2026, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS
1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

4:00 PM WORK SESSION - CITY COUNCIL CHAMBERS

1. DISCUSSION AND INFORMATION ITEMS

This is an opportunity to provide information to the City Council. These items are for information only and do not require action by the City Council.

- 1.A. DISCUSSION - Proposed Update to Annexation Policy Plan (Addition of Area 7) - Community Development Director, Brandon Larsen
(anticipated time 10 minutes)
- 1.B. DISCUSSION - Transmission Lines and the AG Zone - Community Development Director, Brandon Larsen
(anticipated time 15 minutes)
- 1.C. DISCUSSION - Sage Valley Community Entrance Sign - Planner, Steven Lehmitz
(anticipated time 15 minutes)

2. CITY MANAGER INFORMATION ITEMS

This is an opportunity for the City Manager to provide information to the City Council.

3. AGENDA REVIEW

The City Council will review items on the Consent Agenda and Policy Session Agenda.

4. ADJOURN TO A CLOSED SESSION

The City Council will adjourn into a Closed Session for the purpose of discussion of pending or reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; the purchase, lease, sale, or exchange of real property; a proposed development agreement, project proposal, or financing proposal related to the development of land owned by the state or a political subdivision; and/or the deployment of security personnel, devices, or systems, pursuant to Section 52-4-205(1) of the Utah Code, Annotated.

7:00 PM POLICY SESSION - CITY COUNCIL CHAMBERS

5. CALL TO ORDER

6. PLEDGE OF ALLEGIANCE

7. INFORMATION ITEMS/UPCOMING EVENTS

7.A. INFORMATION - Fire Restrictions Order

8. PUBLIC COMMENTS

Time has been set aside for the public to express their ideas, concerns, and comments.
(Please limit your comments to three minutes each.)

9. CITY COUNCIL/MAYOR ITEMS

Time has been set aside for the City Council and Mayor to make comments.

CONSENT AGENDA

10. BOND RELEASES

10.A. Harmony ADB, Plat 13 - Into Warranty

11. CHANGE ORDERS

11.A. Traffic Signal Eagle Mountain Boulevard & Pony Express Parkway, BHI - Change Orders #4

12. MINUTES

12.A. June 2, 2026 Minutes - Regular City Council Meeting

13. RESOLUTIONS

13.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Consolidated Fee Schedule.

13.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving a Recreational Sports Sponsorship Policy.

13.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving a Service Contract with West Coast Code Consultants for Third-Party Building Permit and Plan Review and Inspection Services.

13.D. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving a Settlement Agreement and Mutual Release of Claims.

13.E. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Updating Sections of the Eagle Mountain City Employee Policies and Procedures Manual.

13.F. RESOLUTION - A Resolution of Eagle Mountain City Approving a Contract with MHTN Architects to Conduct a City Hall & Library Feasibility Study.

14. ORDINANCES

14.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Eagle

SCHEDULED ITEMS

15. DISCUSSION ITEM ONLY/NO ACTION TAKEN

15.A. DISCUSSION ONLY - Traffic Impact Study of Silverlake Pkwy Connection to Saratoga Springs.

BACKGROUND: *(Presented by Assistant City Engineer, David Salazar)* A draft traffic study evaluating potential roadway connections between Eagle Mountain and Saratoga Springs, including the Silverlake Parkway connection, has been completed. The study findings and recommendations will be presented to the City Council for review and discussion. This item is for discussion only to provide Staff with feedback; no action will be taken.

16. RESOLUTIONS/PUBLIC HEARING

16.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to the 2025-2026 Fiscal Year Annual Budget.

BACKGROUND: *(Presented by Director of Administrative Services, Kimberly Ruesch)* State law requires the City to amend its budget to account for changes in expenditures. This resolution proposes the third amendment to the Fiscal Year 2025-2026 Budget, incorporating previously approved Council actions, routine year-end accounting adjustments, and updates to Redevelopment Area revenues and expenditures based on actual activity.

17. BUDGET FY 2026-2027 AND TRUTH-IN-TAXATION

17.A. PUBLIC HEARING ONLY - Pursuant to Utah Code 10-3-818(2)(b)(i), Consideration of Public Comment on Proposed Compensation Increases for Executive Officers in the Fiscal Year 2026-2027 Budget.

BACKGROUND: *(Presented by Human Services Manager Angela Valenzuela)* Cities are required to hold a public hearing separate from any other public hearing prior to adopting a final budget or a final amended budget that includes proposed compensation increases for executive municipal officers. Action on this item will be included with adoption of the FY2026-2027 Budget.

17.B. INFORMATION - Proposed Property Tax Impact Schedule

BACKGROUND: *(Presented by Mayor Jared Gray)* As part of the Truth in Taxation process and in accordance with State requirements, the Mayor will read the Property Tax Impact Schedule during the meeting when the proposed budget is discussed. Members of the public will have an opportunity to appear and be heard regarding the proposed tax increase. The City Council will hold a public hearing regarding the proposed property tax increase on August 6, 2026, at 6:00 p.m.

Members of the public will have an opportunity to appear and be heard regarding the proposed tax increase. For more information please go to:

<https://eaglemountain.gov/truth-in-taxation-property-tax/>.

- 17.C. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Adopting the Fiscal Year 2026-2027 Interim Budget and the Proposed Certified Tax Rate; and Discontinuing DebtBook Services.

BACKGROUND: *(Presented by Administrative Services Director Kimberly Ruesch)*
State statute requires the City Council to hold a public hearing on the interim budget, conduct a Truth in Taxation public hearing scheduled for Thursday, August 6 at 6:00 PM, and adopt the final budget on August 18, 2026.

The City Council accepted the tentative budget on May 5, 2026, and set a Public Hearing on the interim budget for Tuesday, June 16, 2026 at 7:00 PM. An interim budget will be in effect from July 1, 2026, through August 18, 2026, or until the City Council adopts the final budget.

The final budget and certified tax rate will govern expenditures for Fiscal Year 2026-2027.

18. ORDINANCES/PUBLIC HEARINGS

- 18.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 16.15 Concept Plans.

BACKGROUND: *(Presented by Community Development Director, Brandon Larsen)*
An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 16.15 Concept Plans.

19. LEGISLATIVE ITEMS

- 19.A. UPDATE - Legislative Priorities List

20. CITY COUNCIL/MAYOR'S BUSINESS AND LIAISON REPORTS

This time is set aside for the City Council's and Mayor's comments on City business, and for Councilmembers to report on the boards they are assigned to as liaisons to the City Council.

21. COMMUNICATION ITEMS

- 21.A. Upcoming Agenda Items

- 21.B. Fiscal Year 2026 Fraud Risk Assessment

22. 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.

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this 11 day of June, 2026, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.eaglemountain.gov, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>.

Lacie A. Messerly
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	DISCUSSION - Transmission Lines and the AG Zone - Community Development Director, Brandon Larsen
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	N/A

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	

PUBLIC HEARING

No

PREPARED BY

Brandon Larsen, Planning
Director

PRESENTED BY

Brandon Larsen

RECOMMENDATION:

N/A

BACKGROUND:

Staff wants to talk to the Council about transmission lines in the AG Zone. They are currently not permitted. However, with the Spanish Fork to Mercer Transmission Project proposed to come through the south end of the City, it may be important to consider allowing transmission lines and other power infrastructure to provide power to the data centers and other potential economic development opportunities.

ITEMS FOR CONSIDERATION:

<https://www.pacificorp.com/transmission/transmission-projects/spanish-fork-to-mercer.html>

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	DISCUSSION - Sage Valley Community Entrance Sign - Planner, Steven Lehmitz
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	To be determined
APPLICANT:	Dan Cockayne

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Business Park/Light Industry Zone: Agriculture	N/A

PUBLIC HEARING

No

PREPARED BY

Steven Lehmitz, Planner

PRESENTED BY

Steven Lehmitz

RECOMMENDATION:

Staff recommends that the City Council allow the project to proceed and direct Staff to bring forward an agreement for review and consideration.

BACKGROUND:

The applicant, representing the Sage Valley neighborhood, is seeking to construct a community entrance sign near the intersection of Airport Road and Wheatland Drive.

EMMC 17.80.110

Community entrance signs located in the median or shoulder of the city's right-of-way along streets classified as arterials or collectors shall only be allowed under specific agreement with the city. Community entrance signs shall be constructed, installed, and maintained at the expense of the original applicant in accordance with the specifications outlined in the submitted application and as determined by the city council. The exact location of each sign and the sign copy shall be subject to review and approval by the Eagle Mountain planning commission and city council.

ITEMS FOR CONSIDERATION:

EMMC 17.80.110(A) Approval Process

Community entrance signage shall not be construed as an absolute right upon submission of an application and does not require the approval body to take action based upon findings of fact. At their discretion, the planning commission may recommend and the city council may approve community entrance signs along streets classified as arterials and collector roads. The placement of the signs shall not create a traffic hazard. Since these signs are within the city's right-of-way, the applicant must enter into an agreement to lease the city's property. The city council shall approve the agreement, which will detail the terms and conditions of the property lease as well as the design of the signage.

PLANNING COMMISSION ACTION/RECOMMENDATION:

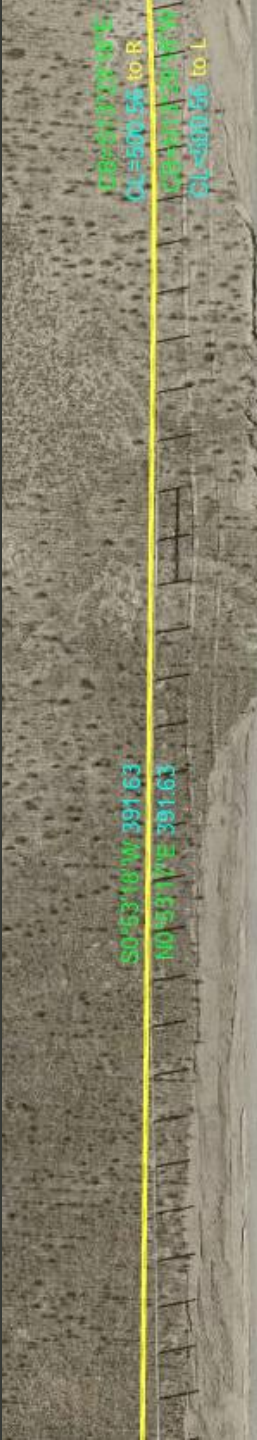
N/A

ATTACHMENTS:

1. Presentation - Sage Valley Sign

Sage Valley Community Entrance Sign Discussion





S0°53'18"W 391.63
 N0°59'17"E 391.63

S89°21'07"W 391.63
 CL=50W 54 to R
 S89°21'07"W 391.63
 CL=50W 54 to L

58.047.0071



CL=547.24 to R

N0°53'17"W 391.63
 N0°51'01"E 1064.39

N0°53'17"E 674.85



S0°53'06"W 215.24
 N0°53'06"E 215.24

S0°53'06"W 289.53
 N0°53'17"E 289.53

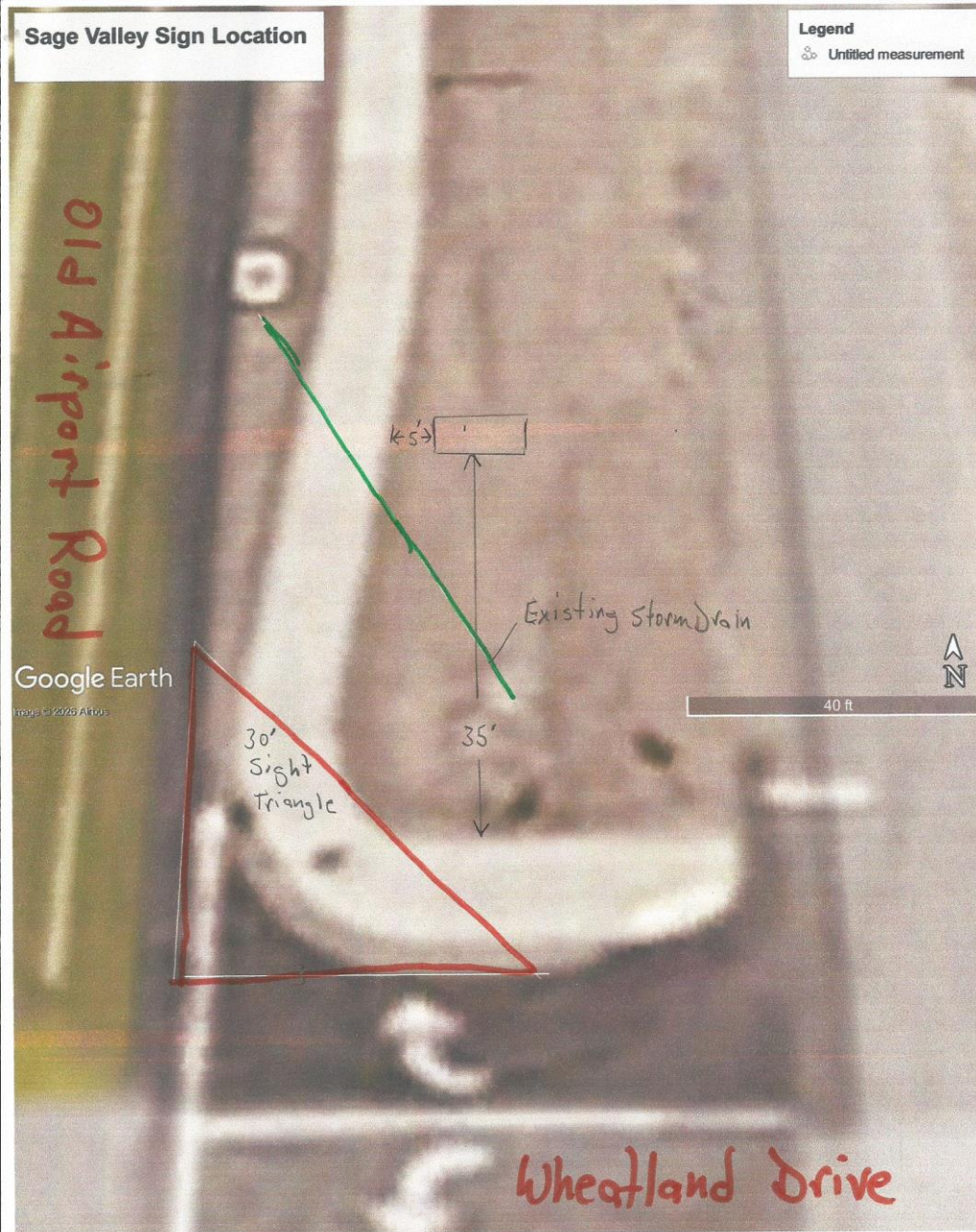
52.800.0500

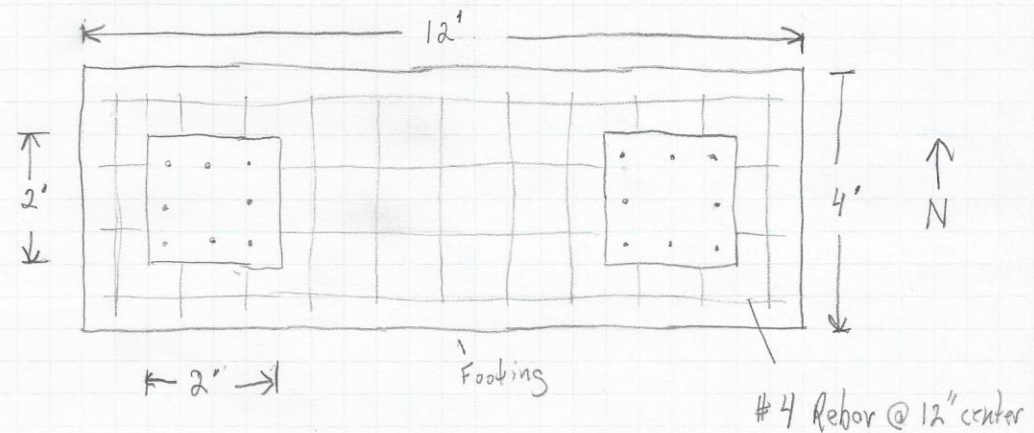
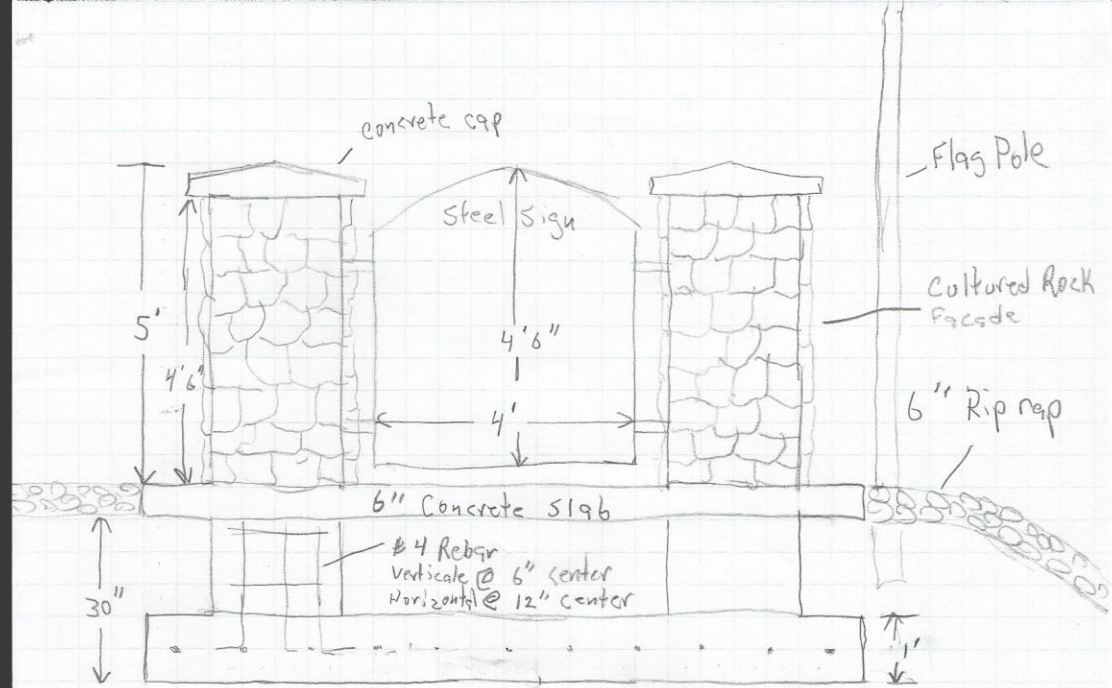
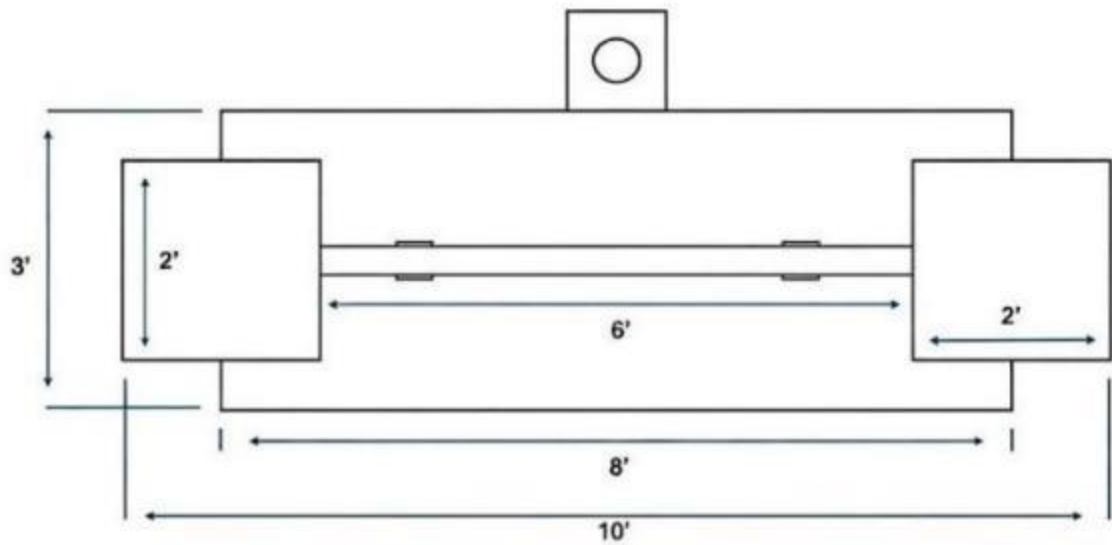
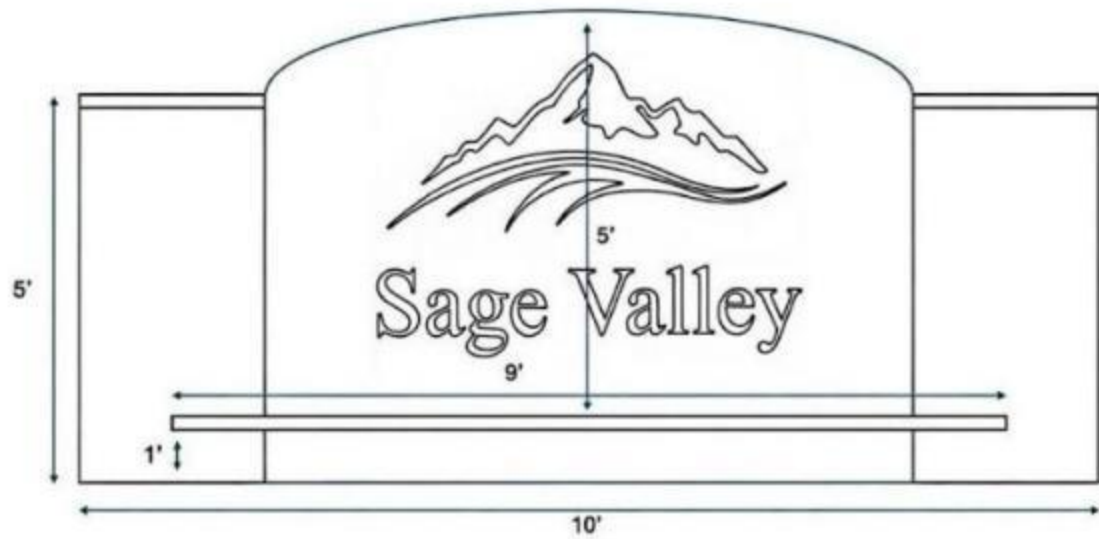
N66°09'
 S90°00'



Sage Valley Sign Location

Legend
📏 Unfilled measurement





Sage Valley Sign

← 2' → scale 1" = 2'

Recommendation

Staff recommends that the City Council allow the project to proceed and direct Staff to bring forward an agreement for review and consideration.





SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

JOEL FERRY
Commissioner

Division of Forestry, Fire and State Lands

JAMIE BARNES
State Forester/Director

ORDER # WFCLO2608

Fire Restriction Order (Stage 1)

Due to current and forecasted weather conditions coupled with the extremely dry vegetation conditions in Utah County, the State Forester, in consultation with the county commission of the affected county, has determined that measures must be taken to prevent the ignition of forest and rangeland fires. Therefore, pursuant to Utah State Law, Section 65A-8-212, the following acts are prohibited in the areas described below until rescinded by the Utah State Forester:

1. No open fires are allowed except in the following cases:
 - a. In approved fire rings or grills at developed campgrounds or day-use area on public lands that have pressurized running water system; OR
 - b. In permanently constructed fire pits at private residences that have pressurized water system.
2. Smoking, except within an enclosed vehicle, trailer or building, a developed recreation site or while stopped in an area that is paved or free from dry vegetation.
3. Discharging or using any fireworks, tracer ammunition or other pyrotechnic devices including exploding targets.
4. Cutting, welding or grinding metal in areas of dry vegetation.
5. Operating a motorcycle, chainsaw, ATV, or other small internal combustion engine without an approved and working spark arrestor.

The following persons are exempted from the above prohibitions:

1. Persons with a permit or waiver issued by the Division, specifically authorizing a specified act at a specific location. A waiver does not relieve the permittee of liability if a fire does occur.
2. Any on-duty firefighter in the performance of an official duty.

Area Description: The unincorporated areas of Utah County. This order does not affect private lands within incorporated towns or city limits.

Any of the above acts is a violation of state law and is punishable by up to 6 months in jail and a fine of up to \$1,000. These restrictions will be enforced by county law enforcement.

Effective Date: 12:01 a.m., 10th day of June, 2026

Brett Ostler

Brett Ostler (Jun 8, 2026 17:52:44 MDT)

Brett Ostler, State Fire Management Officer

Jamie Barnes

Jamie Barnes (Jun 10, 2026 10:18:32 EDT)

Jamie Barnes, State Forester



Forestry, Fire
& State Lands



2565 N PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAIN.GOV

ENGINEERING

Tuesday, June 2, 2026

City Recorder's Office
Eagle Mountain City
1650 East Stage Coach Run
Eagle Mountain City, UT 84005

SUBJECT: Harmony phase ADB plat 13 into warranty Bond Release

City Recorder:

The above-mentioned subdivision has completed all the required improvements as of this date. With the approval of the installed infrastructure, we are recommending this subdivision begin the required one-year warranty period. A reduced bond letter has been generated, reducing all bond items which have been completed. A warranty bond for the remaining warranty amount must be issued and maintained until released from the warranty period by the city.

Please contact me should you have any comments, questions, or concerns. Thank you.

Sincerely,

Vince Hogge, P.E.
Engineering Director
Eagle Mountain City

Cc: Lacie Messerly, City Recorder



BOND RELEASE REQUEST LETTER
Harmony phase 'ADB' plat 13 Bond
Reduced

Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671

Bond Release	
Original Bond Amount:	\$ 42,512.88
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 1,200.00
Amount Remaining in Bond :	\$ 41,312.88

Bond Releases Summary	
#1	\$ 1,200.00
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 1,200.00

6/2/2026

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED		
							Previous Period	This Period	% to date	This Period	To Date	
1	SITE PREP.											
a	Mobilization	1	0	LS	\$10,000.00	\$0.00	1	0	100%	\$0.00	\$0.00	
b	Strip topsoil ROW	197	0	CY	\$7.00	\$0.00	197	0	100%	\$0.00	\$0.00	
c	Construction entrance	1	0	EA	\$2,500.00	\$0.00	1	0	100%	\$0.00	\$0.00	
d	Inlet protection	6	0	EA	\$175.00	\$0.00	6	0	100%	\$0.00	\$0.00	
e	Excess soil	2928	0	CY	\$1.75	\$0.00	2,928	0	100%	\$0.00	\$0.00	
2	ROADWAY IMPROVEMENTS											
a	Sidewalk 6" base	4445	0	SF	\$1.75	\$0.00	4,445	0	100%	\$0.00	\$0.00	
b	4" sidewalk	3530	0	SF	\$6.00	\$0.00	3,530	0	100%	\$0.00	\$0.00	
c	6" drive approach	429	0	SF	\$15.00	\$0.00	429	0	100%	\$0.00	\$0.00	
d	Street Signs	2	2	EA	\$300.00	\$600.00	0	2	100%	\$600.00	\$600.00	
e	Stop signs	2	2	EA	\$300.00	\$600.00	0	2	100%	\$600.00	\$600.00	
3	CULINARY WATER											
a	Connect to Existing	4	0	EA	\$5,500.00	\$0.00	4	0	100%	\$0.00	\$0.00	
b	8" c-900 water main	624	0	LF	\$55.00	\$0.00	624	0	100%	\$0.00	\$0.00	
c	Trench import	636	0	TON	\$19.00	\$0.00	636	0	100%	\$0.00	\$0.00	
d	1" water lateral	30	0	EA	\$2,200.00	\$0.00	30	0	100%	\$0.00	\$0.00	
e	Fire Hydrant	2	0	EA	\$10,000.00	\$0.00	2	0	100%	\$0.00	\$0.00	
f	Testing	1	0	LS	\$936.00	\$0.00	1	0	100%	\$0.00	\$0.00	
4	SEWER											
a	Connect to existing	2	0	EA	\$1,500.00	\$0.00	2	0	100%	\$0.00	\$0.00	
b	8" sewer main w/bedding	558	0	LF	\$58.00	\$0.00	558	0	100%	\$0.00	\$0.00	
c	Trench import	3175	0	TON	\$19.00	\$0.00	3,175	0	100%	\$0.00	\$0.00	
d	48" ssmh	2	0	EA	\$6,500.00	\$0.00	2	0	100%	\$0.00	\$0.00	
e	4" sewer lateral	30	0	EA	\$1,750.00	\$0.00	30	0	100%	\$0.00	\$0.00	
f	Testing	558	0	LF	\$3.50	\$0.00	558	0	100%	\$0.00	\$0.00	
5	STORM DRAIN											
a	Sump	4	0	EA	\$9,500.00	\$0.00	4	0	100%	\$0.00	\$0.00	
TOTAL CONSTRUCTION COST						\$1,200.00						
Original 10% Bond Coverage						\$41,312.88						
TOTAL BOND AMOUNT:						\$42,512.88				Released this Period	\$1,200.00	

Vince Hogge
Vince Hogge, P.E.
Engineering Director

6-8-2026
Date

Robert Ballif
Robert Ballif
Engineering Tech. II

6/8/26
Date



2565 N PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAINCITY.ORG

ENGINEERING

DATE: Tuesday, June 2, 2026
FROM: Robert Ballif Engineering Tech. II
SUBJECT: **Harmony phase "ADB" plat 13 walk through-Updated**

A walk-thru was performed on the above subdivision. The following were present.

Robert Ballif – EM Engineering Tech. II

After performing a walk-through, we have the following comments:

General Notes:

1. ~~As built CAD files.~~
2. All water cans to be checked at time of meter install, the water cans will need to meet Eagle MTN City standards, i.e. level to 1 inch above the plane of the curb & sidewalk and the setters are to be 18 to 22 inches from top of lid to top of setter. Setters to be centered in the can. All water cans to have collar and EM City lid w/2-inch hole.
3. ~~Any damaged existing sidewalk to be replaced.~~
4. Lot #1301 sewer to have a vent sewer lid.
5. Lot #'s 1302 & 1303 missing water stamps.
6. Lot #'s 1315 & 1314 fire hydrant lid to say water not irrigation.
7. Lot # 1309 water missing stamp.
8. ~~House #3552 Annabell St, across from the house power box is damaged in park strip and needs to be fixed.~~

Please provide us with your schedule to correct the above-listed items. Once the punch list items have been verified for completion, the subdivision can be presented to the city for entering warranty.

HARMONY PHASE A PLAT 13

SITUATED IN SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN, EAGLE MOUNTAIN, UTAH

NOTES:
1- ALLEYS AND COMMON AREA ARE PRIVATE AND ARE TO BE MAINTAINED BY THE HARMONY HOMEOWNERS ASSOCIATION.
2- ALL GARAGES ACCESSED FROM ALLEYS. FRONT OF HOMES FACE PUBLIC ROW OR COMMON AREA.
3- CORNER LOTS SHALL CONTAIN A "CORNER CUTOFF" SETBACK TO ALLOW FOR PROPER DISTANCE FOR GAS AND ELECTRIC UTILITIES TO ROUND THE CORNERS OF A LOT WHILE STILL KEEPING THE REQUIRED DISTANCE FROM A BUILDING FOUNDATION. THIS INCLUDES TAKING A TRIANGLE OUT OF THE POTENTIAL BUILDING PAD MEASURING FIVE FEET EACH DIRECTION AT THE CORNER OF THE SETBACKS.

SURVEYOR'S CERTIFICATE

I, TRAVIS TRANE, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD LICENSE NO. 5152741, IN ACCORDANCE WITH TITLE 58, CHAPTER 22 OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, STREETS AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND IS TRUE AND CORRECT.

Travis Trane
(SURVEYOR), P.L.S. DATE: Feb-19, 2026

BOUNDARY DESCRIPTION

Beginning at a point which is South 00°27'29" West 2200.17 feet along the section line and East 141.44 feet from the Northwest Corner of Section 13, Township 6 South, Range 2 West, Salt Lake Base and Meridian;

thence South 89°59'23" East 461.00 feet; thence Southeasterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, the chord of which bears South 44°59'23" East 21.21 feet; thence South 00°00'37" West 298.85 feet; thence Southwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, the chord of which bears South 45°00'19" West 21.21 feet; thence West 461.00 feet; thence Southwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, the chord of which bears North 44°59'41" West 21.22 feet; thence North 00°00'37" East 298.93 feet; thence Northeasterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, the chord of which bears North 45°00'37" East 21.21 feet to the point of beginning.

Parcel contains: 3.703 acres

Basis of Bearing: the line between the Northwest Corner and the West Quarter Corner of Section 13, Township 6 South, Range 2 West, Salt Lake Base and Meridian which bears South 00°27'29" West (NAD 83 UTAH COUNTY).

ENT 40796-2026 MAP 21
ANDREA ALLEN
UTAH COUNTY RECORDER
2024 FEB 15 11:52 AM TUE 11:00 AM
RECORDED FOR EAGLE MOUNTAIN CITY

OWNER'S DEDICATION

We, the undersigned owners of all the real property depicted on this plat and described in the surveyor's certificate on this plat, have caused the land described on this plat to be divided into lots, streets, parks, open spaces, easements and other public uses as designated on the plat and now do hereby dedicate under the provisions of 10-9a-607, Utah code, without condition, restriction or reservation to Eagle Mountain City, Utah, all streets, water, sewer and other utility easements and improvements, open spaces, parks and all other places of public use and enjoyment to Eagle Mountain City, Utah together with all improvements required by the Development Agreement between the undersigned and Eagle Mountain City for the benefit of the City on the inhabitants thereof. Pursuant to Utah code 10-9a-604(1)(d) the owner hereby conveys the common area, as indicated hereon, to the Harmony home owners association, PO Box 827, Lehi, UT, 84043

OWNER(S):
PRINTED: Nate Hutchinson, Manager
BCP Development, LLC
2/12/2026

AUTHORIZED SIGNATURES

[Signature]
NOTARY PUBLIC SIGNATURE
Matt Redmond
PRINTED NAME OF NOTARY

ACKNOWLEDGEMENT

On the 12 day of Feb, 2026, personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication for and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

My Commission Expires 4/16/29
742553
COMMISSION NUMBER

[Signature]
NOTARY PUBLIC SIGNATURE
Matt Redmond
PRINTED NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, Approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this 7 day of March, 2026

[Signature]
APPROVED BY MAYOR
Travis Trane
APPROVED BY CITY ENGINEER
(See Seal Below)

[Signature]
APPROVED BY CITY ATTORNEY
Lance A. Mendenhall
ATTEST BY CITY RECORDER
(See Seal Below)

PHASE 'A' PLAT '13'
HARMONY
A RESIDENTIAL SUBDIVISION
EAGLE MOUNTAIN, UTAH COUNTY, UTAH

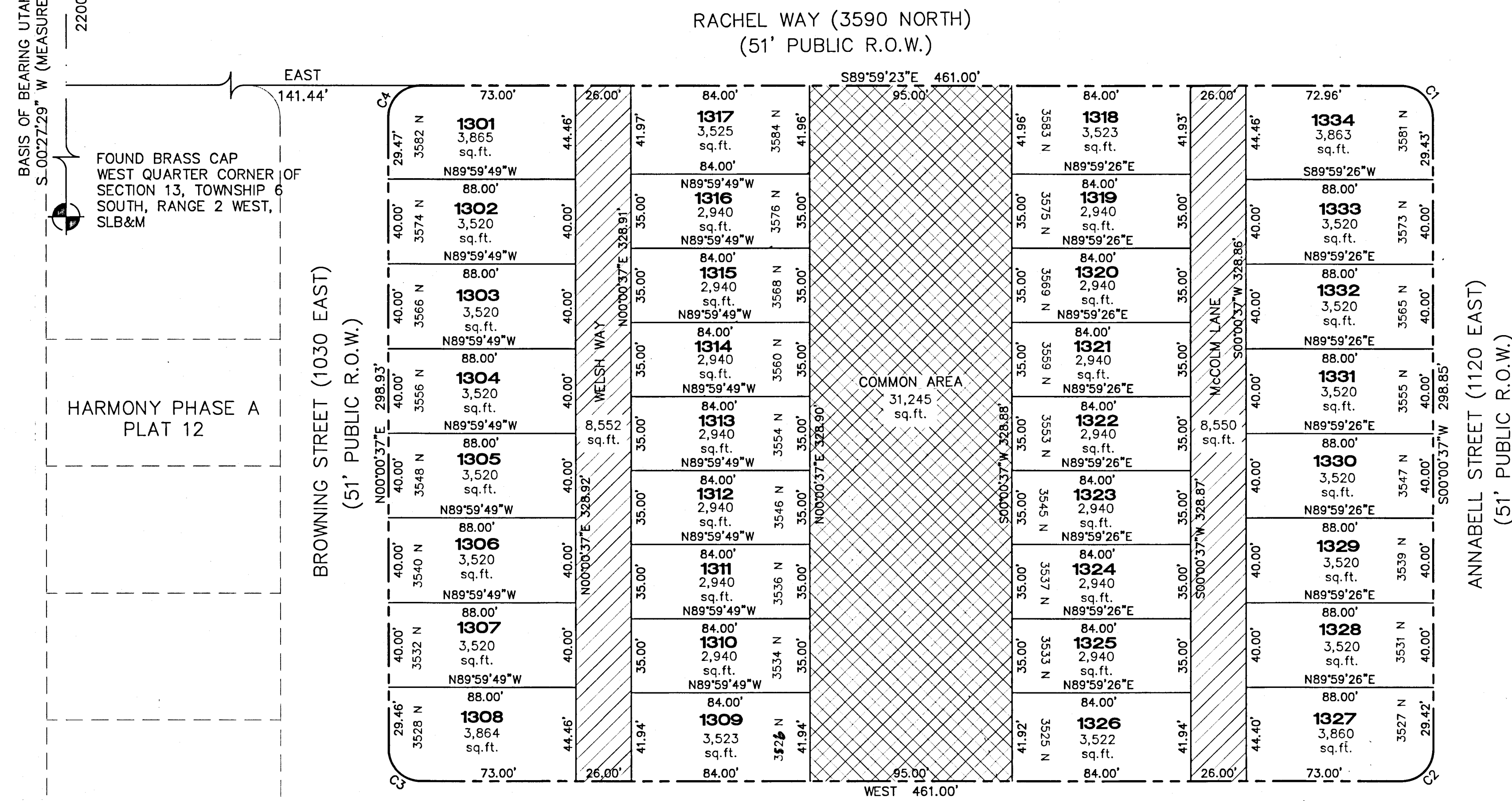
SURVEYOR'S SEAL: TRAVIS TRANE, No. 5152741, STATE OF UTAH
NOTARY PUBLIC SEAL: MATT REDMOND, No. 51487302202, STATE OF UTAH
CITY-COUNTY ENGINEER SEAL: VINCE R. HOGGE, No. 2-25-2026, STATE OF UTAH
EAGLE MOUNTAIN CITY CORPORATE SEAL

PRIVATE AREA
PRIVATE ALLEY
COMMON AREA

Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	23.56	15.00	90°00'00"	21.21	S44°59'23"E
C2	23.56	15.00	89°59'23"	21.21	S45°00'19"W
C3	23.56	15.00	90°00'37"	21.22	N44°59'41"W
C4	23.56	15.00	90°00'00"	21.21	N45°00'37"E

FOUND BRASS CAP NORTHWEST CORNER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SLB&M
FOUND BRASS CAP WEST QUARTER CORNER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SLB&M

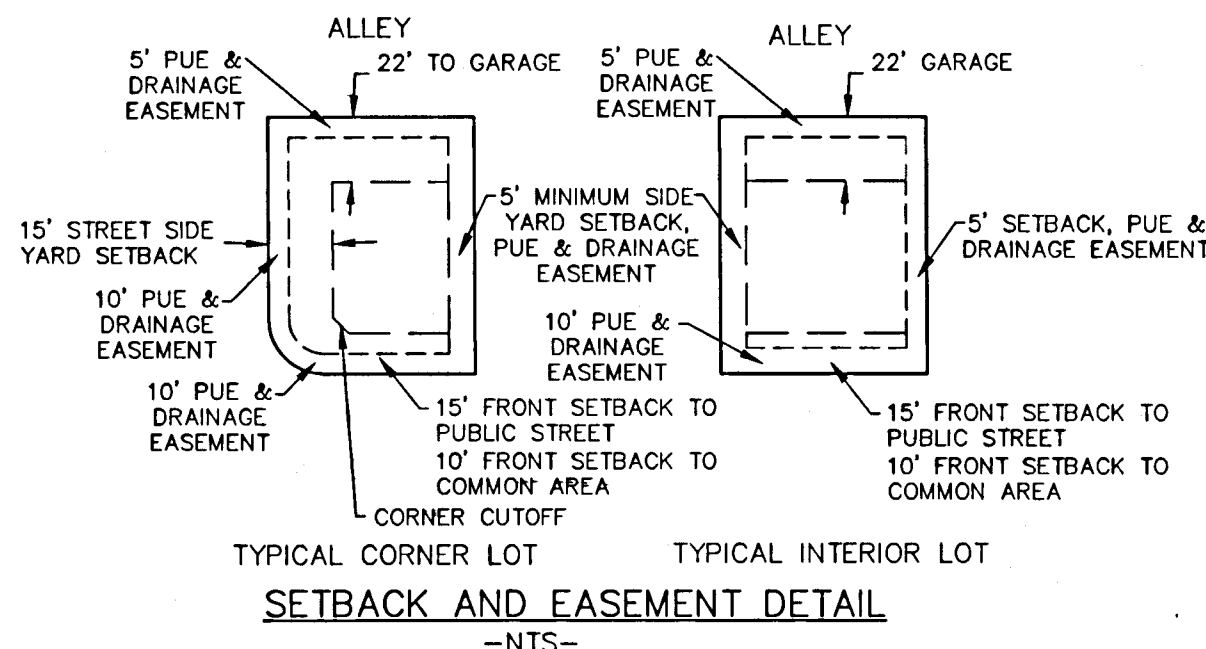
BASIS OF BEARING UTAH COUNTY S.00°27'29" W (MEASURED: 2642.86)
2200.17'



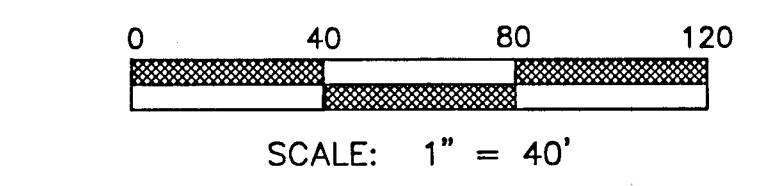
ENBRIDGE GAS UTAH ACCEPTANCE
Questar Gas Company, dba Enbridge Gas Utah, hereby approves this plat solely for the purposes of confirming that the plat contains public utility easements. Enbridge Gas Utah may require additional easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities including prescriptive rights and other rights, obligations or liabilities provided by law, or equity. This approval does not constitute acceptance, approval or acknowledgement of any terms contained in the plat, including those set forth in the Owner Dedication or in the Notes, and does not constitute a guarantee of particular terms or conditions of natural gas service. For further information please contact Enbridge Gas Utah's Right-of-Way Department at 800-366-8532.

QUESTAR GAS COMPANY dba ENBRIDGE GAS UTAH
APPROVED THIS 17 DAY OF FEBRUARY, 2026
[Signature]
QUESTAR GAS COMPANY dba ENBRIDGE GAS UTAH
BY: JAY OLE
TITLE: PP, CM, PP

ROCKY MOUNTAIN POWER APPROVAL
1. Pursuant to Utah Code Ann 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
2. Pursuant to Utah Code Ann 10-9a-603 Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under.
(1) A recorded easement of right of way
(2) The law applicable to prescriptive rights
(3) Title 54, Chapter 8a, Damage to Underground Utility Facilities
(4) Any other provision of law
[Signature] Feb 17th 2026
ROCKY MOUNTAIN POWER DATE

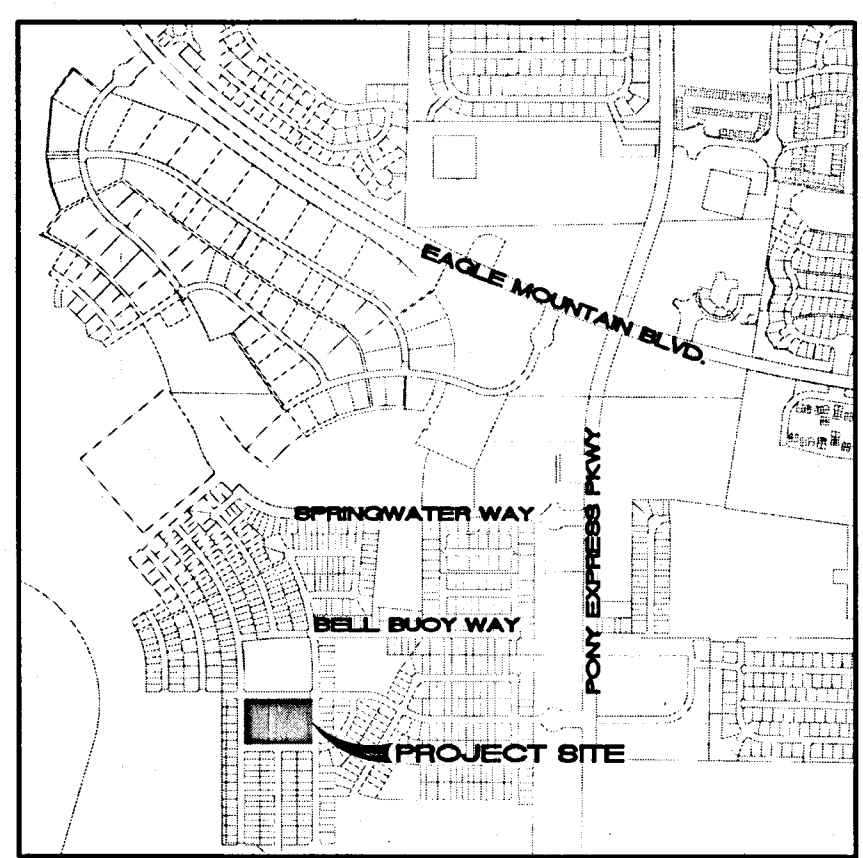


DIRECT COMMUNICATIONS APPROVAL
Direct Communications Cedar Valley, LLC certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the Direct Communications Cedar Valley P.S.C. Utah No.1 Tariff.
[Signature] 2/17/26
DIRECT COMMUNICATIONS DATE



LAND USE	
ACREAGE:	3.703 acres
ACREAGE IN LOTS:	2.593 acres
ACREAGE IN PRIVATE ALLEY:	0.393 acres
ACREAGE IN PRIVATE OPEN SPACE:	0.717 acres
LARGEST LOT:	3,865 sq.ft.
SMALLEST LOT:	2,940 sq.ft.
AVERAGE LOT SIZE:	3,322 acres
LOTS:	34 LOTS
UNIT DENSITY:	9.18 LOTS PER ACRE

20158



VICINITY MAP
TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
37 EAST MAIN LEHI, UTAH 84043 (801) 768-4644



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	Traffic Signal Eagle Mountain Boulevard & Pony Express Parkway, BHI - Change Orders #4
ITEM TYPE:	Change Order
FISCAL IMPACT:	\$158,747.72
APPLICANT:	BHI

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
NA	NA

PUBLIC HEARING

No

PREPARED BY

David Salazar, Assistant City Engineer

PRESENTED BY

David Salazar

RECOMMENDATION:

Staff recommends that Change Order #4 of the Construction Services Agreement for the Traffic Signal at Pony Express Parkway and Eagle Mountain Blvd with BHI be approved.

BACKGROUND:

The project is substantially complete and has included several change orders to address field conditions, plan discrepancies, and City-requested modifications identified during construction. Change Order No. 4 primarily consists of quantity overruns for curb and gutter, asphalt trail, and asphalt roadway improvements.

These additional quantities were necessary to replace damaged or deficient existing infrastructure encountered during construction and to provide smoother, more durable transitions between the new improvements and existing facilities. Completing this work during construction improved overall project quality and reduced the likelihood of future maintenance needs.

The project remains within the overall approved project budget. However, the cumulative value of the contract, including approved change orders, exceeds the contractor authorization threshold established by City Code, requiring City Council approval.

ITEMS FOR CONSIDERATION:

Council previously approved Change Order #1 on June 3, 2025, and Change Order #2 & #3 on March 3, 2026, all of which are provided as Exhibits.

BHI has performed well throughout the project and has worked collaboratively with City staff to resolve field conflicts, address plan discrepancies, and implement requested modifications during construction.

Several items included in the change orders resulted from City-requested improvements and

unforeseen plan inconsistencies identified in the field that required additional work to complete the project.

Staff has reviewed the change orders and finds the requested compensation to be reasonable and consistent with the scope of additional work performed.

Approval of this change order will allow the City to close out the project while maintaining compliance with City purchasing and contracting requirements.

PLANNING COMMISSION ACTION/RECOMMENDATION:

NA

ATTACHMENTS:

1. Change Order #1 - Previously Signed
2. Change Order #2 - Previously Signed
3. Change Order #3 Previously Signed
4. Change Order #4 - For Signature
5. Presentation



Eagle Mountain City

1650 E Stagecoach Run Eagle Mountain Utah 84005
801-789-6600

Change Order #
____ PC01 ____

PROJECT CHANGE ORDER FORM

Date:	5/15/2025	Change Order Amount:	\$84,500.00
GL #	47-81-44100-7014	PO #	
Project Manager:	David Salazar		
Project Title:	Traffic Signal: Pony Express & Eagle Mountain	Project #	
Contractor:	BHI	Contractor Contact:	Cole Carter

The Contract Documents will be modified as follows upon execution of this Change Order:

Description: Addition of temporary traffic signals for traffic control instead of stop signs.

Attachments (List documents supporting this change order, attach to this form, upload to Springbrook):

1. BHI Change Order form
- 2.
- 3.
- 4.
- 5.

Contract Pricing:		Contract Time:	
Original Contract Amount:	\$2,713,473.55	Original Completion Date:	NA
Previously Approved CO's:	\$0.00	Previously approved days	NA
Present Contract Price:	\$2,713,473.55	Increased by:	NA
Change Order Amount:	\$84,500.00	Decreased by:	NA
New Contract Amount:	\$2,797,973.55	New Completion Date:	NA

Signatures (approval):

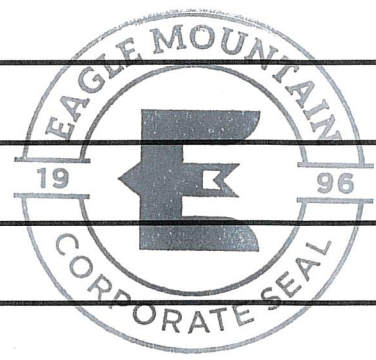
Finance (Approved Budget) *KRUESCH*
Kimberly Ruesch (Jun 3, 2025 12:41 MDT)

Department Head: *Vince Hogge*

City Manager: *Benjamin Reeves*
Benjamin Reeves (May 27, 2025 15:35 MDT)

Contractor / Vendor: *Cole Carter*

City Council: *[Signature]*



(City council approval required if funds are not budgeted, & for purchases over \$15,000.00 for auditing, attorneys, architectural

ATTEST:
BY: *Joni's. Olsen*
CITY RECORDER



CHANGE ORDER REQUEST

DATE: 5/12/2025

PCO#: 1

Mortenson

35036-3500 - UT_Eagle Mountain City_2025 Traffic Signal Eagle Mountain BI

To: David Salazar
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

From: Cole Carter
BHI
1175 200 S St,
Naples, UT 84078

Phone: 801-789-6608

Phone: 435-789-5252

Fax:

Fax:

Email: dsalazar@eaglemountain.gov

Email: ccarter@bhico.com

Below is the detail for our proposal to complete the following changes in contract work:

- Owner Requested: Add Temp Traffic Signals At 4-way Stop
- Proposed Scope of Work:

PCO Item	Status	Change (in Days)	Quantity	UM	Unit Price	Amount
6.01 : Furnish And Supply Temporary Traffic Signals At 4-Way Stop Labor - \$9,248.83 Equipment - \$3,583.13 Subcontracted - \$59,486.20 Bond - \$674.45 O/H & Profit - \$11,507.39	New		65.000	DYS	1300.00000	84500.00

Total Amount: \$84500.00

Submitted By:

Approved By:

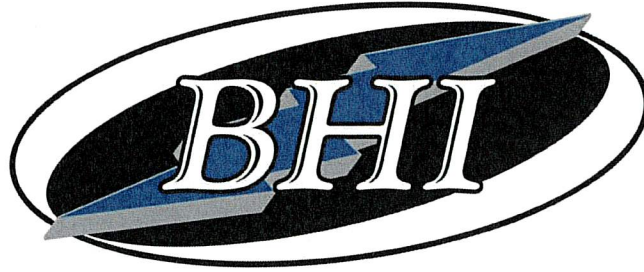
5/12/2025

Cole Carter

Date

David Salazar
Eagle Mountain City

Date



CHANGE ORDER REQUEST

DATE: 5/12/2025

PCO#: 1

Mortenson

35036-3500 - UT_Eagle Mountain City_2025 Traffic Signal Eagle Mountain BI

ACCEPTED – The above prices and specifications of this change order are satisfactory and are hereby accepted. All work to be performed under the same terms and conditions as specified in otherwise stipulated.

Response to this change order must be received within ten (10) working days. If no response is received by BHI within this time, it will be construed that lack of response as agreement to this Change Order as described. If BHI is directed to proceed with the work described herein without a specific Change Order this document shall serve as the approval and official change Order regardless of execution by either party.

Submitted By:

Approved By:

5/12/2025

Cole Carter

Date

David Salazar
Eagle Mountain City

Date











Change Order #1 with Exhibit


Final Audit Report


2025-06-03


Created:	2025-05-27
By:	Lacie Messerly (lmesserly@eaglemountain.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAjUR59JRuxFVGp_-nUWbsi0yo7ubkNkd5

"Change Order #1 with Exhibit" History

-  Document created by Lacie Messerly (lmesserly@eaglemountain.gov)
2025-05-27 - 9:30:55 PM GMT
-  Document emailed to Kimberly Ruesch (kruesch@eaglemountain.gov) for signature
2025-05-27 - 9:31:00 PM GMT
-  Document emailed to Vince Hogge (vhogge@eaglemountain.gov) for signature
2025-05-27 - 9:31:00 PM GMT
-  Document emailed to Cole Carter (ccarter@bhico.com) for signature
2025-05-27 - 9:31:00 PM GMT
-  Document emailed to Benjamin Reeves (breeves@eaglemountain.gov) for signature
2025-05-27 - 9:31:01 PM GMT
-  Email viewed by Benjamin Reeves (breeves@eaglemountain.gov)
2025-05-27 - 9:31:44 PM GMT
-  Email viewed by Cole Carter (ccarter@bhico.com)
2025-05-27 - 9:32:41 PM GMT
-  Document e-signed by Cole Carter (ccarter@bhico.com)
Signature Date: 2025-05-27 - 9:33:23 PM GMT - Time Source: server
-  Email viewed by Vince Hogge (vhogge@eaglemountain.gov)
2025-05-27 - 9:34:08 PM GMT
-  Document e-signed by Vince Hogge (vhogge@eaglemountain.gov)
Signature Date: 2025-05-27 - 9:34:29 PM GMT - Time Source: server
-  Document e-signed by Benjamin Reeves (breeves@eaglemountain.gov)
Signature Date: 2025-05-27 - 9:35:55 PM GMT - Time Source: server

 Email viewed by Kimberly Ruesch (kruesch@eaglemountain.gov)
2025-06-03 - 6:40:32 PM GMT

 Document e-signed by Kimberly Ruesch (kruesch@eaglemountain.gov)
Signature Date: 2025-06-03 - 6:41:31 PM GMT - Time Source: server

 Agreement completed.
2025-06-03 - 6:41:31 PM GMT



Eagle Mountain City

1650 E Stagecoach Run Eagle Mountain Utah 84005
801-789-6600

Change Order # 2

PROJECT CHANGE ORDER FORM

Date:	8/27/2025	Change Order Amount:	\$211,985.35
GL #	47-81-44100-7014	PO #	
Project Manager:	David Salazar		
Project Title:	Traffic Signal: Pony Express & Eagle Mountain	Project #	
Contractor:	BHI	Contractor Contact:	Colton Lundell

The Contract Documents will be modified as follows upon execution of this Change Order:

Description: Addition of landscaping work not included on plans. Addition of base course for improved traffic control on the south leg northbound to avoid the use of flaggers. Addition of curb not properly shown on plans. Addition of lowering/raising and collar water valve and manhole not properly shown on the plans. Addition of storm drain plugs and grouting for existing storm drain RCP found during excavation.

Attachments (List documents supporting this change order, attach to this form, upload to Springbrook):

1. BHI Change Order form
- 2.
- 3.
- 4.
- 5.

Contract Pricing:		Contract Time:	
Original Contract Amount:	\$2,713,473.55	Original Completion Date:	NA
Previously Approved CO's:	\$84,500.00	Previously approved days:	NA
Present Contract Price:	\$2,797,973.55	Increased by:	NA
Change Order Amount:	\$211,985.35	Decreased by:	NA
New Contract Amount:	\$3,009,958.90	New Completion Date:	NA

Signatures (approval):

Project Manager:

Digitally signed by David Salazar
DN: C=US, E=dsalazar@emcity.org, CN=David Salazar
Date: 2025.08.27 17:23:48-06'00'

Finance (Approved Budget)

Chris Waldron
Chris Waldron (Sep 24, 2025 08:05:35 MDT)

Department Head:

9/2/2025

City Manager:

Benjamin A. Reeves
Benjamin A. Reeves (Sep 24, 2025 09:38:25 MDT)

Contractor / Vendor:

(City council approval required if funds are not budgeted, & for purchases over \$15,000.00 for auditing, attorneys, architectural



**BUILDING RELATIONSHIPS
ONE PROJECT AT A TIME**

CONSTRUCTION MANAGEMENT > FACILITIES & PIPELINE > CIVIL & EXCAVATION > INSTRUMENTATION & ELECTRICAL > WIRELESS & COMMUNICATIONS

To:	Eagle Mountain City	Contact:	
Address:	Eagle Mountain, UT	Phone:	
		Fax:	

CO Name:	Add Sign And Pavement Marking	CO ID:	PCO-03 Added Items
Project Location:	Eagle Mountain And Pony Express, Eagle Mountain, UT	CO Date:	4/9/2025

Line #	Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
	5.00	Base Course Average 4" Depth For Temp Roadway	250.00	TON	\$25.00	\$6,250.00
	5.01	M2 Curb Additional Cost (Total When Billed Will Be \$34.5 (Median Price) + 6.75 (Additional Price) =41.25 PER LF	400.00	LF	\$6.75	\$2,700.00
	6.01	S1-1 W/W16-9P	1.00	EACH	\$615.50	\$615.50
	6.02	S1-1 W/W16-7P	4.00	EACH	\$615.50	\$2,462.00
	6.03	Crosswalk Blocks	145.00	EACH	\$68.00	\$9,860.00
	6.04	Landscape Mobilization	1.00	LS	\$4,300.00	\$4,300.00
	6.05	Install 2"-4" Rock Mulch W/ Weed Barrier (8" Depth)	5,049.00	SF	\$6.15	\$31,051.35
	6.06	Landscape Restoration (Sprinklers, Sod & 4" Topsoil OR 3" Depth Rock Mulch W/ Weed Barrier)	694.00	SF	\$5.50	\$3,817.00
	6.07	Install Sod W/ 4" Depth Topsoil	1,151.00	SF	\$2.45	\$2,819.95
	6.08	Install 2"-4" Rock W/ Weed Barrier (8" Depth)	4,370.00	SF	\$6.15	\$26,875.50
	6.09	Install 1 Gal Karl Foerster	42.00	EACH	\$43.00	\$1,806.00
	6.10	Install 5 Gal Blu Chip Juniper	33.00	EACH	\$74.00	\$2,442.00
	6.11	Install 1 Gal Russian Sage	33.00	EACH	\$43.00	\$1,419.00
	6.12	Install 5 Gal Gro Low Fragrant Sumac	40.00	EACH	\$73.75	\$2,950.00
	6.13	Install Drip & Spray Irrigation -(10,344 SF Drip Irrigation Per Irrigation Schedule On Plan Page LS301 + 1,151 SF Spray Irrigation For New Sod Area Per Reference Notes Schedule Qty On Plan Page LS101) -Includes Drip Irrigation For New Rock Planter Areas, Spray Irrigation For New Sod & 1 New Controller Per Irrigation Schedule. -***Does NOT Include New Backflow, Backflow Enclosure, Stop'n Waste, Irrigation Water Sources / Water Meters, Irrigation Power Sources / Power Meters, Boring, Hot Tap / Connection To Mainline Or Conduit*** -***Based On Connecting To Existing Irrigation Systems***	11,495.00	SF	\$3.10	\$35,634.50
	6.14	Irrigation Sleeves	92.00	LF	\$24.65	\$2,267.80

Line #	Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
6.15		Excavation In Existing Sod Areas: Excavate To 8.5" Depth. Remove Soil From Site.	4,370.00	SF	\$3.60	\$15,732.00
6.16		Metal Edging UNIT PRICE If Required	1.00	LF	\$17.25	\$17.25
6.17		Additional Landscape Restoration (Sprinklers, Sod & 4" Topsoil OR 3" Depth Rock Mulch W/ Weed Barrier)	1.00	SF	\$5.50	\$5.50
6.18		Traffic Control For Landscaping	22.00	DY	\$1,400.00	\$30,800.00
6.19		Lower/Raise And Collar Water Valve	15.00	EACH	\$1,250.00	\$18,750.00
6.20		Lower/Raise And Collar Manhole	5.00	EACH	\$1,450.00	\$7,250.00
6.21		Plugs For Existing Storm Drain	3.00	EACH	\$480.00	\$1,440.00
6.22		Flow Fill - 1.5 Under Curb And Gutter Under PI 1.5 Yards On East End Lower Pipe 6" To Miss 16" Waterline - Flow Filled Pipe For Backfill On Waterline	3.00	YARD	\$240.00	\$720.00

Total Bid Price: \$211,985.35

Notes:

- David,
Proposal is for the Additional Landscape, curb and gutter and added roadbase for the temp road. Give me a call if you have any questions.

Payment Terms:

Payment due within 30 days of date of invoice, regardless of when payment is made by Owner.

<p>ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted.</p> <p>Buyer: _____</p> <p>Signature: _____</p> <p>Date of Acceptance: _____</p>	<p>CONFIRMED: BHI</p> <p>Authorized Signature: _____</p> <p>Estimator: Gregg Pond 435-360-5200 gpond@bhico.com</p>
---	--










Change Order 2 Roundabout Traffic Signal-Partial Signatures (1)

Final Audit Report

2025-09-24

Created:	2025-09-23
By:	Melissa Yates (myates@emcity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAADzz_NPJDDsqopsnEQ6DAUfM2IKo_0pp

"Change Order 2 Roundabout Traffic Signal-Partial Signatures (1)" History

-  Document created by Melissa Yates (myates@emcity.org)
2025-09-23 - 9:37:19 PM GMT
-  Document emailed to Chris Waldron (cwaldron@eaglemountain.gov) for signature
2025-09-23 - 9:37:23 PM GMT
-  Document emailed to Benjamin reeves (breeves@eaglemountain.gov) for signature
2025-09-23 - 9:37:23 PM GMT
-  Email viewed by Chris Waldron (cwaldron@eaglemountain.gov)
2025-09-24 - 1:57:58 PM GMT
-  Document e-signed by Chris Waldron (cwaldron@eaglemountain.gov)
Signature Date: 2025-09-24 - 2:05:35 PM GMT - Time Source: server
-  Email viewed by Benjamin reeves (breeves@eaglemountain.gov)
2025-09-24 - 3:37:35 PM GMT
-  Signer Benjamin reeves (breeves@eaglemountain.gov) entered name at signing as Benjamin A. Reeves
2025-09-24 - 3:38:23 PM GMT
-  Document e-signed by Benjamin A. Reeves (breeves@eaglemountain.gov)
Signature Date: 2025-09-24 - 3:38:25 PM GMT - Time Source: server
-  Agreement completed.
2025-09-24 - 3:38:25 PM GMT



Eagle Mountain City

1650 E Stagecoach Run Eagle Mountain Utah 84005
801-789-6600

Change Order # 3

Date:	2/17/2026	Change Order Amount:	\$11,339.16
Project Title:	Traffic Signal: Pony Express & Eagle	PO #	84546
Project Manager:	David Salazar	GL #	47-81-44100-7069
Contractor:	BHI	Task Code #	20264401-roundrmv
Contr. Contact:	Colton Lundell		

The Contract Documents will be modified as follows upon execution of this Change Order:

Description: Addition of landscaping plant material not shown on the approved construction plans. Placement of additional concrete at traffic signal locations to improve pedestrian access and ADA reach to push buttons. Removal of existing pavement markings and installation of new striping to match the revised traffic control layout. Installation of traffic signs, delineators, and object markers not included in the original plans.

Attachments (List documents supporting this change order, attach to this form, upload to Springbrook):

1. BHI Change Order form
- 2.
- 3.
- 4.
- 5.

Contract Pricing:		Contract Time:	
Original Contract Amount:	\$2,713,473.55	Original Completion Date:	NA
Previously Approved CO's:	\$296,485.35	Previously approved days:	NA
Present Contract Price:	\$3,009,958.90	Increased by:	NA
Change Order Amount:	\$11,339.16	Decreased by:	NA
New Contract Amount:	\$3,021,298.06	New Completion Date:	NA

City Council Budget Approval? YES NO Admin Assistant Reviewed? YES NO

City Council approval required if funds are not budgeted and for change orders over \$75,000.00 or 10% of cost; whichever is greater. Also, for purchases over 15,000.00 for auditing, attorneys, architectural services for city facilities, branding, government relations and consulting for master plans and general plans.

Signatures (approval):
Purchasing: Melissa Gates Project Accountant: Chris Waldron
Chris Waldron (Feb 24, 2026 14:14:33 MST)

Project Manager: David Salazar Department Head/Director: Brad Hickman
David Salazar (Feb 24, 2026 14:39:20 MST) Brad Hickman (Feb 24, 2026 14:41:36 MST)

City Manager: Benjamin A. Reeves City Council:
Benjamin A. Reeves (Feb 24, 2026 14:42:34 MST)



**BUILDING RELATIONSHIPS
ONE PROJECT AT A TIME**

CONSTRUCTION MANAGEMENT > FACILITIES & PIPELINE > CIVIL & EXCAVATION > INSTRUMENTATION & ELECTRICAL > WIRELESS & COMMUNICATIONS

To:	Eagle Mountain City	Contact:	
Address:	Eagle Mountain, UT	Phone:	
		Fax:	
CO Name:	Additional Landscaping	CO ID:	PCO-04
Project Name:	35- UT- 250409- 2025 Traffic Signal Eagle Mountain BLVD- Pony Ex	CO Date:	4/9/2025
Project Location:	Eagle Mountain And Pony Express, Eagle Mountain, UT		

Line #	Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
	400	Install 1 Gal Stella De Oro Daylily	37.00	EACH	\$42.68	\$1,579.16
	401	Additional Concrete At The Traffic Signals	1.00	LS	\$3,280.00	\$3,280.00
	402	Water Blasting And Removal To Fix Existing Striping Layout	1.00	LS	\$2,800.00	\$2,800.00
	403	Road Skips	1.00	LS	\$2,050.00	\$2,050.00
	2.11	Install Additional Signs	4.00	EACH	\$335.00	\$1,340.00
	404	Install Delineators	4.00	EACH	\$290.00	\$1,160.00
	404	Install Object Markers	2.00	EACH	\$235.00	\$470.00

Total Bid Price: \$ 11,339.16

Notes:

- David,
Please see attached CO for the additional work out on the intersection. Give me a call if you have any questions.
Thank you

Payment Terms:

Payment due within 30 days of date of invoice, regardless of when payment is made by Owner.

<p>ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted.</p> <p>Buyer: _____</p> <p>Signature: _____</p> <p>Date of Acceptance: _____</p>	<p>CONFIRMED: BHI</p> <p style="text-align: right;"><i>Chris Waldron</i></p> <p>Authorized Signature: <u>Chris Waldron (Feb 24, 2026 14:14:33 MST)</u></p> <p>Estimator: Gregg Pond 435-360-5200 gpond@bhico.com</p>
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BHI Change Order #3 Roundabout Traffic Signal UPDATED


Final Audit Report

2026-02-24


Created:	2026-02-24
By:	Melissa Yates (myates@emcity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAA90O4AbYR_0guiHOnej9oD-2c272Wo2Kk

"BHI Change Order #3 Roundabout Traffic Signal UPDATED" History

-  Document created by Melissa Yates (myates@emcity.org)
2026-02-24 - 8:14:59 PM GMT
-  Document emailed to Chris Waldron (cwaldron@eaglemountain.gov) for signature
2026-02-24 - 8:17:03 PM GMT
-  Email viewed by Chris Waldron (cwaldron@eaglemountain.gov)
2026-02-24 - 8:53:52 PM GMT
-  Document e-signed by Chris Waldron (cwaldron@eaglemountain.gov)
Signature Date: 2026-02-24 - 9:14:33 PM GMT - Time Source: server
-  Document emailed to David Salazar (dsalazar@eaglemountain.gov) for signature
2026-02-24 - 9:14:35 PM GMT
-  Email viewed by David Salazar (dsalazar@eaglemountain.gov)
2026-02-24 - 9:39:09 PM GMT
-  Document e-signed by David Salazar (dsalazar@eaglemountain.gov)
Signature Date: 2026-02-24 - 9:39:20 PM GMT - Time Source: server
-  Document emailed to Brad Hickman (bhickman@eaglemountain.gov) for signature
2026-02-24 - 9:39:27 PM GMT
-  Email viewed by Brad Hickman (bhickman@eaglemountain.gov)
2026-02-24 - 9:40:17 PM GMT
-  Document e-signed by Brad Hickman (bhickman@eaglemountain.gov)
Signature Date: 2026-02-24 - 9:41:36 PM GMT - Time Source: server

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2026-02-24 - 9:42:09 PM GMT

 Signer Benjamin Reeves (breeves@eaglemountain.gov) entered name at signing as Benjamin A. Reeves

2026-02-24 - 9:42:32 PM GMT

 Document e-signed by Benjamin A. Reeves (breeves@eaglemountain.gov)

Signature Date: 2026-02-24 - 9:42:34 PM GMT - Time Source: server

 Agreement completed.

2026-02-24 - 9:42:34 PM GMT



Eagle Mountain City

1650 E Stagecoach Run Eagle Mountain Utah 84005
801-789-6600

Change Order # 4

Date:	6/8/2026	Change Order Amount:	\$158,747.72
Project Title:	Traffic Signal: Pony Express & Eagle	PO #	84616
Project Manager:	David Salazar	GL #	47-81-44100-7069
Contractor:	BHI	Task Code #	20264401-roundrmv
Contr. Contact:	Colton Lundell		

The Contract Documents will be modified as follows upon execution of this Change Order:

Description: Overage from contract for additional curb & gutter, trail, and asphalt roadway

Attachments (List documents supporting this change order, attach to this form, upload to Springbrook):

1. BHI Change Order form
- 2.
- 3.
- 4.

Contract Pricing:		Contract Time:	
Original Contract Amount:	\$2,713,473.55	Original Completion Date:	NA
Previously Approved CO's:	\$307,824.51	Previously approved days:	NA
Present Contract Price:	\$3,021,298.06	Increased by:	NA
Change Order Amount:	\$158,747.72	Decreased by:	NA
New Contract Amount:	\$3,180,045.78	New Completion Date:	NA

City Council Budget Approval?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Admin Assistant Reviewed?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
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City Council approval required if funds are not budgeted and for change orders over \$75,000.00 or 10% of cost; whichever is greater. Also, for purchases over 15,000.00 for auditing, attorneys, architectural services for city facilities, branding, government relations and consulting for master plans and general plans.

Signatures (approval):

Purchasing: Melissa Gates Project Accountant: Chris Waldron
Chris Waldron (Jun 9, 2026 10:37:31 MDT)

Project Manager: David K. Sub Department Head/Director: Vince Hogge
Vince Hogge (Jun 9, 2026 09:52:29 MDT)

City Manager: Benjamin A. Reeves City Council: _____
Benjamin A. Reeves (Jun 9, 2026 10:02:52 MDT)



**BUILDING RELATIONSHIPS
ONE PROJECT AT A TIME**

CONSTRUCTION MANAGEMENT > FACILITIES & PIPELINE > CIVIL & EXCAVATION > INSTRUMENTATION & ELECTRICAL > WIRELESS & COMMUNICATIONS

To: Eagle Mountain City	Contact:
Address: Eagle Mountain, UT	Phone:
	Email:
CO Name: Overages For Additional Work	CO ID: PCO-05
Project Name: 35- UT- 250409- 2025 Traffic Signal Eagle Mountain BLVD- Pony Ex	CO Date: 4/9/2025
Project Location: Eagle Mountain And Pony Express, Eagle Mountain, UT	

The benchmark diesel fuel (on-highway) price at the time of this bid is \$5.331/gal. This benchmark price for diesel fuel will be used to calculate any applicable fuel surcharge, per the terms listed in the contract below.

Bid Proposal Estimator:

Line #	Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
	90	Overages From Additional Curb And Gutter, Trails, And Asphalt. This Is From Changes In The Field.	1.00	LS	\$158,747.72	\$158,747.72

Total Bid Price: \$158,747.72

Payment Terms:

Payment due within 10 days after payment is made by Owner.

<p>ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted.</p> <p>Buyer: _____</p> <p>Signature: _____</p> <p>Date of Acceptance: _____</p>	<p>CONFIRMED: BHI</p> <p>Authorized Signature: _____</p> <p>Estimator: Gregg Pond 435-360-5200 gpond@bhico.com</p>
---	--












Change Order 4 Roundabout Traffic Signal

Final Audit Report

2026-06-09


Created:	2026-06-09
By:	Melissa Yates (myates@emcity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAA7vOE9HDGoTWdCe45EjvB58-tJ4oC3d_f

"Change Order 4 Roundabout Traffic Signal" History


-  Document created by Melissa Yates (myates@emcity.org)
2026-06-09 - 3:28:41 PM GMT
-  Document emailed to Chris Waldron (cwaldron@eaglemountain.gov) for signature
2026-06-09 - 3:28:46 PM GMT
-  Document emailed to David Salazar (dsalazar@eaglemountain.gov) for signature
2026-06-09 - 3:28:46 PM GMT
-  Document emailed to Vince Hogge (vhogge@eaglemountain.gov) for signature
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-  Document emailed to Benjamin Reeves (breeves@eaglemountain.gov) for signature
2026-06-09 - 3:28:47 PM GMT
-  Email viewed by David Salazar (dsalazar@eaglemountain.gov)
2026-06-09 - 3:29:16 PM GMT
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-  Email viewed by Vince Hogge (vhogge@eaglemountain.gov)
2026-06-09 - 3:52:05 PM GMT
-  Document e-signed by Vince Hogge (vhogge@eaglemountain.gov)
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-  Email viewed by Benjamin Reeves (breeves@eaglemountain.gov)
2026-06-09 - 4:02:16 PM GMT
-  Signer Benjamin Reeves (breeves@eaglemountain.gov) entered name at signing as Benjamin A. Reeves
2026-06-09 - 4:02:50 PM GMT

 Document e-signed by Benjamin A. Reeves (breeves@eaglemountain.gov)


Signature Date: 2026-06-09 - 4:02:52 PM GMT - Time Source: server - Signature Appearance Selected: TYPE

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2026-06-09 - 4:37:11 PM GMT

 Document e-signed by Chris Waldron (cwaldron@eaglemountain.gov)

Signature Date: 2026-06-09 - 4:37:31 PM GMT - Time Source: server - Signature Appearance Selected: TYPE

 Agreement completed.

2026-06-09 - 4:37:31 PM GMT

Change Orders 4 for Traffic Signal at Eagle Mountain Blvd and Pony Express Pkwy



David Salazar, PE
Assistant City Engineer



Change Orders Summary

- Fourth (and final) construction change orders
- Total cumulative change orders remain within the approved project budget
- Per City Code, change orders exceeding the greater of 10% of the contract price or \$75,000 require City Council approval

Total Budget:	\$3,709,950.00	GL: 47-81-44100-7069
Design Total Spent:	\$101,257.00	
Construction Budget:	\$3,608,693.00	
BHI Contract Total:	\$2,713,473.55	
CO1	\$84,500.00	
CO2	\$211,985.35	
CO3	\$11,339.16	
CO4	\$158,747.72	
New Contract Total:	\$3,180,045.78	
Remaining Budget	\$428,647.22	



Change Order 1 - \$84,500 (already approved)

- Addition of temporary traffic signals at the intersection
- Requested by the City to maintain safe traffic operations during construction



Change Order 2 - \$211,985.35 (already approved)

- Landscaping plans and associated installation requested by the City
- Additional base course to improve northbound traffic control and eliminate need for flaggers
- Storm drain plugs and flow fill for existing RCP discovered during excavation
- Curb elevations not accurately shown on plans
- Adjustments to water valve and manhole locations/elevations not properly reflected on plans



Change Order 3 - \$11,339.16 (already approved)

- Landscaping plant material not shown on approved plans
- Additional concrete at signal poles to improve ADA access to push buttons
- Pavement marking and striping revisions to match existing conditions
- Additional traffic signs, delineators, and object markers not included in original plans



Change Order 4 - \$158,747.72

- Additional pavement and concrete improvements:
 - Curb and gutter
 - Asphalt trail
 - Asphalt roadway
- Replacement of damaged and deficient existing infrastructure identified during construction
- Additional work provided improved transitions between new and existing improvements



Change Orders Summary

- Work was completed to improve overall project quality and reduce future maintenance needs
- Even with these adjustments, the project remains under budget

Total Budget:	\$3,709,950.00	GL: 47-81-44100-7069
Design Total Spent:	\$101,257.00	
Construction Budget:	\$3,608,693.00	
BHI Contract Total:	\$2,713,473.55	
CO1	\$84,500.00	
CO2	\$211,985.35	
CO3	\$11,339.16	
CO4	\$158,747.72	
New Contract Total:	\$3,180,045.78	
Remaining Budget	\$428,647.22	



Questions?





EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

JUNE 2, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Jared R. Gray; Councilmembers Craig Whiting, Melissa Clark, and Rich Wood.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Brett Wright and Zachory Huish.

CITY STAFF PRESENT: Benjamin Reeves, City Manager; Fionnuala Kofoed, Assistant City Manager; Carson Stapley, Information Systems Manager; Evan Berrett, Director of Legislative and Strategic Services; Marcus Draper, City Attorney; Lacie Messerly, City Recorder; Stephanie Allred, Deputy Recorder; Kimberly Ruesch, Director of Administrative Services; Kyle Ireland, Communications Manager; Sariah Farmer, Digital Communications Specialist; Angela Valenzuela, Human Resource Manager; Natalie Winterton, Assistant to the City Manager; Terrence Dela Pena, Finance and Management Analyst; Brandon Larsen, Planning Director; Steven Lehmitz, Planner; Jeff Weber, Fleet and Facilities/Operations Director; Zac Hilton, Assistant Public Works Director; David Salazar, Assistant City Engineer; David Ulibarri, Public Safety Director; Abby Ivory, Economic Development Director and Adison Cragun, Management Intern.

CITY STAFF PRESENT ELECTRONICALLY: Steve Mumford, Deputy City Manager; Embret Fossum, UFA Battalion Chief and Michele Graves, Library Director.

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Gray called the meeting to order at 4:03 PM. He noted that Councilmember Wright and Councilmember Huish were participating remotely and announced that Item 17.A. would be removed from the agenda.

1. DISCUSSION AND INFORMATION ITEMS

- 1.A. DISCUSSION – Employee Procedure Updates (City Issued Cell Phones) - Human Resources Manager, Angela Valenzuela

[The recording of the discussion can be found online here at 00:04:04.](#)

Human Resources Manager Angela Valenzuela reviewed the proposed changes, discussed the options of providing an issued cell phone or a stipend for employees who use their personal cell phones for work purposes, and responded to questions from the City Council. The City Council provided feedback and direction.

- 1.B. DISCUSSION – Employee Procedure Manual Updates (5.40 Credit Cards and Removal of Appendix A) – Director of Administrative Services, Kimberly Ruesch

[The recording of the discussion can be found online here at 00:30:41.](#)

Director of Administrative Services Kimberly Ruesch stated that the item was tabled in December 2025 and explained that updates had been made in response to City Council requests. Ms. Ruesch presented the item, responded to questions from the City Council, and requested further direction and feedback.

- 1.C. DISCUSSION – Scenic Mountain Area Rezoning of 223 Properties – Senior Planner, Rob Hobbs

[The recording of the discussion can be found online here at 00:42:58.](#)

Senior Planner Rob Hobbs presented the items, including the proposed rezone and effected properties, responded to questions from City Council, and requested Council feedback and direction.

2. CITY MANAGER INFORMATION ITEMS

City Manager Ben Reeves provided information regarding upcoming events.

[The recording of the discussion can be found online here at 00:48:46.](#)

Planner Steven Lemitz presented the Eagle Mountain Chapel Site Plan located in Meadow Ranch, including a request related to the proposed recreation building height. The City Council discussed the proposal and provided feedback and direction to the applicant, Jacob Baker.

[The recording of the discussion can be found online here at 00:49:43.](#)

3. AGENDA REVIEW

- 11.A. Market Place at Town Center Phase 3 – Out of Warranty

[The recording of the discussion can be found online here at 01:18:43.](#)

City Attorney Marcus Draper provided clarification regarding improvement funds being Released.

- 13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Authorizing the Mayor to Sign a Municipal Recreation Grant Application.

[The recording of the discussion can be found online here at 01:25:26.](#)

Deputy City Manager Steve Mumford highlighted previous projects completed using grant funds and presented proposed projects for consideration under the Municipal Recreation Grant program. Mr. Mumford responded to questions from the City Council and requested feedback on the proposed projects.

- 13.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving a Service Contract with Building Code Solutions (BCS) for Third-Party Building Permit and Plan Review and Inspection Services

[The recording of the discussion can be found online here at 01:42:37.](#)

Community Development Director Brandon Larsen provided an overview of the item and responded to questions from the City Council.

- 13.C. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the Community Services Board Rules and Regulations.

[The recording of the discussion can be found online here at 01:44:30.](#)

Deputy City Manager Steve Mumford responded to questions from the City Council regarding the proposed Community Services Board Rules and Regulations. The City Council provided feedback and recommendations before acting on the item.

- 14.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Repealing and Reenacting Subsection 8.15.080(G) of the Eagle Mountain Municipal Code Regarding Construction Work During Restricted Hours.

[The recording of the discussion can be found online here at 01:46:14.](#)

Assistant City Engineer David Salazar presented the proposed amendment, including the reasons for the changes, approval criteria, and safeguards, and responded to questions from the City Council.

14.B. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Approving a Franchise Agreement with Forged Fiber 37, LLC, a Subsidiary of AT&T.

[The recording of the discussion can be found online here at 01:49:45.](#)

City Attorney Marcus Draper provided an overview of the item and responded to questions from the City Council.

16.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the Pledge of any portion of the City’s Sales and Use Taxes to the Proposed Issuance of the Redevelopment Agency’s Sales Tax and Tax Increment Revenue Bonds, Series 2026 (the “Bonds”) and Authorizing the Execution of Related Pledge and Bond Documents Thereto and al other Actions Required to Pledge Sales and Use Taxes to the Bonds.

[The recording of the discussion can be found online here at 01:52:16.](#)

Attorney Brad Patterson, appearing electronically on behalf of Gilmore Bell, responded to a question from the City Council and provided clarification.

4. ADJOURN TO A CLOSED SESSION

MOTION: *Councilmember Whiting moved to adjourn to a Closed Session for the purpose of discussion of pending or reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; the purchase, lease, sale, or exchange of real property; a proposed development agreement, project proposal, or financing proposal related to the development of land owned by the state or a political subdivision; and/or the deployment of security personnel, devices, or systems, pursuant to Section 52-4-205(1) of the Utah Code, Annotated. Councilmember Clark Seconded the motion*

Melissa Clark	Yes
Zachory Huish	Yes
Craig Whiting	Yes
Rich Wood	Yes
Brett Wright	Excused

The motion passed with a 4:0 vote.

Councilmember Brett Wright was not online during the motion for Closed Session.

[The recording of the motion can be found online here at 01:56:38.](#)

The Work Session was adjourned at 5:57 PM.

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

5. CALL TO ORDER

Mayor Gray called the meeting to order at 7:02 PM and noted that Councilmember Wright and Councilmember Huish were participating remotely.

[The recording of the discussion can be found online here at 01:59:51.](#)

6. PLEDGE OF ALLEGIANCE

Assistant City Manager, Fionnuala Kofoed led the Pledge of Allegiance.

7. INFORMATION ITEMS/UPCOMING EVENTS

City Manager Ben Reeves provided updates and acknowledged the retirement of Laura Armintrout and Fionnuala Kofoed. Mr. Reeves recognized Fionnuala Kofoed for her longstanding service and contributions to Eagle Mountain City.

Fionnuala Kofoed expressed appreciation for the residents of Eagle Mountain and for the opportunity to work with numerous mayors, City Council Members and City staff, and thanked Mr. Reeves for his leadership.

[The recording of the discussion can be found online here at 02:01:24.](#)

RECOGNITION/INTRODUCTIONS

8.A. RECOGNITION – Graduates of the 2026 Teen CERT Internship Program

[The recording of the discussion can be found online here at 02:08:50.](#)

Public Safety Director David Ulibarri provided an overview of the program, provided highlights and recognized the graduates of the 2026 Teen CERT Internship Program.

Those recognized included:

- Axcel Rubio
- Ryan Easley
- Zander Osborn
- Keizer Rocha
- Logan Bennett
- Kailee Roberts
- Avery Sherman

- Colton Miller
- Kenzie Reed
- Cleo Craig
- Dallan Robbins
- Kale'a Lecher
- Delilah Snell
- Caidence Rideout
- Thomas Westmoreland
- Kate Westmoreland
- Laura Gallardo

9. PUBLIC COMMENTS

Mayor Gray announced that item 17.A. will be removed from the agenda.

Mayor Gray opened the public comment period at 7:23 PM.

The following individuals spoke during the Public Comment period:

- Holly Thomas – Expressed opposition to the Horizon Master Development Plan and raised concern about its potential impacts on the ridgeline, blasting activity, fire risk and wildlife protection.
- Cole Thomas – Expressed concerns about wildfire risk if homes are built on the ridgeline and noted that residential development could contribute to light pollution, potentially impacting dark sky conditions if the proposed Horizon Master Development Plan is approved.
- Terye Rowland – Stated opposition to the Horizon Master Development Plan and expressed concerns about blasting, noting that the project involves rock removal.
- Tracey Snyder – Inquired about who receives project notices and expressed concern regarding the width of the road for the proposed Horizon Master Development Plan.
- Holland Rymer – Expressed support of extending the road in the Silver Lake subdivision to provide additional routes.
- Jeff Bean – Requested extension of the road in the Silver Lake area to improve safety and access in and out of the neighborhood.

- Tehina Craven – Requested a road extension for The Silver Lake community for safety reasons, noting there is currently only one access point in and out of the neighborhood.
- Chance Blakelock – Expressed support of extending the road in the Silver Lake area to improve resident safety in the event of an emergency and agreed with previous comments.
- JeriLynn Phillips – A resident representing the Highlands Neighborhood, asked questions regarding the proposed widening of Ranches Parkway and requested that additional traffic studies and a speed study be completed.

Mayor Gray closed the public comment period at 7:48 PM.

[The recording of the discussion can be found online here at 02:20:11.](#)

10. CITY COUNCIL/MAYOR ITEMS

The Mayor and Councilmembers offered comments to the public.

[The recording of the discussion can be found online here at 02:46:52.](#)

CONSENT AGENDA

11. BOND RELEASES

11.A. Market Place at Town Center Phase 3 – Out of Warranty

12. MINUTES

12.A. May 19, 2026 Minutes – Regular City Council Meeting

12.B. May 26, 2026 Minutes – Budget Work Session

13. RESOLUTIONS

13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Authorizing the Mayor to sign a Municipal Recreation Grant Application.

13.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving a Service Contract with Building Code Solutions (BCS) for a Third-Party Building Permit and Plan Review and Inspection Services.

13.C. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the Community Service Board Rules and Regulations.

14. ORDINANCES

14.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Repealing and Reenacting Subsection 8.15.080(G) of the Eagle Mountain Municipal Code Regarding Construction During Restricted Hours.

14.B. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Approving a Franchise Agreement with Forged Fiber 37, LLC, a Subsidiary of AT&T.

MOTION: *Councilmember Whiting moved to approve the Consent Agenda with the addition of “trails” under Article II, Scope of Review, on Item 13.C. Councilmember Wood seconded the motion.*

Melissa Clark	Yes
Zachory Huish	Yes
Craig Whiting	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the discussion can be found online here at 03:13:04.](#)

SCHEDULED ITEMS

15. RESOLUTION/PUBLIC HEARING

15.A. RESOLUTION/PUBLIC HEARING – A Resolution of Eagle Mountain City, Utah, Considering the Disposal of a Portion of Utah County Parcel #45:326:0109, Designating as “Significant Real Property” Pursuant to Eagle Mountain Code 3.30.060 and 3.30.070.

[The recording of the discussion can be found online here at 03:14:27.](#)

City Recorder Lacie Messerly presented the item and applicant Casey Hansen responded to questions from the City Council.

Mayor Gray opened the Public Hearing period at 8:20 PM. Seeing no one wished to speak Mayor Gray closed the Public Hearing at 8:20 PM.

MOTION:

Councilmember Whiting moved to approve a Resolution of Eagle Mountain City, Utah, Considering the Disposal of a Portion of Utah County Parcel #45:326:0109, Designated as “Significant Real Property” Pursuant to Eagle Mountain Municipal Code 3.30.060 and 3.30.070 as presented in the packet and including the following:

- *Setting the price at \$2.07 sq/foot; and*
- *The applicant will bear all costs associated with the item, including survey fees and any other fees related to the disposition.*

Councilmember Wood seconded the motion.

Melissa Clark	Yes
Zachory Huish	Yes
Craig Whiting	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:19:40.](#)

16. RESOLUTIONS

16.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the Pledge of any portion of the City’s Sales and Use Taxes to the Proposed Issuance of the Redevelopment Agency’s Sales Tax and Tax Increment Revenue Bonds, Series 2026 (the “Bonds”) and Authorizing the Execution of Related Pledge and Bond Documents Thereto and all other Actions Required to Pledge Sales and Use Taxes to the Bonds.

[The recording of the item can be found online here at 03:22:05.](#)

No further discussion took place on this item.

MOTION:

Councilmember Whiting moved to approve a Resolution of Eagle Mountain City, Utah, Approving the Pledge of any Portion of the City’s Sales and Use Taxes to the Proposed Issuance of the Redevelopment Agency’s Sales Tax and Tax Increment Revenue Bonds, Series 2026 (the “Bonds”) and Authorizing the Execution of Related Pledge and Bond Documents Thereto and all other Actions Required to Pledge Sales and Use Taxes to the Bonds. Councilmember Clark seconded the motion.

Melissa Clark	Yes
Zachory Huish	Abstain
Craig Whiting	Yes

Rich Wood No
Brett Wright Yes

The motion passed with a 3:1 vote, with one abstention.

[The recording of the motion can be found online here at 03:22:40.](#)

17. ORDINANCES/PUBLIC HEARINGS

17.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain Utah, Approving the Horizon Master Development Plan.

Item was removed from the agenda.

18. DISCUSSION OF PROPOSED FY26-27 BUDGET/NO ACTION TAKEN

18.A. INFORMATION – Proposed Property Tax Impact Schedule

[The recording of the discussion can be found online here at 03:24:06.](#)

Mayor Gray read the Property Tax Impact Schedule.

18.B. FISCAL YEAR 2026-2027 BUDGET DISCUSSION

[The recording of the discussion can be found online here at 03:26:46.](#)

Budget Manager Terrence Dela Pena presented the proposed tentative budget, including changes to the General Fund, Enterprise Fund, Capital Project Fund, and Special Revenue Funds, and responded to questions from the City Council.

City Manager Ben Reeves and the City Council discussed the proposed 2026-2027 budget and related priorities.

Director of Administrative Services Kimberly Ruesch presented Capital Projects and responded to questions from the City Council.

19. LEGISLATIVE ITEMS

19.A. UPDATE – Legislative Priorities List

[The recording of the discussion can be found online here at 05:53:30.](#)

MOTION: *Councilmember Whiting moved to add evaluation of speed bumps and speed tables be added to the Legislative Priorities List. Councilmember Huish seconded the motion.*

Melissa Clark	Yes
Zachory Huish	Yes
Craig Whiting	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 05:54:00.](#)

20. CITY COUNCIL/MAYOR’S BUSINESS AND LIAISON REPORTS

Mayor Gray and the City Councilmembers offered comments and reports on committees to which they are assigned as liaisons.

[The recording of the discussion can be found online here at 05:54:36.](#)

21. COMMUNICATION ITEMS

22. ADJOURNMENT

MOTION: *Councilmember Whiting moved to adjourn the meeting at 11:04 PM. Councilmember Wood seconded the motion.*

Melissa Clark	Yes
Zachory Huish	Yes
Craig Whiting	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 06:02:05.](#)

The meeting was adjourned at 11:04 PM.

Approved by the City Council on June 16, 2026.

Lacie A. Messerly
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Consolidated Fee Schedule.
ITEM TYPE:	Resolution
FISCAL IMPACT:	N/A
APPLICANT:	N/A

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

PUBLIC HEARING

No

PREPARED BY

Erin Hart, City Treasurer
Brandon Larsen, Planning Director
Steve Mumford, Deputy City Manager

PRESENTED BY

Erin Hart

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Amending the Consolidated Fee Schedule.

BACKGROUND:

The amendment to the consolidated fee schedule includes changes to Building Fees sections 13.1 through 13.4, the addition of Section 15.8 to account for the State of Utah Division of Environmental Quality Water Monitoring Fee, changes to section 19.3 Park Field Rental, and administrative updates to the tables in Section 10.7, 15.2, 15.3, 15.4, 16.1, and Building Valuation Appendix B effective July 1, 2026.

ITEMS FOR CONSIDERATION:

Section 13: The proposal includes targeted updates to the Building Department fee schedule. These revisions adjust certain permit, inspection, and plan review fees; clarify circumstances under which fees may be based on the City's actual cost of providing service; and provide additional guidance for specific processes such as temporary certificates of occupancy, data center permitting, and administrative review services.

Section 15.8: This is a new fee levied at the State level. This rate would be effective 7/1/26 through 6/30/27 (updated annually). This is based off Utah 2026 H.B. 8, Lines 4447-4460 which established a fee schedule for the regulation of public water systems in the state. Utah Department of Environmental Quality is authorized to implement this fee via Utah State Code 19-4-116

Section 19.3: Includes a rate change recommended by the Community Services Board for turf field rentals.

PLANNING COMMISSION ACTION/RECOMMENDATION:

Planning Commission recommended changes to Section 13 Building Department Fees, 10.7 Other Subdivision Fees and Building Appendix B

ATTACHMENTS:

1. Resolution
2. Redlines - Central Water (Section 10.7)
3. Redlines - Building Department (Section 13)
4. Redlines - Park Rental Fees (Section 19.3)
5. Redlines - Utility Rates (Sections 15.2, 15.3, 15.4, 15.8 and 16.1)
6. Redlines - Appendix B

RESOLUTION NO. R- -2026

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE EAGLE MOUNTIAN CITY CONSOLIDATED FEE SCHEDULE

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City is authorized by law to establish fees for municipal services and maintains a Consolidated Fee Schedule for such services; and

WHEREAS, the City Council has determined that it is necessary and appropriate to amend certain fees and charges related to:

- Utility Rates
- Central Water
- Park Rental Fees
- Building Department Fees
- Appendix B Updates; and

WHEREAS, the City Council finds that it is in the public interest to reaffirm all fees and charges previously enacted in the Eagle Mountain City Consolidated Fee Schedule except for those fees and charges specifically amended by this Resolution.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah: as follows:

1. The Consolidated Fee Schedule attached hereto as Exhibit A and the fees and charges set forth therein are hereby enacted and adopted for services received from Eagle Mountain City.
2. This Resolution is not intended to repeal, abrogate, annul, or in any way impair or interfere with existing provisions of other resolutions, ordinances, or laws except to effect modification of the fees reflected in the Consolidated Fee Schedule. The fees listed in the Consolidated Fee Schedule supersede present fees for services specified, but all fees not listed remain in effect. Where with Resolution imposes a higher fee than is imposed or required by existing provisions, resolution, ordinance, or law, the provisions of this resolution shall control.
3. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 16th day of June, 2026.

Those voting yes:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those voting no:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those excused:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those abstaining:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Lacie A. Messerly
City Recorder

Exhibit A

10.7. | OTHER SUBDIVISION DEVELOPMENT FEES

Last Revision: ~~7/19/2022~~
6/16/2026

Inspection Fees, Based on Engineers' Estimate of Project Cost	
.....3.2% of the First \$750,000 Estimate; 1% of the Estimate Amount Exceeding \$750,000	
Subdivision Bond - Performance & Guaranty	110% of the Value, Plus 2-year Warranty
New Asphalt Seal Coat	\$0.206 per square foot
Streetlights	Actual Cost to the City
Central Water Project One-time Development Take Down Fee, as set by Central Utah Water Conservancy District Board of Trustees	
.....	\$13,580 <u>14,270</u> per Acre Foot, or Current Rate According to CWP Contract
Central Water Project Capital Amount for Capital Recovery Only (Net Present Value of Future Capital Components of Annual Fee)*	
.....	\$4,771 <u>7,166*</u> per Acre Foot, or Current Rate According to CWP Contract
Banked Water Transfer Fee.....	\$250

**As of July 20, 2022, this fee must be paid prior to plat recordation for all subdivisions utilizing Central Water Project Water.*

13. BUILDING DEPARTMENT

13.1. | BUILDING PERMIT FEES

Last Revision:

12/03/2024/16/2026

<u>Total Valuation*</u>	<u>Fee</u>
\$1.00 to \$500	\$24
\$501 to \$2,000	\$24 for the first \$500, plus \$3 for each additional \$100, or fraction thereof, to and including \$2,000
\$2,001 to \$40,000	\$69 for the first \$2,000, plus \$7 for each additional \$1,000, or fraction thereof, to and including \$40,000
\$40,001 to \$100,000	\$335 for the first \$40,000, plus \$5 for each additional \$1,000, or fraction thereof, to and including \$100,000
\$100,001 to \$500,000	\$635 for the first \$100,000, plus \$2 for each additional \$1,000, or fraction thereof, to and including \$500,000
\$500,001 to \$1,000,000	\$1,435 for the first \$500,000, plus \$3 for each additional \$1,000, or fraction thereof, to and including \$1,000,000
\$1,000,001 to \$5,000,000	\$2,935 for the first \$1,000,000, plus \$3 for each additional \$1,000, or fraction thereof, to and including \$5,000,000.
\$5,000,001 and up	\$14,935 for the first \$5,000,000, plus \$2 for each additional \$1,000, or fraction thereof.

Plus 1% surcharge assessed against permit for per Building Permit, as per Utah Code 15A-1- 209(5).

**Building Permit Fee Schedule applies to total valuation, which is calculated using the Building Valuation Table, Appendix B.*

<u>Non-Valuation Based Permit – Water Heater.....</u>	<u>\$100</u>
<u>Non-Valuation Based Permit – HVAC.....</u>	<u>\$100</u>
<u>Non-Valuation Based Permit – Electrical Vehicle Charger.....</u>	<u>\$150</u>
<u>Non-Valuation Based Permit – Reroof.....</u>	<u>\$150</u>
<u>Non-Valuation Based Permit – Residential Demolition</u>	<u>\$250</u>
<u>Non-Valuation Based Permit – Helical Piers.....</u>	<u>\$250**</u>
Non-Valuation Based Permit – Basement Finish	\$250
<u>Non-Valuation Based Permit – Walkout Basement.....</u>	<u>\$250</u>
Non-Valuation Based Permit – Inspection Only.....	\$50 per Inspection

**The fee for a Helical Pier permit shall be the lesser of \$250 or the fee calculated from the permit valuation.

13.2. | BUILDING INSPECTION FEES

Last Revision:

03/17/2015/06/16/2026

Inspections outside of normal business hours (minimum charge of two hours)*
.....~~\$50.00~~100/hour

First Reinspection Fee* ~~\$50.00~~/trade

Fee For All Subsequent Reinspections* ~~\$100~~/trade

Inspections for which No Fee is Specifically Indicated* ~~\$50.00~~/hour

Use of Outside Consultants for Plan Checking, Inspections, or Both** Actual Cost to the City

**When deemed necessary by the Building Official, the fee shall be the greater of the listed fee or the jurisdiction's actual cost. Actual cost includes supervision, overhead, equipment, wages, and fringe benefits. Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.*

*** When deemed necessary by the Building Official, actual costs may be assessed and shall include administrative and overhead costs. Actual costs include administrative and overhead costs.*

13.3. | PLAN REVIEW FEES

Last Revision:

~~05/18/2021~~06/16/2026

Commercial Plan Review Fee 65% of the Permit Fee

Data Center Plan Review Fee (Identical Building)..... 50% of Original Plan Review Fee

Residential Plan Review Fee40% of the Permit Fee

Identical Residential Plan Review Fee (Card File).....30% of Original Plan Review Fee

Plan Review Fee for Registered Plans..... 25% of the Permit Fee

Plan Review Fees for Re-checking ~~of~~ Plans ~~\$50~~75/unit

Additional Plan Review Required by Changes, Additions, Revisions to Plan (minimum charge of ½ hour)* ~~\$50~~75.00 per hour

**Or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved. Refunds for permits issued will be limited to 80% of the permit costs, no later than 90 days after the date of fee payment. No refunds for plan review costs will be given if the plan review has been completed. Buildings of unusual design, excessive magnitude, or potentially hazardous exposures, may, when deemed necessary by the Building Official, warrant an independent review by a design professional chosen by the Building Official. The cost of this review may be assessed in addition to the building permit fee set forth in this subsection.*

~~13.4.~~ | OTHER BUILDING DEPARTMENT FEES

Last Revision: ~~10/15/2024~~

6/16/2026

Temporary Occupancy Fee (Residential).....~~\$100~~ + 120% of Value of Uncompleted Items*

Temporary Occupancy Fee (Commerical).....\$200 + 120% of Value of Uncompleted Items*

Temporary Occupancy Fee (Data Centers).....\$200 + 120% of Value of Uncompleted Items**

Board of Appeals (Current Building Code).....~~\$100.00~~

Temporary Power Inspection ~~\$100.00~~

Contractor Infrastructure Protection Deposit
\$1,000 Cash Deposit for 1 Home, or \$5,000 Cash Deposit for more than 1 Concurrent Home
or Project
Owner Builder Infrastructure Protection Deposit \$1,000 Cash Deposit
Sales Office ~~and~~, Construction Trailer, and Craft Tent*†‡ \$200 + State Surcharge

**Temporary Certificates of Occupancy are valid for 30 calendar days and may be extended by the Building Official. The Building Official may assess a fee of \$100 per day for an expired Temporary Certificate of Occupancy when deemed as necessary to ensure compliance with applicable codes and permit requirements.*

***For data centers, the Building Official shall establish a duration of a Temporary Certificate of Occupancy and any extensions thereto. Upon Expiration, the Building Official may assess a fee of \$500 Per day, as necessary to ensure compliance with applicable codes and permit requirements.*

*†*Fee may be increased for trailers over 400 square feet, as deemed necessary by the Building Official.*

‡ Data center construction trailers and craft tents that remain in place for more than 180 days shall be subject to a permit fee based on total valuation, calculated in accordance with Appendix B. The Building Official may adjust the valuation, as deemed necessary.

19.3. | PARK FIELD RENTAL FEES

Last Revision: 02/19/2019

Baseball Field Rental	\$25/hour
Additional Field Prep, Monday through Friday.....	\$40
Additional Field Prep, Saturday or Holidays	\$60
Baseball Field Lighting	\$15/hour
Cory Wride Memorial Park Baseball Complex, up to 7 Hours.....	\$250
Cory Wride Memorial Park Baseball Complex, over 7 Hours	\$500
Turf Field Rental	\$15/hour <u>\$35/hour</u>
Turf Field Lighting	\$15/hour

15.2. | WATER BASE RATE

Last Revision: ~~06/17/2025~~
6/16/2026

Monthly Base Rate*	per meter size
3/4" or 5/8" Meter Size.....	\$ 26.50 <u>27.50</u>
1" Meter Size.....	\$ 44.17 <u>45.83</u>
1 1/2" Meter Size.....	\$ 88.33 <u>91.67</u>
2" Meter Size.....	\$ 141.33 <u>146.67</u>
3" Meter Size.....	\$ 282.67 <u>293.33</u>
4" Meter Size	\$ 441.67 <u>458.33</u>
6" Meter Size	\$ 883.33 <u>916.67</u>
8" Meter Size	\$ 1,413.33 <u>1466.67</u>
10" Meter Size.....	\$ 3,710.00 <u>3850.00</u>

**Beginning July 1, 2025, the base rate for water (for 3/4" or 5/8" meter sizes) will increase by \$1.00 each year. Base rates for larger meter sizes will be adjusted proportionally based on the 3/4" or 5/8" rate. Rates will be reviewed annually, and if they are determined to be inadequate to cover operational costs, additional adjustments may be considered.*

15.3. | RESIDENTIAL WATER CONSUMPTION RATES**

Last Revision: 06/17/2025

<u>Residential (<0.5 Acres)</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 - 65	\$ 1.55 <u>1.74</u>
Tier 2	65 - 115	\$ 1.64 <u>1.84</u>
Tier 3	115 - 165	\$ 1.70 <u>1.90</u>
Tier 4	Over 165	\$ 1.77 <u>1.98</u>
<u>Large Residential (>0.5 Acres)</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 - 120	\$ 1.55 <u>1.74</u>
Tier 2	120 - 170	\$ 1.64 <u>1.84</u>
Tier 3	170 - 230	\$ 1.70 <u>1.90</u>
Tier 4	Over 230	\$ 1.77 <u>1.98</u>

15.4. | NONRESIDENTIAL WATER CONSUMPTION RATES**

Last Revision: 06/17/2025

<u>Commercial</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000)</u>
Tier 1	0 – 170	\$ 1.55 <u>1.74</u>
Tier 2	170 – 220	\$ 1.64 <u>1.84</u>
Tier 3	Over 220	\$ 1.70 <u>1.90</u>
<u>Institutional</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000)</u>
Tier 1	0 – 500	\$ 1.55 <u>1.74</u>
Tier 2	500 – 750	\$ 1.64 <u>1.84</u>
Tier 3	Over 750	\$ 1.70 <u>1.90</u>
<u>Industrial</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000)</u>
Uniform Rate	N/A	\$ 1.77 <u>1.98</u>

***Effective July 1, 2025, water consumption rates will increase by 12% annually. Rates will be reviewed each year, and if they are found to be insufficient to cover operational costs, further adjustments may be implemented.*

<u>15.8 UTAH STATE DEQ WATER MONITORING FEE</u>	<u>New 7.1.2026</u>
<u>UTAH STATE STANDARD RATE</u>	<u>\$0.0165 per 1000 Gallons</u>
<u>*DEQ IS AUTHORIZED TO IMPLEMENT THIS FEE VIA UTAH STATE CODE 19-4-116 (1)(C)(I)</u>	

16.1. | SEWER RATES

Sewer Monthly Base Rate**	per meter size
3/4" or 5/8" Meter Size	\$35.59 <u>36.48</u>
1" Meter	\$59.31 <u>60.80</u>
1 1/2" Meter Size.....	\$118.63 <u>121.60</u>
2" Meter Size	\$189.80 <u>194.56</u>
3" Meter Size	\$379.61 <u>389.12</u>
4" Meter Size	\$593.13 <u>608.00</u>
6" Meter Size	\$1,186.27 <u>1215.99</u>
8" Meter Size	\$1,898.03 <u>1945.59</u>
10" Meter Size.....	\$4,932.32 <u>5107.17</u>

Sewer Volume Rate (Average Winter Usage)* ~~\$4.62~~ 4.74/per 1,000 gal

Industrial Sewer Rate, Per ERU* ~~\$39.64~~ 41.62/Month

**Annual recalculation of winter average effective March 1st of each year. The sewer volume rates will increase by 2.5% each year beginning July 1, 2025.*

*** Beginning July 1, 2025, the base rate for sewer (for 3/4" or 5/8" meter sizes) will increase by 2.5% each year. Base rates for larger meter sizes will be adjusted proportionally based on the 3/4" or 5/8" rate. Industrial rates will increase by 5% each year. Rates will be reviewed annually, and if they are determined to be inadequate to cover operational costs, additional adjustments may be considered.*

APPENDIX B: BUILDING VALUATION DATA TABLE

Updated 6/16/2026

Occupancy Group	ICC Construction Type								
Group (2024 International Building Code)	IA	18	IIA	118	IIIA	1118	IV	VA	VB
A-1 Assembly, theaters, with stage	357.33	344.89	333.96	321.01	300.49	291.98	280.47	280.47	269.61
A-1 Assembly, theaters, without stage	328.57	316.12	305.20	292.25	271.49	262.97	281.27	251.46	240.61
A-2 Assembly, nightclubs	277.44	269.30	260.84	250.89	234.99	228.61	242.28	213.69	205.58
A-2 Assembly, restaurants, bars, banquet halls	276.44	268.30	258.84	249.89	232.99	227.61	241.28	211.69	204.58
A-3 Assembly, churches	331.74	319.29	308.36	295.42	275.14	266.62	284.43	255.12	244.26
A-3 Assembly, general, community halls,	276.12	263.67	251.75	239.80	218.28	210.76	228.82	198.26	188.40
A-4 Assembly, arenas	327.57	315.12	303.20	291.25	269.49	261.97	280.27	249.46	239.61
B Business	309.01	297.89	287.04	274.77	250.17	241.34	264.17	223.59	213.27
E Educational	296.02	285.47	275.84	264.24	245.34	232.84	255.15	214.74	207.79
F-1 Factory and industrial, moderate hazard	169.11	160.95	150.84	145.13	129.25	122.95	138.37	107.18	99.77
F-2 Factory and industrial, low hazard	168.11	159.95	150.84	144.13	129.25	121.95	137.37	107.18	98.77
H-1 High Hazard, explosives	157.75	149.59	140.48	133.77	119.20	111.90	127.00	97.13	N.P.
H234 High Hazard	157.75	149.59	140.48	133.77	119.20	111.90	127.00	97.13	88.73
H-5 HPM	309.01	297.89	287.04	274.77	250.17	241.34	264.17	223.59	213.27
1-1 Institutional, supervised environment	283.25	273.10	263.35	253.39	231.93	225.70	252.86	208.88	201.43
1-2 Institutional, hospitals	485.04	473.91	463.07	450.80	425.24	N.P.	440.20	398.66	N.P.
1-2 Institutional, nursing homes	334.61	232.48	312.64	300.37	277.75	N.P.	289.77	251.17	N.P.
1-3 Institutional, restrained	325.77	314.64	303.80	291.53	269.89	260.06	280.93	263.64	230.99
1-4 Institutional, day care facilities	283.25	273.10	263.35	253.39	231.93	225.70	252.86	208.88	201.43
M Mercantile	207.08	198.94	189.48	180.53	164.30	158.91	171.92	143.00	135.89
R-1 Residential, hotels	286.53	276.38	266.63	256.68	234.71	228.48	256.15	211.66	204.20
R-2 Residential, multiple family	239.24	229.09	219.34	209.38	188.69	182.45	208.85	165.63	158.18
R-3 Residential, one- and two-family	224.62	218.65	213.40	208.84	201.86	194.67	213.06	187.70	175.92
R-4 Residential, care/assisted living facilities	283.25	273.10	263.35	253.39	231.93	225.70	252.86	208.88	201.43
S-1 Storage, moderate hazard	156.75	148.59	138.48	132.77	117.20	110.90	126.00	95.13	87.87.73
S-2 Storage, low hazard	155.75	147.59	138.48	131.77	117.20	109.90	125.00	95.13	86.73
U Utility, miscellaneous	125.18	118.05	109.33	104.91	93.46	87.55	99.89	74.38	71.07

Residential interior remodel and tenant improvement value is determined by owner statement of market value of labor and materials.

- a. Private Garages use Utility, miscellaneous
- b. Shell only buildings 80% of valuation
- c. Tenant finish 65% of valuation
- d. Interior buildout 40% of valuation
- e. Other 40% of valuation
- f. N.P. = not permitted
- g. Unfinished basements (Group R-3) = \$31.50 per sq. ft



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving a Recreational Sports Sponsorship Policy.
ITEM TYPE:	Resolution
FISCAL IMPACT:	
APPLICANT:	Community Services Board

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE

PUBLIC HEARING

No

PREPARED BY

Steve Mumford, Deputy City
Manager

PRESENTED BY

Steve Mumford

RECOMMENDATION:

The Community Services Board recommends that the Council approve a Resolution of Eagle Mountain City, Utah, Approving a Recreational Sports Sponsorship Policy.

BACKGROUND:

The City Council recently gave direction to the Community Services Board and City Staff to create a sponsorship policy for our recreational sports programs. The Board discussed this at their most recent meeting, and recommended sponsorship with logo jersey placement at the levels indicated in Appendix A in the attached sponsorship policy. The Chair of the Board, Jessie Southworth, then drafted the policy and discussed it with Community Services Staff. Following additional research into other cities' policies, we are recommending an updated appendix with the sponsorship amounts slightly modified. The policy also contains a scholarship sponsorship opportunity, allowing businesses to donate to help cover registration costs for families in need.

ITEMS FOR CONSIDERATION:

We believe this policy is a first step to obtaining sponsorships and that it will need to be modified as we embark on this journey. The policy allows the Board and Staff to work together to modify or create additional recreational sponsorship opportunities, while maintaining the integrity and recreational nature of our sports programs. A majority of the document will require City Council approval for any updates or modifications, but the Board has the ability to make adjustments to the sponsorship amounts, advertising options, and sponsorship types in order to adapt to market fluctuations and other changes.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Proposed Sports Sponsorship Policy
3. Proposed Appendix A

RESOLUTION NO. R- -2026

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING A RECREATIONAL SPORTS SPONSORSHIP POLICY

PREAMBLE

WHEREAS, Eagle Mountain City provides recreational sports programs that benefit the community; and

WHEREAS, the City Council finds that a Recreational Sports Sponsorship Policy will establish guidelines for sponsorships that support such programs; and

WHEREAS, the City Council finds that adoption of the policy is in the best interest of Eagle Mountain City.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah:

1. The Recreational Sports Sponsorship Policy and Appendix A, attached hereto as Exhibit A is hereby approved.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026.

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 16th day of June, 2026.

- | Those voting yes: | Those voting no: | Those excused: | Those abstaining: |
|--|--|--|--|
| <input type="checkbox"/> Melissa Clark | <input type="checkbox"/> Melissa Clark | <input type="checkbox"/> Melissa Clark | <input type="checkbox"/> Melissa Clark |
| <input type="checkbox"/> Zachory Huish | <input type="checkbox"/> Zachory Huish | <input type="checkbox"/> Zachory Huish | <input type="checkbox"/> Zachory Huish |
| <input type="checkbox"/> Craig Whiting | <input type="checkbox"/> Craig Whiting | <input type="checkbox"/> Craig Whiting | <input type="checkbox"/> Craig Whiting |
| <input type="checkbox"/> Rich Wood | <input type="checkbox"/> Rich Wood | <input type="checkbox"/> Rich Wood | <input type="checkbox"/> Rich Wood |
| <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright |

Lacie A. Messerly
City Recorder

Exhibit A

EAGLE MOUNTAIN CITY

Recreation Department

Recreational Sports Sponsorship Policy

1. Purpose

This policy establishes the process and standards for accepting sponsorships for Eagle Mountain City recreational sports programs. The initial sponsorship opportunity under this policy is logo placement on recreational uniforms and scholarship assistance. Additional sponsorship opportunities may be added by the Community Services Board, provided they remain consistent with this policy, City ordinances, applicable law, and the family-friendly purpose of the program.

2. Scope, Term, and Authority

This policy applies to all teams, divisions, coaches, parents, and vendors participating in Eagle Mountain City recreational youth sports programs. It governs sponsor logos placed on program uniforms for all youth recreational sports offered by the Department, except for Jr Jazz and Hockey, which are excluded due to sport-specific uniform requirements and operational limitations.

This policy shall be interpreted and administered through the joint approval of the Recreation Manager and the Community Services Board, including final approval of all sponsorships and the fee schedule. The Recreation Manager is responsible for day-to-day enforcement, operations, and execution of decisions approved under this policy.

Jersey logo placement sponsorships are sold on a one-year term beginning July 1 and ending June 30. Sponsors in good standing may be offered renewal opportunities before available placements are opened to new applicants. Scholarship sponsorships may be purchased and used year-round, subject to Department approval and program availability.

All sponsorships must comply with Eagle Mountain City ordinances, applicable Utah state law, and any rules adopted by applicable sanctioning bodies for each sport offered by the program.

3. Sponsorship Options and Fees

The sponsorship fee schedule shall be established by joint approval of the Recreation Manager and the Community Services Board and shall identify available sponsorship opportunities, pricing, benefits, limitations, and availability. Current placement options and fees are set out in Appendix A, Fee Schedule, which may be updated by joint approval of the Recreation Manager and the Board without requiring amendment of this policy.

Where a sport's uniform is reversible, each purchased placement includes the sponsor's logo on both sides of the uniform at no additional cost. There is no separate inside/outside fee for reversible uniforms.

The Recreation Manager and the Board may, by joint approval, establish optional add-on sponsorship opportunities when available. Add-ons may include, but are not limited to, additional logo placements, banners, digital recognition, event recognition, printed materials, or other approved recognition opportunities. Add-on options, pricing, availability, and limitations may be updated from time to time by joint approval of the Recreation Manager and the Board, provided they remain consistent with this policy, City ordinances, and applicable law.

A sponsor's purchase of a standard placement does not guarantee the availability of any add-on option. All add-ons are subject to Department approval, space limitations, production deadlines, and operational feasibility.

4. Logo Design Standards

All submitted logos must meet the technical and content requirements set out in Appendix B — Logo & Artwork Standards. The Department selects the uniform manufacturer, base design, colors, and team names for each sport. Sponsor logos are reproduced by the Department's contracted uniform vendor only. No team, coach, parent, or sponsor may apply logos directly to uniforms.

The sponsor warrants ownership or license to all submitted artwork and indemnifies the City for any copyright or trademark claims.

5. Prohibited Sponsor Categories

Because the program serves minors, the Department will not accept sponsorships from any individual, business, or organization whose primary products, services, or messaging fall into the categories below.

- Alcoholic beverages, breweries, distilleries, wineries, bars, and tap rooms.
- Tobacco, e-cigarette, vape, nicotine, cannabis, and recreational drug products or retailers.
- Gambling, casino, sportsbook, lottery, fantasy-sports-for-money, and online wagering services.
- Adult entertainment, dating, escort, or sexually oriented businesses or content.
- Political candidates, campaigns, political action committees, ballot initiatives, or partisan organizations.
- Any product, service, or message the Board determines is inconsistent with the program's family-friendly mission or with City policy.

Inclusion of a sponsor logo on a uniform is not an endorsement by Eagle Mountain City. The City may decline, condition, suspend, or remove any sponsorship that does not comply with this policy, applicable law, operational requirements, production limitations, or the family-friendly purpose of the program.

6. Use of Sponsorship Funds

All sponsorship revenue will be dedicated to recreation programs and is used to:

- Fund player scholarships and registration assistance for families in need, including all fees due at the time of registration for qualifying families (see Appendix C — Player Scholarship Program).
- Offset jersey production costs.
- Purchase and maintain equipment and supplies across all program sports.
- Maintain and improve playing fields and facilities.
- Train and certify coaches and referees.
- Cover administrative costs directly related to running the program.
- Provide Department-approved program credits or fee offsets for eligible volunteers.

7. Approval Process and Contracts

7.1 Application

The Community Services Board is responsible for identifying prospective sponsors and making sponsorship application materials available. Prospective sponsors must complete the Sponsorship Application Form available from the Recreation office or website. The application must include:

- Legal business name, contact information, and Utah business license number.
- Sport(s) and placement(s) requested (front, back, or sleeve).
- Logo and artwork files meeting the requirements in Appendix B.
- A signed acknowledgment that the sponsor has read and agrees to this policy.

Incomplete applications will be returned to the applicant with written notice identifying what is missing. The applicant may resubmit a corrected application, which will be treated as a new submission for purposes of timing.

7.2 Review and Approval

1. The Recreation Manager, or designee, and the Chair of the Community Services Board review each submitted application for completeness and initial compliance with Sections 4 and 5 within ten (10) business days of receipt.
2. Complete applications are brought to the Community Services Board. The Board reviews each complete application and approves or denies the application at its next regular meeting or at a properly noticed special meeting. The Board's decision is the final City action on the application, subject only to the appeal process in step 3.
3. Denied applicants receive a written explanation and may appeal to the City Manager within seven (7) business days of receiving the denial. The City Manager will issue a written decision within seven (7) business days of receiving the appeal. The City Manager's decision is final.
4. The Recreation Manager is responsible for implementing Board-approved decisions. Approved sponsors must complete the sponsorship agreement.
5. When sponsorship opportunities are limited, the Board may prioritize applications based on completeness, timing, sponsor category, program fit, prior good standing, sponsorship level, and operational considerations. The City is not required to approve sponsorships on a first-come, first-served basis unless that process is specifically adopted for a sponsorship cycle.

7.3 Sponsorship Agreement

All approved jersey logo placement sponsors must sign a one-year Sponsorship Agreement and remit payment in full by the established deadline, before any logo is added to uniforms. The jersey logo placement Sponsorship Agreement shall include, at minimum:

- Sport(s) and placement(s) purchased, fee, payment due date, and one-year term dates.
- Approved logo artwork on file.
- A license from the sponsor to the City to reproduce the sponsor's mark for the limited purpose of this program.
- Sponsor representations regarding artwork ownership, business standing, and category eligibility.
- Indemnification of the City for claims arising from the sponsor's mark, products, or conduct.
- The City's right to immediately remove a sponsor, remove or discontinue sponsor recognition, and offer the sponsorship placement to another sponsor if the sponsor violates this policy or

the Sponsorship Agreement, becomes materially harmful to the program or the City, ceases to do business, or is otherwise no longer eligible under this policy.

- Sponsors acknowledge that uniforms may continue to circulate beyond the sponsorship term and that printed logos may experience normal wear through regular use.

If an approved sponsor fails to sign the Agreement and remit payment by the stated deadline, the approval lapses and the placement may be offered to another applicant.

Scholarship sponsorships may be purchased year-round and do not require a one-year agreement or jersey logo placement. Sponsors must complete any required Department form, submit approved recognition materials, and remit payment before recognition is provided. Recognition may be limited to sponsor names, links, or logos in program-related emails or other Department-approved communications.

7.4 Renewal

Sponsors in good standing may renew for an additional one-year term at the then-current fee, subject to availability of placements. The Department will notify eligible sponsors of the renewal window at least sixty (60) days before their current term expires. Renewals must be confirmed in writing and payment remitted before the prior term expires; late renewals are treated as new applications.

7.5 Refunds

- Sponsorship fees are non-refundable once the logo has been applied to any uniforms.
- If a sponsor is removed for breach of this policy, no refund is owed.

8. Uniform Handling

- Sponsorship terms apply only to uniforms purchased, printed, or issued during the applicable sponsorship term. Because uniforms may remain in use after purchase, the City does not guarantee that all uniforms worn during a season will display current sponsor logos, or that uniforms with prior sponsor logos will be removed from use after a sponsorship term ends.
- The City may update uniform designs, sponsor placements, or uniform requirements as needed based on program needs, sponsorship agreements, cost, availability, or other operational considerations. Uniforms may continue to circulate beyond the sponsorship term, and printed logos may experience normal wear through regular use.

9. Compliance, Removal, and Enforcement

- Unauthorized logos, decals, patches, or alterations applied to program uniforms will be removed at the responsible party's expense. Repeat violations may result in forfeiture of games or removal of the responsible coach.
- A sponsor that violates this policy, the Sponsorship Agreement, or applicable law may, upon joint approval of the Recreation Manager and the Board, have its logo removed from current uniforms and be barred from future sponsorships, without refund, except as provided below.
- In urgent circumstances requiring immediate action, the Manager may suspend a sponsorship without prior Board consent. The Manager must notify the Board in writing within five (5)

business days of any such suspension. The Board will review and confirm or reverse the suspension at its next scheduled meeting.

10. Records and Policy Review

An annual sponsorship summary will be presented to the City Council each year.

Policy amendments are governed as follows:

- Sections 1 through 11 of this policy (the main policy body) may be amended only by approval of the Eagle Mountain City Council.
- Appendix A (Fee Schedule) and Appendix B (Logo & Artwork Standards) may be updated without Council approval by joint approval of the Recreation Manager and the Community Services Board, provided the updates are consistent with the main body of this policy.
- Appendix C (Player Scholarship Program) may be amended by joint approval of the Recreation Manager and the Community Services Board.
- Operational procedures, application forms, and administrative guidelines may be updated by the Manager without Board or Council approval, provided they are consistent with this policy.

11. Definitions

- Community Services Board: The City board responsible for final approval of sponsorships, setting the fee schedule, and overseeing the recreational sports sponsorship program in accordance with this policy.
- Department: Eagle Mountain City Recreation Department.
- Manager: The Recreation Manager, or the City employee serving in that role if no Recreation Manager is currently appointed, or their written designee. The Manager is responsible for day-to-day administration and enforcement of this policy and execution of Board decisions.
- Good Standing: A sponsor is in good standing if, as of the date of renewal, they have paid all fees owed, have not violated this policy or their Sponsorship Agreement, have not been removed or barred from the program, and are operating as a licensed business in Utah.
- Season: A single scheduled session of recreational play as defined by the Department for a given sport or age division, typically spanning spring or fall. The Department will publish season dates each year on the program website.
- Sponsor: Any business or organization — or, for scholarship sponsorships only, any individual — that provides payment or support under this policy in exchange for approved recognition. Jersey logo placement sponsors must be businesses or organizations; individuals may participate only as scholarship sponsors.
- Sponsorship Agreement: The written contract between the City and an approved sponsor, executed before any logo is added to uniforms, governing placement, fees, term, artwork, and the parties' respective rights and obligations.
- Uniform: The game uniform top issued by the program for a given sport. Uniforms may be reversible or standard depending on the sport. Where a uniform is reversible, sponsor logos are printed on both sides at no additional cost.
- Joint Approval: Joint approval means approval by the Recreation Manager and a majority vote of the Community Services Board at a properly noticed meeting, unless otherwise stated. If the Recreation Manager and Board do not agree, the matter may be referred to the City Manager for final administrative determination.

Adoption

This Recreational Sports Sponsorship Policy is hereby adopted by the Eagle Mountain City Council, effective on the date set forth below.

Mayor: _____

Printed Name: _____

Date: _____

Attest — City Recorder: _____

Date: _____

Questions about this policy may be directed to: Eagle Mountain City Parks & Recreation, [address], [phone], [email].

Appendix A — Fee Schedule

This appendix may be updated by joint approval of the Manager and the Community Services Board without requiring amendment of the main policy. Current as of the policy effective date.

Jersey Logo Placements (one-year term, July 1 – June 30)

The following placement options and fees apply to the current program year. Where a sport's uniform is reversible, each purchased placement includes the sponsor's logo on both sides at no additional cost. Single-sided uniforms receive one-sided placement at the same fee.

Logo Location	Annual Fee	Max Size	Notes
Front of jersey (center chest)	\$2,500	9" wide × 4" tall	Logo printed on both sides of reversible jerseys. Single-sided jerseys receive one-sided placement.
Back of jersey (upper back)	\$2,500	9" wide × 4" tall	Located above the player number. Logo printed on both sides of reversible jerseys. Single-sided jerseys receive one-sided placement.
Sleeve (left or right)	\$1,000	3" wide × 2" tall	One sleeve per sponsor. Logo printed on both sides of reversible jerseys. Single-sided jerseys receive one-sided placement.

The Manager and the Board may, by joint approval, establish optional add-on sponsorship opportunities, including but not limited to banners, digital recognition, event recognition, printed materials, or other approved recognition opportunities. Add-ons are subject to Department approval, available space, production deadlines, and operational feasibility.

Scholarship Sponsorships

Scholarship Option	Fee	Availability	Notes
Scholarship Sponsorship	\$100 minimum	Year-round	Any amount above the minimum is accepted. Funds the Player Scholarship Program (see Appendix C). Does not require a one-year agreement or jersey logo placement. Recognized as described in Section 7.3 and Appendix C.6.

Appendix B — Logo & Artwork Standards

This appendix may be updated by joint approval of the Manager and the Community Services Board to reflect current vendor or production requirements, without requiring amendment of the main policy.

File Requirements

- Logos must be submitted as vector files (.ai, .eps, or .svg) plus a high-resolution .png at 300 DPI minimum.
- Artwork must be the sponsor's registered, currently used commercial mark. Personal photos, slogans, hashtags, URLs, phone numbers, and QR codes are not permitted.
- Colors must be specified in Pantone (PMS) values. The Department may adjust placement or contrast for visibility on uniform base colors.

Reproduction Requirements

- Logos must remain legible at the approved size. The Department may decline marks that are too detailed or too small to reproduce cleanly.
- Logos must not interfere with player numbers, names, program insignia, or league insignia.

Intellectual Property

- The sponsor warrants ownership or license to all submitted artwork and indemnifies the City for any copyright or trademark claims.

Vendor

Sponsor logos are reproduced by the Department's contracted uniform vendor only. No team, coach, parent, or sponsor may apply logos directly to uniforms. The Department selects the uniform manufacturer, base design, colors, and team names for each sport.

Appendix C — Player Scholarship Program

This appendix may be amended by joint approval of the Recreation Manager and the Community Services Board.

The Player Scholarship Program is intended to reduce financial barriers to participation in Eagle Mountain City recreational programs.

C.1 What Scholarships Cover

Approved scholarships may cover, in full or in part, the following season costs:

- All fees due at the time of registration.

C.2 Eligibility

- The player must reside in Eagle Mountain or a neighboring service area covered by the program and meet standard age and registration requirements.
- The family must demonstrate financial need. Acceptable documentation includes participation in free or reduced-price school lunch, SNAP, WIC, Medicaid, CHIP, TANF, housing assistance, or a recent tax return or pay stub showing household income at or below 200% of the federal poverty guideline, as published annually by the U.S. Department of Health and Human Services.
- A short written statement of need from the parent or guardian may be accepted in lieu of documentation when collecting paperwork would create hardship. The Manager has discretion to approve scholarships based on the totality of the circumstances.
- Scholarships are awarded without regard to race, color, religion, sex, national origin, age, disability, or family structure.

C.3 How to Apply

1. Complete the Player Scholarship Application available on the city website or registration portal.
2. Submit the application along with any supporting documentation by the registration deadline. Late applications will be considered as long as funds remain available.
3. Applications are reviewed confidentially by the Recreation Manager and the Board. Decisions will be made by joint approval of the Recreation Manager and the Board and issued in writing within ten (10) business days.
4. Approved families complete registration as usual. The scholarship is applied directly to the family's account and is not administered as a reimbursement.
5. Families who are denied may request reconsideration by the Manager within ten (10) business days.

C.4 Confidentiality

Scholarship applications and decisions are confidential. Scholarship recipient information will not be disclosed to coaches, teammates, or other families. Scholarship recipients participate under the same program standards and conditions as all other participants. Aggregated, de-identified scholarship counts may be included in the annual report to the City Council.

C.5 Funding Commitment

100% of the scholarship donations will be used for scholarships. Unused scholarship funds may be carried forward for future scholarship use.

C.6 Sponsor Recognition (Optional)

Sponsors who wish to dedicate all or part of their sponsorship to the Player Scholarship Program may indicate this on the Sponsorship Application. These contributions are recognized in the annual report as "Scholarship Sponsor" gifts. Personally identifying information regarding scholarship recipients shall not be shared with sponsors.

Tiered Fee Schedule (Gold / Silver / Bronze)

This appendix may be updated by joint approval of the Manager and the Community Services Board without requiring amendment of the main policy. Current as of the policy effective date.

Jersey Logo Placements (one-year term, July 1 – June 30)

The following placement options and fees apply to the current program year. Where a sport's uniform is reversible, each purchased placement includes the sponsor's logo on both sides at no additional cost. Single-sided uniforms receive one-sided placement at the same fee.

Tier & Placement	Annual Fee	Max Size	Notes
Gold — Front of jersey (center chest)	\$3,000	9" wide × 4" tall	One sponsor. Logo printed on both sides of reversible jerseys. Single-sided jerseys receive one-sided placement.
Silver — Back of jersey (upper back)	\$2,500	9" wide × 4" tall	One sponsor. Located above the player number. Logo printed on both sides of reversible jerseys. Single-sided jerseys receive one-sided placement.
Bronze — Sleeve (left or right)	\$1,000	3" wide × 2" tall	Up to two sleeve sponsors per team (one per sleeve). Logo printed on both sides of reversible jerseys. Single-sided jerseys receive one-sided placement.

Optional add-on sponsorship opportunities, including but not limited to banners, digital recognition, event recognition, printed materials, or other Department-approved recognition opportunities, may be established with the mutual approval of the Manager and the Board. Add-on sponsorships are subject to Department approval, available space, production deadlines, and operational feasibility.

Scholarship Sponsorships

Scholarship Option	Fee	Availability	Notes
Scholarship Sponsorship	\$100 minimum	Year-round	Any amount above the minimum is accepted. Funds the Player Scholarship Program (see Appendix C). Does not require a one-year agreement or jersey logo placement. Recognized as described in Section 7.3 and Appendix C.6.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving a Service Contract with West Coast Code Consultants (WC3) for Third-Party Building Permit and Plan Review and Inspection Services.
ITEM TYPE:	Resolution
FISCAL IMPACT:	Costs are passed on to applicants.
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

Brandon Larsen, Planning Director

PRESENTED BY

Brandon Larsen

RECOMMENDATION:

Staff recommends the City Council approve a Resolution of Eagle Mountain City, Utah, Approving a Service Contract with West Coast Code Consultants (WC3) for Third-Party Building Permit and Plan Review and Inspection Services.

BACKGROUND:

This is a request for the Council to approve a service agreement with West Coast Code Consultants (WC3) for third-party building permit, plan review, and inspection services. The Building Department has historically contracted with WC3 for 3rd party help in reviewing and inspecting large projects, such as data centers. Our current contract expires June 30, 2026. This new contract would not result in additional costs for the City because such 3rd party costs are passed onto the applicant, but would establish the terms of using WC3's services for five (5) years. Even with the help of 3rd party reviewers, staff still has an enormous load of reviews and inspections. Each inspector is averaging around 20 inspections a day. Our Building Official and Plans Examiner are frequently called into the field for inspections. Additionally, we have QTS, Meta, and Williams (Meta power plant)—which are all very large projects—in process. So, 3rd party services are greatly needed, as is a sufficiently large staff to deal with all review and inspection tasks. This contract would be in addition to the recently executed contract with Building Code Solutions (BCS). Staff is finding it necessary to contract with multiple 3rd parties to meet the City's building review and inspection needs.

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Contract

RESOLUTION NO. R- -2026

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING A SERVICE CONTRACT WITH WEST COAST CODE CONSULTANTS
FOR BUILDING PERMIT, PLAN REVIEW, AND INSPECTION SERVICES

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve a Service Contract with West Coast Code Consultants for building permit, plan review, and inspection services, as set forth in Exhibit A; and

WHEREAS, the City Council has determined that approval of the Service Contract will support the City's infrastructure and public service needs.

NOW, THEREFORE, be it resolved by the City Council of Eagle Mountain City, Utah:

1. The Service Contract with West Coast Code Consultants, attached hereto as Exhibit A, is hereby approved.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Jared R. Gray, Mayor

Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 16th day of June, 2026.

Those voting yes:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those voting no:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those excused:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those abstaining:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Lacie A. Messerly
City Recorder

Exhibit A

EAGLE MOUNTAIN CITY CONTRACT FOR SERVICES

This contract and all attachments are public record.

1. **CONTRACTING PARTIES:** This contract is between Eagle Mountain City and the following:

West Coast Code Consultants (WC3)

LEGAL STATUS OF CONTRACTOR

Name
908 W Gordon Ave Suite 3

Address
Layton Utah 84041

City, State Zip

- Sole Proprietor
 Non-profit Corporation
 For-profit Corporation
 Partnership
 LLC
 Government Agency

Contact Name: Todd Snider

Email: todds@wc-3.com

Phone Number: 801.547.8133

Vendor Number: 100138

2. **GENERAL PURPOSE OF CONTRACT OR PROJECT NAME:**

Plan Review and Inspection Service

3. **CONTRACT PERIOD:**

Effective Date: July 1, 2026

Project Completion Deadline: N/A

Termination Date (Completion of Scope of Work, unless terminated early or extended in accordance with the terms of conditions of this contract): June 30, 2031

Renewal Options (if applicable): N/A

4. **CONTRACT COSTS:** See Cost Schedule (Attachment B).

a. Total Contract Cost: See Fee Schedule GL Account No: 10-33-42420-4531

b. Is this project a budgeted project: Yes No Is this a fixed-price contract: Yes No

c. Does the contract need City Council approval: Yes No Date of CC approval: _____

Eagle Mountain City Project Manager Signature: 
Brandon Larsen (Jun 9, 2026 11:49:06 MDT)

Eagle Mountain City Purchasing Agent Signature: 

5. ATTACHMENT A: Standard Terms and Conditions for Services

ATTACHMENT B: Scope of Work/Cost Schedule

ATTACHMENT C: Insurance

**ANY CONFLICTS BETWEEN ATTACHMENT A AND THE OTHER ATTACHMENTS WILL BE
RESOLVED IN FAVOR OF ATTACHMENT A.**

6. DOCUMENTS INCORPORATED INTO THIS CONTRACT BY REFERENCE BUT NOT ATTACHED:

- a. All other governmental laws, regulations, or actions applicable to the goods and/or services authorized by this contract.

7. Each signatory below represents that he or she has the requisite authority to enter into this contract.

IN WITNESS WHEREOF, the parties sign and cause this contract to be executed.

Dated this _____ day of _____, 20____ .

EAGLE MOUNTAIN CITY

Signature

Print Name: _____

Title: _____

ATTEST:

APPROVED AS TO FORM

Lacie A Messerly
City Recorder

Marcus Draper
City Attorney

Dated this _____ day of _____, 20____ .

CONTRACTOR

Signature

Print Name: _____

Title: _____

ATTACHMENT A:
STANDARD TERMS AND CONDITIONS FOR SERVICES

This is for a contract for engineering services (including professional services) meaning the furnishing of labor, time, or effort by a Consultant.

1. **DEFINITIONS:** The following terms shall have the meanings set forth below:
 - a) “**Confidential Information**” means information that is deemed as confidential under applicable state and federal laws, including personal information. Eagle Mountain reserves the right to identify, during and after this Contract, additional reasonable types of categories of information that must be kept confidential under federal and state laws.
 - b) “**Contract**” means the Contract including all referenced attachments and documents incorporated by reference. The term “Contract” may include any purchase orders that result from this Contract.
 - c) “**Consultant**” means the individual or entity delivering the Services identified in this Contract. The term “Consultant” shall include Consultant’s agents, officers, employees, and partners.
 - d) “**Services**” means the furnishing of labor, time, or effort by Consultant pursuant to this Contract. Services include, but are not limited to, all of the deliverable(s) (including supplies, equipment, or commodities) that result from Consultant performing the Services pursuant to this Contract. Services include those professional services identified in Section 63G-6a-103 of the Utah Procurement Code.
 - e) “**Proposal**” means Consultant’s response to Eagle Mountain’s Solicitation.
 - f) “**Solicitation**” means the documents used by Eagle Mountain to obtain Consultant’s Proposal.
2. **GOVERNING LAW AND VENUE:** This Contract shall be governed by the laws, rules, and regulations of the State of Utah. Any action or proceeding arising from this Contract shall be brought in a court of competent jurisdiction in the State of Utah. Venue shall be in the Fourth Judicial District Court for Utah County.
3. **LAWS AND REGULATIONS:** At all times during this Contract, Consultant will comply with all applicable federal and state constitutions, laws, rules, codes, orders, and regulations, including applicable licensure and certification requirements.
4. **RECORDS ADMINISTRATION:** Consultant shall maintain or supervise the maintenance of all records necessary to properly account for Consultant’s performance and the payments made by Eagle Mountain to Consultant under this Contract. These records shall be retained by Consultant for at least six (6) years after final payment, or until all audits initiated within the six (6) years have been completed, whichever is later. Consultant agrees to allow, at no additional cost, Eagle Mountain access to all such records.
5. **CERTIFY REGISTRATION AND USE OF EMPLOYMENT "STATUS VERIFICATION SYSTEM":**
 1. Consultant certifies as to its own entity, under penalty of perjury, that Consultant has registered and is participating in the Status Verification System to verify the work eligibility status of Consultant’s new employees that are employed in the State of Utah in accordance with applicable immigration laws.
 2. Consultant shall require that each of its sub-consultants certify by affidavit, as to their own entity, under penalty of perjury, that each sub-consultant has registered and is participating in the Status Verification System to verify the work eligibility status of sub-consultant’s new employees that are employed in the State of Utah in accordance with applicable immigration laws.
 3. Consultant’s failure to comply with this section will be considered a material breach of this Contract.
6. **CONFLICT OF INTEREST:** Consultant represents that none of its officers or employees are officers or employees of Eagle Mountain, unless disclosure has been made to Eagle Mountain. Consultant further warrants that it has no financial or other interest in the outcome of the work performed under the contract. Examples of this situation would be a Consultant who owns land, options to buy land, or some business enterprise that would be financially enhanced or diminished by any project alternatives.
7. **INDEPENDENT CONTRACTOR:** Consultant shall be an independent contractor, and as such, shall have no authority, express or implied to bind Eagle Mountain to any agreement, settlement, liability or understanding whatsoever; and agrees not to perform any acts as agent for Eagle Mountain, except as specifically authorized and set forth herein. Persons employed by Eagle Mountain and acting under the direction of Eagle Mountain shall not be deemed to be employees or agents of the Consultant. Compensation provided to the Consultant herein

shall be the total compensation payable hereunder by Eagle Mountain.

8. **LIABILITY INSURANCE:** Services to be provided by Consultant under this Contract are required to be covered by insurance. Consultant shall furnish Eagle Mountain a Certificate of Insurance applying to this Contract for each type of insurance required, to be approved by the Eagle Mountain, before Consultant begins work under this Contract. The Consultant's insurer must be authorized to do business in Utah and must meet the specified A.M. Best rating or better at the time this contract is executed. The following insurance shall be maintained in force until all activities which are required by this Contract or as changed by contract modification are completed and accepted by Eagle Mountain:
- (a) General Liability insurance with a limit of not less than \$1,000,000 per occurrence and not less than \$3,000,000 aggregate and having an A.M. Best rating of A-class VIII or better. If this coverage is written on a claims-made basis, the Certificate of Insurance shall so indicate. Consultant represents that as long as commercially available the insurance shall remain in effect such that claims reported up to three (3) years beyond the date of substantial completion of this contract are covered.
 - (b) Commercial Automobile insurance with a minimum combined single limit of \$1,000,000 per occurrence OR \$500,000 liability per person, \$1,000,000 per occurrence, \$250,000 Property Damage, and having an A.M. Best rate of A-class VIII or better.
 - (c) Architect and/or Engineers Professional Liability (errors and omissions) insurance having an A.M. Best rating of A-class VIII or better, is required at the coverage amount of \$1,000,000 per claim and \$3,000,000 aggregate. If this coverage is written on a claims-made basis, the Certificate of Insurance shall so indicate. Consultant represents that as long as commercially available the insurance shall remain in effect such that claims reported up to three (3) years beyond the date of substantial completion of this contract are covered (on construction contracts or modifications for construction management the insurance, shall remain in effect for one (1) year after completion of the project).
 - (d) Valuable Papers & Records Coverage and/or Electronic Data Processing (Data and Media) Coverage for the physical loss or destruction of the work product including drawings, plans, specifications and electronic data and media. Such insurance shall be of a sufficient limit to protect Consultant, its sub-consultants and Eagle Mountain from the loss of said information.
 - (e) Consultant shall provide evidence that his employees and sub-consultant employees are covered by Workers Compensation. If they are covered by Workers Compensation Fund of Utah, then the A.M. Best rating is not required in this area.
 - (f) Consultant shall require the insurance company that issues the Certificates of Insurance for the evidence of the required insurance coverage to endeavor to provide Eagle Mountain with 30-days written notice in the event that coverage is canceled before the policy expiration date stated in the Certificate. Consultant further agrees to provide Eagle Mountain with 30 days written notice prior to making an alternation or material change to the required insurance coverage.
 - (g) Construction Builders Risk Insurance must be indicated by a checked box on the Certificate of Insurance (COI). The Contractor shall provide the City with the price for the Builder's Risk Insurance coverage applicable to the project. Upon receipt of the Contractor's quoted price, the City will obtain a comparable quote from the Utah Local Government Trust for the same policy limits. If the Utah Local Government Trust premium is lower than the Contractor's quoted price, the City will procure the Builder's Risk policy through the Trust. In such case, the Contractor shall reimburse the City for the cost of the policy, and the amount will be deducted from payments due under the contract.
 - (h) Policies referred to in 8(a) and 8(b) above are required to be endorsed naming Eagle Mountain as Additional Insured and, on General Liability, indicate they are primary and not contributing coverage. All required policies, endorsements, insurance companies issuing same, and self-insured programs are subject to review and approval by Eagle Mountain.
9. **EMPLOYMENT PRACTICES:** Consultant agrees to abide by federal and state employment laws, including:
- (i) Title VI and VII of the Civil Rights Act of 1964 (42 U.S.C. 2000e), which prohibits discrimination against any employee or applicant for employment or any applicant or recipient of services, on the basis of race, religion, color, or national origin;
 - (ii) Executive Order No. 11246, as amended, which prohibits discrimination on the basis of sex;
 - (iii) 45 CFR 90, which prohibits discrimination on the basis of age;
 - (iv) Section 504 of the Rehabilitation

Act of 1973, or the Americans with Disabilities Act of 1990, which prohibits discrimination on the basis of disabilities; and (v) Utah's Executive Order, dated December 13, 2006, which prohibits unlawful harassment in the workplace. Consultant further agrees to abide by any other laws, regulations, or orders that prohibit the discrimination of any kind by any of Consultant's employees.

If applicable, Consultant shall comply with the following: (1) Sections 49 CFR 21 through Appendix C (2016) and 23 CFR 710.405(b) (2016) in all contracts and subcontracts financed in whole or in part with Federal-aid highway funds; (2) all applicable requirements of 49 CFR Part 26 (2016) in the award and administration of federal-aid contracts; and (3) all regulations relative to nondiscrimination in federally-assisted programs of 49 CFR Part 21, and 23 CFR Part 200 as they may be amended from time to time.

10. **AMENDMENTS:** This Contract may only be amended by the mutual written agreement of the parties, which amendment will be attached to this Contract. Automatic renewals will not apply to this Contract, even if listed elsewhere in this Contract.
11. **OWNERSHIP OF WORK PRODUCTS PROCURED OR DEVELOPED UNDER THIS CONTRACT:** Unless specifically designated hereinafter or preexisting information and know-how of Consultant, Eagle Mountain retains ownership of all materials, products, devices, equipment, facilities, data, test, results, reports, graphics, presentations, visual aids, computer elements, software (including source code), software license agreements, testing apparatus, services, etc., that are developed, procured, constructed, installed or performed under this Contract and that become an integral part of or that are intended to facilitate or enhance the use, operation, maintenance, documentation or understanding of the deliverables of this Contract. Notwithstanding the foregoing, ownership of any and all Consultant work product shall remain with Consultant unless and until the payment by Eagle Mountain to Consultant of all undisputed invoiced amounts.
12. **DEBARMENT:** Consultant certifies that it is not presently nor has ever been debarred, suspended, or proposed for debarment by any governmental department or agency, whether international, national, state, or local. Consultant must notify Eagle Mountain within thirty (30) days if debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any contract by any governmental entity during this Contract.
13. **TERMINATION:** Unless otherwise stated in this Contract, this Contract may be terminated, with cause by either party, in advance of the specified expiration date, upon written notice given by the other party. The party in violation will be given ten (10) days after written notification to correct and cease the violations, after which this Contract may be terminated for cause immediately and is subject to the remedies listed below. This Contract may also be terminated without cause (for convenience), in advance of the specified expiration date, by either party, upon sixty (60) days written termination notice being given to the other party. Eagle Mountain and the Consultant may terminate this Contract, in whole or in part, at any time, by mutual agreement in writing. On termination of this Contract, all accounts and payments will be processed according to the financial arrangements set forth herein for approved Services ordered prior to date of termination.

Consultant shall be compensated for the Services properly performed under this Contract up to the effective date of the notice of termination. Consultant agrees that in the event of such termination for cause or without cause, Consultant's sole remedy and monetary recovery from Eagle Mountain is limited to full payment for all Services properly performed as authorized under this Contract up to the date of termination as well as any reasonable monies owed as a result of Consultant having to terminate other contracts necessarily and appropriately entered into by Consultant pursuant to this Contract. In no event shall Eagle Mountain be liable to the Consultant for compensation for any services neither requested by Eagle Mountain nor satisfactorily performed by the Consultant. In no event shall Eagle Mountain's exercise of its right to terminate this Contract for convenience relieve the Consultant of any liability to Eagle Mountain for any damages or claims arising under this Contract.

14. **NONAPPROPRIATION OF FUNDS, REDUCTION OF FUNDS, OR CHANGES IN LAW:** Upon thirty (30) days written notice delivered to the Consultant, this Contract may be terminated in whole or in part at the sole discretion of Eagle Mountain, if Eagle Mountain reasonably determines that a change in available funds affects Eagle Mountain's ability to pay under this Contract.

If a written notice is delivered under this section, Eagle Mountain will reimburse Consultant for the Services properly ordered until the effective date of said notice. Eagle Mountain will not be liable for any performance, commitments, penalties, or liquidated damages that accrue after the effective date of said written notice.

15. **SUSPENSION OF WORK:** Should circumstances arise which would cause Eagle Mountain to suspend Consultant's responsibilities under this Contract, but not terminate this Contract, this will be done by written notice. Consultant's responsibilities may be reinstated upon advance formal written notice from Eagle Mountain.
16. **SALES TAX EXEMPTION:** The Services under this Contract will be paid for from Eagle Mountain's funds and used in the exercise of Eagle Mountain's essential functions as a municipal entity. Upon request, Eagle Mountain will provide Consultant with its sales tax exemption number. It is Consultant's responsibility to request Eagle Mountain's sales tax exemption number. It also is Consultant's sole responsibility to ascertain whether any tax deduction or benefits apply to any aspect of this Contract.
17. **PUBLIC INFORMATION:** Consultant agrees that this Contract, related purchase orders, related pricing documents, and invoices will be public documents and may be available for public and private distribution in accordance with the State of Utah's Government Records Access and Management Act (GRAMA). Consultant gives Eagle Mountain express permission to make copies of this Contract, related sales orders, related pricing documents, and invoices in accordance with GRAMA. Consultant also agrees that the Consultant's Proposal to the Solicitation will be a public document, and copies may be given to the public as permitted under GRAMA. Eagle Mountain is not obligated to inform Consultant of any GRAMA requests for disclosure of this Contract, related purchase orders, related pricing documents, or invoices.
18. **ACCEPTANCE AND REJECTION:** Eagle Mountain shall have thirty (30) days after the performance of the Services to perform an inspection of the Services to determine whether the Services conform to the standards specified in the Solicitation and this Contract prior to acceptance of the Services by Eagle Mountain. If Consultant delivers nonconforming Services, Eagle Mountain may, at its option and at Consultant's expense: (i) return the Services for a full refund; (ii) require Consultant to promptly correct or reperform the nonconforming Services subject to the terms of this Contract; or (iii) obtain replacement Services from another source, subject to Consultant being responsible for any cover costs. Acceptance of Services by Eagle Mountain shall not limit Eagle Mountain's recourse or remedies in the event Eagle Mountain later determines the Services were defective or failed to meet the standard of professional skill and care ordinarily provided by other design professionals.
19. **INVOICING:** Unless otherwise set forth in the Contract, Consultant will submit invoices within thirty (30) days of Consultant's performance of the Services to Eagle Mountain. Consultant will prepare monthly progress reports in sufficient detail to document the progress of the work and support the monthly claim for payment. Eagle Mountain has the right to adjust or return any invoice reflecting incorrect pricing.
20. **PAYMENT:** Payments are to be made within thirty (30) days after a correct invoice is received. All payments to Consultant will be remitted by mail or electronic funds transfer. If payment has not been made after sixty (60) days from the date a correct invoice is received by Eagle Mountain, then interest may be added by Consultant as prescribed in the Utah Prompt Payment Act. The acceptance by Consultant of final payment, without a written protest filed with Eagle Mountain within ten (10) business days of receipt of final payment, shall release Eagle Mountain from all claims and all liability to the Consultant. Eagle Mountain's payment for the Services shall not be deemed an acceptance of the Services and is without prejudice to any and all claims that Eagle Mountain may have against Consultant. Eagle Mountain will not allow the Consultant to charge end users electronic payment fees of any kind.
21. **TIME IS OF THE ESSENCE:** The Services shall be completed by any applicable deadline stated in this Contract. If no deadline is stated, Consultant shall prosecute the work diligently. For all Services, time is of the essence. Consultant shall be liable for all reasonable damages to Eagle Mountain, and anyone for whom Eagle Mountain may be liable as a result of Consultant's failure to timely perform the Services required under this Contract.
22. **CHANGES IN SCOPE:** Any changes in the scope of the Services to be performed under this Contract shall be in the form of a written amendment to this Contract, mutually agreed to and signed by both parties, specifying any such changes, fee adjustments, any adjustment in time of performance, or any other significant factors arising from the changes in the scope of Services.
23. **PERFORMANCE EVALUATION:** Eagle Mountain may conduct a performance evaluation of Consultant's Services, including Consultant's sub-consultants. Results of any evaluation may be made available to Consultant upon request.

24. **STANDARD OF CARE:** The Services of Consultant and its sub-consultants shall be performed in accordance with the standard of care exercised by licensed members of their respective professions having substantial experience providing similar services which similarities include the type, magnitude, and complexity of the Services that are the subject of this Contract. Consultant shall be liable to Eagle Mountain for claims, liabilities, additional burdens, penalties, damages, or third-party claims (e.g., another Consultant's claim against Eagle Mountain), to the extent caused by wrongful acts, errors, or omissions that do not meet this standard of care.
25. **ASSIGNMENT:** Consultant may not assign, sell, transfer, subcontract or sublet rights, or delegate any right or obligation under this Contract, in whole or in part, without the prior written approval of Eagle Mountain.
26. **CONSTRUCTION RETENTION:** If this Contract is for design services, the Consultant will be retained to answer and clarify any questions on the design during construction. Consultants will be required to include this task in their cost proposal. The Construction Project Engineer will call on Consultant as needed. If the work required from Consultant is due to errors in the design, Consultant will not be reimbursed. To enhance the communication between Eagle Mountain and Consultant, Eagle Mountain may require Consultant to attend the following meetings: kickoff meeting, preconstruction meeting, and the final inspection meeting.
27. **REMEDIES:** Any of the following events will constitute cause for Eagle Mountain to declare Consultant in default of this Contract: (i) Consultant's non-performance of its contractual requirements and obligations under this Contract; or (ii) Consultant's material breach of any term or condition of this Contract. Eagle Mountain may issue a written notice of default providing a ten (10) day period in which Consultant will have an opportunity to cure. Time allowed for cure will not diminish or eliminate Consultant's liability for damages. If the default remains after Consultant has been provided the opportunity to cure, Eagle Mountain may do one or more of the following: (i) exercise any remedy provided by law or equity; (ii) terminate this Contract; (iii) impose liquidated damages, if liquidated damages are listed in this Contract; (iv) debar/suspend Consultant from receiving future contracts from Eagle Mountain; or (v) demand a full refund of any payment that Eagle Mountain has made to Consultant under this Contract for Services that do not conform to this Contract.
28. **FORCE MAJEURE:** Neither party to this Contract will be held responsible for delay or default caused by fire, riot, act of God, and/or war which is beyond that party's reasonable control. Eagle Mountain may terminate this Contract after determining such delay will prevent successful performance of this Contract.
29. **CONFIDENTIALITY:** If Confidential Information is disclosed to Consultant, Consultant shall: (i) advise its agents, officers, employees, partners, and Subconsultants of the obligations set forth in this Contract; (ii) keep all Confidential Information strictly confidential; and (iii) not disclose any Confidential Information received by it to any third parties. Consultant will promptly notify Eagle Mountain of any potential or actual misuse or misappropriation of Confidential Information.
- Consultant shall be responsible for any breach of this duty of confidentiality, including any required remedies and/or notifications under applicable law. Consultant shall indemnify, hold harmless, and defend Eagle Mountain, including anyone for whom Eagle Mountain is liable, from claims related to a breach of this duty of confidentiality, including any notification requirements, by Consultant or anyone for whom the Consultant is liable.
- Upon termination or expiration of this Contract, Consultant will return all copies of Confidential Information to Eagle Mountain or certify, in writing, that the Confidential Information has been destroyed. This duty of confidentiality shall be ongoing and survive the termination or expiration of this Contract.
30. **PUBLICITY:** Consultant shall submit to Eagle Mountain for written approval all advertising and publicity matters relating to this Contract. It is within Eagle Mountain's sole discretion whether to provide approval, which must be done in writing.
31. **INDEMNIFICATION RELATING TO INTELLECTUAL PROPERTY:** Consultant will indemnify and hold Eagle Mountain harmless from and against any and all damages, expenses (including reasonable attorneys' fees), claims, judgments, liabilities, and costs in any action or claim brought against Eagle Mountain for infringement of a third party's copyright, trademark, trade secret, or other proprietary right. The parties agree that if there are any limitations of Consultant's liability, such limitations or liability will not apply to this section.
32. **OWNERSHIP IN INTELLECTUAL PROPERTY:** Eagle Mountain and Consultant agree that each has no right, title, interest, proprietary or otherwise in the intellectual property owned or licensed by the other, unless otherwise agreed upon by the parties in writing. All deliverables, documents, records, programs, data, articles,

memoranda, and other materials not developed or licensed by Consultant prior to the execution of this Contract, but specifically created or manufactured under this Contract shall be considered work made for hire, and Consultant shall transfer any ownership claim to Eagle Mountain.

33. **CONSULTANT'S ENDORSEMENT ON PLANS, ETC.:** Consultant (if a firm, the responsible principal) is required to endorse and affix its seal to plans, reports, and engineering data furnished to Eagle Mountain under this Contract.
34. **DESIGN/CONSTRUCTION:** Consultant will utilize all current Eagle Mountain standards and be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by Consultant under this Contract. Consultant will, without additional compensation, correct or revise any errors or omissions in its design, drawings, specifications and other services.
35. **WAIVER:** A waiver of any right, power, or privilege shall not be construed as a waiver of any subsequent right, power, or privilege.
36. **ATTORNEY'S FEES:** In the event of any judicial action to enforce rights under this Contract, the prevailing party shall be entitled its costs and expenses, including reasonable attorney's fees incurred in connection with such action.
37. **PROCUREMENT ETHICS:** Consultant understands that a person who is interested in any way in the sale of any supplies, services, construction, or insurance to Eagle Mountain is violating the law if the person gives or offers to give any compensation, gratuity, contribution, loan, reward, or any promise thereof to any person acting as a procurement officer on behalf of Eagle Mountain, or to any person in any official capacity participates in the procurement of such supplies, services, construction, or insurance, whether it is given for their own use or for the use or benefit of any other person or organization.
38. **DISPUTE RESOLUTION:** Prior to either party filing a judicial proceeding, the parties agree to participate in the mediation of any dispute. Eagle Mountain, after consultation with the Consultant, may appoint an expert or panel of experts to assist in the resolution of a dispute. If Eagle Mountain appoints such an expert or panel, Consultant agree to cooperate in good faith in providing information and documents to the expert or panel in an effort to resolve the dispute.
39. **ORDER OF PRECEDENCE:** In the event of any conflict in the terms and conditions in this Contract, the order of precedence shall be: (i) this Attachment A; (ii) the Contract; (iii) additional terms and conditions, if any; (iv) any other attachment listed on the Contract; and (v) Consultant's terms and conditions that are attached to this Contract, if any. Any provision attempting to limit the liability of Consultant or limit the rights of Eagle Mountain must be in writing, attached to this Contract, and initialed by Eagle Mountain, or it is rendered null and void.
40. **SURVIVAL OF TERMS:** Termination or expiration of this Contract shall not extinguish or prejudice Eagle Mountain's right to enforce this Contract with respect to any default or defect in the Services that has not been cured.
41. **SEVERABILITY:** The invalidity or unenforceability of any provision, term, or condition of this Contract shall not affect the validity or enforceability of any other provision, term, or condition of this Contract, which shall remain in full force and effect.
42. **ENTIRE AGREEMENT:** This Contract constitutes the entire agreement between the parties and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written.
43. **PRIVACY NOTICE.** Eagle Mountain City is committed to protecting your privacy. The personal data you provide on this contract is collected for the purpose of processing submitted bidding documentation and associated contracts and will be used only for those purposes. If you choose not to provide the requested information, we may be unable to process your request or provide the service you are seeking. Your information will not be sold and is not regularly disclosed to any private or governmental entities. However, it may be shared when required by law or contract. The information collected is maintained in the Eagle Mountain Records office in accordance with the City's retention records schedule. Some personal data may still be subject to public disclosure as required by the Utah Government Records Access and Management Act (GRAMA), Utah Code §63G-2-101 et seq.”

ATTACHMENT B:

SCOPE OF WORK/COST SCHEDULE



EXHIBIT “B”

SCOPE OF SERVICES AND SCHEDULE OF FEES

A. PLAN REVIEW SERVICES

1. **Plan Review:** Consultant shall provide complete plan review services to ensure that construction documents are in general compliance with the prescriptions of the adopted building code(s), including any applicable state and local amendments.
2. **Comment Lists and Plans Delivery:** When plan reviews result in items that need to be addressed, a written comment letter will be provided which refers to specific building code sections or specific details and drawings. Comment lists are sent out to recipients designated by the Jurisdiction via email, FAX, and/or overnight delivery. Depending on the Jurisdiction’s preferred process, Consultant will transmit plan review comments and coordinate re-checks directly with the permit applicant/design team, or through the Jurisdiction. Once all comments have been addressed the completed construction documents will be returned to the Jurisdiction for final approval.
3. **Turn-Around Schedules:** For most project types, initial plan reviews are completed within approximately ten (10) working days from the date the plans are received by the Consultant. Large, or unusually complex plan reviews may take up to fifteen (15) working days to complete. We are committed to completing plan reviews as prompt or sooner than the Jurisdictions own schedule and work hard to accommodate any turn-around schedule desired by the Jurisdiction. When not otherwise specified, we may contact the Building Official or assigned staff to determine if there are scheduling needs on specific projects to eliminate possible misunderstandings regarding turn-around expectations.
4. **Electronic Plan Review:** Consultant has more than ten (10) years of experience providing electronic plan reviews to many of its clients. Electronic plan review services incorporate “green” technology by reducing paper refuge and eliminating shipping costs.

B. BUILDING INSPECTION SERVICES

1. **Inspectors:** Consultant will provide state-licensed and ICC certified inspector(s) as requested by the Jurisdiction. All inspectors shall be combination certified for both residential and commercial construction.
2. **Inspection Requests:** Requests from the Jurisdiction for inspections must be made a minimum of a business day in advance, inspections for Monday must be requested on the business day prior (typically Friday). Inspections can be scheduled for standard business days only. Inspection requests are filled on a first come first serve basis and are subject to inspector availability. Inspection requests made with more advanced notice will be given higher priority.
3. **Inspections:** In general, the inspection services provided may include, but are not limited to, field observation of all construction activity, preparation of daily reports, review of submittals and other



duties as assigned. The intent of the inspections is to ensure compliance with the approved construction documents and conformance to the adopted building codes.

C. GENERAL FEE INFORMATION

1. **Fixed Fee Duration:** All plan review fixed fees and inspection half and full day rates listed herein are for duration of the Agreement. Hourly rates listed in the Table of Billing Rates listed herein are for the first two (2) years of the Agreement and must be reviewed annually thereafter. Changes in fees must be mutually agreed upon. Changes to Exhibit “B” shall be done as an addendum to the original agreement all other portions of the original agreement shall remain in place as thereby agreed upon.
2. **Inflation:** Hourly rates are subject to an increase based on a minimum 3% cost-of-living, the Engineering News Record’s (ENR) Construction Cost Index (CCI), or the Consumer Price Index; whichever is greater. Changes to the hourly rates as noted above are part of the standard fee schedule and shall take effect annually for the duration of this agreement.
3. **Invoicing:** Invoices for work performed during the previous month will be sent out at the beginning of each month, unless requested otherwise by the Jurisdiction. Payment must be received within thirty (30) days of receipt of the invoice.

D. PLAN REVIEW SERVICES

1. **Basic Fees:** Fees shall be assessed on a project-by-project basis as noted below. Fees for projects with building valuations over \$16 Million dollars will be negotiated with the jurisdiction at a lower rate.
 - a. **Residential:** Projects consisting of one- and two-family dwellings, townhomes, and associated accessory structures (International Residential Code) shall be considered as residential. Fees for residential projects will equal seventy-five percent (75%) of the plan review fee collected by the Jurisdiction
 - b. **Commercial:** Projects shall include multifamily apartments, hotels, and all other projects regulated under the International Building Code as adopted by the State of Utah. Fees shall be assessed as a percentage of the plan review fee collected by the Jurisdiction as noted below. This “fixed fee” plan review fee covers a first, second and quick third review (for approval purposes only).
 - i. **Projects up to \$8 Million:** The fees will equal sixty-five percent (65%) of the plan review fees collected by the Jurisdiction.
 - ii. **Projects over \$8 Million:** The fees will equal fifty percent (50%) of the plan review fees collected by the Jurisdiction.
 - iii. **Projects over \$16 Million:** Fees will be negotiated with the jurisdiction at a lower rate than listed above. The default fee for these projects will be based on the recommended permit fee from the 2024 IRC Appendix AB. The WC³ fee will



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Layton, Utah 84041
OFFICE: (801) 547-8133
FAX: (801) 820-9089

be 40% of the recommended permit fee as calculated per Table AB101.1 from the 2024 IRC.

- c. **Solar:** Solar panels on residential properties or accessory structures (not including battery or ESS) will be billed at a fixed fee of \$275.00 per project. Solar installations which are part of the initial construction will be billed as part of the fees for the building and will not be charged separately. This “fixed fee” plan review fee covers a first, second and quick third review (for approval purposes only).
2. **Other Fees:** In addition to the Basic Fees described above, time and materials methods using the Table of Hourly Billing Rates will be used for determining fees for the following types of services:
 - a. Fire and life safety plan reviews are not performed as part of the “basic fee” collected as part of our complete plan review services. These reviews will be performed by ICC certified fire plans examiners at the hourly rates noted in Table of Hourly Billing Rates.
 - b. If the Jurisdiction does not require a complete plan review but would like assistance with specialty reviews (e.g. structural, mechanical, plumbing, electrical, energy, etc.), reviews of solar installations on commercial projects, or ESS for solar on residential projects, these reviews will be billed at the hourly rates noted in Table of Hourly Billing Rates.
 - c. Fees for problem plan checks which require more than a quick third check to approve the project, when mutually agreed upon between the Jurisdiction and Consultant, will be based on the hourly rates noted in Table of Hourly Billing Rates.
 - d. Expedited reviews, which are performed in half the time noted in Exhibit “A”, will be billed at 150% of the above noted fees contingent upon the availability of staff to perform these expedited reviews.

E. BUILDING INSPECTION SERVICES

1. **Basic Fees:** Building inspection services will be billed as either a half-day rate or a full day rate. The half-day rate will be \$590.00 (five hundred ninety). A half-day rate will be billed for anything up to 4 hours of inspection time. The full day rate will be \$980.00 (nine hundred eighty). A full day rate will be billed for anything over 4 hours but not to exceed 8 hours of inspection time. These rates include travel to and from the city and travel within the city while completing inspections.
2. **Off-hour and Overtime Inspections:** Inspections outside of standard hours specified in Exhibit “A”, including but not limited to early, after-hour, weekend, or holiday inspections may be requested but will be billed at 150% of the rates standard fees herein noted. All inspection time over 8 hours in one day will be billed at an additional overtime hourly rates specified in the Table of Hourly Billing Rates; this is in addition to the standard full day fixed fee rate. All off-hour or overtime inspections are subject to the availability of staff to provide these inspections.
3. **Inspection Cancellation Policy:** If inspection services are scheduled but not needed, it is the responsibility of the jurisdiction to cancel inspection services at least 24 hours prior to that start of the scheduled inspection time. Inspection services canceled less than 24 hours prior to the scheduled start



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time will be subject to a cancelation fee. The cancelation fee is the same as the charge for a half day inspection service, regardless of whether it is a scheduled half or full day.

4. **Miscellaneous Expenses:** Reimbursable expenses, when deemed necessary, will be mutually agreed upon and may include special equipment rentals, any public transportation costs, bridge tolls, parking and special shipping or printing requirements. Special meetings, building official services, or other mutually agreed upon miscellaneous services will be billed at an hourly rate as noted in the Table of Billing Rates.



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TABLE OF BILLING RATES*

<u>CLASSIFICATION</u>	<u>BILLING RATE</u>
Commercial Plan Review	Fixed Fee Rates below
Valuations up to \$8 Million.....	65% of City Plan Review Fee
Valuations from \$8 Million to \$16 Million.....	50% of City Plan Review Fee
Valuations over \$16 Million.....	To be negotiated ¹
Residential Solar Review (No ESS).....	\$275.00
Residential/Miscellaneous ² Plan Review	Hourly Rates below
Structural Engineer	\$135.00/hr
Fire Plans Examiner	\$125.00/hr
Building Plans Examiner	\$110.00/hr
Expedite Plan Review Services	150% of Above Listed Rates
Clerical/Permit Technician.....	\$85.00/hr
Full Day Inspections.....	\$980.00 (8 hours)
Half Day Inspections	\$590.00 (4 hours)
Miscellaneous ³ Inspection charges.....	Rates as Noted below
Mileage (from WC ³ office)	Current IRS Rate
Building Official Services	\$140.00/hr
Building Inspector	\$98.00/hr
Reimbursable Expenses ⁴	Actual Cost
Overtime/Off-Hour Inspections	150% of Above Listed Rates

Footnotes:

1. Projects over \$16 Million in valuation as noted above under Plan Review Services, will be negotiated and mutually agreed upon. Base fee shall be 40% of the recommended permit fee per 2024 IRC Appendix AB.
2. Miscellaneous plan review services as noted above under Plan Review Services, Other Fees.
3. Miscellaneous inspection services as noted above under Inspection Services, Miscellaneous Expenses.
4. Reimbursable expenses include special equipment rentals, any public transportation costs, bridge tolls, parking, special shipping or printing requirements.

ATTACHMENT C:
INSURANCE



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

4/21/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Cavnagac 451 A Street, Suite 1800 San Diego CA 92101	CONTACT NAME: Certificate Department PHONE (A/C. No. Ext): 619-234-6848 E-MAIL ADDRESS: certificates@cavnagac.com		FAX (A/C. No): 619-234-8601													
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INSURED West Coast Code Consultants, Inc. 12647 Alcosta Blvd., Ste 445 San Ramon, CA 94583-5182	WESTCOA-14															

COVERAGES

CERTIFICATE NUMBER: 802803709

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER:	Y	Y	72SBWBS0B2L	4/28/2026	4/28/2027	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000 \$
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY	Y	Y	72UEGBC6531	4/28/2026	4/28/2027	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000	Y	Y	72SBWBS0B2L	4/28/2026	4/28/2027	EACH OCCURRENCE \$4,000,000 AGGREGATE \$4,000,000 \$
C	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	72WEGBS0B0L	4/28/2026	4/28/2027	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
D E	Cyber Liability Professional Liability			ESO0740779273 PAAEP0180201	4/28/2026 4/28/2026	4/28/2027 4/28/2027	Limit Each Claim \$1,000,000 Aggregate \$2,000,000 \$4,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City of Eagle Mountain are named as additional insureds as respects to General Liability and Automobile Liability per policy form. Primary and Non-Contributory coverage applies to General Liability and Automobile Liability per policy form. Waiver of subrogation applies to General Liability, Automobile Liability, and Workers Compensation per policy form. Excess/Umbrella policy follows form over underlying policies: General Liability, Auto Liability & Employers Liability (additional insured and waiver of subrogation apply when afforded on underlying policies). Professional Liability - Claims made form, defense costs included within limit. If the insurance company elects to cancel or non-renew coverage for any reason other than nonpayment of premium they will provide 30 days notice of such cancellation or nonrenewal.

CERTIFICATE HOLDER**CANCELLATION**

City of Eagle Mountain
 1650 E. Stagecoach Run
 Eagle Mountain UT 84005

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

COMMERCIAL AUTOMOBILE BROAD FORM ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

To the extent that the provisions of this endorsement provide broader benefits to the "insured" than other provisions of the Coverage Form, the provisions of this endorsement apply.

1. BROAD FORM INSURED

Paragraph .1. - WHO IS AN INSURED - of Section II - Liability Coverage is amended to add the following:

d. Subsidiaries and Newly Acquired or Formed Organizations

The Named Insured shown in the Declarations is amended to include:

- (1) Any legal business entity other than a partnership or joint venture, formed as a subsidiary in which you have an ownership interest of more than 50% on the effective date of the Coverage Form. However, the Named Insured does not include any subsidiary that is an "insured" under any other automobile policy or would be an "insured" under such a policy but for its termination or the exhaustion of its Limit of Insurance.
- (2) Any organization that is acquired or formed by you and over which you maintain majority ownership. However, the Named Insured does not include any newly formed or acquired organization:
 - (a) That is a partnership or joint venture,
 - (b) That is an "insured" under any other policy,
 - (c) That has exhausted its Limit of Insurance under any other policy, or
 - (d) 180 days or more after its acquisition or formation by you, unless you have given us notice of the acquisition or formation.

Coverage does not apply to "bodily injury" or "property damage" that results from an "accident" that occurred before you formed or acquired the organization.

e. Employees as Insureds

- (1). Any "employee" of yours while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

f. Lessors as Insureds

- (1). The lessor of a covered "auto" while the "auto" is leased to you under a written agreement if:
 - (a) The agreement requires you to provide direct primary insurance for the lessor and
 - (b) The "auto" is leased without a driver.

Such a leased "auto" will be considered a covered "auto" you own and not a covered "auto" you hire.

g. Additional Insured if Required by Contract

- (1) When you have agreed, in a written contract or written agreement, that a person or organization be added as an additional insured on your business auto policy, such person or organization is an "insured", but only to the extent such person or organization is liable for "bodily injury" or "property damage" caused by the conduct of an "insured" under paragraphs a. or b. of Who Is An Insured with regard to the ownership, maintenance or use of a covered "auto."

The insurance afforded to any such additional insured applies only if the "bodily injury" or "property damage" occurs:

- (a) During the policy period, and
- (b) Subsequent to the execution of such written contract, and

- (c) Prior to the expiration of the period of time that the written contract requires such insurance be provided to the additional insured.

(2) How Limits Apply

If you have agreed in a written contract or written agreement that another person or organization be added as an additional insured on your policy, the most we will pay on behalf of such additional insured is the lesser of:

- (a) The limits of insurance specified in the written contract or written agreement; or
- (b) The Limits of Insurance shown in the Declarations.

Such amount shall be a part of and not in addition to Limits of Insurance shown in the Declarations and described in this Section.

(3) Additional Insureds Other Insurance

If we cover a claim or "suit" under this Coverage Part that may also be covered by other insurance available to an additional insured, such additional insured must submit such claim or "suit" to the other insurer for defense and indemnity.

However, this provision does not apply to the extent that you have agreed in a written contract or written agreement that this insurance is primary and non-contributory with the additional insured's own insurance.

(4) Duties in The Event Of Accident, Claim, Suit or Loss

If you have agreed in a written contract or written agreement that another person or organization be added as an additional insured on your policy, the additional insured shall be required to comply with the provisions in LOSS CONDITIONS 2. - DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS – OF SECTION IV – BUSINESS AUTO CONDITIONS, in the same manner as the Named Insured.

2. Primary and Non-Contributory if Required by Contract

Only with respect to insurance provided to an additional insured in A.1.g. - Additional Insured If Required by Contract, the following provisions apply:

(1) Primary Insurance When Required By Contract

This insurance is primary if you have agreed in a written contract or written agreement that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in Other Insurance 5.d.

(2) Primary And Non-Contributory To Other Insurance When Required By Contract

If you have agreed in a written contract or written agreement that this insurance is primary and non-contributory with the additional insured's own insurance, this insurance is primary and we will not seek contribution from that other insurance.

Paragraphs (1) and (2) do not apply to other insurance to which the additional insured has been added as an additional insured.

When this insurance is excess, we will have no duty to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

- (1) The total amount that all such other insurance would pay for the loss in the absence of this insurance; and
- (2) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, by the method described in SECTION IV- Business Auto Conditions, B. General Conditions, Other Insurance 5.d.

3. AUTOS RENTED BY EMPLOYEES

Any "auto" hired or rented by your "employee" on your behalf and at your direction will be considered an "auto" you hire.

The SECTION IV- Business Auto Conditions, B. General Conditions, 5. OTHER INSURANCE Condition is amended by adding the following:

- e. If an "employee's" personal insurance also applies on an excess basis to a covered "auto" hired or rented by your "employee" on your behalf and at your direction, this insurance will be primary to the "employee's" personal insurance.

4. AMENDED FELLOW EMPLOYEE EXCLUSION

EXCLUSION 5. - FELLOW EMPLOYEE - of SECTION II - LIABILITY COVERAGE does not apply if you have workers' compensation insurance in-force covering all of your "employees".

Coverage is excess over any other collectible insurance.

5. HIRED AUTO PHYSICAL DAMAGE COVERAGE

If hired "autos" are covered "autos" for Liability Coverage and if Comprehensive, Specified Causes of Loss, or Collision coverages are provided under this Coverage Form for any "auto" you own, then the Physical Damage Coverages provided are extended to "autos" you hire or borrow, subject to the following limit.

The most we will pay for "loss" to any hired "auto" is:

- (1) \$100,000;
- (2) The actual cash value of the damaged or stolen property at the time of the "loss"; or
- (3) The cost of repairing or replacing the damaged or stolen property,

whichever is smallest, minus a deductible. The deductible will be equal to the largest deductible applicable to any owned "auto" for that coverage. No deductible applies to "loss" caused by fire or lightning. Hired Auto Physical Damage coverage is excess over any other collectible insurance. Subject to the above limit, deductible and excess provisions, we will provide coverage equal to the broadest coverage applicable to any covered "auto" you own.

We will also cover loss of use of the hired "auto" if it results from an "accident", you are legally liable and the lessor incurs an actual financial loss, subject to a maximum of \$1000 per "accident".

This extension of coverage does not apply to any "auto" you hire or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company), or members of their households.

6. PHYSICAL DAMAGE - ADDITIONAL TEMPORARY TRANSPORTATION EXPENSE COVERAGE

Paragraph A.4.a. of SECTION III - PHYSICAL DAMAGE COVERAGE is amended to provide a limit of \$50 per day and a maximum limit of \$1,000.

7. LOAN/LEASE GAP COVERAGE

Under SECTION III - PHYSICAL DAMAGE COVERAGE, in the event of a total "loss" to a covered "auto", we will pay your additional legal

obligation for any difference between the actual cash value of the "auto" at the time of the "loss" and the "outstanding balance" of the loan/lease.

"Outstanding balance" means the amount you owe on the loan/lease at the time of "loss" less any amounts representing taxes; overdue payments; penalties, interest or charges resulting from overdue payments; additional mileage charges; excess wear and tear charges; lease termination fees; security deposits not returned by the lessor; costs for extended warranties, credit life Insurance, health, accident or disability insurance purchased with the loan or lease; and carry-over balances from previous loans or leases.

8. AIRBAG COVERAGE

Under Paragraph B. EXCLUSIONS - of SECTION III - PHYSICAL DAMAGE COVERAGE, the following is added:

The exclusion relating to mechanical breakdown does not apply to the accidental discharge of an airbag.

9. ELECTRONIC EQUIPMENT - BROADENED COVERAGE

a. The exceptions to Paragraphs B.4 - EXCLUSIONS - of SECTION III - PHYSICAL DAMAGE COVERAGE are replaced by the following:

Exclusions 4.c. and 4.d. do not apply to equipment designed to be operated solely by use of the power from the "auto's" electrical system that, at the time of "loss", is:

- (1) Permanently installed in or upon the covered "auto";
- (2) Removable from a housing unit which is permanently installed in or upon the covered "auto";
- (3) An integral part of the same unit housing any electronic equipment described in Paragraphs (1) and (2) above; or
- (4) Necessary for the normal operation of the covered "auto" or the monitoring of the covered "auto's" operating system.

b. Section III, Physical Damage Coverage, Limit of Insurance, Paragraph C.2. is amended to add the following:

\$1,500 is the most we will pay for "loss" in any one "accident" to all electronic equipment (other than equipment designed solely for the reproduction of sound, and accessories used with such equipment) that reproduces, receives or transmits audio, visual or data signals which, at the time of "loss", is:

(1) Permanently installed in or upon the covered "auto" in a housing, opening or other location that is not normally used by the "auto" manufacturer for the installation of such equipment;

(2) Removable from a permanently installed housing unit as described in Paragraph 2.a. above or is an integral part of that equipment; or

(3) An integral part of such equipment.

c. For each covered "auto", should loss be limited to electronic equipment only, our obligation to pay for, repair, return or replace damaged or stolen electronic equipment will be reduced by the applicable deductible shown in the Declarations, or \$250, whichever deductible is less.

10. EXTRA EXPENSE - BROADENED COVERAGE

Under Paragraph A. - COVERAGE - of SECTION III - PHYSICAL DAMAGE COVERAGE, we will pay for the expense of returning a stolen covered "auto" to you.

11. GLASS REPAIR - WAIVER OF DEDUCTIBLE

Under Paragraph D. - DEDUCTIBLE - of SECTION III - PHYSICAL DAMAGE COVERAGE, the following is added:

No deductible applies to glass damage if the glass is repaired rather than replaced.

12. TWO OR MORE DEDUCTIBLES

Under Paragraph D. - DEDUCTIBLE - of SECTION III - PHYSICAL DAMAGE COVERAGE, the following is added:

If another Hartford Financial Services Group, Inc. company policy or coverage form that is not an automobile policy or coverage form applies to the same "accident", the following applies:

(1) If the deductible under this Business Auto Coverage Form is the smaller (or smallest) deductible, it will be waived;

(2) If the deductible under this Business Auto Coverage Form is not the smaller (or smallest) deductible, it will be reduced by the amount of the smaller (or smallest) deductible.

13. AMENDED DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS

The requirement in LOSS CONDITIONS 2.a. - DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS - of SECTION IV - BUSINESS AUTO CONDITIONS that you must notify us of an "accident" applies only when the "accident" is known to:

(1) You, if you are an individual;

(2) A partner, if you are a partnership;

(3) A member, if you are a limited liability company; or

(4) An executive officer or insurance manager, if you are a corporation.

14. UNINTENTIONAL FAILURE TO DISCLOSE HAZARDS

If you unintentionally fail to disclose any hazards existing at the inception date of your policy, we will not deny coverage under this Coverage Form because of such failure.

15. HIRED AUTO - COVERAGE TERRITORY

SECTION IV, BUSINESS AUTO CONDITIONS, PARAGRAPH B. GENERAL CONDITIONS, 7. - POLICY PERIOD, COVERAGE TERRITORY - is added to include the following:

(6) For short-term hired "autos", the coverage territory with respect to Liability Coverage is anywhere in the world provided that if the "insured's" responsibility to pay damages for "bodily injury" or "property damage" is determined in a "suit," the "suit" is brought in the United States of America, the territories and possessions of the United States of America, Puerto Rico or Canada or in a settlement we agree to.

16. WAIVER OF SUBROGATION

Paragraph 5. TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US - of SECTION IV - BUSINESS AUTO CONDITIONS A. Loss Conditions is amended by adding the following:

We waive any right of recovery we may have against any person or organization with whom you have a written contract that requires such waiver because of payments we make for damages under this Coverage Form.

17. RESULTANT MENTAL ANGUISH COVERAGE

The definition of "bodily injury" in SECTION V-DEFINITIONS, C. is replaced by the following:

"Bodily injury" means bodily injury, sickness or disease sustained by any person, including mental anguish or death resulting from any of these.

18. EXTENDED CANCELLATION CONDITION

Paragraph 2. of the COMMON POLICY CONDITIONS - CANCELLATION - applies except as follows:

If we cancel for any reason other than nonpayment of premium, we will mail or deliver to the first Named Insured written notice of cancellation at least 60 days before the effective date of cancellation.

19. HYBRID, ELECTRIC, OR NATURAL GAS VEHICLE PAYMENT COVERAGE

In the event of a total loss to a "non-hybrid" auto for which Comprehensive, Specified Causes of Loss, or Collision coverages are provided under this Coverage Form, then such Physical Damage Coverages are amended as follows:

- a. If the auto is replaced with a "hybrid" auto or an auto powered solely by electricity or natural gas, we will pay an additional 10%, to a maximum of \$2,500, of the "non-hybrid" auto's actual cash value or replacement cost, whichever is less,
- b. The auto must be replaced and a copy of a bill of sale or new lease agreement received by us within 60 calendar days of the date of "loss,"
- c. Regardless of the number of autos deemed a total loss, the most we will pay under this Hybrid, Electric, or Natural Gas Vehicle Payment Coverage provision for any one "loss" is \$10,000.

For the purposes of the coverage provision,

- a. A "non-hybrid" auto is defined as an auto that uses only an internal combustion engine to move the auto but does not include autos powered solely by electricity or natural gas.

- b. A "hybrid" auto is defined as an auto with an internal combustion engine and one or more electric motors; and that uses the internal combustion engine and one or more electric motors to move the auto, or the internal combustion engine to charge one or more electric motors, which move the auto.

20. VEHICLE WRAP COVERAGE

In the event of a total loss to an "auto" for which Comprehensive, Specified Causes of Loss, or Collision coverages are provided under this Coverage Form, then such Physical Damage Coverages are amended to add the following:

In addition to the actual cash value of the "auto", we will pay up to \$1,000 for vinyl vehicle wraps which are displayed on the covered "auto" at the time of total loss. Regardless of the number of autos deemed a total loss, the most we will pay under this Vehicle Wrap Coverage provision for any one "loss" is \$5,000. For purposes of this coverage provision, signs or other graphics painted or magnetically affixed to the vehicle are not considered vehicle wraps.



THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION TO CERTIFICATE HOLDER(S)

This policy is subject to the following additional Conditions:

- A.** If this policy is cancelled by the Company, other than for nonpayment of premium, notice of such cancellation will be provided at least thirty (30) days in advance of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.
- B.** If this policy is cancelled by the Company for nonpayment of premium, or by the insured, notice of such cancellation will be provided within (10) days of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.

If notice is mailed, proof of mailing to the last known mailing address of the certificate holder(s) on file with the agent of record or the Company will be sufficient proof of notice.

Any notification rights provided by this endorsement apply only to active certificate holder(s) who were issued a certificate of insurance applicable to this policy's term.

Failure to provide such notice to the certificate holder(s) will not amend or extend the date the cancellation becomes effective, nor will it negate cancellation of the policy. Failure to send notice shall impose no liability of any kind upon the Company or its agents or representatives.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.



BLANKET ADDITIONAL INSURED BY CONTRACT

This endorsement modifies insurance provided under the following:

BUSINESS LIABILITY COVERAGE FORM

Except as otherwise stated in this endorsement, the terms and conditions of the Policy apply.

A. The following is added to Section C. WHO IS AN INSURED:

Additional Insureds When Required By Written Contract, Written Agreement Or Permit

The person(s) or organization(s) identified in Paragraphs a. through f. below are additional insureds when you have agreed, in a written contract or written agreement, or when required by a written permit issued by a state or governmental agency or subdivision or political subdivision that such person or organization be added as an additional insured on your Coverage Part, provided the injury or damage occurs subsequent to the execution of the contract or agreement, or the issuance of the permit.

A person or organization is an additional insured under this provision only for that period of time required by the contract, agreement or permit.

However, no such person or organization is an additional insured under this provision if such person or organization is included as an additional insured by any other endorsement issued by us and made a part of this Coverage Part.

The insurance afforded to such additional insured will not be broader than that which you are required by the contract, agreement, or permit to provide for such additional insured.

The insurance afforded to such additional insured only applies to the extent permitted by law.

The limits of insurance that apply to additional insureds are described in Section **D. LIABILITY AND MEDICAL EXPENSES LIMITS OF INSURANCE**. How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section **E. LIABILITY AND MEDICAL EXPENSES GENERAL CONDITIONS**.

a. Vendors

Any person(s) or organization(s) (referred to below as vendor), but only with respect to "bodily injury" or "property damage" arising out of "your products" which are distributed or sold in the regular course of the vendor's business and only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

(1) The insurance afforded to the vendor is subject to the following additional exclusions:

This insurance does not apply to:

- (a)** "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;
- (b)** Any express warranty unauthorized by you;
- (c)** Any physical or chemical change in the product made intentionally by the vendor;
- (d)** Repackaging, except when unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;
- (e)** Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;
- (f)** Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;



- (g) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or
- (h) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:
 - (i) The exceptions contained in Paragraphs (d) or (f); or
 - (ii) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

(2) This insurance does not apply to any insured person or organization from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

b. Lessors Of Equipment

- (1) Any person or organization from whom you lease equipment; but only with respect to their liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person or organization.
- (2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after you cease to lease that equipment.

c. Lessors Of Land Or Premises

- (1) Any person or organization from whom you lease land or premises, but only with respect to liability arising out of the ownership, maintenance or use of that part of the land or premises leased to you.
- (2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:
 - (a) Any "occurrence" which takes place after you cease to lease that land or be a tenant in that premises; or
 - (b) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

d. Architects, Engineers Or Surveyors

- (1) Any architect, engineer, or surveyor, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:
 - (a) In connection with your premises;
 - (b) In the performance of your ongoing operations performed by you or on your behalf; or
 - (c) In connection with "your work" and included within the "products-completed operations hazard", but only if:
 - (i) The written contract, written agreement or permit requires you to provide such coverage to such additional insured; and
 - (ii) This Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

(2) With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or the failure to render any professional services, including:

- (i) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or
- (ii) Supervisory, surveying, inspection, architectural or engineering activities.

This exclusion applies even if the claims allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by an insured, if the "bodily injury", "property



damage", or "personal and advertising injury" arises out of the rendering of or the failure to render any professional service.

e. State Or Governmental Agency Or Subdivision Or Political Subdivision Issuing Permit

- (1) Any state or governmental agency or subdivision or political subdivision, but only with respect to operations performed by you or on your behalf for which the state or governmental agency or subdivision or political subdivision has issued a permit.
- (2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:
 - (a) "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the federal government, state or municipality; or
 - (b) "Bodily injury" or "property damage" included within the "products-completed operations hazard".

f. Any Other Party

- (1) Any other person or organization who is not in one of the categories or classes listed above in Paragraphs a. through e. above, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:
 - (a) In the performance of your ongoing operations performed by you or on your behalf;
 - (b) In connection with your premises owned by or rented to you; or
 - (c) In connection with "your work" and included within the "products-completed operations hazard", but only if:
 - (i) The written contract, written agreement or permit requires you to provide such coverage to such additional insured; and
 - (ii) This Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

- (2) With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

- (a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or
- (b) Supervisory, surveying, inspection, architectural or engineering activities.

This exclusion applies even if the claims allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by an insured, if the "bodily injury", "property damage", or "personal and advertising injury" arises out of the rendering of or the failure to render any professional service described in Paragraphs f.(2)(a) or f.(2)(b) above.



(2) Premises Rented To You

That is fire, lightning or explosion insurance for premises rented to you or temporarily occupied by you with permission of the owner;

(3) Tenant Liability

That is insurance purchased by you to cover your liability as a tenant for "property damage" to premises rented to you or temporarily occupied by you with permission of the owner;

(4) Aircraft, Auto Or Watercraft

If the loss arises out of the maintenance or use of aircraft, "autos" or watercraft to the extent not subject to Exclusion **g.** of Section **B.** Exclusions.

(5) Property Damage To Borrowed Equipment Or Use Of Elevators

If the loss arises out of "property damage" to borrowed equipment or the use of elevators to the extent not subject to Exclusion **k.** of Section **B.** Exclusions.

(6) When You Are Added As An Additional Insured To Other Insurance

That is other insurance available to you covering liability for damages arising out of the premises or operations, or products and completed operations, for which you have been added as an additional insured by that insurance; or

(7) When You Add Others As An Additional Insured To This Insurance

That is other insurance available to an additional insured.

However, the following provisions apply to other insurance available to any person or organization who is an additional insured under this Coverage Part:

(a) Primary Insurance When Required By Contract

This insurance is primary if you have agreed in a written contract, written agreement or permit that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in **c.** below.

(b) Primary And Non-Contributory To Other Insurance When Required By Contract

If you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance, this insurance is primary and we will not seek contribution from that other insurance.

Paragraphs **(a)** and **(b)** do not apply to other insurance to which the additional insured has been added as an additional insured.

When this insurance is excess, we will have no duty under this Coverage Part to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

- (1)** The total amount that all such other insurance would pay for the loss in the absence of this insurance; and
- (2)** The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, with any other insurance that is not described in this Excess Insurance provision and was not bought specifically to apply in excess of the Limits of Insurance shown in the Declarations of this Coverage Part.

c. Method Of Sharing

If all the other insurance permits contribution by equal shares, we will follow this method also. Under this approach, each insurer contributes equal amounts until it has paid its applicable limit of insurance or none of the loss remains, whichever comes first.



If any of the other insurance does not permit contribution by equal shares, we will contribute by limits. Under this method, each insurer's share is based on the ratio of its applicable limit of insurance to the total applicable limits of insurance of all insurers.

7. Transfer Of Rights Of Recovery Against Others To Us

a. Transfer Of Rights Of Recovery

If the insured has rights to recover all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, those rights are transferred to us. The insured must do nothing after loss to impair them. At our request, the insured will bring "suit" or transfer those rights to us and help us enforce them. This condition does not apply to Medical Expenses Coverage.

b. Waiver Of Rights Of Recovery (Waiver Of Subrogation)

If the insured has waived any rights of recovery against any person or organization for all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, we also waive that right, provided the insured waived their rights of recovery against such person or organization in a contract, agreement or permit that was executed prior to the injury or damage.

F. LIABILITY AND MEDICAL EXPENSES DEFINITIONS

1. "Advertisement" means a notice that is broadcast or published to the general public or specific market segments about your goods, products or services for the purpose of attracting customers or supporters. For the purpose of this definition:
 - a. Notices that are published include material placed on the Internet or on similar electronic means of communication; and
 - b. Regarding web sites, only that part of a web site that is about your goods, products or services for the purpose of attracting customers or supporters is considered an advertisement.
2. "Advertising idea" means any idea for an "advertisement".
3. "Asbestos hazard" means an exposure or threat of exposure to the actual or alleged properties of asbestos and includes the mere presence of asbestos in any form.
4. "Auto" means:
 - a. A land motor vehicle, trailer or semi-trailer designed for travel on public roads, including any attached machinery or equipment; or
 - b. Any other land vehicle that is subject to a compulsory or financial responsibility law or other motor vehicle insurance or motor vehicle registration law where it is licensed or principally garaged.

However, "auto" does not include "mobile equipment".
5. "Bodily injury" means physical:
 - a. Injury;
 - b. Sickness; or
 - c. Disease

sustained by a person and, if arising out of the above, mental anguish or death at any time.
6. "Coverage territory" means:
 - a. The United States of America (including its territories and possessions), Puerto Rico and Canada;
 - b. International waters or airspace, but only if the injury or damage occurs in the course of travel or transportation between any places included in a. above;
 - c. All other parts of the world if the injury or damage arises out of:
 - (1) Goods or products made or sold by you in the territory described in a. above;
 - (2) The activities of a person whose home is in the territory described in a. above, but is away for a short time on your business; or



THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION TO CERTIFICATE HOLDER(S)

This policy is subject to the following additional Conditions:

- A. If this policy is cancelled by the Company, other than for non-payment of premium, notice of such cancellation will be provided at least thirty (30) days in advance of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.
- B. If this policy is cancelled by the company for non-payment of premium, or by the insured, notice of such cancellation will be provided within ten (10) days of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.

If notice is mailed, proof of mailing to the last known mailing address of the certificate holder(s) on file with the agent of record or the Company will be sufficient proof of notice.

Any notification rights provided by this endorsement apply only to active certificate holder(s) who were issued a certificate of insurance applicable to this policy's term.

Failure to provide such notice to the certificate holder(s) will not amend or extend the date the cancellation becomes effective, nor will it negate cancellation of the policy. Failure to send notice shall impose no liability of any kind upon the Company or its agents or representatives.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.



AMENDMENT - AGGREGATE LIMITS (PER PROJECT)

This endorsement modifies insurance provided under the following:

BUSINESS LIABILITY COVERAGE FORM

Except as otherwise stated in this endorsement, the terms and conditions of the Policy apply.

- A.** The following changes are made to Section **D. LIABILITY AND MEDICAL EXPENSES LIMITS OF INSURANCE**:
- 1.** The following provision is added to Paragraph **2. Aggregate Limits**:
The General Aggregate Limit under Section **D. LIABILITY AND MEDICAL EXPENSES LIMIT OF INSURANCE** applies separately to each of your "projects".
 - 2.** The following provision is added to Paragraph **2. Aggregate Limits**:
When coverage for liability arising out of the "products-completed operations hazard" is provided, any payments for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard" will reduce the Products-Completed Operations Aggregate Limit, and not reduce the General Aggregate Limit.
- B.** The following changes are made to Section **F. LIABILITY AND MEDICAL EXPENSES DEFINITIONS**:
- 1.** The following definition is added:
"Project" means a premises, site or location that is away from a premises, site or location owned or rented to you and at which "your work" at said premises, site or location has not yet been completed, as completion is described in the "products-completed operation hazard". All of "your work" at such premises, site or location is deemed to involve a single project, regardless of whether "your work" is abandoned, delayed, or restarted, or if "your work" deviates from plans, blueprints, designs, specifications or timetables.



THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**WAIVER OF OUR RIGHT TO RECOVER FROM
OTHERS ENDORSEMENT - CALIFORNIA**

Policy Number: 72 WEG BS0B0L

Endorsement Number:

Effective Date: 04/28/2026

Effective hour is the same as stated on the Information Page of the policy.

Named Insured and Address: West Coast Code Consultants, Inc
5000 EXECUTIVE PKWY STE 510
SAN RAMON CA 94583

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

You must maintain payroll records accurately segregating the remuneration of your employees while engaged in the work described in the Schedule.

The additional premium for this endorsement shall be 2 % of the California workers' compensation premium otherwise due on such remuneration.

SCHEDULE

Person or Organization

Job Description

Any person or organization for whom you are required by written contract or agreement to obtain this waiver of rights from us

Countersigned by _____
Authorized Representative



THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**WAIVER OF OUR RIGHT TO RECOVER
FROM OTHERS ENDORSEMENT**

Policy Number: 72 WEG BS0B0L

Endorsement Number:

Effective Date: 04/28/2026

Effective hour is the same as stated on the Information Page of the policy.

Named Insured and Address: West Coast Code Consultants, Inc
5000 EXECUTIVE PKWY STE 510
SAN RAMON CA 94583

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule.

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

SCHEDULE

Any person or organization for whom you are required by contract or agreement to obtain this waiver from us. Endorsement is not applicable in KY, NH, NJ or for any MO construction risk

Countersigned by _____
Authorized Representative



THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION TO CERTIFICATE HOLDER(S)

Policy Number: 72WEGBS0B0L

Effective Date: 4/28/2026

Named Insured and Address: West Coast Code Consultants, Inc
5000 EXECUTIVE PKWY STE 510
SAN RAMON CA 94583

Endorsement Number:

Effective hour is the same as stated on the Information Page of the policy.

This policy is subject to the following additional Conditions:

- A. If this policy is cancelled by the Company, other than for non-payment of premium, notice of such cancellation will be provided at least thirty (30) days in advance of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.
- B. If this policy is cancelled by the Company for non-payment of premium, or by the insured, notice of such cancellation will be provided within ten (10) days of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.

If notice is mailed, proof of mailing to the last known mailing address of the certificate holder(s) on file with the agent of record or the Company will be sufficient proof of notice.

Any notification rights provided by this endorsement apply only to active certificate holder(s) who were issued a certificate of insurance applicable to this policy's term.

Failure to provide such notice to the certificate holder(s) will not amend or extend the date the cancellation becomes effective, nor will it negate cancellation of the policy. Failure to send notice shall impose no liability of any kind upon the Company or its agents or representatives.







West Coast Code Consultants (WC3) Services Contract

Final Audit Report

2026-06-09

Created:	2026-06-09
By:	Melissa Yates (myates@emcity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAn1Fi4IS4U3mOu7Al0wiDzX7D3oGKmxpj

"West Coast Code Consultants (WC3) Services Contract" History

-  Document created by Melissa Yates (myates@emcity.org)
2026-06-09 - 0:47:54 AM GMT
-  Document emailed to blarsen@eaglemountain.gov for signature
2026-06-09 - 0:49:46 AM GMT
-  Email viewed by blarsen@eaglemountain.gov
2026-06-09 - 5:48:33 PM GMT
-  Signer blarsen@eaglemountain.gov entered name at signing as Brandon Larsen
2026-06-09 - 5:49:04 PM GMT
-  Document e-signed by Brandon Larsen (blarsen@eaglemountain.gov)
Signature Date: 2026-06-09 - 5:49:06 PM GMT - Time Source: server - Signature Appearance Selected: TYPE
-  Agreement completed.
2026-06-09 - 5:49:06 PM GMT



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Updating Sections of the Eagle Mountain City Employee Policies and Procedures Manual.
ITEM TYPE:	Resolution
FISCAL IMPACT:	None
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

Angela Valenzuela, Human Resources Manager
Erin Hart, City Treasurer

PRESENTED BY

Kimberly Ruesch

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Updating Sections of the Eagle Mountain City Employee Policies and Procedures Manual as it relates to cell phone and credit card use.

BACKGROUND:

At the June 2, 2026, City Council meeting, the Council reviewed proposed changes to the Eagle Mountain City Employee Policies and Procedures Manual as it relates to City issued cell phones and credit card use for small dollar purchases.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Redlines - Credit Cards (5.40)
3. Redlines - Cell Phones (5.35)
4. Cell Phone Stipend Policy Guide

RESOLUTION NO. R- -2026

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
UPDATING THE EAGLE MOUNTAIN CITY
EMPLOYEE POLICIES AND PROCEDURES MANUAL

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest and in the best interests of the City and its employees to update the Eagle Mountain City Employee Policies and Procedures Manual Section 5.35 regarding City issued cell phones and Section 5.40 regarding Credit Cards; and

WHEREAS, the City Council desires to adopt such updates as set forth in Exhibit A attached hereto.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah as follows:

1. The Eagle Mountain City Employee Policies and Procedures Manual Section 5.35 regarding City issued cell phones and Section 5.40 regarding Credit Cards is hereby amended as set forth specifically in Exhibit A.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026.

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 16th day of June, 2026.

Those voting yes:

- Melissa Clark
- Zachory Huish
- Craig Whiting
- Rich Wood
- Brett Wright

Those voting no:

- Melissa Clark
- Zachory Huish
- Craig Whiting
- Rich Wood
- Brett Wright

Those excused:

- Melissa Clark
- Zachory Huish
- Craig Whiting
- Rich Wood
- Brett Wright

Those abstaining:

- Melissa Clark
- Zachory Huish
- Craig Whiting
- Rich Wood
- Brett Wright

Lacie A. Messerly
City Recorder

Exhibit A

5.40 | Credit Cards

Last Revision: ~~07/07/2020~~
06/16/2026

-
- A. By requesting a City credit card, each applicant acknowledges that they have read and understand [Section 5.40 | Credit Cards](#), in its entirety. These procedures provide information about the process, the types of purchases that can and cannot be made, records that must be maintained and reconciled monthly and miscellaneous information about the program.
- B. To obtain a City credit card, the employee's [direct manager or department head](#) must complete [a card request with the City Treasurer or Designee, and the employee must sign the an](#) Eagle Mountain Credit Card Holder Acceptance Agreement ([Appendix A](#)). ~~All requests will be processed through the Finance Department with final approval by City Administration.~~ The cardholder's signature on the Acceptance Agreement indicates that the cardholder understands the intent of the program and agrees to adhere to the guidelines established for credit card policies and procedures.
- C. Upon receipt of an approved credit card, it is the responsibility of the cardholder to sign the back of the issued card. Applicants are responsible for the security of the card issued and the transactions made with the card. The credit card is issued in the name of the applicant and it will be assumed that any purchases made with the card will have been made by the applicant. The cardholder is the only person entitled to use the card issued. Failure to comply with the guidelines established for the program may result in severe consequences, up to and including termination of employment.
- D. Cardholder Responsibility. It is the responsibility of the cardholder to ensure the following. Failure to follow the policy may result in loss of card privileges, repayment of funds, suspension, or termination.
1. Read and understand [Section 5.40 | Credit Cards](#);
 2. Sign the Credit Card Holder Acceptance Agreement ([Appendix A](#));
 3. Make only authorized purchases as prescribed by the City's Purchasing Policy and approved departmental budget;
 4. Retain receipts for all transactions. In the absence of a receipt, a [missing receipt form statement](#) must be ~~made signed and submitted~~ [and signed](#) by the cardholder

explaining the absence of the receipt. This [statement form](#) must [also](#) be signed and approved by the employee's department head or City Administration;

5. Reconcile the credit card statement upon its arrival. All reconciliations, statements, and receipts for each transaction are due to the cardholder's department head by the first week of the month following the transaction;
 6. Keep the credit card and the corresponding account information secure. Immediately report any lost or stolen credit card and/or account information to the cardholder's department head and the [City Treasurer or Designee Finance Department](#); and
 7. Report fraudulent charges or any discrepancies in ~~the~~ credit card [statement transactions](#) in a timely manner to the cardholder's department head [and City Treasurer or Designee](#).
- E. Treasurer [or Designee](#) Responsibilities. It is the responsibility of the Treasurer [or Designee](#) to:
1. Request and oversee the issuance of new credit cards ~~through the Finance Department and City Administration~~. The credit limit will be determined at the discretion of the City Administration, [or Department Head/Managers and reviewed by the City Treasurer/Designee](#);
 2. [Review limits with Department Head/Managers or City Administration for limit change requests. Process Inform the City Administration when limit change or when cancellations that](#) are needed due to personnel changes;
 3. [Ensure automatic payment for credit card payment is processed monthly Pay credit cards immediately upon receipt](#);
 4. [Review and Rr](#)reconcile [monthly](#) credit card statements ~~within 15 days of payment due date~~;
 5. Review the cardholder's reconciliation and transactions for completeness, accuracy, and compliance with the City's policies and procedures;
 6. Address the cardholder about questionable transactions for clarification purposes;
 7. Report any misuses of credit cards immediately to the City Administration; and
 8. Ensure that [the Treasurer's Office receives](#) copies of receipts [are provided](#), if sales tax has been paid, to facilitate reimbursement from the State

F. Approved Credit Card Purchases. The following purchases are approved for credit card use by the City:

1. Business-related uses, subscriptions, seminars, dues, books;
2. Office supplies, furniture;
3. Small tools (purchase/rental), electrical, safety and building maintenance supplies;
4. Vehicle maintenance supplies; and
5. Certain allowable travel expenditures:
 - a. Conference registrations or seminar rooms;
 - b. City sponsored group gatherings; and
 - c. Hotel rooms.

G. Prohibited Credit Card Purchases. The following purchases are strictly prohibited from being purchased using a City credit card:

1. Any merchant, product, or service normally considered to be inappropriate use of City funds;
2. Purchase of items for personal use or consumption;
3. Purchasing in violation of the Purchasing Policy;
4. Capital equipment purchases/repair;
5. Gift cards/certificates; unless pre-authorized by City Administration
6. Alcohol;
7. Fuel for fleet vehicles unless traveling outside of Utah. The City gas-fleet card should be used for fuel purchases;
8. Splitting a purchase to remain under purchasing policy limits; and
9. Consultants, including the following unless pre-authorized by City Administration, Department Head or City Treasurer/Designee:
 - a. Architects;
 - b. Engineers;
 - c. Attorneys and Attorney's fees; and

-
- d. Medical, including hospital/doctor visits.
- H. Built-In Restrictions. Credit limits for credit lines are dependent upon the supplier. If you find over time that these limits are too low to accommodate your monthly requirements, please contact [a member of the City Council to review the limit given your Department Head/Manager to have the limit reviewed](#). The City can block, if necessary, certain suppliers' Merchant Category Codes. Please refer to the [Finance City Treasurer or Designee Department](#) regarding issues with a possible blocked card.
- I. Reconciliation and Payment. The Eagle Mountain Credit Card Program carries City, not individual, liability. Credit card invoices will be paid by the Treasurer [or Designee](#) as outlined in this section. The cardholder will not be required to pay the monthly statement using personal funds. The program does not impact the cardholder's personal credit rating in any way.
1. The cardholder is required to obtain and retain all receipts for goods and services purchased when using the credit card. If purchases are made via phone, mail, e-mail or other electronic means, the supplier must include an itemized receipt with the date when the product is shipped. This itemized receipt is the only original documentation specifying whether sales tax has been paid against the purchase.
 2. Each cardholder will [receive review and reconcile credit card transactions for accuracy as outlined in Credit Card Holder Acceptance Agreement the city's credit card procedures. a statement identifying all transactions made against the card during the previous billing cycle. The statement must be reconciled against the receipts for accuracy. The reconciled statement is to be sent Credit Card transactions will be reviewed and approved by to](#) the cardholder's department head/[manager for review and approval](#). The cardholder's activity may be audited at any time.
- J. Disputed Transactions. Disputes on credit cards must be identified in writing to the issuing credit card company within 60 days of the monthly statement date. If a dispute is not identified in writing within 60 days of the monthly statement date, the issue must then be resolved between the City and the supplier. The cardholder is responsible to identify possible disputed or fraudulent transactions [and immediately notify their department head/manager and the City Treasurer/Designee on the monthly statement provided to them for reconciliation](#). If an audit is conducted on the cardholder's account, the cardholder must be able to produce receipts and/or proof that the transaction occurred. If an error is discovered, the cardholder is

responsible for showing that the error or dispute resolution process was completed. ~~It is the cardholder's responsibility to immediately notify their Department Head if there is a possible dispute on an issued credit card.~~

- K. Employee Termination. Upon notice of a cardholder terminating his current employment, the cardholder's ~~supervisor~~department head/manager and/or Human Resources is responsible to take possession of the card and any outstanding original receipts. The ~~supervisor~~department manager/manager or Human Resources should immediately notify the ~~Finance City Treasurer or Designee~~Department to ~~notify the card issuer and _cto~~to close the account ~~with the issuer.~~

F. Mobile Phones. ~~It is the policy of the City to provide City-owned mobile communication devices to selected personnel for the convenience of the City and employees in the performance of their official duties.~~ City-owned cellular phones are intended for City business. Personal use of City phones is discouraged; however, the City recognizes some incidental personal use may occur. Personal phone calls should be limited in duration and frequency. Costs associated with applications downloaded to City cell phones are the financial responsibility of the user assigned to the cell phone. Downloaded applications should not be offensive, harassing, discriminatory or illegal (i.e. gambling) in content. Applications with security vulnerabilities should be uninstalled.



Cell Phone Stipend Policy Guide

1. Purpose

This policy establishes guidelines for providing cell phone stipends to city employees whose job duties require regular mobile communication. The intent is to ensure efficient operations, maintain compliance with applicable laws, and provide fair reimbursement while safeguarding public resources.

2. Scope

This policy applies to all full-time and part-time employees of the city who are authorized to receive a cell phone stipend in lieu of a city-issued device.

3. Policy Statement

Rather than issuing and managing city-owned mobile devices, the organization may provide a monthly stipend to eligible employees who use their personal cell phones for work-related purposes. This approach reduces administrative overhead while ensuring employees remain accessible when needed.

Employees may choose to remain with a city-issued phone which is paid for directly by Eagle Mountain City.

4. Eligibility Criteria

Employees may qualify for a cell phone stipend if:

- Their position requires frequent communication outside of a standard office setting
- They must be reachable during or outside regular working hours
- They regularly conduct business via voice calls, text messaging, email, or mobile applications

Eligibility must be reviewed and approved by department head and Human Resources.

5. Monthly Stipend Structure

City employee cell phone stipend will be set by the Finance Department according to the standard contract service rate with the city's wireless services provider as of July 1st each fiscal year. In the event that the City chooses to contract with a new service provider in the middle of a fiscal year, the allowance level will remain in place until the new fiscal year. FY 27 the stipend amount will be \$41 paid through payroll each month.

6. Tax Implications

Cell phone stipends are generally considered taxable under IRS guidelines. Therefore:

- Stipends must be processed through payroll
 - Applicable taxes will be withheld
 - Employees are responsible for any personal tax implications
-

7. Employee Responsibilities

Employees receiving a stipend must:

- Immediately make known their cell phone number to city personnel and notify Human Resource if their phone number changes.
 - Maintain an active cell phone plan with sufficient service for job duties
 - Ensure availability and responsiveness as required by their role
 - Protect sensitive or confidential information in accordance with organizational policies
 - Use appropriate security measures (e.g., passcodes, encryption, remote wipe capabilities if applicable)
 - Notify their supervisor if their phone is lost, stolen, or compromised
-

8. Acceptable Use

- Personal devices used for work must adhere to all applicable IT, data security, and public records policies
 - Work-related communications may be subject to public records including GRAMA requests
 - Employees should separate personal and work communications where feasible
-

9. Equipment and Service Ownership

- The employee retains ownership of the device and service plan
 - The city is not responsible for device purchase, maintenance, upgrades, or insurance
 - The city will not reimburse costs beyond the approved stipend
-

10. Approval and Review Process

- Initial stipend requests must be submitted with justification and recommendation by department head
 - Eligibility will be reviewed and determined by Human Resources
 - Stipends should be reviewed annually (or as needed) to confirm continued eligibility
-

11. Termination or Change in Role

- Stipends will be discontinued if an employee:
 - Changes roles and no longer meets eligibility requirements
 - Terminates employment
 - Fails to comply with policy requirements
 - Departments must promptly notify payroll of any changes affecting stipend eligibility
-

12. Compliance and Enforcement

Failure to adhere to this policy may result in:

- Revocation of the stipend
 - Disciplinary action, up to and including termination
-

13. Policy Review

This policy should be reviewed periodically by Human Resources, Finance, and IT to ensure compliance with legal standards, technology changes, and organizational needs.

I agree to follow the policies stated above:

Employee Signature _____ Date _____



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City Approving a Contract with MHTN Architects to Conduct a City Hall & Library Feasibility Study.
ITEM TYPE:	Resolution
FISCAL IMPACT:	\$56,500
APPLICANT:	Administration

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE

PUBLIC HEARING

No

PREPARED BY

PRESENTED BY

Steve Mumford

RECOMMENDATION:

Staff recommends the Council approve a Resolution of Eagle Mountain City Approving a Contract with MHTN Architects to Conduct a City Hall & Library Feasibility Study.

BACKGROUND:

The City worked with MHTN Architects on the Downtown Master Plan. The City Council and City Staff were pleased with the project team's creativity and willingness to truly listen to the City's ideas, concerns, and desires. The next step in this planning process is a concept architectural and feasibility study for the anchor of the downtown - the City Hall and Library building.

ITEMS FOR CONSIDERATION:

Through a series of workshops with the City, MHTN will produce the following deliverables:

- Workshop facilitation materials and meeting summaries
- Site analysis diagrams and planning exhibits
- Preliminary space planning summaries
- Conceptual site plans and building organization diagrams
- Conceptual renderings and 3D visualizations
- Preferred concept illustrations and feasibility level planning graphics
- Planning-level opinions of probable construction costs

The total cost of the study will be \$56,500. It is anticipated that the study will be completed within approximately 3 months.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. City Hall Feasibility Proposal

RESOLUTION NO. R-_____ -2026

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING A CONTRACT WITH MHTN ARCHITECTS
TO CONDUCT A CITY HALL AND LIBRARY FEASIBILITY STUDY

PREAMBLE

WHEREAS, The City Council of Eagle Mountain City, Utah, finds it to be in the public interest to approve a Contract with MHTN Architects to conduct a City Hall and Library Feasibility Study, as set forth in Exhibit A; and

WHEREAS, the City Council has determined that approval of the Contract supports the City's infrastructure and public service needs.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah:

1. The Contract with MHTN Architects, attached hereto as Exhibit A, is hereby approved.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026.

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 16th day of June, 2026.

- | Those voting yes: | Those voting no: | Those excused: | Those abstaining: |
|--|--|--|--|
| <input type="checkbox"/> Melissa Clark | <input type="checkbox"/> Melissa Clark | <input type="checkbox"/> Melissa Clark | <input type="checkbox"/> Melissa Clark |
| <input type="checkbox"/> Zachory Huish | <input type="checkbox"/> Zachory Huish | <input type="checkbox"/> Zachory Huish | <input type="checkbox"/> Zachory Huish |
| <input type="checkbox"/> Craig Whiting | <input type="checkbox"/> Craig Whiting | <input type="checkbox"/> Craig Whiting | <input type="checkbox"/> Craig Whiting |
| <input type="checkbox"/> Rich Wood | <input type="checkbox"/> Rich Wood | <input type="checkbox"/> Rich Wood | <input type="checkbox"/> Rich Wood |
| <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright |

Lacie A. Messerly
City Recorder

Exhibit A

5/26/2026

Steve Mumford, Deputy City Manager
1650 Stagecoach Run
Eagle Mountain, Utah 84005



MHTN
ARCHITECTS

Re: MHTN proposal for Eagle Mountain City Hall & Library Feasibility Study

Dear Steve:

Thank you for the opportunity to continue our partnership with Eagle Mountain City as the community advances its vision for a vibrant and lasting downtown. Following our collaborative work on the Downtown Master Plan last year, MHTN is excited to build upon that momentum through a feasibility study for a new City Hall and Library that reflects the aspirations, identity, and future growth of Eagle Mountain.

Our team sees this project as far more than a facilities study. This effort represents an opportunity to establish a bold civic vision that reinforces the Downtown Plan framework while creating an iconic gathering place for the community. The proposed City Hall and Library can become a defining centerpiece for Eagle Mountain — one that celebrates the unique identity of your community, supports future growth, and creates an active and experiential downtown environment.

MHTN's familiarity with the City's long-term goals, growth patterns, stakeholder priorities, and downtown vision positions our team to efficiently advance this next phase of work. Through a collaborative and highly interactive process, we will help the City evaluate opportunities, establish guiding principles, test concepts, and develop a compelling feasibility study document that can support future decision-making, community engagement, funding discussions, and eventual implementation. This proposal outlines our anticipated scope of work, assumptions, deliverables, schedule, and compensation for the feasibility study effort which can become the basis for a later phase focused on developing a complete Program document.

Assumptions:

- The schedule for this feasibility study schedule is anticipated to occur between June and August 2026.
- Work will commence upon approval of this proposal and execution of an agreement between Eagle Mountain City and MHTN Architects.
- The study will build upon previous planning efforts completed by MHTN for the Eagle Mountain Downtown Plan.
- Steve Mumford will serve as the primary point of contact for the project from Eagle Mountain to interface with the architecture and predesign team.
- Ryan Wallace will serve as principal-in-charge, Ryan Berry as project manager, Lauren Leydsman as the programmer, Melissa Fryer as the landscape designer, and Adie Mitchell as the architectural designer.
- Eagle Mountain City will provide available background information including GIS data, prior studies, infrastructure information, utility data, property information, and other relevant planning documents.
- The study effort assumes a collaborative workshop-based process with City staff and key stakeholders.

- Civil engineering feasibility input associated with infrastructure, access, transportation, and stormwater considerations will be provided by Kimley-Horn.

Scope of Work:

TASK 0 – Project Management & Coordination

MHTN will provide overall project management, communication, scheduling, coordination, and administrative oversight throughout the duration of the study.

- Conduct up to five (5) in-person workshops with City staff and stakeholders.
- Conduct bi-weekly progress meetings throughout the duration of the study.
- Coordinate internal consultant and design team meetings.
- Manage schedule, meeting materials, agendas, and coordination efforts.
- Provide ongoing communication and coordination with City representatives.

WORKSHOP 01 – Project Foundation & Vision Alignment

The first workshop phase will focus on establishing project goals, confirming vision alignment, and understanding the community priorities associated with the future City Hall and Library.

- Review and confirm project vision, guiding principles, and long-term goals.
- Review previous Downtown Plan recommendations and identify opportunities for alignment.
- Analyze site context, surrounding development patterns, circulation, and civic opportunities.
- Establish preliminary project drivers, priorities, and success metrics.
- Prepare initial space list framework and project understanding documentation.

WORKSHOP 02 – Site Conditions & Space Planning

MHTN will analyze site opportunities and constraints while further refining programmatic needs and spatial relationships.

- Evaluate site opportunities, constraints, visibility, circulation, and connectivity.
- Review infrastructure considerations including transportation, utilities, and stormwater systems.
- Refine preliminary building program and space allocation requirements for City Hall, Library, and associated civic functions.
- Identify opportunities for public gathering spaces, civic identity, placemaking, and future flexibility.
- Coordinate with civil engineering consultant regarding planning-level infrastructure considerations.

WORKSHOP 03 – Concept Design Exploration

MHTN will develop conceptual design studies to explore potential site organization, massing, civic presence, and public realm opportunities.

- Develop conceptual site and building massing options.
- Explore organizational relationships between City Hall, Library, civic spaces, parking, and public open space.
- Prepare conceptual renderings and diagrams illustrating project character and vision.
- Refine programmatic relationships and space planning concepts.

- Evaluate opportunities for phased implementation and future expansion.

WORKSHOP 04 – Preferred Concept Development

Based on City feedback and stakeholder direction, MHTN will refine a preferred concept into a more comprehensive feasibility-level design package.

- Refine preferred building and site concept.
- Develop conceptual site plan and illustrative graphics.
- Prepare 3D visualizations illustrating architectural character and civic presence.
- Refine project program, space allocations, and organizational strategies.
- Coordinate planning-level infrastructure and site considerations.

WORKSHOP 05 – Final Review & Concept Resolution

The final phase of the study will focus on consolidating findings into a comprehensive feasibility study document.

- Prepare draft feasibility study document for City review with up to two (2) rounds of comment resolution.
- Participate in review meetings and resolve City comments.
- Finalize feasibility study recommendations, graphics, narratives, and supporting materials.
- Provide planning-level opinions of probable construction cost.
- Provide implementation considerations and potential project phasing recommendations.

Deliverables:

At the completion of the study, MHTN anticipates providing the following deliverables:

- MHTN will plan to present updates on process, findings, and recommendations to elected City Leadership as directed by City project manager, up to two meetings anticipated with elected officials, if desired.
- Final feasibility study document in PDF format summarizing process, findings, recommendations, and conceptual design direction including the following:
 - Workshop facilitation materials and meeting summaries.
 - Site analysis diagrams and planning exhibits.
 - Preliminary space planning summaries.
 - Conceptual site plans and building organization diagrams.
 - Conceptual renderings and 3D visualizations.
 - Preferred concept illustrations and feasibility-level planning graphics.
 - Planning-level opinions of probable construction cost.

Compensation:

- To successfully complete the scope of work outlined above, MHTN proposes a Lump Sum Fee of: **Fifty-Six Thousand Five Hundred and Seventy Dollars and Zero Cents (\$56,500.00)** to be billed on a monthly basis.
 - \$5,000 for Kimley Horn to assist with infrastructure, transportation, and stormwater management best practices

Reimbursable Expenses: This proposal includes all printing involved in Owner review process if printed versions are preferred. Any other unanticipated Reimbursable

Expenses will be coordinated with the owner and billed on a monthly basis at 1.1 times their cost.

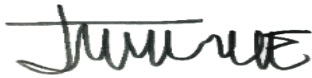
Exclusions: The feasibility study will identify which, if any, of the following services will be necessary for later design phases, but these are excluded from this current proposal: *Land Survey, Geotechnical Investigation, Environmental or Hazardous Materials Testing, Traffic Engineering Studies, Detailed Utility Design, Architectural Design Beyond Feasibility Level, Structural, Mechanical, Electrical, or Plumbing Engineering Design, Public Outreach, Detailed Cost Estimating Beyond Planning-Level Opinions, Permit Fees or Agency Review Fees, Construction Documents or Construction Administration Services.*

We look forward to this opportunity to collaborate with you on this visionary project, please don't hesitate to reach out with any questions about this proposal.

By signing this letter, you agree to have MHTN go forth with services. This fee proposal is valid for sixty days. Either MHTN or Eagle Mountain may terminate this contract at any time and for any reason. Compensation will be commensurate with the amount of work complete at the time of any termination

Sincerely,

MHTN Architects, Inc.



J. Ryan Wallace, AICP, AIA, NCARB
Principal

MHTN Architects, Inc.



Peggy McDonough Jan, AIA
President

ORDINANCE NO. O- -2026

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE
SECTION 2.45 YOUTH COUNCIL

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to amend Section 2.45 of the Eagle Mountain Municipal Code regarding the Youth Council, as set forth in Exhibit A.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Eagle Mountain City, Utah, as follows:

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to Section 2.45 of the Eagle Mountain Municipal Code, as set forth in Exhibit A.
2. The City Council has considered the impact of this Ordinance on and found it consistent with family health, stability, and formation as required by Utah law.
3. Section 2.45 of the Eagle Mountain Municipal Code is here by amended as set forth in Exhibit A, attached hereto and incorporated herein by this reference.
4. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026.

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 16th day of June, 2026.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark
<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish
<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting
<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood
<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright

Lacie A. Messerly
City Recorder

Posted on _____ by _____.

Exhibit A

Chapter 2.45 YOUTH COUNCIL

2.45.005 Definitions.

- A. "Youth Council Members" refers to any qualified youth who joins this organization in any capacity.
- B. "Youth City Council" refers to the **five** youth who will act in the capacity of the youth city council.
- C. "Youth Mayor" refers to the one youth who will act in the capacity of the youth mayor.
- D. "Voting Members" refers to the youth **city council board**, and the youth mayor in limited capacities.
- E. "Youth Council Committee of Advisors" refers to the adults, appointed by the mayor with the advice and consent of the city council, who assist in the organization, administration, and supervision of the activities of the Eagle Mountain Youth Council.

2.45.010 Creation.

- A. There is hereby created a youth council for Eagle Mountain City.
- B. The youth council committee of advisors shall facilitate the selection of the youth city council members. **The youth council committee of advisors and the appointed Eagle Mountain City Council liaison shall determine how many individuals may serve in the capacity of youth city council member.** Any interested youth who meet the requirements outlined in EMMC 2.45.050(B) may be considered for a position on the youth city council. ~~All youth council members may vote for one of the interested parties to serve on the youth city council. The top six members resulting from the vote will be selected for the youth city council. These six youth will then vote amongst themselves to select one of them as youth mayor. Once selected, the individuals on the youth city council will vote amongst themselves to select one of them as youth mayor.~~ This outcome must be recommended to the Eagle Mountain mayor who may choose to formally appoint the youth to their respective positions. The appointments must then be ratified by the advice and consent of the Eagle Mountain City Council.
- C. The youth council may have additional unlimited numbers of members serving as youth department heads, youth committee chairpersons and youth committee members, appointed by the youth council committee of advisors.

D. The youth city council may create subcommittees and use volunteers who are not on the youth council to accomplish its purposes. [Ord. [O-36-2025](#) § 1 (Exh. A)].

2.45.020 Advisors.

A. A youth council committee of advisors comprised of adults residing in Eagle Mountain City is hereby created to organize, administer and supervise the activities of the Eagle Mountain City youth council provided for more specifically in this chapter.

B. The youth council committee of advisors shall be comprised of two or more persons who shall be appointed in accordance with Chapter [2.27](#) EMMC.

C. The youth council committee of advisors shall meet as often as necessary and shall organize, administer, supervise and advise the youth participating in the Eagle Mountain City youth council. [Ord. [O-36-2025](#) § 1 (Exh. A)].

2.45.030 Purpose.

The youth council is established for the following purposes:

A. To provide an opportunity for the youth of Eagle Mountain City and the greater Cedar Valley area to acquire a greater knowledge of and appreciation for our representative form of government through active participation in the system.

B. To help the Eagle Mountain mayor and city council to solve the problems and accomplish the goals of this community by working directly with the representatives of the youth.

C. To serve the youth of Eagle Mountain City and the Cedar Valley area by:

1. Informing the Eagle Mountain municipal government of the needs and wishes of the youth.

2. Planning and implementing social, educational, cultural and recreational activities for the youth. [Ord. [O-36-2025](#) § 1 (Exh. A)].

2.45.040 Duties.

A. Duties and Responsibilities of the Youth City Council.

1. To meet as scheduled by the youth city council to conduct business.

2. To develop and adopt, by majority vote, a youth council charter.

3. To modify this charter as needed by a majority vote.
4. To present to the Eagle Mountain mayor and city council this charter and all amendments.
5. To select one of its members to act as temporary youth mayor (youth mayor pro tem) when the youth mayor is absent.
6. To pass motions and resolutions as necessary by a majority vote. A majority vote is one vote more than one-half the voting members who are present.
7. To carry out the purposes of the youth council as outlined in this chapter.
8. To plan activities for the youth of the community, coordinating all such activities with the Eagle Mountain mayor and the youth council committee of advisors.

B. Limitations of the Youth City Council Authority.

~~1. The youth city council must have a quorum in order to conduct business. A quorum is one more than half of the youth city council members.~~

1. ~~2.~~ The charter and all amendments to the charter are to be approved by the Eagle Mountain mayor and city council.

2. ~~3.~~ The agendas of all youth city council meetings are to be posted publicly at least two days in advance of each meeting.

3. ~~4.~~ The Eagle Mountain mayor and the youth council committee of advisors will coordinate all activities.

C. Responsibility and Authority of the Youth Mayor.

1. To plan and conduct all youth city council meetings.
2. To carry out the decisions of the youth city council.
3. To meet periodically with the Eagle Mountain mayor to provide for proper planning and coordination between the Eagle Mountain city council and the youth city council.
4. To propose to the youth city council plans and projects designed to assist in the fulfillment of the purposes of the youth council.
5. To vote only in a tie.
6. To assign each youth city council member areas of responsibility.

D. Responsibility and Authority of the Youth City Council.

1. To accept assignments from the youth mayor.
2. To advocate the interests and views of the youth of Eagle Mountain as they pertain to the actions and responsibilities of their assignments on the youth city council.
3. To fulfill assignments and/or initiate projects designed for the benefit of the youth of Eagle Mountain and the citizens in general as pertains to their youth city council responsibilities and as approved by the Eagle Mountain mayor and city council.

E. Committees. The youth city council ~~shall~~ **may** create ~~the following permanent~~ committees to assist the youth city council in carrying out their plans, goals and projects. ~~If created, e~~Each committee shall be advised by a member of the youth city council. The members of the committees are to be appointed by the youth city council with the approval of the youth council committee of advisors. Committee membership shall be for a ~~maximum of a~~ one-year period. Committee members must be at least ~~seventh~~ **eighth** grade and not yet a graduate of high school. The committees ~~shall be as follows~~ **may include the following**:

1. Committee on parks and recreation.
2. Committee on community beautification, youth involvement and the environment.
3. Committee on community events and publicity and the chamber of commerce.
4. Additional temporary committees may be created by the youth city council as needed.

F. Youth City Recorder. A youth city recorder ~~shall~~ **may** be appointed by the youth mayor with the approval of the youth city council. The responsibility and authority of the youth city recorder shall include the following:

1. Attend all youth city council meetings and take and maintain minutes of said meetings.
2. To carry out assignments of the youth city council.
3. To have all youth city council records reviewed by the Eagle Mountain city recorder every June and January. [Ord. O-36-2025 § 1 (Exh. A)].

2.45.050 Membership and terms.

A. Requirements to Serve as a member of the Youth Council

1. Each member must be a resident of Eagle Mountain City or of the greater Cedar Valley area for at least one month.
2. Must be in at least ~~seventh~~ eighth grade and not yet a graduate from high school.

B. Requirements to Serve on the Youth City Council and in the Office of Youth Mayor.

1. Each member must be a resident of Eagle Mountain City or of the greater Cedar Valley area for at least one month.
2. Must be in at least eighth grade and not yet a graduate from high school.
3. Must be in at least tenth grade to serve as youth mayor of the youth city council.
4. Must be a resident of Eagle Mountain to serve as the youth mayor of the youth city council.

C. Requirements to Remain a Youth Council Member.

1. Remain a resident of Eagle Mountain City or of the greater Cedar Valley area.
2. Attend at least 75 percent of all youth city council meetings.
3. Fulfill the responsibilities of the office held.
4. Set a proper example for the youth of the community. A member of the youth council can be removed from office upon violation of one or more of the above criteria and by a majority vote of the youth city council with the final approval of the Eagle Mountain mayor and city council.

D. Vacancies. A vacancy on the youth city council caused either by removal or by resignation shall be filled by nomination of the youth city council for appointment by the Eagle Mountain mayor with advice and consent of the Eagle Mountain city council. [Ord. O-36-2025 § 1 (Exh. A)].

2.45.060 Administration.

The youth council operates under the direction of its appointed youth council committee of advisors and in accordance with city policy. The youth council committee of advisors shall coordinate with the Eagle Mountain city recorder and Eagle Mountain city council liaison to ensure compliance with municipal procedures and to support the Eagle Mountain city council's activities. [Ord. O-36-2025 § 1 (Exh. A)].

Chapter 2.45

YOUTH COUNCIL

2.45.005 Definitions.

- A. “Youth Council Members” refers to any qualified youth who joins this organization in any capacity.
- B. “Youth City Council” refers to the youth who will act in the capacity of the youth city council.
- C. “Youth Mayor” refers to the one youth who will act in the capacity of the youth mayor.
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- C. The youth council may have additional unlimited numbers of members serving as youth department heads, youth committee chairpersons and youth committee members, appointed by the youth council committee of advisors.
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**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	DISCUSSION ONLY - Traffic Impact Study of Silverlake Pkwy Connection to Saratoga Springs.
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	See presentation.
APPLICANT:	City-initated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	NA

PUBLIC HEARING

No

PREPARED BY

David Salazar, Assistant City Engineer

PRESENTED BY

David Salazar

RECOMMENDATION:

Staff recommends constructing the Silverlake Parkway connection to Saratoga Springs along with a traffic signal at the Silverlake Parkway and Golden Eagle Road intersection, including widening of the east leg of the intersection. Staff also recommends constructing a traffic signal and realigning the Silverlake Parkway and Woodhaven Boulevard intersection during the same year to improve traffic operations, pedestrian safety, and Safe Walking Routes access to Silver Lake Elementary School.

BACKGROUND:

The City recently completed a traffic study evaluating potential roadway connections between Eagle Mountain and Saratoga Springs, including a connection of Silverlake Parkway to the Saratoga Springs roadway network. The study analyzed existing (2026), future (2035), and future (2050) traffic conditions to evaluate the impacts of the proposed connection on roadway operations, intersection performance, and traffic patterns.

The study found that the Silverlake Parkway connection would improve regional connectivity by providing an additional east-west route between the two communities and distributing traffic across the transportation network. The analysis indicates that acceptable traffic operations can be maintained throughout the study area when recommended roadway improvements are implemented.

As part of the analysis, the study identified future operational concerns at the Silverlake Parkway and Golden Eagle Road roundabout and recommends replacing the roundabout with a traffic signal. The study also evaluated the Silverlake Parkway and Woodhaven Boulevard roundabout and concluded that it is expected to operate acceptably from a traffic operations perspective under future traffic conditions. However, the report notes that additional evaluation may be appropriate following construction of the Silverlake connection to determine whether operational, pedestrian, or connectivity improvements are warranted.

A draft copy of the traffic study is attached for Council review. The consultant will present the study

findings and recommendations during the meeting and receive feedback from the Council. Following the discussion, the consultant will finalize the report and incorporate any appropriate comments received during the review process.

Presentation was not available at the time of packet publishing.

ITEMS FOR CONSIDERATION:

- Construction of the Silverlake Parkway connection would provide an additional connection between Eagle Mountain and Saratoga Springs, improving regional mobility, network connectivity, and route redundancy.
- Installation of a traffic signal at the Silverlake Parkway and Golden Eagle Road intersection, along with widening of the east leg of the intersection, would address future operational and queueing concerns identified in the traffic study.
- Improvements at the Silverlake Parkway and Woodhaven Boulevard intersection, including signalization and intersection realignment, would improve traffic operations and overall intersection functionality.
- The proposed traffic signals at Silverlake Parkway and Golden Eagle Road and Silverlake Parkway and Woodhaven Boulevard would provide protected pedestrian crossings and strengthen the City's Safe Walking Routes network by improving access to Silver Lake Elementary School.
- The recommended improvements balance transportation connectivity, traffic operations, and pedestrian safety while supporting future growth in the surrounding areas.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. DRAFT - Silverlake Traffic Study

Silverlake

DRAFT Traffic Study



Eagle Mountain, Utah

June 9, 2026

UT26-3173

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Silverlake Parkway and Porters Crossing Parkway connections located in Eagle Mountain, Utah.

The purpose of this traffic study is to analyze traffic operations at key intersections for existing (2026) conditions, future (2035) conditions, as well as future (2050) conditions with and without the proposed connections in addition to recommending mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service																	
		Existing (2026)				Future (2035)						Future (2050)							
		Background		Mitigated		Background		Mitigated		Silverlake Pkwy		Background		Silverlake Pkwy		Porters Crossing Pkwy		Both Connections	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Golden Eagle Road / Kiowa Parkway	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2	Porters Crossing Parkway / Golden Eagle Road	A	A	A	A	A	A	A	A	A	A	A	B	A	B	A	C	A	B
3	Porters Crossing Parkway / Pony Express Parkway	B	D	B	D	C	E	C	C	B	C	B	C	B	C	B	C	B	C
4	Silverlake Parkway / Pony Express Parkway	B	C	B	C	D	C	C	C	C	C	C	C	C	C	C	B	C	C
5	Woodhaven Boulevard / Pony Express Parkway	E	C	A	C	D	F	B	C	B	B	B	B	B	B	B	B	B	B
6	Woodhaven Boulevard / Silverlake Parkway	A	A	A	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A
7	Silverlake Parkway / Silver Creek Way	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
8	Silverlake Parkway / Golden Eagle Road	A	A	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, June 2026

Table ES-2: Recommended Storage Length

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
6	Woodhaven Boulevard / Silverlake Parkway	-	75	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Silverlake Parkway / Golden Eagle Road	-	200	-	-	-	75	-	-	-	125	-	-	-	125	-	

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2026

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

2026		Existing Conditions	
Findings		<ul style="list-style-type: none"> Poor LOS at Woodhaven Blvd / Pony Express Pkwy 	
Mitigations		<ul style="list-style-type: none"> Woodhaven Blvd / Pony Express Pkwy: <ul style="list-style-type: none"> Northbound dual right turn (currently planned by City) 	
2035		Background (No-Build)	Silverlake Pkwy Connection (Build)
Assumptions		<ul style="list-style-type: none"> Planned Silverlake Pkwy / Pony Express Pkwy intersection improvements implemented Planned Woodhaven Blvd / Pony Express Pkwy intersection improvements implemented Rider's Station commercial development built north of Woodhaven Blvd Saratoga Springs High School built 	<ul style="list-style-type: none"> Silverlake Pkwy extended into Saratoga Springs Implemented Pony Express Pkwy seven lane widening recommendation
Findings		<ul style="list-style-type: none"> Poor LOS at Porters Crossing Pkwy / Pony Express Pkwy and Woodhaven Blvd / Pony Express Pkwy 	<ul style="list-style-type: none"> Acceptable LOS Excessive queueing at Silverlake Pkwy / Golden Eagle Rd roundabout
Mitigations		<ul style="list-style-type: none"> Pony Express Pkwy: <ul style="list-style-type: none"> Widen to seven lanes through study area 	<ul style="list-style-type: none"> Silverlake Pkwy / Golden Eagle Rd: <ul style="list-style-type: none"> Replace roundabout with signal
2050		All Scenarios	
Assumptions		<ul style="list-style-type: none"> No-build, Silverlake Pkwy Connection, Porters Crossing Pkwy Connection, and Both Connection scenarios evaluated Lake Mountain Corridor built Silverlake Pkwy / Golden Eagle Rd signal in scenarios with Silverlake Pkwy Connection 	
Findings		<ul style="list-style-type: none"> Acceptable LOS 	
Other Recommendations			
<ul style="list-style-type: none"> Woodhaven Blvd Cluster Mailboxes: It is recommended that mailboxes at the north end of Woodhaven Blvd be moved to a side street to eliminate blocking of traffic from mail carriers and resident vehicles. Silver Lake Elementary School Traffic Calming: White striping is recommended to accommodate street-parking and calm traffic along Golden Eagle Rd and Silverlake Pkwy during Silver Lake Elementary School pickup and drop off periods. Silverlake Pkwy / Woodhaven Blvd Intersection: Alternative traffic control types, including signalization, were explored but may not be needed from a traffic operations perspective due to acceptable future level of service. The City could evaluate further after the Silverlake connection is made whether connectivity benefits and pedestrian enhancement justify the cost. 			

Eagle Mountain Silverlake TS
Mitigated Roadway Network

Figure ES-1

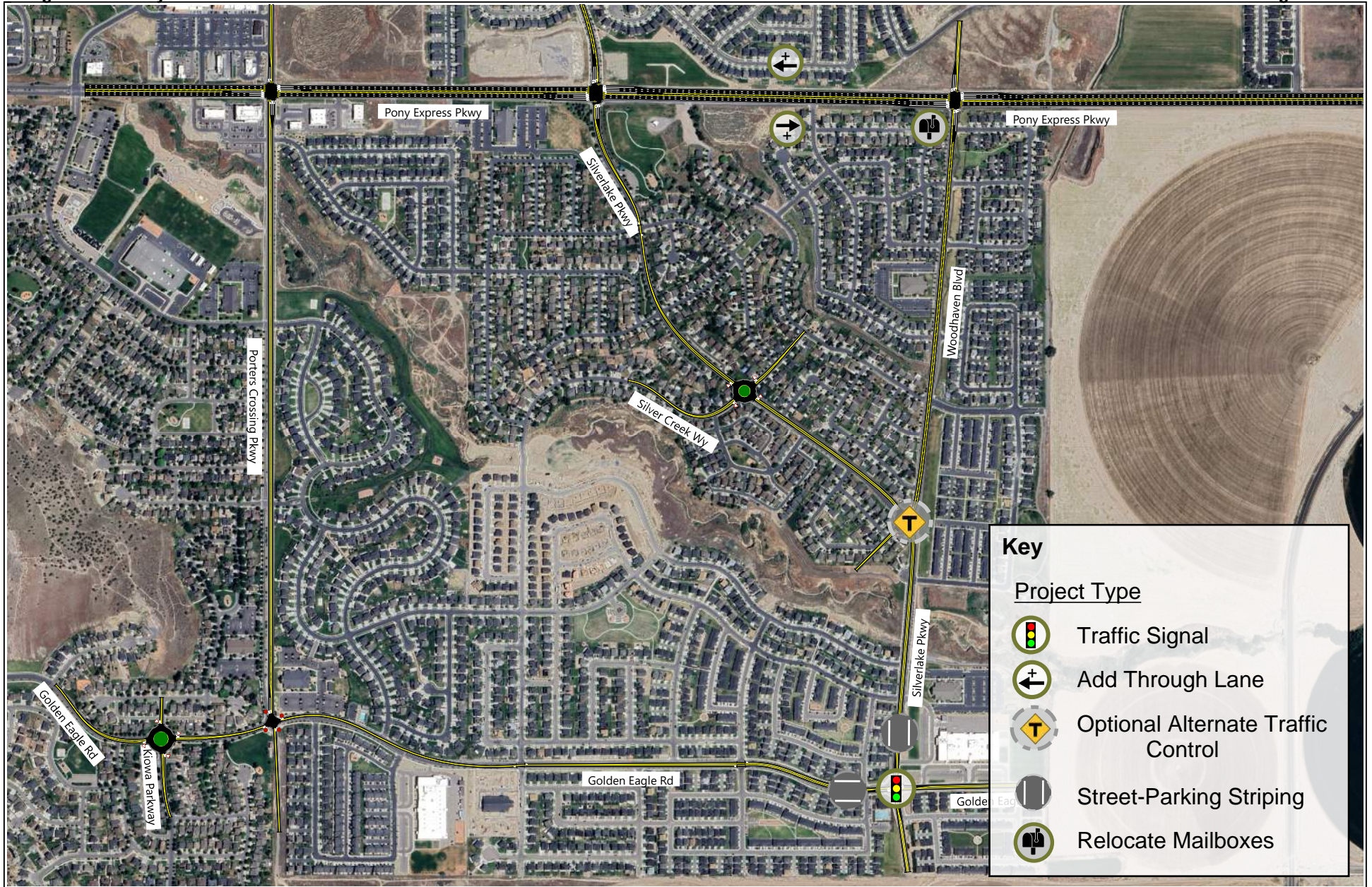


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DRAFT

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Silverlake Parkway and Porters Crossing Parkway connections located in Eagle Mountain, Utah. Figure 1 shows a vicinity map of the study area.

The purpose of this traffic study is to analyze traffic operations at key intersections for existing (2026) conditions, future (2035) conditions, and future (2050) conditions with and without the proposed connections, recommending mitigation measures as needed.

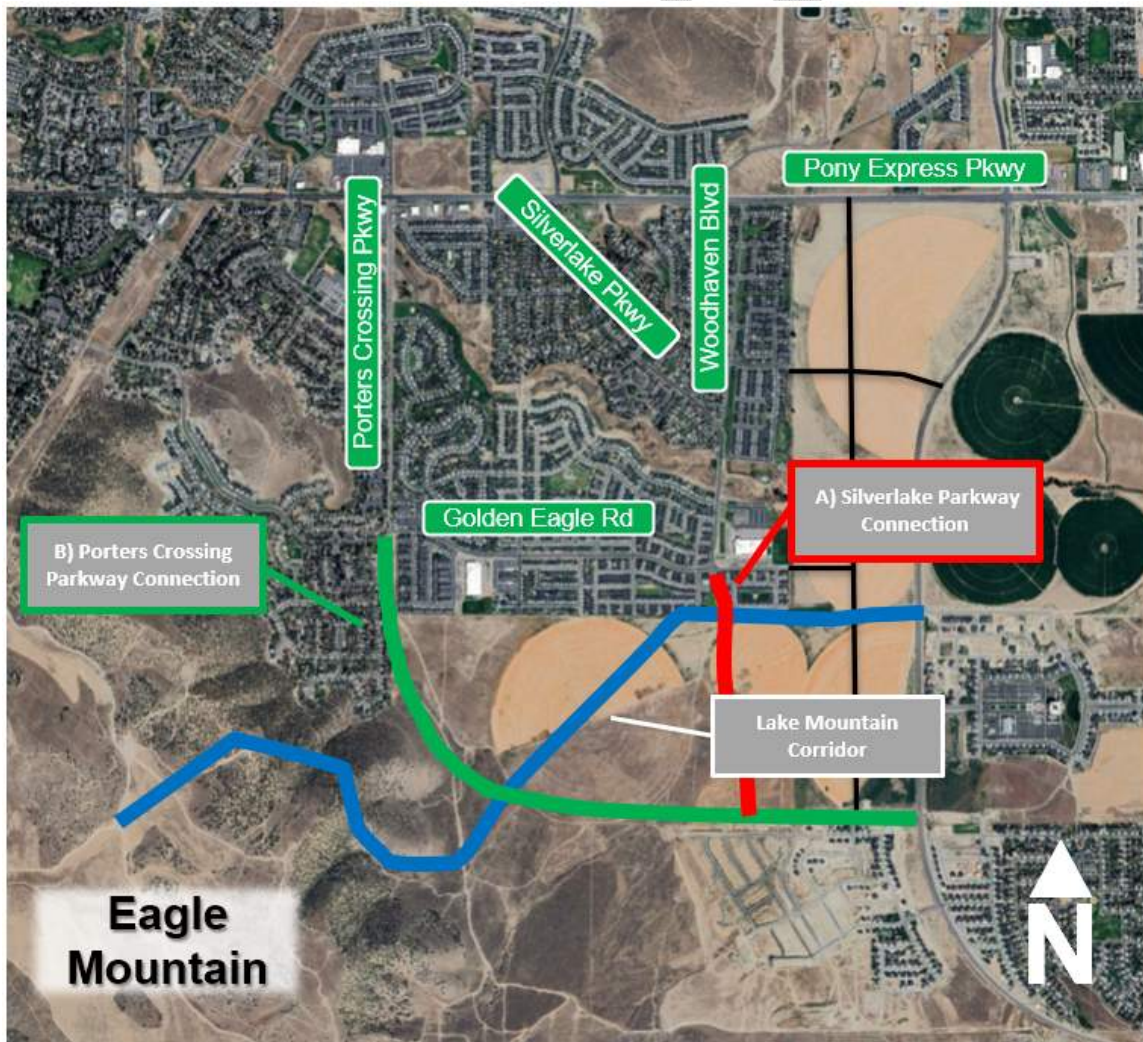


Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah

B. Scope

The study area was defined based on conversations with City staff. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Golden Eagle Road / Kiowa Parkway
- Porters Crossing Parkway / Golden Eagle Road
- Porters Crossing Parkway / Pony Express Parkway
- Silverlake Parkway / Pony Express Parkway
- Woodhaven Boulevard / Pony Express Parkway
- Woodhaven Boulevard / Silverlake Parkway
- Silverlake Parkway / Silver Creek Way
- Silverlake Parkway / Golden Eagle Road

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.







Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS	Description of Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	 Free Flow / Insignificant Delay	≤ 10	≤ 10
B	 Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C	 Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D	 Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E	 Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F	 Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the roadway connections.

B. Roadway System

The primary roadways that will provide access to the study area are described below:

Pony Express Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a parkway. The roadway has two travel lanes in each direction separated by a two-way left-turn lane (TWLTL). The posted speed limit is 45 mph in the study area.

Porters Crossing Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a minor arterial. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

Silverlake Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a minor collector. The roadway has one travel lane in each direction. The posted speed limit is 35 mph in the study area.

Woodhaven Boulevard – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a minor collector. The roadway has one travel lane in each direction separated by a TWLTL. The posted speed limit is 35 mph in the study area.

Golden Eagle Road – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a minor arterial. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (3:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Golden Eagle Road / Kiowa Parkway
- Porters Crossing Parkway / Golden Eagle Road
- Porters Crossing Parkway / Pony Express Parkway
- Silverlake Parkway / Pony Express Parkway
- Woodhaven Boulevard / Pony Express Parkway

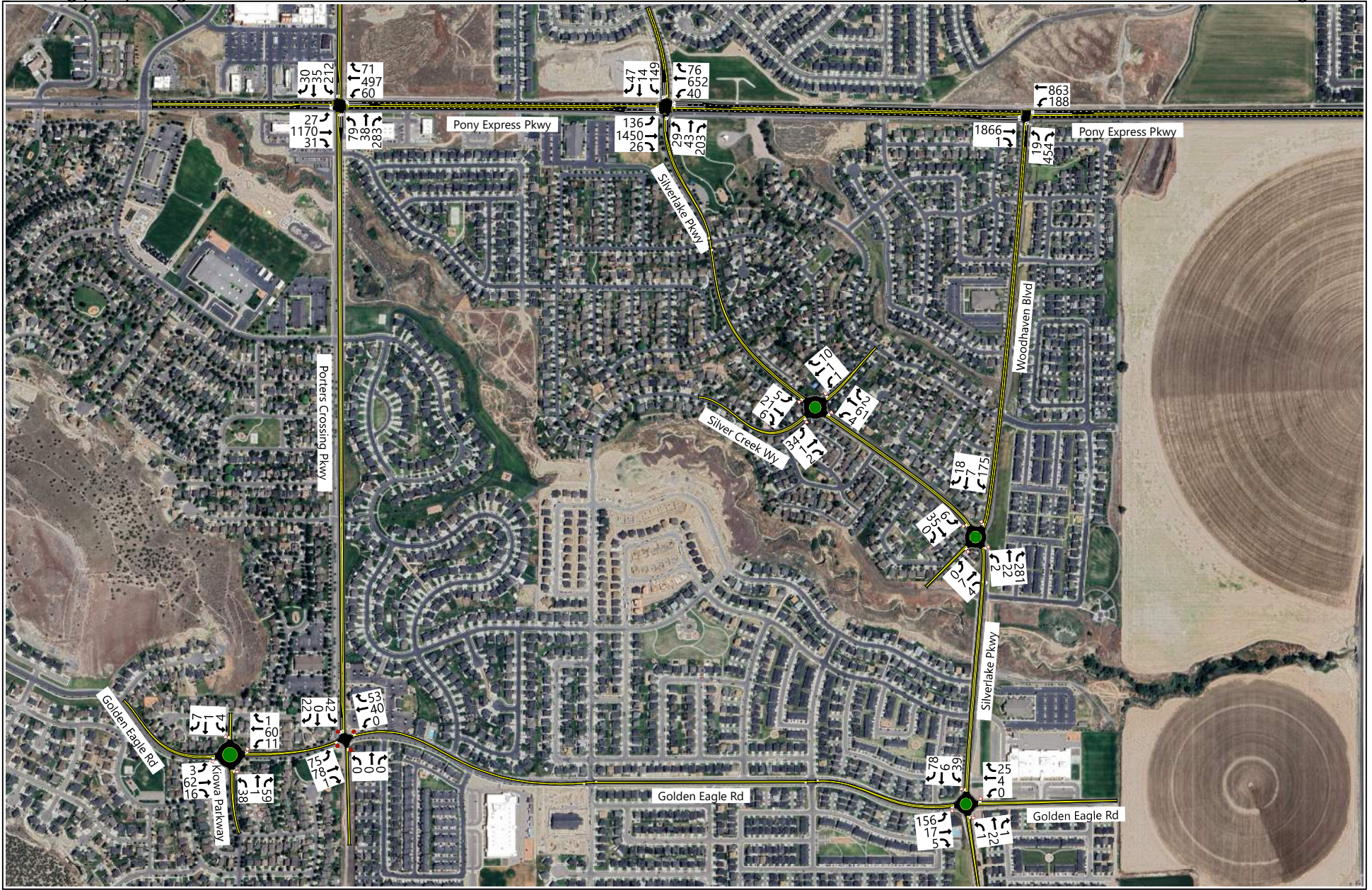
- Woodhaven Boulevard / Silverlake Parkway
- Silverlake Parkway / Silver Creek Way
- Silverlake Parkway / Golden Eagle Road

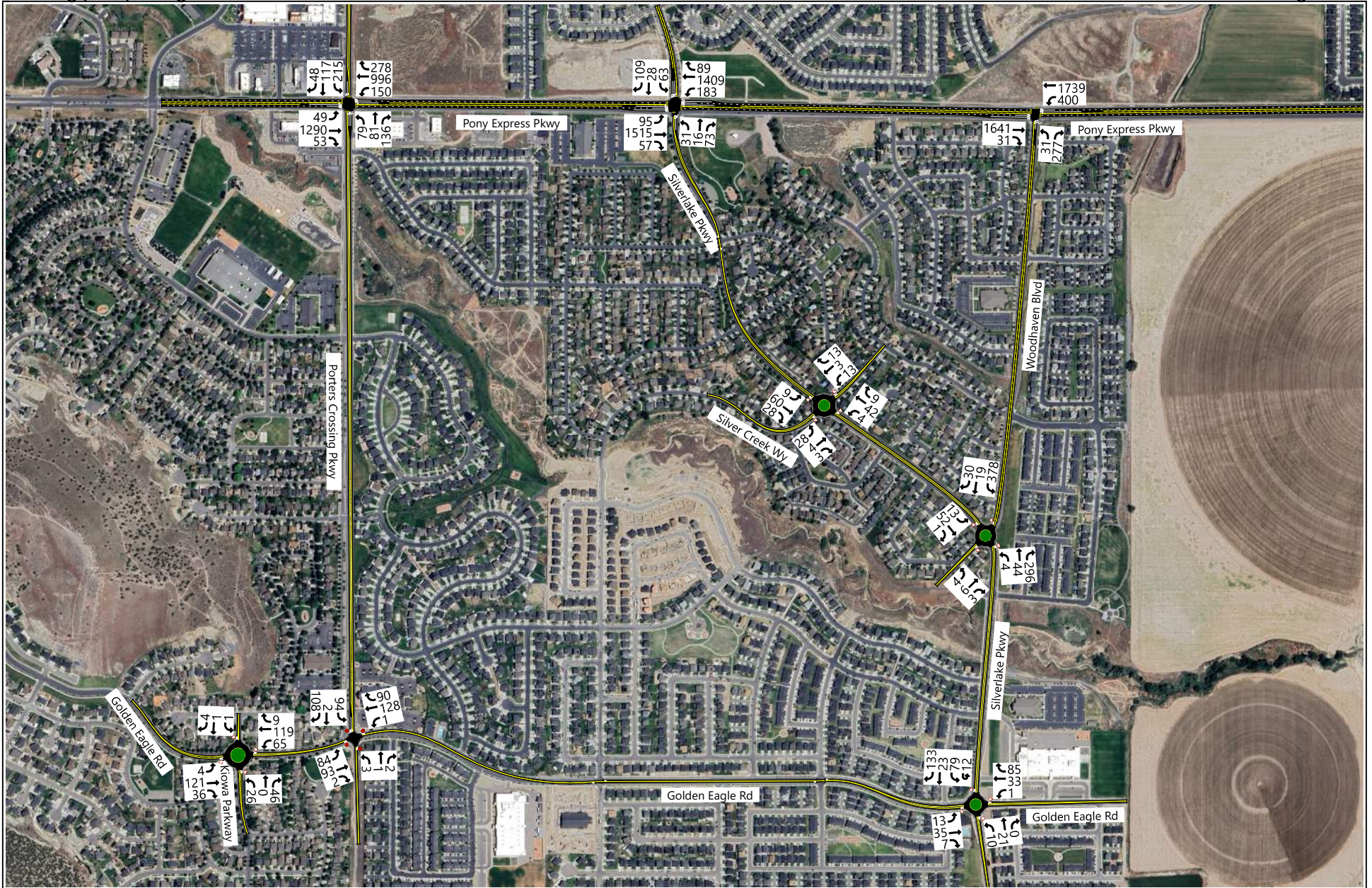
The counts were performed on Tuesday, March 10, 2026, and Tuesday, March 24, 2026. From these two counts, composite values of the highest traffic hourly volumes were used to achieve a conservative baseline scenario. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 28% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on FR-2889 (ATR #657). In recent years, traffic volumes in March have been equal to average traffic volumes. The observed traffic volumes were used as recorded at the study intersections. Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

Anecdotal observations point to mailboxes along the north end of Woodhaven Boulevard would require relocation given noted traffic behavior. Mail carriers and vehicles have been observed to block traffic at this location, since parked vehicles take up the southbound travel lane. Relocating the mailboxes to a side street would relieve these points of blockage.

Additionally, during Silver Lake Elementary School pickup and drop off periods, Golden Eagle Road and Silverlake Parkway have anecdotally observed consistent street parking. To accommodate this popular usage and to calm traffic, white line striping is recommended to separate on-street parking from travel lanes.





D. Level of Service Analysis

Hales Engineering determined that the Woodhaven Boulevard / Pony Express Parkway intersection is currently operating at a poor level of service during the morning peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed connections during the future build conditions.

Table 2: Existing (2026) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.4)	A (2.8)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.2)	A (8.1)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (20.0)	D (40.4)
Silverlake Parkway / Pony Express Parkway	Signal	B (18.0)	C (21.7)
Woodhaven Boulevard / Pony Express Parkway	Signal	E (73.5)	C (25.2)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (5.0)	A (7.2)
Silverlake Parkway / Silver Creek Way	Roundabout	A (2.4)	A (2.1)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.6)	A (2.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Porters Crossing Parkway / Pony Express Parkway:
 - Eastbound: >1,000 feet (PM)
 - Westbound: 700 feet (PM)
- Woodhaven Boulevard / Pony Express Parkway:
 - Northbound: >1,000 feet (AM)
 - Eastbound: 700 feet (PM)

F. Mitigation Measures

At the Porters Crossing Parkway / Pony Express Parkway intersection, no mitigation measures are recommended at this time to resolve the lengthy east and westbound queues since it would be expensive to mitigate for a nondisruptive queue. However, a northbound dual right-turn lane

is planned at the Woodhaven Boulevard / Pony Express Parkway intersection. This improvement is recommended to address the lengthy morning queues.

At the Silver Creek Way / Golden Eagle Road intersection, concerns about street safety resulted in consideration of an all-way stop control (AWSC). According to the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition (December 2023), Section 2B.12, an AWSC is warranted if there is precedent of crash history, sight distancing concerns, transition to signal control, 8-hour volume thresholds, or other factors. The intersection does not trigger the first three conditions. The 8-hour approach volumes warrant values was calculated, and the 300-vehicle threshold for the major street approach would not be met. AWSC should not be used as a traffic calming measure and other traffic calming measures should be considered instead.

G. Mitigated Scenario

From these mitigations, Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours, as shown in Table 3. While there are significant queue lengths along Pony Express Parkway, particularly at Porters Crossing Parkway and Woodhaven Boulevard, no further mitigations are recommended since the queues are expected to be nondisruptive to overall traffic conditions.

Table 3: Existing (2026) Background Peak Hour LOS – Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.4)	A (2.8)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.3)	A (8.3)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (19.9)	D (39.2)
Silverlake Parkway / Pony Express Parkway	Signal	B (17.7)	C (21.9)
Woodhaven Boulevard / Pony Express Parkway	Signal	A (8.3)	C (21.9)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (4.8)	A (7.3)
Silverlake Parkway / Silver Creek Way	Roundabout	A (2.5)	A (2.1)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.5)	A (2.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

III. ROAD NETWORK TRAFFIC PATTERNS

A. Purpose

From the travel demand model, vehicle trips through the study area can be identified by their points of origin and destination to determine the proportion of trips traveling through or from the Silverlake community in each of the analyzed scenarios. Identifying the split of external compared to internal trips can allow for mitigated impact to local Silverlake roads. For the purposes of this study, trips were sorted based on origins and destinations associated with the Silverlake community, other Eagle Mountain, Saratoga Springs, and other regional trips.

B. Trip by Location Comparison

Trips analyzed in the travel demand model were sorted based on their starting and ending location and divided into local and regional sources. The number of daily trips identified from the model is represented with corresponding percentages shown in Figure 3. The first three bars represent the share of trips passing through the Silverlake Parkway connection and the second two bars represent the share of trips passing through the Porters Crossing Parkway connection. “Silverlake & Other” refers to local neighborhood traffic traveling to and from other cities beyond Saratoga Springs and Eagle Mountain.

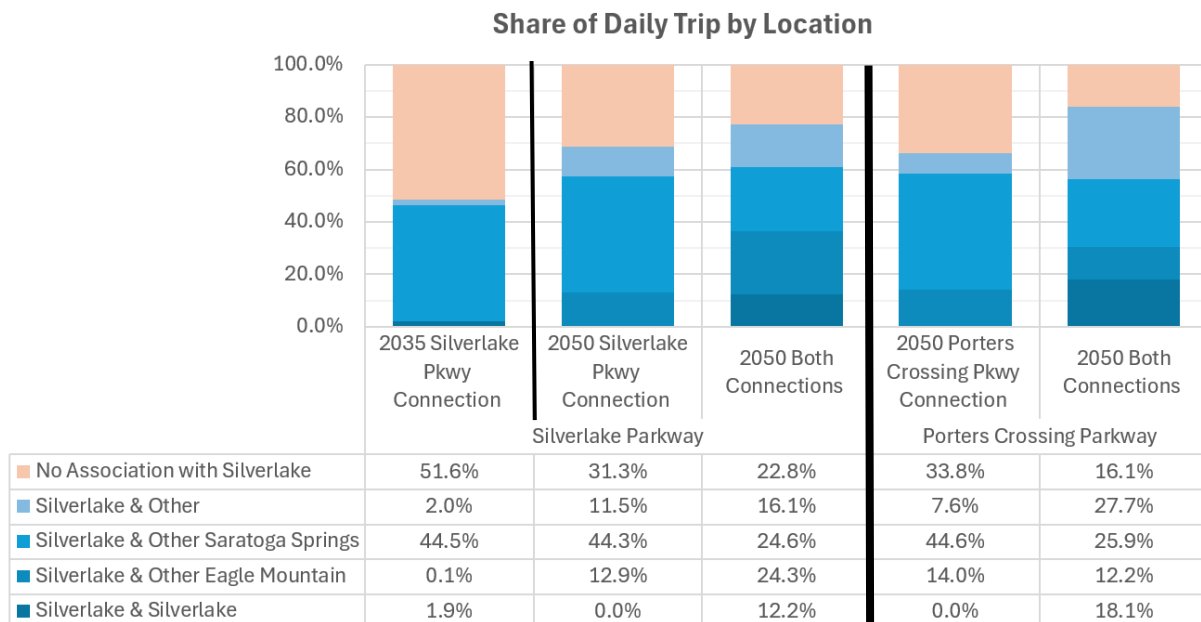


Figure 3: Share of Daily Trip by Location

Until Lake Mountain Corridor is built, it is anticipated that approximately half of the traffic on the new Silverlake connection will be cut-through traffic, neither originating nor ending in the Silverlake neighborhood. Once Lake Mountain Corridor is constructed, it is anticipated that the

demand for cut-through will significantly decrease as Silverlake Parkway becomes a less desirable route for traffic traveling from Saratoga Springs to the Eagle Mountain town center and vice versa. It is also anticipated that Lake Mountain Corridor will draw traffic from the Silverlake neighborhood to the south, further decreasing the percentage attributable to cut-through traffic.

C. Impact on Local Roadways Visualized

While the regional patterns of traffic shown in attributed trip percentages shows connection utility, the roadway network is anticipated to experience varying impact based on the connections implemented in each scenario. The impact of these connections from each scenario are visualized in Figure 4 through Figure 7, where the wider the roadway, the more traffic is being routed through.

These figures represent where traffic utilizing the new connections is going to and from. For instance, the north portion of Mountain View Corridor does not register on the map because no one utilizing the new Silverlake or Porters Crossing connections comes to or from the North on Mountain View Corridor because more convenient routes are available. The bright red lines represent the new connections themselves and the yellow area represents the local Silverlake neighborhood. These graphics are not indicative of the overall traffic volumes on the road network, but rather show the routing before and after vehicles pass through the proposed connections.

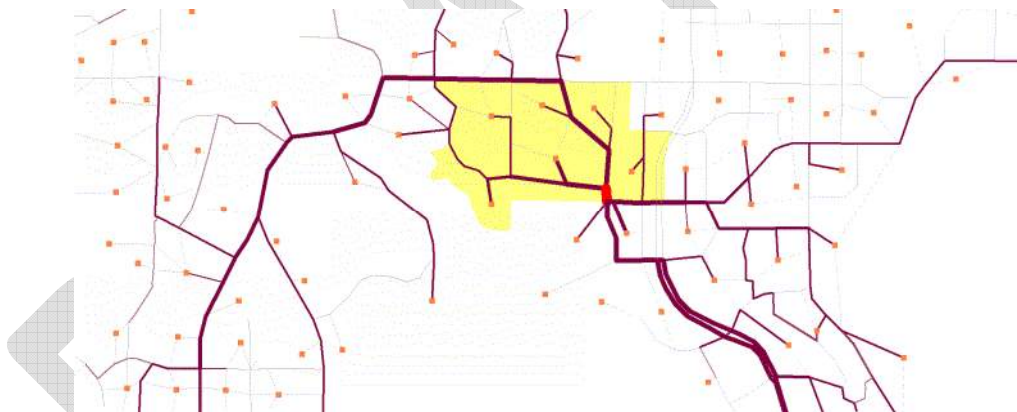


Figure 4: Roadway Network Impact - 2035 Silverlake (A)

In the 2035 Silverlake scenario, the graphic shows demand on the Silverlake connection from the southern part of Saratoga Springs to get to Pony Express Parkway over to the Eagle Mountain town center. The Silverlake Parkway connection is used as a major link into greater Eagle Mountain, inducing demand through the Silverlake community. It is possible that congestion on Mountain View Corridor and Pony Express Parkway drive trips through this new connection. Subsequent chapters will explore whether improvements are needed due to this increased demand.

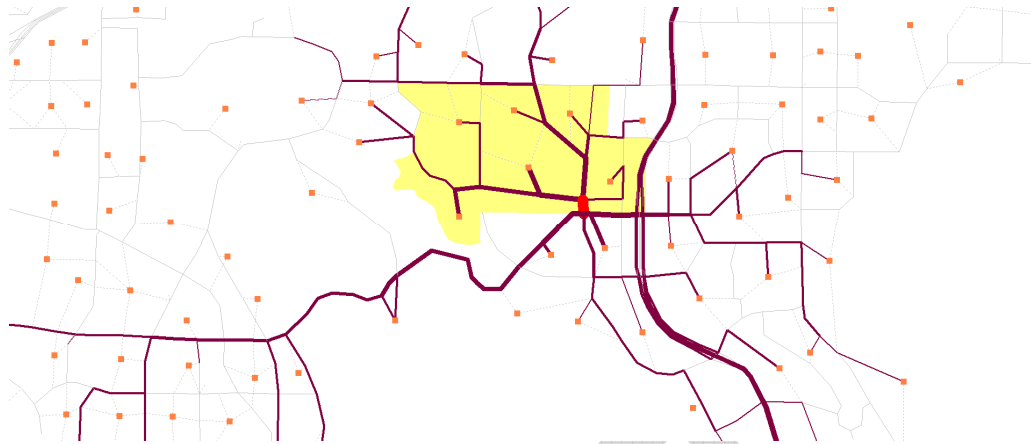


Figure 5: Roadway Network Impact - 2050 Silverlake Pkwy Connection (A)

Lake Mountain Corridor is anticipated to reduce traffic demand on Pony Express Parkway. As such, Silverlake Parkway becomes less desirable as a cut-through route tied to Pony Express Parkway and now serves more as an alternative route for traffic to enter and exit the Silverlake neighborhood, serving residents.

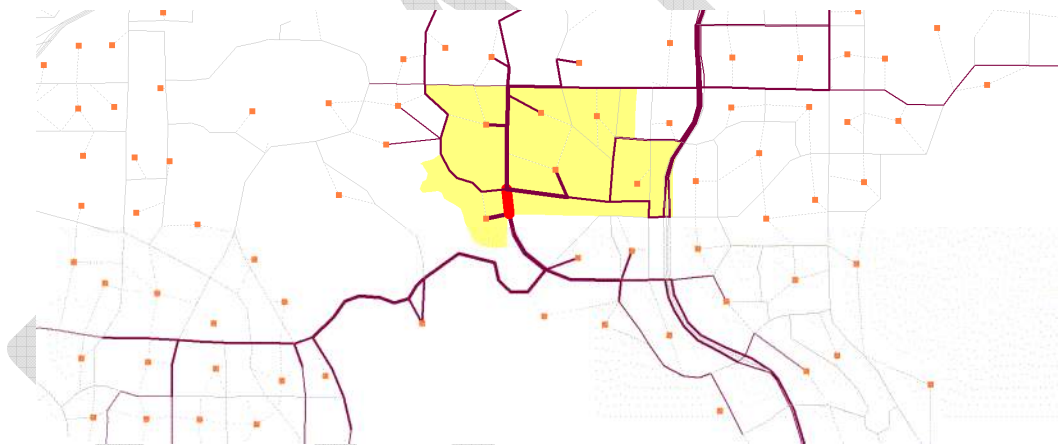


Figure 6: Roadway Network Impact - 2050 Porters Crossing Pkwy Connection (B)

This scenario focuses solely on adding the Porters Crossing Parkway connection and Lake Mountain Corridor. As a result, traffic incurred through Mountain View Corridor is limited, and the connection carries limited cut-through.

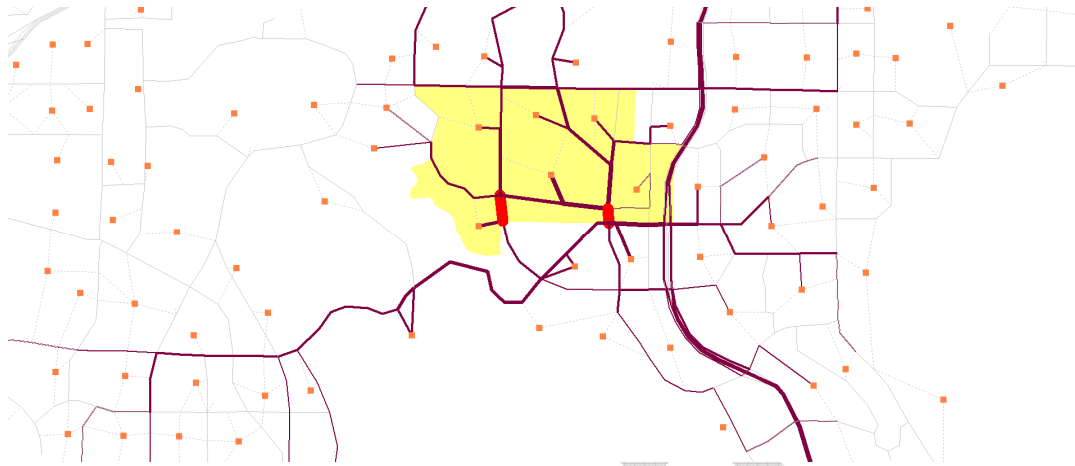


Figure 7: Roadway Network Impact - 2050 Both Connections (AB)

With both connections implemented in this scenario, traffic is more evenly dispersed along the major roadways. Strain placed on Golden Eagle is diminished by the pair of connections providing alternative routing. The Silverlake Connection still draws a large internal demand as it interfaces closer with Mountain View Corridor and Lake Mountain Corridor.

D. Summary

From the future (2035) and future (2050) scenarios, a trend between roadway connection alternative and location attribution is observable. In scenarios where Silverlake Parkway is connected to Saratoga Springs, there is a larger cut-through percentage of Saratoga Springs traffic using this roadway. However, once Lake Mountain Corridor is constructed, this effect is lessened. Alternatively, in scenarios where Porters Crossing Parkway is connected to Lake Mountain Corridor, the local Silverlake trips make up a larger portion of trips than other locations.

IV. FUTURE (2035) BACKGROUND (NO-BUILD) CONDITIONS

A. Purpose

The purpose of the future (2035) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the MAG Regional Transportation Plan, there are no projects planned before 2035 in the study area. Therefore, no changes were made to the roadway network for the future (2035) analysis.

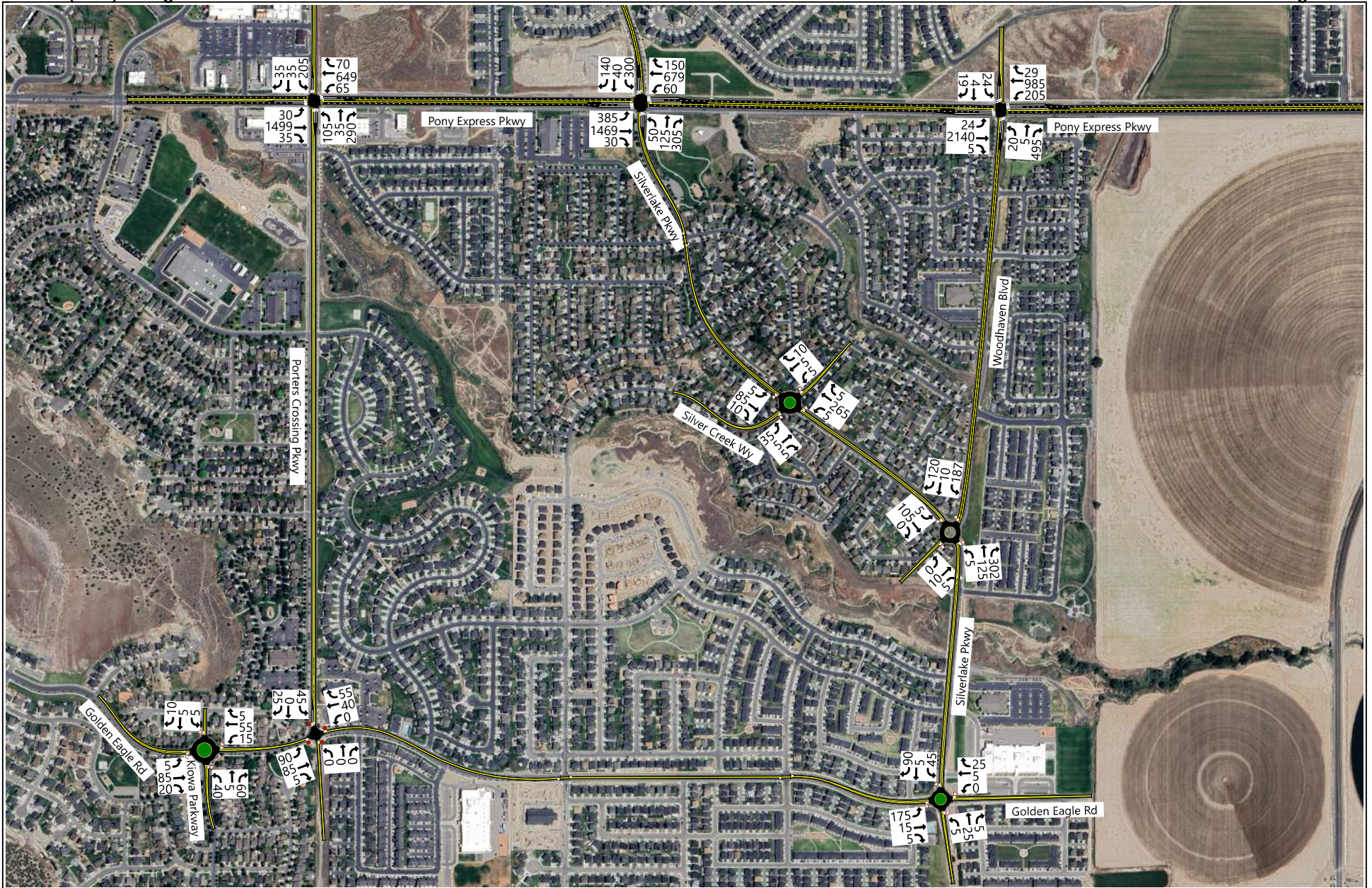
C. Traffic Volumes

Hales Engineering obtained future (2035) forecasted volumes from the WFRC / MAG travel demand model adapted for the Eagle Mountain Transportation Master Plan. Peak period turning movement counts were estimated using NCHRP 255 and 765 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections.

Traffic volumes were added from the new Saratoga Springs High School and Rider's Station developments. Future (2035) background morning and evening peak hour turning movement volumes are shown in Figure 8.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2035) background conditions, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed connections for future (2035) conditions.



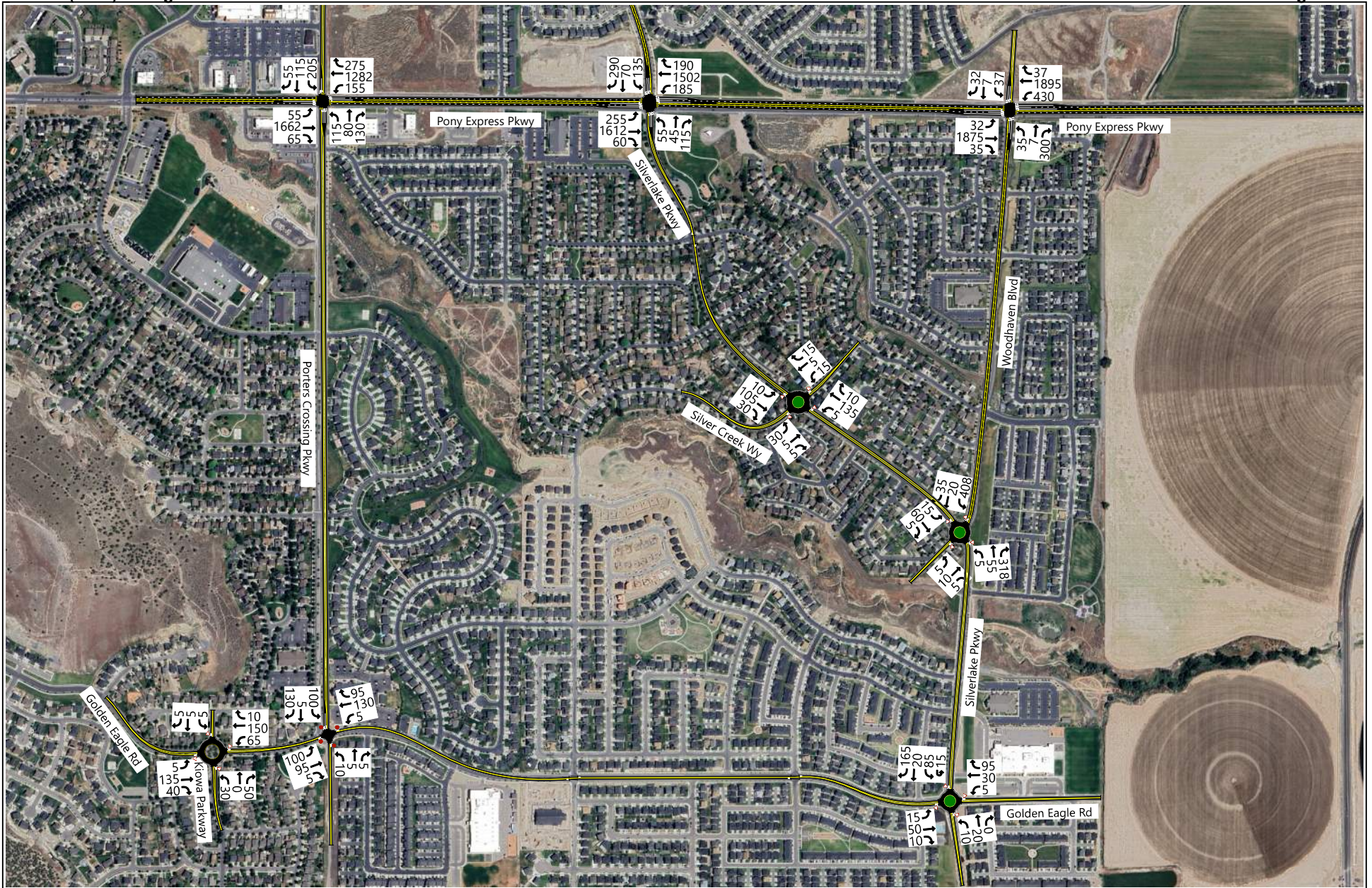


Table 4: Future (2035) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.5)	A (2.9)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.3)	A (9.0)
Porters Crossing Parkway / Pony Express Parkway	Signal	C (33.2)	E (59.0)
Silverlake Parkway / Pony Express Parkway	Signal	D (41.5)	C (34.1)
Woodhaven Boulevard / Pony Express Parkway	Signal	D (36.9)	F (>80)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (5.9)	A (8.5)
Silverlake Parkway / Silver Creek Way	Roundabout	A (4.3)	A (2.9)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.6)	A (2.9)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Porters Crossing Parkway / Pony Express Parkway:
 - Northbound: 950 feet (AM)
 - Eastbound: >1,000 feet (PM)
 - Westbound: 675 feet (PM)
- Woodhaven Boulevard / Pony Express Parkway:
 - Southbound: 675 feet (PM)
 - Eastbound: >1,000 feet (PM)
 - Westbound: 775 feet (AM) & >3,000 feet (PM)
- Silverlake Parkway / Pony Express Parkway:
 - Southbound: 775 feet (AM)
 - Eastbound: 675 feet (AM) & 650 feet (PM)

F. Mitigation Measures

Based on the high volume of traffic on Pony Express, it is recommended that the roadway be widened to seven lanes through the study area. With this improvement to capacity, more vehicles can pass through the signals with less delay. According to the City, this is being evaluated from Mid Valley Road to Mountain View Corridor. Previous traffic studies in the area have

recommended improvements at individual intersections such as the Porters Crossing Parkway / Pony Express Parkway intersection, but queueing and delays are common across the corridor which is why the widening is recommended.

G. Mitigated Scenario

With these improvements included, Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2035) background conditions, as shown in Table 5. These results serve as a baseline condition for the impact analysis of the proposed connections for future (2035) conditions.

Table 5: Future (2035) Background Peak Hour LOS - Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.5)	A (2.9)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.3)	A (9.1)
Porters Crossing Parkway / Pony Express Parkway	Signal	C (25.8)	C (29.6)
Silverlake Parkway / Pony Express Parkway	Signal	C (30.0)	C (23.1)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (18.1)	C (23.6)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (6.1)	A (9.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (4.3)	A (3.0)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.5)	A (3.2)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

Even with significant queue lengths at Porters Crossing Parkway / Pony Express Parkway and Silverlake Parkway / Pony Express Parkway, no further mitigations are recommended since the queues are expected to be nondisruptive to overall traffic conditions.

FUTURE (2035) SILVERLAKE PARKWAY CONNECTION (A)

A. Purpose

The purpose of the future (2035) Silverlake Parkway connection analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway connection. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2035) background traffic volumes to predict turning movement volumes for future (2035) Silverlake Parkway connection conditions. Future (2035) Silverlake Parkway connection morning and evening peak hour turning movement volumes are shown in Figure 9. The 7-lane Pony Express Parkway recommendation was carried into this scenario.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2035) Silverlake Parkway connection conditions, as shown in Table 6.

Table 6: Future (2035) Silverlake Parkway Connection Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.6)	A (3.1)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.4)	A (9.9)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (19.0)	C (30.5)
Silverlake Parkway / Pony Express Parkway	Signal	C (24.9)	C (23.1)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (16.7)	B (18.1)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (6.0)	B (10.1)
Silverlake Parkway / Silver Creek Way	Roundabout	A (4.2)	A (4.9)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (5.4)	B (11.8)

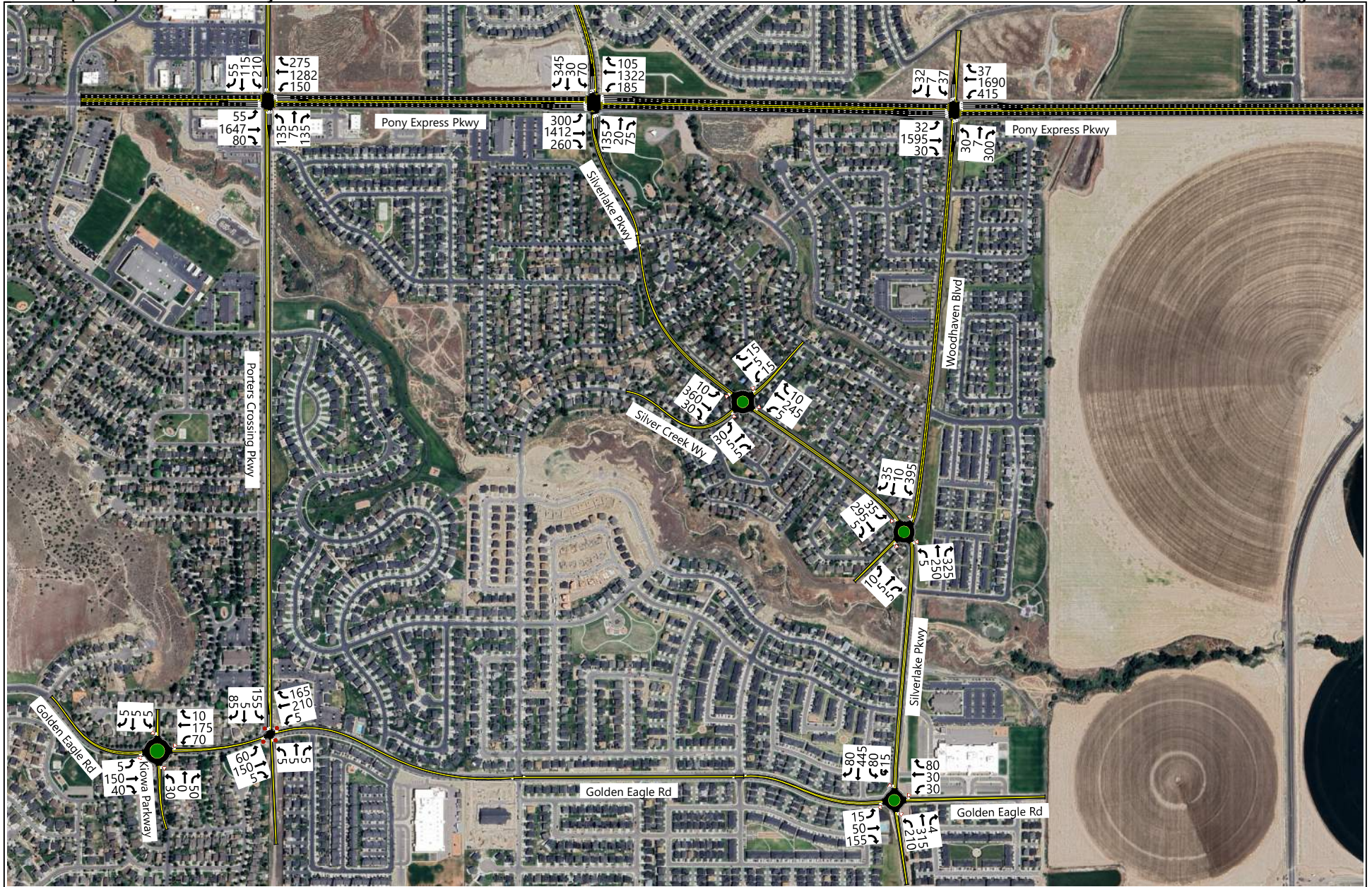
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

Eagle Mountain Silverlake TS
Future (2035) Silverlake Parkway Connection

Evening Peak Hour
Figure 4b



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour is summarized as follows:

- Golden Eagle Road / Silverlake Parkway:
 - Southbound: 375 feet (PM)

E. Mitigation Measures

To mitigate the queueing, it is recommended that a signal be installed at the Silverlake Parkway / Golden Eagle Road intersection. With this mitigation measure, the southbound queue length is anticipated to drop from 375 feet in the evening peak period to 175 feet.

As a measure to discourage cut-through traffic along Silverlake Parkway between Pony Express Parkway and the roundabout at Woodhaven Boulevard, the City could consider replacing the roundabout at the Woodhaven Boulevard / Silverlake Parkway intersection with a conventional intersection, teeing Silverlake Parkway into Woodhaven Boulevard and having Woodhaven Boulevard become the major thru route. This would require teeing Campbell Circle into Silverlake Parkway with an emergency access due to its close proximity to the new intersection. It is possible that this may discourage cut-through traffic by introducing an additional turn to get onto Silverlake Parkway, though exactly how much is not possible to say.

If a traffic signal is installed, it is possible visibility may be increased for pedestrians crossing Woodhaven Boulevard compared to the existing roundabout. However, traffic projections at this intersection do not show that volumes meet signal warrants. Additionally, the roundabout functions well from a traffic operations perspective.

It is recommended that the City evaluate the need for this improvement further after the Silverlake connection is made. Roundabouts are generally known to be safer as there are fewer potential conflict points, and collisions that do occur tend to happen at lower speeds and at less severe angles.

V. FUTURE (2050) BACKGROUND (NO-BUILD) CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the City, the proposed Lake Mountain Corridor connection will be built by 2050, which provides a southern route between Saratoga Springs and Eagle Mountain. The route is proposed to extend from Halvorsen Parkway in Saratoga Springs and tie into Pony Express Parkway at Mid Valley Road. This connection was assumed in the analysis.

C. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the WFRC / MAG travel demand model adapted for the Eagle Mountain Transportation Master Plan. Peak period turning movement counts were estimated using NCHRP 255 and 765 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2050) background morning and evening peak hour turning movement volumes are shown in Figure 10. It is anticipated that Lake Mountain Corridor will significantly relieve traffic demand along Pony Express Parkway.

D. Level of Service Analysis

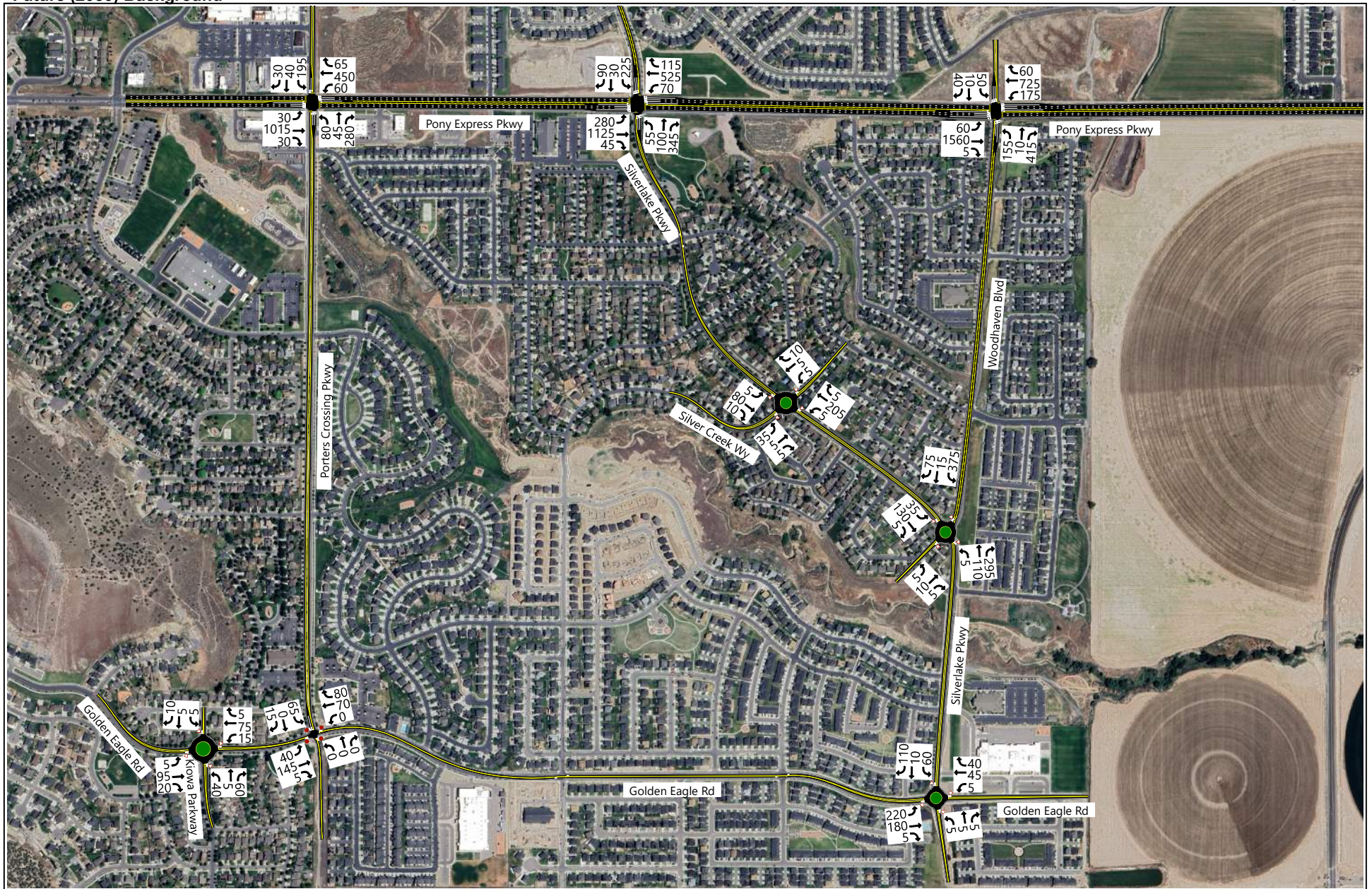
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed connections for future (2050) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.



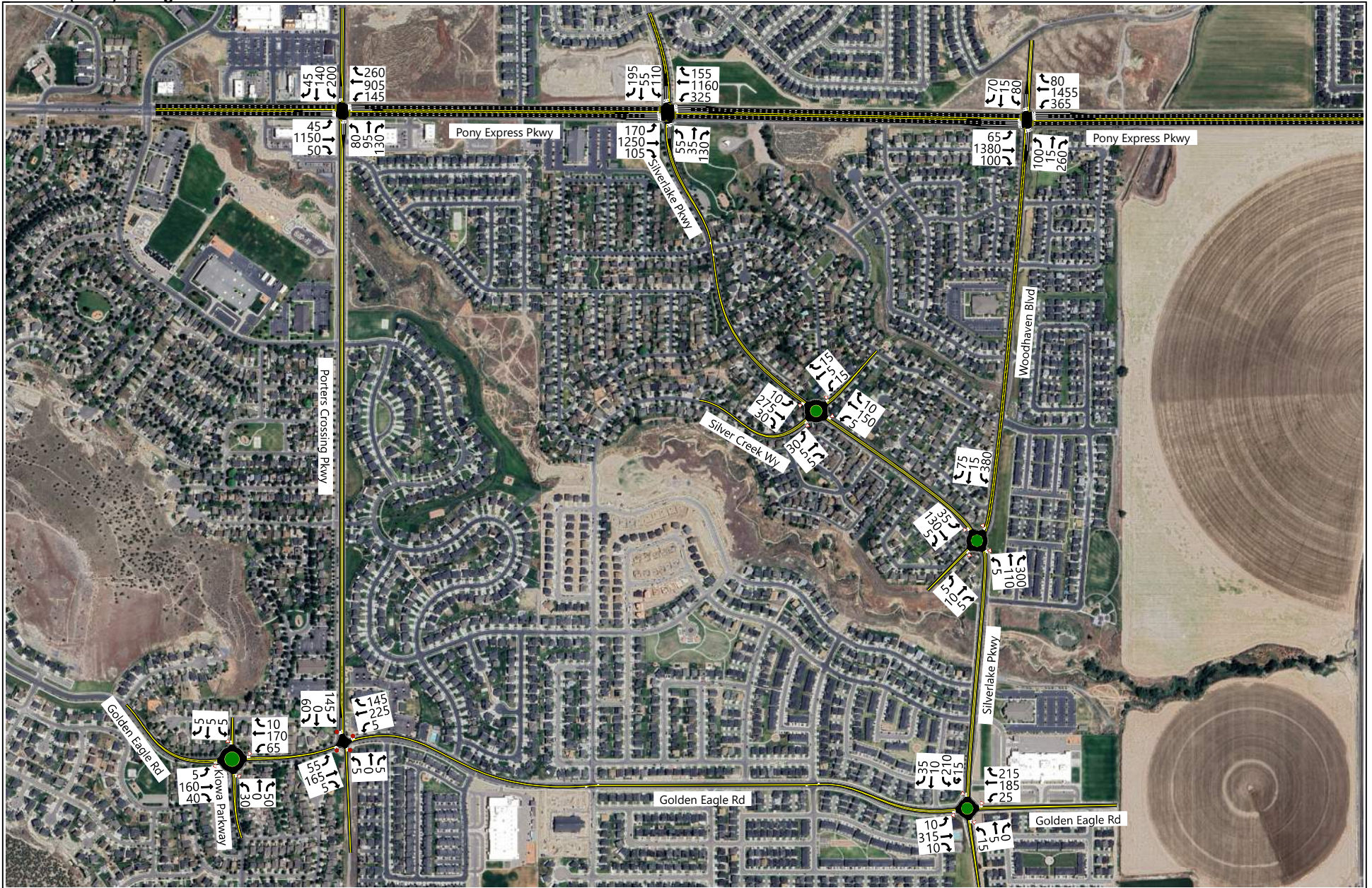


Table 7: Future (2050) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.6)	A (3.2)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.0)	B (11.0)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (19.0)	C (25.6)
Silverlake Parkway / Pony Express Parkway	Signal	C (20.2)	C (20.3)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (16.8)	B (16.9)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (6.2)	A (7.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.8)	A (4.1)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.9)	A (4.1)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

VI. FUTURE (2050) SILVERLAKE PARKWAY CONNECTION (A)

A. Purpose

The purpose of the future (2050) Silverlake Parkway connection analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway connection. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) Silverlake Parkway connection conditions. Future (2050) Silverlake Parkway connection morning and evening peak hour turning movement volumes are shown in Figure 11.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) Silverlake Parkway connection conditions, as shown in Table 8.

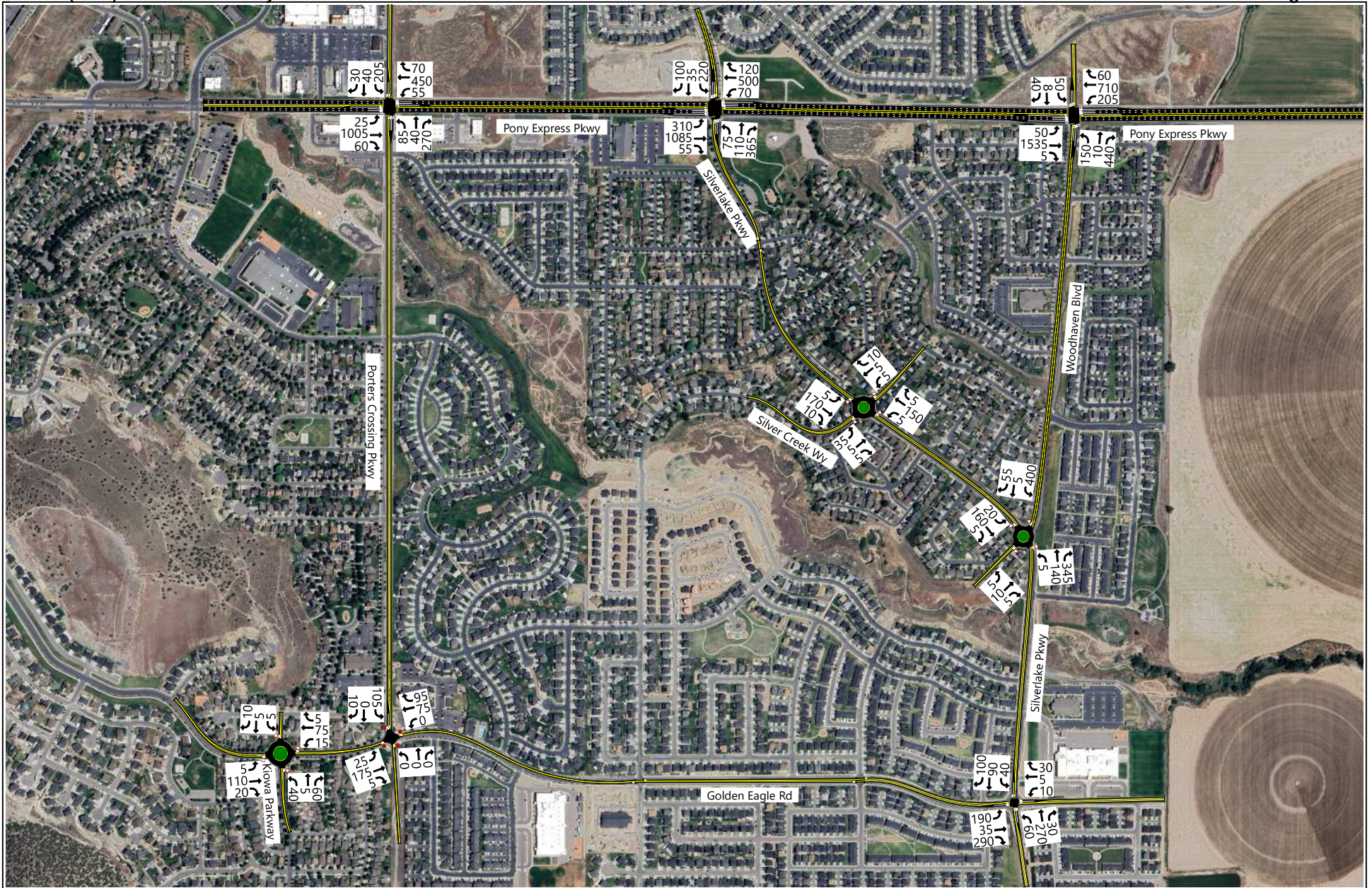
Table 8: Future (2050) Silverlake Parkway Connection Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.7)	A (3.3)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.7)	B (13.3)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (17.6)	C (25.1)
Silverlake Parkway / Pony Express Parkway	Signal	C (21.9)	C (21.3)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (18.5)	B (19.2)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (7.0)	A (10.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.9)	A (4.5)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (7.4)	B (13.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

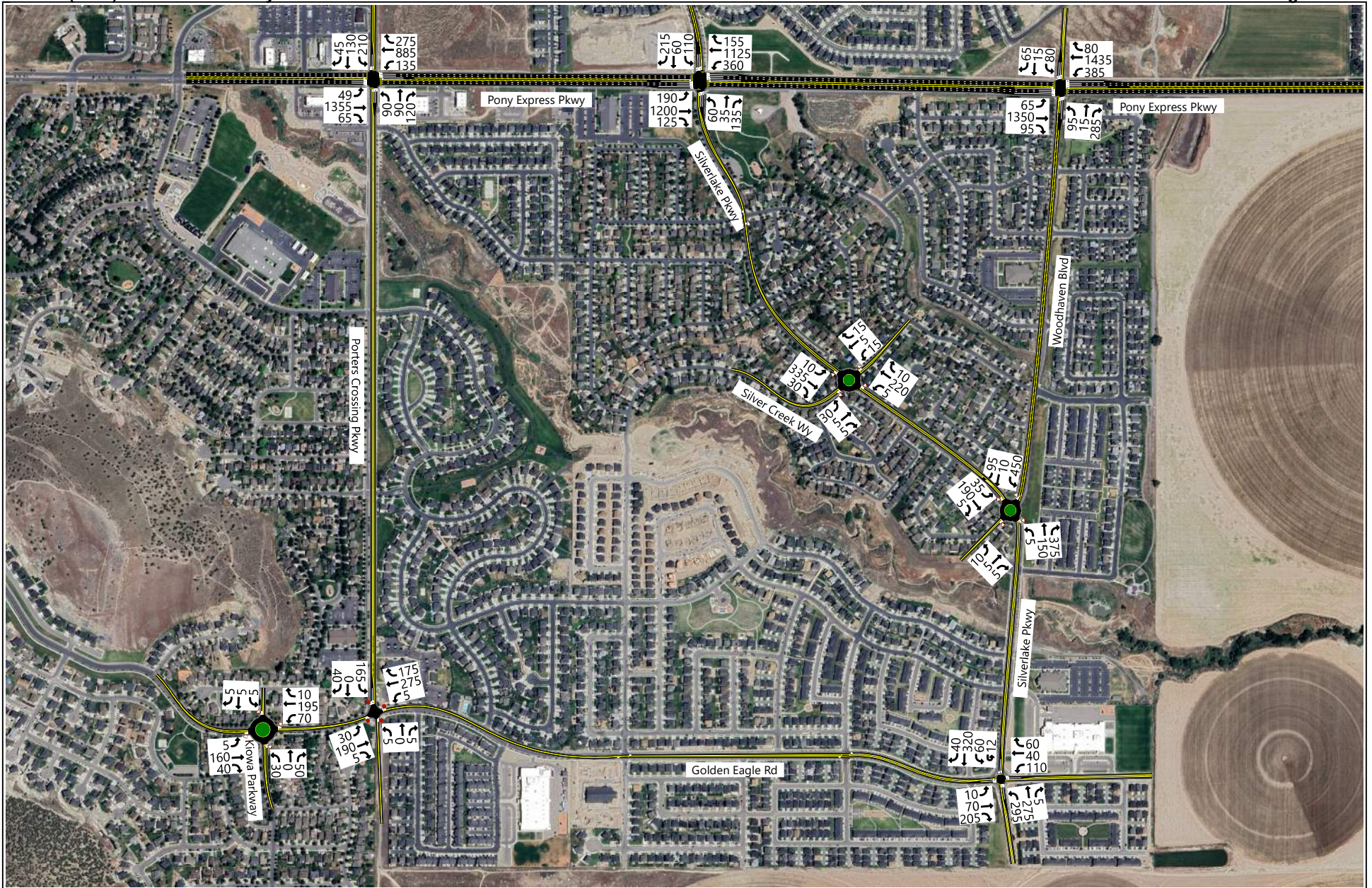
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026



Eagle Mountain Silverlake TS
 Future (2050) Silverlake Parkway Connection

Evening Peak Hour
 Figure 11b



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

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VII. FUTURE (2050) PORTERS CROSSING PKWY CONNECTION (B)

A. Purpose

The purpose of the future (2050) Porters Crossing Parkway connection analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway connection. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) Porters Crossing Parkway connection conditions. Future (2050) Porters Crossing Parkway connection morning and evening peak hour turning movement volumes are shown in Figure 12.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) Porters Crossing Parkway connection conditions, as shown in Table 9.

Table 9: Future (2050) Porters Crossing Parkway Connection Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.6)	A (2.9)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.3)	C (16.3)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (17.1)	C (24.9)
Silverlake Parkway / Pony Express Parkway	Signal	C (21.4)	B (19.4)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (16.4)	B (16.6)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (4.9)	A (6.8)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.5)	A (3.9)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (4.5)	A (3.4)

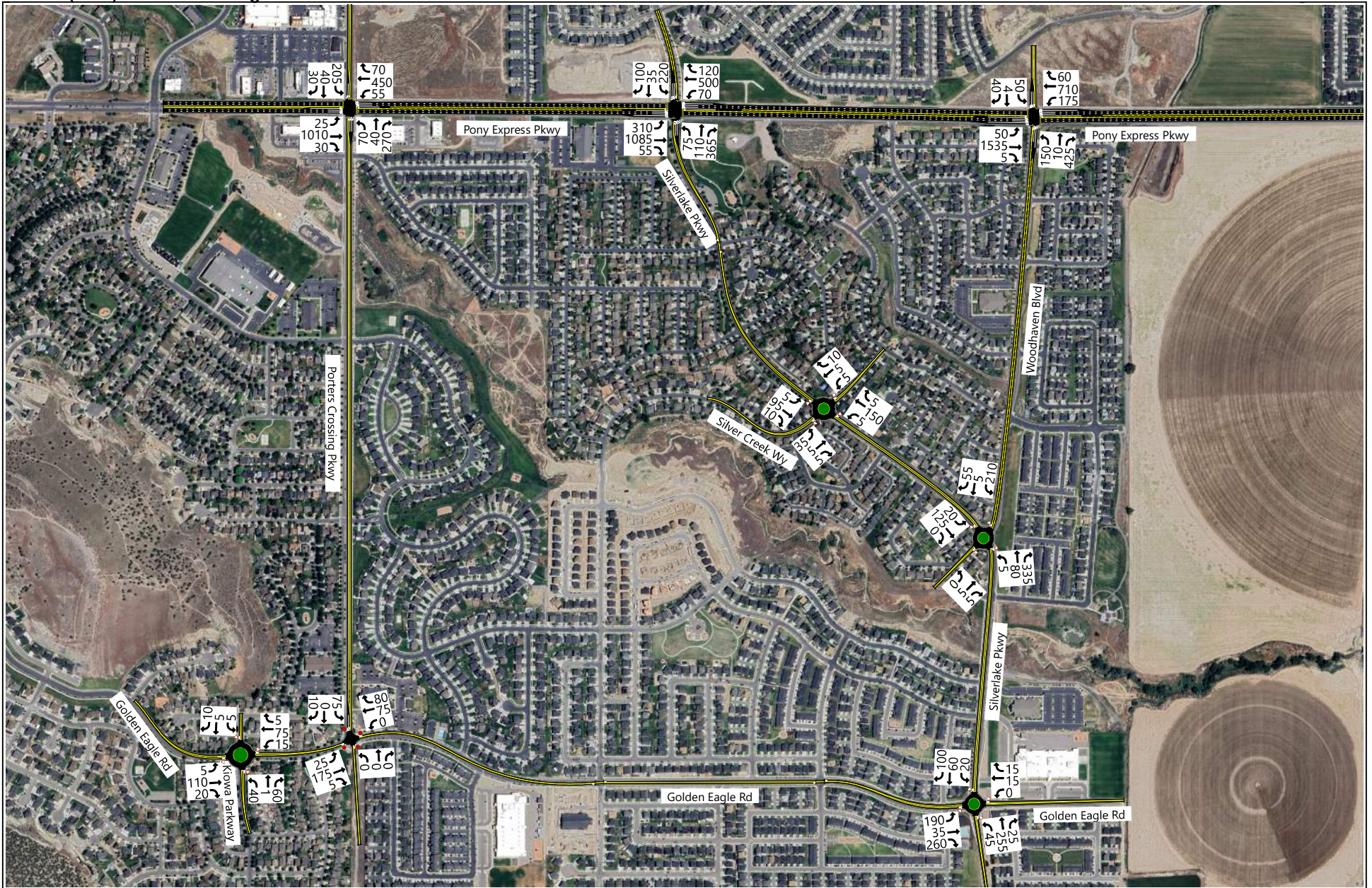
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

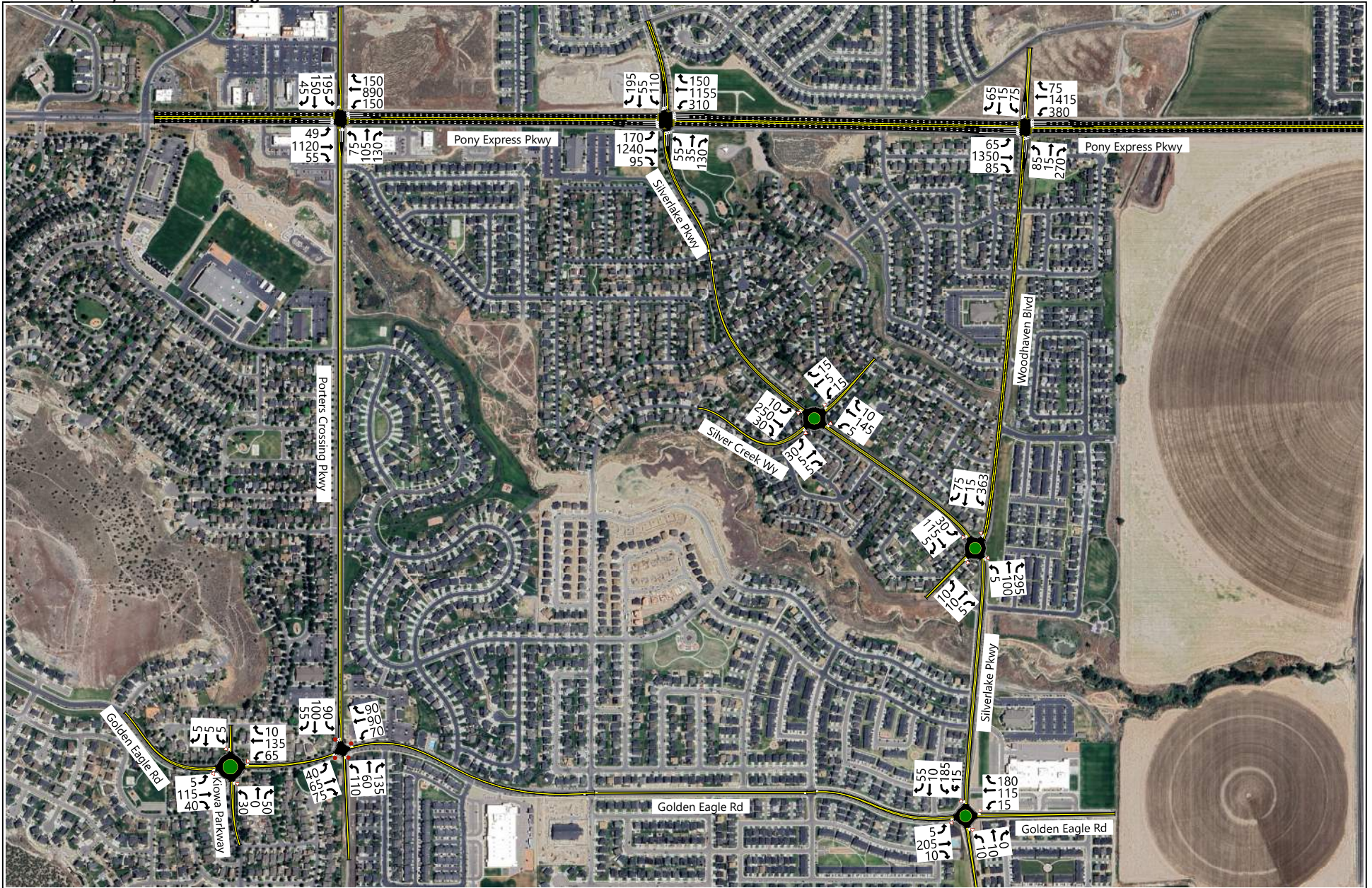
Eagle Mountain Silverlake TS
 Future (2050) Porters Crossing Connection

Morning Peak Hour
 Figure 12a



Eagle Mountain Silverlake TS
 Future (2050) Porters Crossing Connection

Evening Peak Hour
 Figure 12b



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

DRAFT

VIII. FUTURE (2050) BOTH CONNECTIONS (AB)

A. Purpose

The purpose of the future (2050) both connections analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway and Porters Crossing Parkway connections. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) both connections conditions. Future (2050) both connections morning and evening peak hour turning movement volumes are shown in Figure 13.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) both connections conditions, as shown in Table 10.

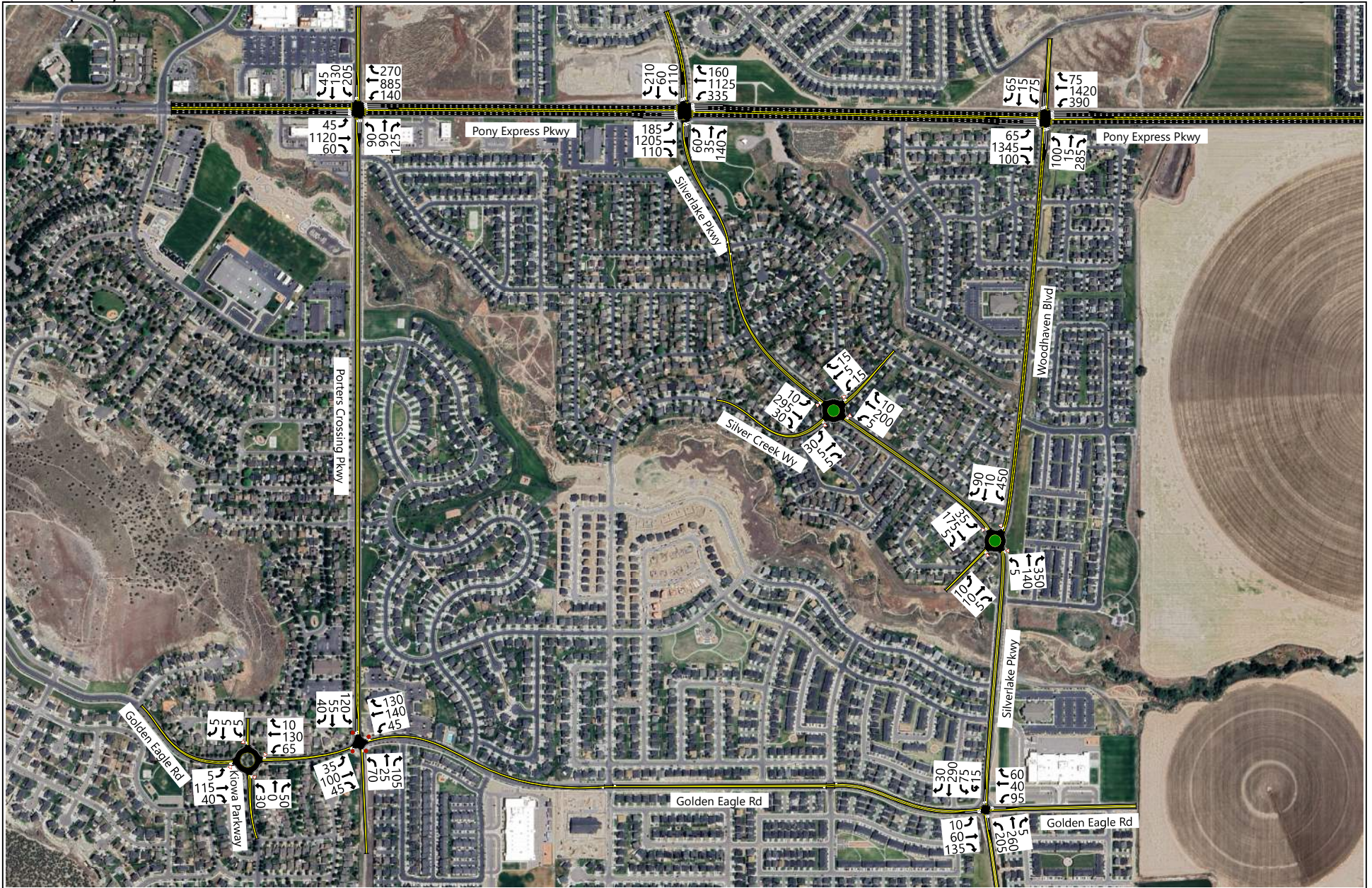
Table 10: Future (2050) Both Connections Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.3)	A (3.0)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (4.5)	B (13.1)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (17.3)	C (25.7)
Silverlake Parkway / Pony Express Parkway	Signal	C (21.0)	C (21.5)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (18.2)	B (17.8)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (5.8)	A (10.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.4)	A (4.2)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (7.0)	A (9.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths pulled from all future (2050) plus project scenarios. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown in Table 11 include new intersections and existing intersections that have recommended storage length changes.

Table 11: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
6	Woodhaven Boulevard / Silverlake Parkway	-	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Silverlake Parkway / Golden Eagle Road	-	200	-	-	-	75	-	-	-	125	-	-	-	125	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable
 Source: Hales Engineering, June 2026

IX. PROJECT COSTS

A. Purpose

From the recommendations made for traffic and community improvements, project costs were estimated. While some improvements are recommended for traffic operation, others are intended to assist community goals.

B. Cost Estimates

The list of recommendations accompanied by estimated costs is shown in Table 12. Estimated costs listed in the table reflect current year's costs. For detailed conceptual designs of these improvements, see Appendix E.

Table 12: List of Projects and Costs

Project		Cost
Improvement	Phasing	
Woodhaven Boulevard: Relocate mailboxes	2026	\$8,000
Pony Express Parkway: Widen to seven lanes from Mid Valley Road to Mountain View Corridor	2035	\$38,200,000
Silverlake Parkway / Golden Eagle Road: Remove roundabout and install signal and extend Silverlake Parkway south Saratoga Springs city limits	2035	\$2,200,000
Woodhaven Boulevard / Silverlake Parkway: Alternate Traffic Control (Signalization)	Optional	\$1,400,000
Total		\$41,808,000

Source: Ensign Engineering and Hales Engineering, June 2026

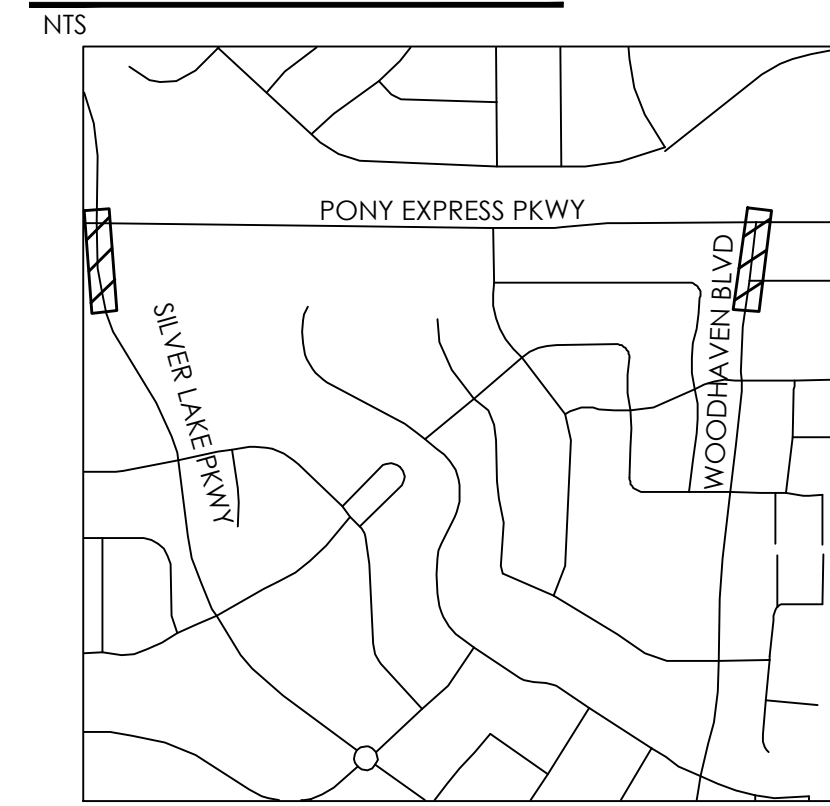
APPENDIX A

Pony Express Intersection Layouts

DRAFT



VICINITY MAP



SILVER LAKE PKWY & WOODHAVEN BLVD

PREPARED FOR:
EAGLE MOUNTAIN CITY
LOCATED IN:
EAGLE MOUNTAIN CITY

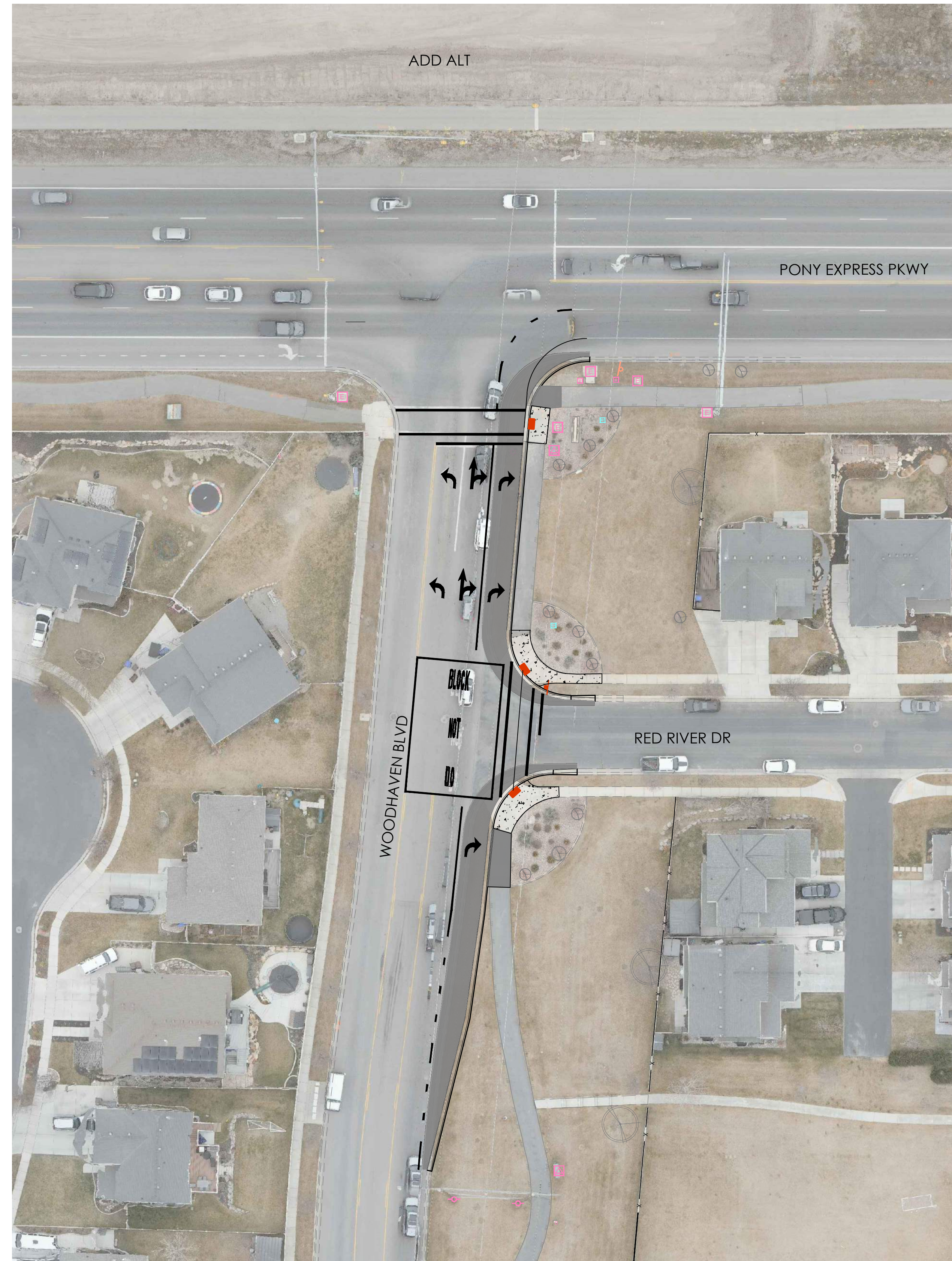
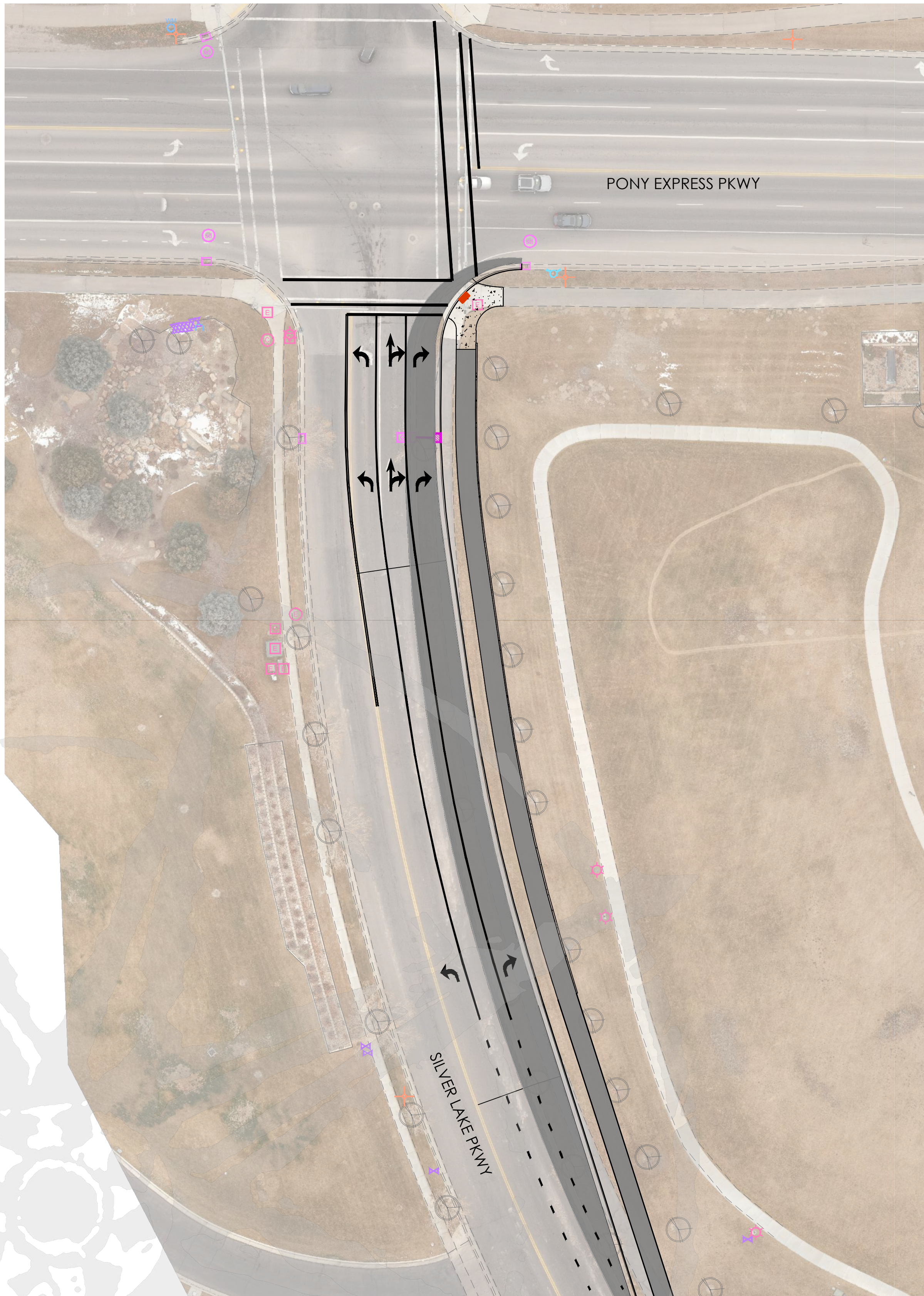


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OWNER/DEVELOPER
EAGLE MOUNTAIN CITY
1650 STAGECOACH RUN
EAGLE MOUNTAIN, UTAH 84005
(801) 789-6600
CONTACT: DAVID SALAZAR

FOR REVIEW ONLY



Sheet List Table	
Sheet Number	Sheet Title
C-01	COVER SHEET
C-02	GENERAL NOTES
RM-01	REMOVAL PLAN
RM-02	REMOVAL PLAN
RD-01	ROADWAY PLAN
RD-02	ROADWAY PLAN
GR-01	GRADING PLAN
GR-02	GRADING PLAN
SG-01A	SIGNAL LAYOUT- SILVER LAKE
SG-01B	SIGNAL LAYOUT - WOODHAVEN
SG-02A	CIRCUIT LAYOUT - SILVER LAKE
SG-02B	CIRCUIT LAYOUT - WOODHAVEN
SG-S01	SIGNAL LEGEND
SG-S02	CONTRACTOR FURNISHED
SG-S03	SIGNAL SCHEDULE

SILVER LAKE PKWY & WOODHAVEN BLVD
EAGLE MOUNTAIN CITY
COVER SHEET

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

COVER SHEET

Scale: 1"=30'
Date: 4/14/2026
Sheet: C-01

Drawn: WE
Job #: 26-8010



T:_2026\26-8010 Silver Lake Pkwy & Woodhaven Blvd Design\26-8010.dwg\03\Sheets\C-1 Cover Sheet.dwg

APPENDIX B

Turning Movement Counts

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Intersection Turning Movement Summary

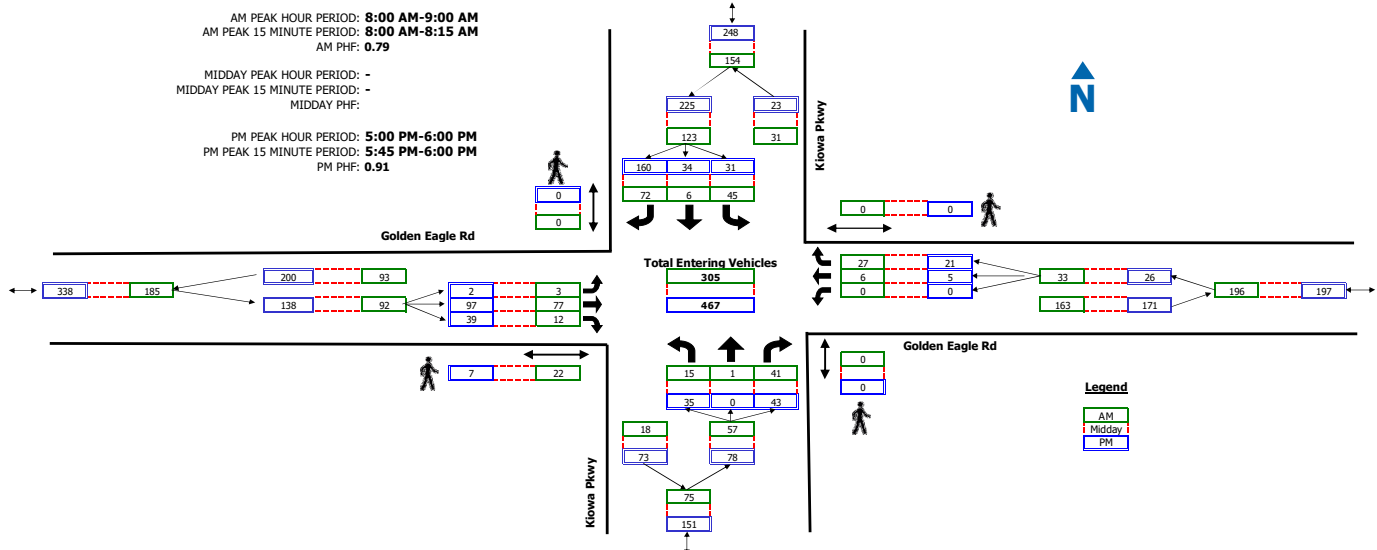
Intersection: Kiowa Pkwy / Golden Eagle Rd
North/South Road: Kiowa Pkwy
East/West Road: Golden Eagle Rd
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-11-26, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
 AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
 AM PHF: **0.79**

MIDDAY PEAK HOUR PERIOD: -
 MIDDAY PEAK 15 MINUTE PERIOD: -
 MIDDAY PHF: -

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
 PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
 PM PHF: **0.91**

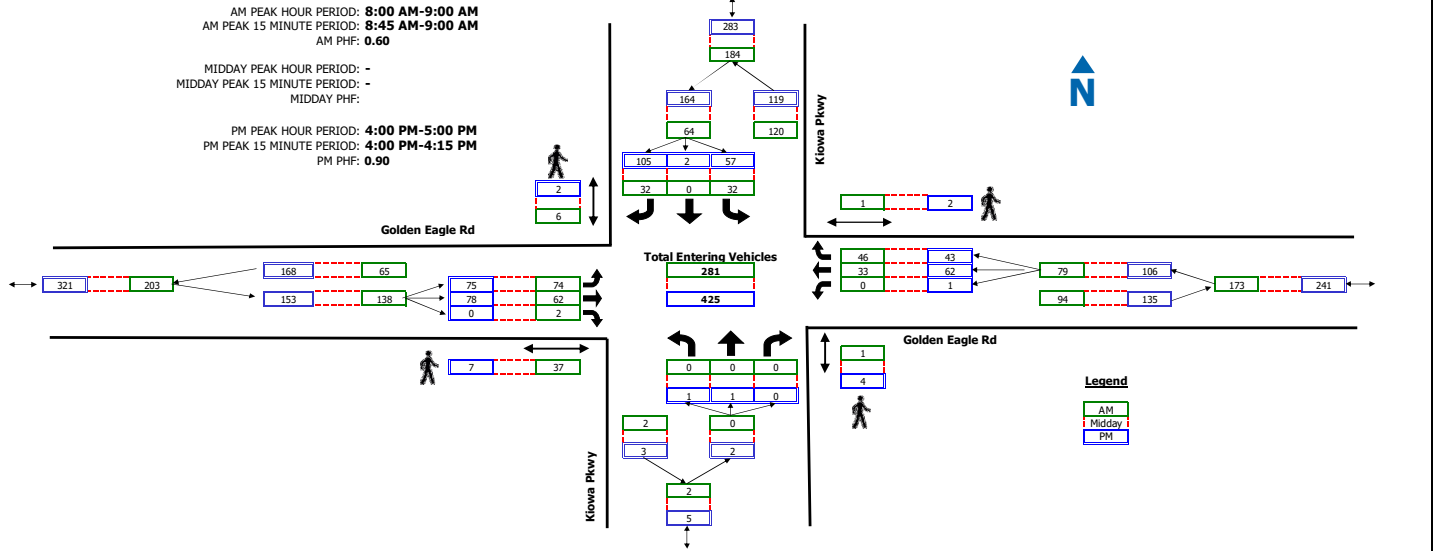


COUNT SUMMARY	Kiowa Pkwy Northbound				Kiowa Pkwy Southbound				Golden Eagle Rd Eastbound				Golden Eagle Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	6	0	14	0	0	0	6	0	0	15	1	0	0	0	4	0	46
7:15 - 7:30	9	0	17	0	4	1	7	1	0	18	2	0	0	0	1	0	59
7:30 - 7:45	4	0	15	0	5	1	9	0	0	18	1	0	0	1	3	0	57
7:45 - 8:00	7	0	8	0	14	1	26	0	0	11	3	0	0	0	3	0	73
8:00 - 8:15	7	0	9	0	16	0	29	0	0	15	6	0	0	2	13	0	97
8:15 - 8:30	3	0	5	0	4	4	14	0	1	23	3	0	0	1	6	0	64
8:30 - 8:45	2	1	14	0	8	1	13	0	1	7	2	7	0	0	3	0	52
8:45 - 9:00	3	0	13	0	17	1	16	0	1	32	1	15	0	3	5	0	92
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	0	11	0	3	8	33	0	0	15	6	2	0	1	2	0	81
16:15 - 16:30	4	0	8	0	5	5	36	0	1	24	3	3	0	1	12	0	99
16:30 - 16:45	2	1	8	0	11	6	52	0	0	17	4	2	0	3	14	0	118
16:45 - 17:00	3	0	10	0	7	5	35	0	0	23	11	0	0	4	7	4	105
17:00 - 17:15	12	0	13	0	3	10	39	0	0	24	14	0	0	0	6	0	121
17:15 - 17:30	6	0	6	0	5	10	35	0	1	29	6	5	0	1	9	0	108
17:30 - 17:45	10	0	15	0	5	9	38	0	0	17	12	0	0	1	2	0	109
17:45 - 18:00	7	0	9	0	18	5	48	0	1	27	7	2	0	3	4	0	129

Intersection Turning Movement Summary

Intersection: Kiowa Pkwy / Golden Eagle Rd
North/South Road: Kiowa Pkwy
East/West Road: Golden Eagle Rd
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-11-26, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



COUNT SUMMARY	Kiowa Pkwy Northbound				Kiowa Pkwy Southbound				Golden Eagle Rd Eastbound				Golden Eagle Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	3	0	4	0	25	4	0	0	0	7	19	0	62
7:15 - 7:30	0	0	0	0	4	0	2	0	34	6	0	0	0	11	20	0	77
7:30 - 7:45	0	0	2	1	5	0	7	0	28	11	1	23	1	11	13	1	79
7:45 - 8:00	0	0	0	0	9	0	4	2	19	6	0	1	0	6	14	0	58
8:00 - 8:15	0	0	0	0	2	0	12	0	18	9	0	0	0	8	11	1	60
8:15 - 8:30	0	0	0	0	5	0	5	2	20	10	0	1	0	4	6	0	50
8:30 - 8:45	0	0	0	0	8	0	5	0	19	10	1	6	0	4	7	0	54
8:45 - 9:00	0	0	0	1	17	0	10	4	17	33	1	30	0	17	22	0	117
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	0	0	1	21	1	25	1	22	13	0	2	0	24	11	0	118
16:15 - 16:30	0	0	0	3	11	1	13	0	18	29	0	3	0	15	12	2	99
16:30 - 16:45	0	0	0	0	15	0	36	1	13	16	0	1	1	12	9	0	102
16:45 - 17:00	0	1	0	0	10	0	31	0	22	20	0	1	0	11	11	0	106
17:00 - 17:15	0	1	0	2	17	0	28	1	15	15	0	2	0	17	18	1	111
17:15 - 17:30	0	0	0	0	17	0	22	4	10	16	0	1	0	8	15	0	88
17:30 - 17:45	0	0	0	0	19	0	15	0	14	24	0	2	0	23	19	0	114
17:45 - 18:00	0	0	0	0	19	0	21	0	15	10	0	1	0	19	17	0	101

Intersection Turning Movement Summary

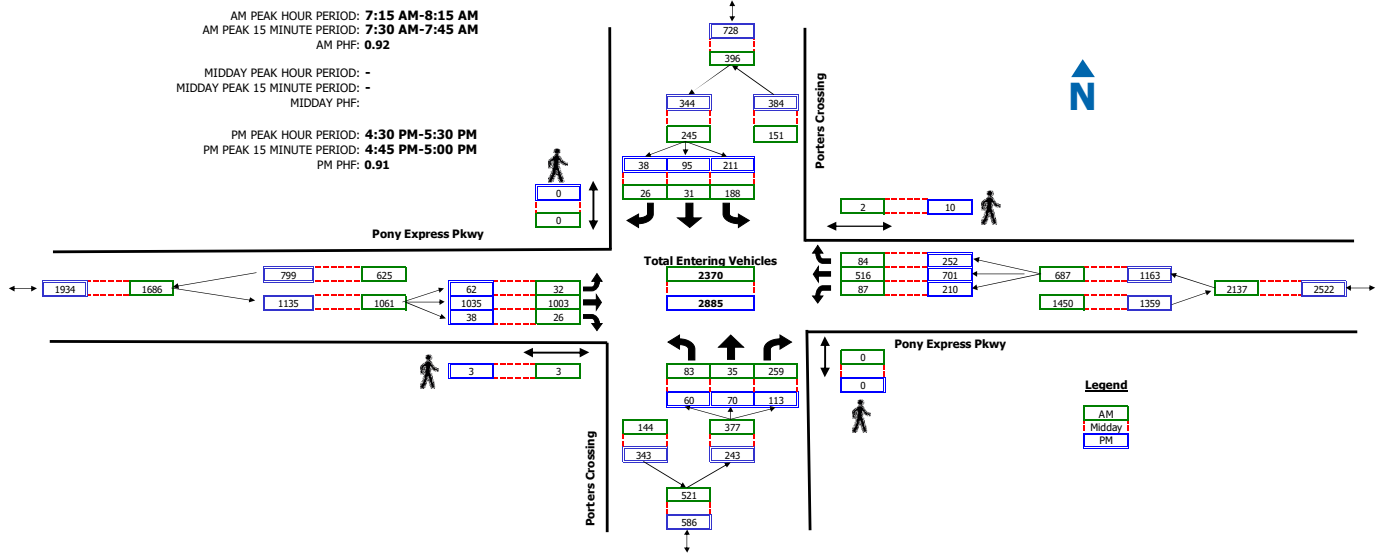
Intersection: Porters Crossing / Pony Express Pkwy
North/South Road: Porters Crossing
East/West Road: Pony Express Pkwy
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-10-26, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
 AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
 AM PHF: **0.92**

MIDDAY PEAK HOUR PERIOD: -
 MIDDAY PEAK 15 MINUTE PERIOD: -
 MIDDAY PHF: -

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
 PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
 PM PHF: **0.91**



COUNT SUMMARY	Porters Crossing Northbound				Porters Crossing Southbound				Pony Express Pkwy Eastbound				Pony Express Pkwy Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	9	7	49	0	45	6	8	0	7	222	3	0	7	104	11	0	478
7:15 - 7:30	19	10	61	0	49	7	6	0	6	309	4	1	9	118	17	0	615
7:30 - 7:45	16	9	91	0	63	10	9	0	10	276	7	0	20	114	18	2	643
7:45 - 8:00	24	9	49	0	41	5	7	0	7	198	8	1	26	146	24	0	544
8:00 - 8:15	24	7	58	0	35	9	4	0	9	220	7	1	32	138	25	0	568
8:15 - 8:30	8	4	48	0	35	8	6	0	11	245	11	1	21	117	30	0	544
8:30 - 8:45	11	6	55	1	50	10	9	0	7	238	10	0	27	97	22	2	542
8:45 - 9:00	19	12	47	0	43	35	3	0	15	197	10	0	32	101	26	2	540
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	144	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	13	16	39	0	38	25	9	0	17	224	10	0	37	156	70	8	654
16:15 - 16:30	0	18	32	0	45	21	10	0	15	259	0	0	36	175	67	0	678
16:30 - 16:45	11	14	26	0	58	27	16	0	16	282	8	1	38	180	58	0	734
16:45 - 17:00	17	29	32	0	51	20	10	0	20	274	18	1	55	180	85	8	791
17:00 - 17:15	25	13	34	0	66	16	8	0	19	221	12	1	46	168	51	0	679
17:15 - 17:30	7	14	21	0	36	32	4	0	7	258	0	0	71	173	58	2	681
17:30 - 17:45	9	24	22	0	50	24	12	0	15	237	0	0	29	135	57	4	614
17:45 - 18:00	13	26	16	0	71	23	16	0	17	207	11	2	54	179	82	0	715



Count City: Eagle Mountain
 Count Location: Silverlake Parkway / Pony Express Parkway #4
 Count Date: Tuesday, March 10, 2026

All Vehicles	All	SBP	SBR	SBT	SBL	SBU					
		0	108	24	204	0					
	EBU	0					6	WBP			
	EBL	122					106	WBR			
	EBT	2,679	Vehicles 5,008				1,179	WBT			
	EBR	49	% Trucks 3%				84	WBL			
	EBP	2					0	WBU			
			0	63	44	346	8				
			NBU	NBL	NBT	NBR	NBP				
	AM Peak Hour	SBP	SBR	SBT	SBL	SBU					
		0	56	11	152	0					
	EBU	0					1	WBP			
	EBL	75	7:15 AM - 8:15 AM				64	WBR			
	EBT	1,384	Vehicles 2,714				639	WBT			
	EBR	23	PHF 0.91				43	WBL			
EBP	1	% Trucks 3%				0	WBU				
		0	31	29	207	7					
		NBU	NBL	NBT	NBR	NBP					

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU					
	0	56	11	152	0					
EBU	0					1	WBP			
EBL	75	7:15 AM - 8:15 AM				64	WBR			
EBT	1,384	Vehicles 2,714				639	WBT			
EBR	23	PHF 0.91				43	WBL			
EBP	1	% Trucks 3%				0	WBU			
		0	31	29	207	7				
		NBU	NBL	NBT	NBR	NBP				

PM Peak Hour	SBP	SBR	SBT	SBL	SBU					
	0	0	0	0	0					
EBU	0					0	WBP			
EBL	0	-				0	WBR			
EBT	0	Vehicles 0				0	WBT			
EBR	0	PHF -				0	WBL			
EBP	0	% Trucks N/A				0	WBU			
		0	0	0	0	0				
		NBU	NBL	NBT	NBR	NBP				

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	8	5	61	1	0	9	3	7	0	0	6	350	1	0	0	4	117	2	0
7:15 AM	0	9	4	64	1	0	26	3	19	0	0	16	403	6	0	0	8	131	8	0
7:30 AM	0	10	12	72	2	0	48	3	15	0	0	28	412	4	0	0	4	130	10	1
7:45 AM	0	7	6	36	3	0	45	0	12	0	0	16	271	8	0	0	15	198	22	0
8:00 AM	0	5	7	35	1	0	33	5	10	0	0	15	298	5	1	0	16	180	24	0
8:15 AM	0	11	3	19	0	0	14	2	16	0	0	11	329	8	0	0	14	146	21	1
8:30 AM	0	7	2	26	0	0	17	1	11	0	0	15	344	6	0	0	13	139	10	2
8:45 AM	0	6	5	33	0	0	12	7	18	0	0	15	272	11	1	0	10	138	9	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	573	0.25	6:15 AM
-	1270	0.46	6:30 AM
-	2018	0.67	6:45 AM
573	2654	0.89	7:00 AM
697	2714	0.91	7:15 AM
748	2611	0.87	7:30 AM
636	2454	0.96	7:45 AM
633	2354	0.93	8:00 AM
594	1721	0.72	8:15 AM
591	1127	0.48	8:30 AM
536	536	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	63	44	346	8	0	204	24	108	0	0	122	2,679	49	2	0	84	1,179	106	6

-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
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-	-	-	10:15 PM
-	-	-	10:30 PM
-	-	-	10:45 PM
-	-	-	11:00 PM
-	-	-	11:15 PM
-	-	-	11:30 PM
-	-	-	11:45 PM

Counter Notes:

All Vehicles	All		SBP	SBR	SBT	SBL	SBU		
	EBU	0	5	243	71	138	3	8	WBP
	EBL	217						123	WBR
	EBT	2,643	Vehicles		6,635		2,553	WBT	
	EBR	112	% Trucks		1%		286	WBL	
	EBP	7						0	WBU
			0	79	29	138	7		
			NBU	NBL	NBT	NBR	NBP		
	AM Peak Hour		SBP	SBR	SBT	SBL	SBU		
	EBU	0	0	0	0	0	0	0	WBP
EBL	0						0	WBR	
EBT	0	Vehicles		0		0	WBT		
EBR	0	PHF		-		0	WBL		
EBP	0	% Trucks		N/A		0	WBU		
		0	0	0	0	0			
		NBU	NBL	NBT	NBR	NBP			

Highest Peak Hour	All		SBP	SBR	SBT	SBL	SBU		
	EBU	0	0	128	28	72	0	2	WBP
	EBL	103	4:15 PM - 5:15 PM					53	WBR
	EBT	1,407	Vehicles		3,422		1,312	WBT	
	EBR	53	PHF		0.93		142	WBL	
	EBP	4	% Trucks		2%		0	WBU	
			0	43	11	70	2		
			NBU	NBL	NBT	NBR	NBP		

PM Peak Hour	All		SBP	SBR	SBT	SBL	SBU		
	EBU	0	0	128	28	72	0	2	WBP
	EBL	103	4:15 PM - 5:15 PM					53	WBR
	EBT	1,407	Vehicles		3,422		1,312	WBT	
	EBR	53	PHF		0.93		142	WBL	
	EBP	4	% Trucks		2%		0	WBU	
			0	43	11	70	2		
			NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound					
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
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-	-	-	2:15 AM
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-	-	-	3:00 AM
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-	-	-	3:30 AM
-	-	-	3:45 AM
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-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	10	4	12	1	0	16	8	28	3	0	32	286	15	1	0	30	306	24	0
4:15 PM	0	12	3	25	1	0	19	5	22	0	0	23	332	16	1	0	41	335	16	0
4:30 PM	0	10	2	18	1	0	17	10	32	0	0	28	366	8	3	0	34	380	10	0
4:45 PM	0	15	4	14	0	0	19	5	42	0	0	15	358	16	0	0	39	327	13	1
5:00 PM	0	6	2	13	0	0	17	8	32	0	0	37	351	13	0	0	28	270	14	1
5:15 PM	0	10	6	20	1	3	18	15	17	0	0	31	327	20	2	0	33	289	25	1
5:30 PM	0	5	7	21	0	0	20	7	29	0	0	23	329	14	0	0	40	328	13	1
5:45 PM	0	11	1	15	3	0	12	13	41	2	0	28	294	10	0	0	41	318	8	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	79	29	138	7	3	138	71	243	5	0	217	2,643	112	7	0	286	2,553	123	8

-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	-	-	1:15 PM
-	-	-	1:30 PM
-	-	-	1:45 PM
-	-	-	2:00 PM
-	-	-	2:15 PM
-	-	-	2:30 PM
-	-	-	2:45 PM
-	-	-	3:00 PM
-	771	0.25	3:15 PM
-	1620	0.48	3:30 PM
-	2535	0.69	3:45 PM
771	3402	0.93	4:00 PM
849	3422	0.93	4:15 PM
915	3387	0.93	4:30 PM
867	3308	0.95	4:45 PM
791	3233	0.97	5:00 PM
814	2442	0.73	5:15 PM
836	1628	0.49	5:30 PM
792	792	0.25	5:45 PM
-	-	-	6:00 PM
-	-	-	6:15 PM
-	-	-	6:30 PM
-	-	-	6:45 PM
-	-	-	7:00 PM
-	-	-	7:15 PM
-	-	-	7:30 PM
-	-	-	7:45 PM
-	-	-	8:00 PM
-	-	-	8:15 PM
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-	-	-	9:45 PM
-	-	-	10:00 PM
-	-	-	10:15 PM
-	-	-	10:30 PM
-	-	-	10:45 PM
-	-	-	11:00 PM
-	-	-	11:15 PM
-	-	-	11:30 PM
-	-	-	11:45 PM

Counter Notes:



Count City: Eagle Mountain
 Count Location: Woodhaven Boulevard / Pony Express Parkway #5
 Count Date: Tuesday, March 10, 2026

All Vehicles	All		SBP	SBR	SBT	SBL	SBU		
			0	0	0	0	0		
	EBU	0						0	WBP
	EBL	0						0	WBR
	EBT	2,848	Vehicles		7,474		3,058	WBT	
	EBR	69	% Trucks		1%		855	WBL	
	EBP	0						0	WBU
			0	70	0	574	0		
			NBU	NBL	NBT	NBR	NBP		
AM Peak Hour		SBP	SBR	SBT	SBL	SBU			
		0	0	0	0	0			
EBU	0						0	WBP	
EBL	0						0	WBR	
EBT	0	Vehicles		0		0	WBT		
EBR	0	PHF		-		0	WBL		
EBP	0	% Trucks		N/A		0	WBU		
		0	0	0	0	0			
		NBU	NBL	NBT	NBR	NBP			

Highest Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0						0	WBR
EBT	1,500	4:30 PM - 5:30 PM		Vehicles		3,819	1,506	WBT
EBR	35			PHF		0.92	447	WBL
EBP	0			% Trucks		2%	0	WBU
		0	35	0	296	0		
		NBU	NBL	NBT	NBR	NBP		

PM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0						0	WBR
EBT	1500	4:30 PM - 5:30 PM		Vehicles		3,819	1506	WBT
EBR	35			PHF		0.92	447	WBL
EBP	0			% Trucks		2%	0	WBU
		0	35	0	296	0		
		NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
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-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
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-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	8	0	65	0	0	0	0	0	0	0	323	3	0	0	81	388	0	0	0
4:15 PM	0	7	0	83	0	0	0	0	0	0	0	335	9	0	0	109	367	0	0	0
4:30 PM	0	6	0	82	0	0	0	0	0	0	0	410	7	0	0	101	429	0	0	0
4:45 PM	0	9	0	70	0	0	0	0	0	0	0	367	10	0	0	121	379	0	0	0
5:00 PM	0	9	0	65	0	0	0	0	0	0	0	385	12	0	0	102	335	0	0	0
5:15 PM	0	11	0	79	0	0	0	0	0	0	0	338	6	0	0	123	363	0	0	0
5:30 PM	0	9	0	73	0	0	0	0	0	0	0	368	9	0	0	97	400	0	0	0
5:45 PM	0	11	0	57	0	0	0	0	0	0	0	322	13	0	0	121	397	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	70	0	574	0	0	0	0	0	0	0	2,848	69	0	0	855	3,058	0	0	0

-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	-	-	1:15 PM
-	-	-	1:30 PM
-	-	-	1:45 PM
-	-	-	2:00 PM
-	-	-	2:15 PM
-	-	-	2:30 PM
-	-	-	2:45 PM
-	-	-	3:00 PM
-	868	0.25	3:15 PM
-	1778	0.49	3:30 PM
-	2813	0.68	3:45 PM
868	3769	0.91	4:00 PM
910	3809	0.92	4:15 PM
1035	3819	0.92	4:30 PM
956	3740	0.98	4:45 PM
908	3705	0.97	5:00 PM
920	2797	0.73	5:15 PM
956	1877	0.49	5:30 PM
921	921	0.25	5:45 PM
-	-	-	6:00 PM
-	-	-	6:15 PM
-	-	-	6:30 PM
-	-	-	6:45 PM
-	-	-	7:00 PM
-	-	-	7:15 PM
-	-	-	7:30 PM
-	-	-	7:45 PM
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-	-	-	10:30 PM
-	-	-	10:45 PM
-	-	-	11:00 PM
-	-	-	11:15 PM
-	-	-	11:30 PM
-	-	-	11:45 PM

Counter Notes:

All Vehicles	All		SBP	SBR	SBT	SBL	SBU		
	EBU	0	0	0	0	0	0	0	WBP
	EBL	0						0	WBR
	EBT	3,282	Vehicles		5,814	1,324		WBT	
	EBR	21	% Trucks		3%	323		WBL	
	EBP	0				0		WBU	
			0	23	0	841	3		
			NBU	NBL	NBT	NBR	NBP		
	AM Peak Hour		SBP	SBR	SBT	SBL	SBU		
	EBU	0	0	0	0	0	0	0	WBP
EBL	0	7:15 AM - 8:15 AM					0	WBR	
EBT	1786	Vehicles		3,207	724		WBT		
EBR	4	PHF		0.96	205		WBL		
EBP	0	% Trucks		3%	0		WBU		
		0	11	0	477	0			
		NBU	NBL	NBT	NBR	NBP			

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU		
EBU	0	0	0	0	0	0	WBP
EBL	0	7:15 AM - 8:15 AM				0	WBR
EBT	1,786	Vehicles		3,207	724		WBT
EBR	4	PHF		0.96	205		WBL
EBP	0	% Trucks		3%	0		WBU
		0	11	0	477	0	
		NBU	NBL	NBT	NBR	NBP	

PM Peak Hour	SBP	SBR	SBT	SBL	SBU		
EBU	0	0	0	0	0	0	WBP
EBL	0	-				0	WBR
EBT	0	Vehicles		0	0		WBT
EBR	0	PHF		-	0		WBL
EBP	0	% Trucks		N/A	0		WBU
		0	0	0	0	0	
		NBU	NBL	NBT	NBR	NBP	

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	97	0	0	0	0	0	0	0	0	448	1	0	0	16	126	0	0
7:15 AM	0	1	0	118	0	0	0	0	0	0	0	0	469	1	0	0	25	143	0	0
7:30 AM	0	2	0	112	0	0	0	0	0	0	0	0	531	0	0	0	39	155	0	0
7:45 AM	0	5	0	130	0	0	0	0	0	0	0	0	399	1	0	0	66	223	0	0
8:00 AM	0	3	0	117	0	0	0	0	0	0	0	0	387	2	0	0	75	203	0	0
8:15 AM	0	4	0	86	2	0	0	0	0	0	0	0	355	4	0	0	33	163	0	0
8:30 AM	0	3	0	80	0	0	0	0	0	0	0	0	385	6	0	0	34	151	0	0
8:45 AM	0	4	0	101	1	0	0	0	0	0	0	0	308	6	0	0	35	160	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	689	0.25	6:15 AM
-	1446	0.48	6:30 AM
-	2285	0.68	6:45 AM
689	3109	0.93	7:00 AM
757	3207	0.96	7:15 AM
839	3095	0.92	7:30 AM
824	2915	0.88	7:45 AM
787	2705	0.86	8:00 AM
645	1918	0.73	8:15 AM
659	1273	0.48	8:30 AM
614	614	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

All Vehicles	All	SBP	SBR	SBT	SBL	SBU		
		16	18	9	283	4		
	EBU	1					0	WBP
	EBL	19					606	WBR
	EBT	41	Vehicles 1,038				30	WBT
	EBR	0	% Trucks 0%				2	WBL
	EBP	0					0	WBU
			0	0	14	11	1	
			NBU	NBL	NBT	NBR	NBP	
	AM Peak Hour	SBP	SBR	SBT	SBL	SBU		
		1	10	5	154	3		
	EBU	1					0	WBP
	EBL	6	7:15 AM - 8:15 AM				328	WBR
	EBT	18	Vehicles 554				12	WBT
	EBR	0	PHF 0.86				1	WBL
EBP	0	% Trucks 0%				0	WBU	
		0	0	7	9	0		
		NBU	NBL	NBT	NBR	NBP		

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU		
	1	10	5	154	3		
EBU	1					0	WBP
EBL	6	7:15 AM - 8:15 AM				328	WBR
EBT	18	Vehicles 554				12	WBT
EBR	0	PHF 0.86				1	WBL
EBP	0	% Trucks 0%				0	WBU
		0	0	7	9	0	
		NBU	NBL	NBT	NBR	NBP	

PM Peak Hour	SBP	SBR	SBT	SBL	SBU		
	0	0	0	0	0		
EBU	0					0	WBP
EBL	0					0	WBR
EBT	0	-				0	WBT
EBR	0	Vehicles 0				0	WBL
EBP	0	PHF -				0	WBU
		% Trucks N/A				0	
		0	0	0	0	0	
		NBU	NBL	NBT	NBR	NBP	

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	1	0	10	0	1	0	0	1	0	0	0	0	4	78	0	0
7:15 AM	0	0	2	1	0	1	14	0	1	0	1	1	2	0	0	0	2	75	0	0
7:30 AM	0	0	1	2	0	0	33	0	1	1	0	3	3	0	0	0	2	91	0	0
7:45 AM	0	0	1	3	0	1	55	2	4	0	0	1	6	0	0	0	3	81	0	0
8:00 AM	0	0	3	3	0	1	52	3	4	0	0	1	7	0	0	1	5	81	0	0
8:15 AM	0	0	2	0	0	0	24	0	2	1	0	2	2	0	0	0	2	56	0	0
8:30 AM	0	0	4	0	0	1	31	2	2	4	0	4	3	0	0	0	4	54	0	0
8:45 AM	0	0	0	2	0	0	64	2	3	10	0	6	18	0	0	1	8	90	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	95	0.25	6:15 AM
-	195	0.49	6:30 AM
-	331	0.61	6:45 AM
95	488	0.78	7:00 AM
100	554	0.86	7:15 AM
136	544	0.84	7:30 AM
157	513	0.80	7:45 AM
161	550	0.71	8:00 AM
90	389	0.50	8:15 AM
105	299	0.39	8:30 AM
194	194	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	11	1	4	283	9	18	16	1	19	41	0	0	0	2	30	606	0

-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	-	-	1:15 PM
-	-	-	1:30 PM
-	-	-	1:45 PM
-	-	-	2:00 PM
-	-	-	2:15 PM
-	-	-	2:30 PM
-	-	-	2:45 PM
-	-	-	3:00 PM
-	-	-	3:15 PM
-	-	-	3:30 PM
-	-	-	3:45 PM
-	-	-	4:00 PM
-	-	-	4:15 PM
-	-	-	4:30 PM
-	-	-	4:45 PM
-	-	-	5:00 PM
-	-	-	5:15 PM
-	-	-	5:30 PM
-	-	-	5:45 PM
-	-	-	6:00 PM
-	-	-	6:15 PM
-	-	-	6:30 PM
-	-	-	6:45 PM
-	-	-	7:00 PM
-	-	-	7:15 PM
-	-	-	7:30 PM
-	-	-	7:45 PM
-	-	-	8:00 PM
-	-	-	8:15 PM
-	-	-	8:30 PM
-	-	-	8:45 PM
-	-	-	9:00 PM
-	-	-	9:15 PM
-	-	-	9:30 PM
-	-	-	9:45 PM
-	-	-	10:00 PM
-	-	-	10:15 PM
-	-	-	10:30 PM
-	-	-	10:45 PM
-	-	-	11:00 PM
-	-	-	11:15 PM
-	-	-	11:30 PM
-	-	-	11:45 PM

Counter Notes:

Intersection Turning Movement Summary

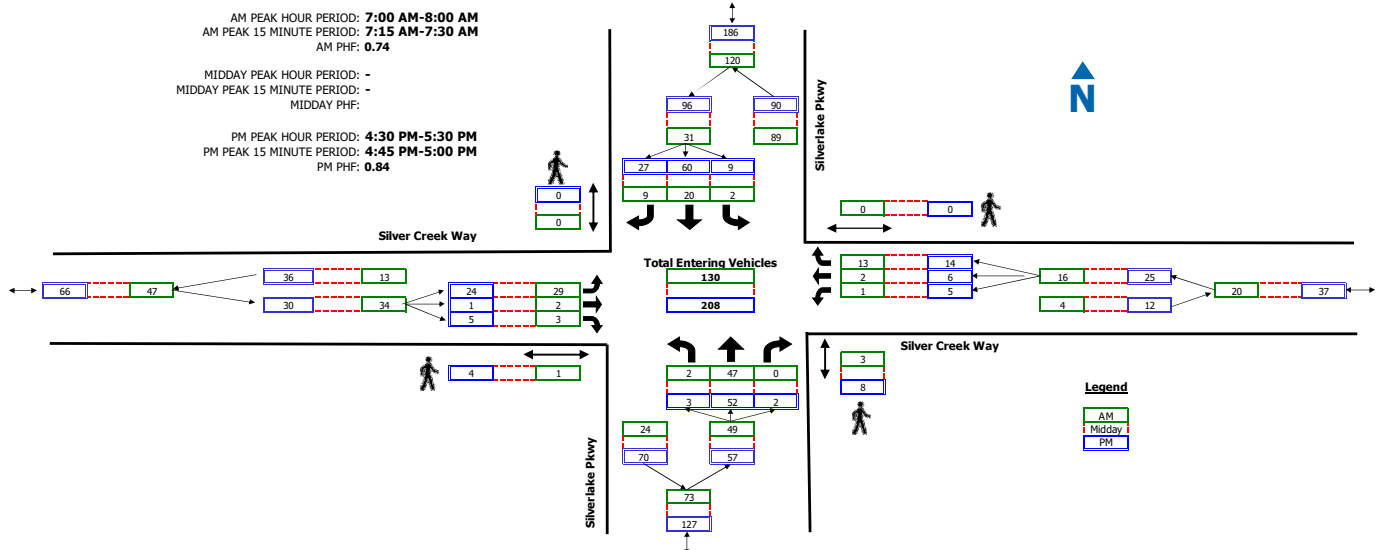
Intersection: Silverlake Pkwy / Silver Creek Way
North/South Road: Silverlake Pkwy
East/West Road: Silver Creek Way
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No.: UT26-3173
Weather: Clear

Date: 3-11-26, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
 AM PEAK 15 MINUTE PERIOD: **7:15 AM-7:30 AM**
 AM PHF: **0.74**

MIDDAY PEAK HOUR PERIOD: -
 MIDDAY PEAK 15 MINUTE PERIOD: -
 MIDDAY PHF: -

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
 PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
 PM PHF: **0.84**



COUNT SUMMARY	Silverlake Pkwy Northbound				Silverlake Pkwy Southbound				Silver Creek Way Eastbound				Silver Creek Way Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	19	0	1	0	3	1	0	4	1	0	0	0	1	1	0	31
7:15 - 7:30	0	14	0	1	1	7	3	0	11	1	2	1	0	0	5	0	44
7:30 - 7:45	0	6	0	1	1	4	1	0	9	0	1	0	1	1	4	0	28
7:45 - 8:00	1	8	0	0	0	6	4	0	5	0	0	0	0	0	3	0	27
8:00 - 8:15	0	6	0	0	1	1	3	0	9	1	0	0	0	0	1	0	22
8:15 - 8:30	0	2	0	3	2	2	5	0	3	0	2	0	0	0	1	0	17
8:30 - 8:45	0	5	0	0	1	1	3	0	8	0	2	0	1	1	1	0	23
8:45 - 9:00	0	9	2	0	1	11	4	0	8	0	1	3	3	0	2	0	41
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	15	0	0	5	10	9	0	2	1	3	0	0	1	1	0	47
16:15 - 16:30	2	7	1	0	5	14	11	0	2	1	0	0	0	0	7	0	50
16:30 - 16:45	1	10	0	3	1	10	4	0	9	0	2	0	2	1	2	0	42
16:45 - 17:00	1	14	1	3	4	19	7	0	7	0	2	0	2	1	4	0	62
17:00 - 17:15	0	19	1	1	2	12	6	0	5	0	0	2	1	2	4	0	52
17:15 - 17:30	1	9	0	1	2	19	10	0	3	1	1	2	0	2	4	0	52
17:30 - 17:45	0	10	0	0	2	14	6	0	4	0	3	0	0	1	2	0	42
17:45 - 18:00	2	4	1	0	1	11	13	0	7	0	3	0	1	1	2	0	46

Intersection Turning Movement Summary

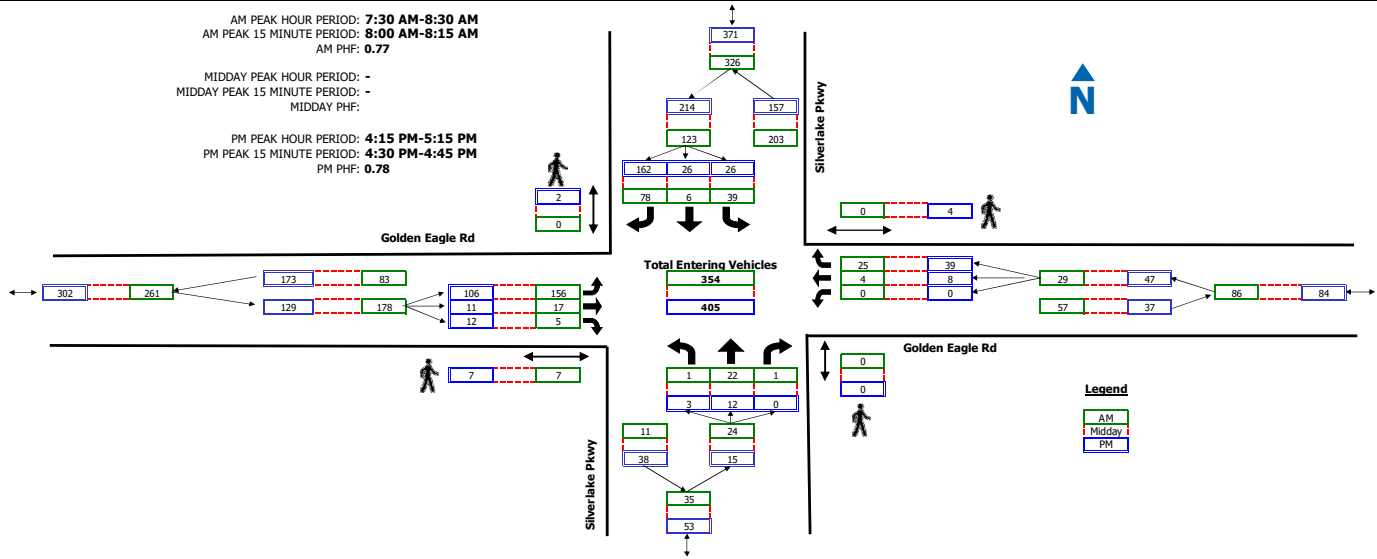
Intersection: Silverlake Pkwy / Golden Eagle Rd
North/South Road: Silverlake Pkwy
East/West Road: Golden Eagle Rd
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No.: UT26-3173
Weather: Clear

Date: 3-10-26, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
 AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
 AM PHF: **0.77**

MIDDAY PEAK HOUR PERIOD: -
 MIDDAY PEAK 15 MINUTE PERIOD: -
 MIDDAY PHF: -

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
 PM PEAK 15 MINUTE PERIOD: **4:30 PM-4:45 PM**
 PM PHF: **0.78**



COUNT SUMMARY	Silverlake Pkwy Northbound				Silverlake Pkwy Southbound				Golden Eagle Rd Eastbound				Golden Eagle Rd Westbound				TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	9	0	0	0	0	6	1	36	0	0	0	0	0	4	0	55
7:15 - 7:30	0	5	0	0	4	1	7	0	34	2	0	0	0	0	1	0	54
7:30 - 7:45	1	7	0	0	5	1	9	0	47	1	1	0	0	1	3	0	76
7:45 - 8:00	0	4	1	0	14	1	26	0	45	5	1	3	0	0	3	0	100
8:00 - 8:15	0	6	0	0	16	0	29	0	39	10	0	4	0	2	13	0	115
8:15 - 8:30	0	5	0	0	4	4	14	0	25	1	3	0	0	1	6	0	63
8:30 - 8:45	0	3	0	0	8	1	13	0	28	2	1	3	0	0	3	0	59
8:45 - 9:00	0	3	0	0	17	1	16	0	48	14	0	7	0	3	5	0	107
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	1	0	0	3	8	33	1	29	1	3	1	0	1	2	0	83
16:15 - 16:30	0	1	0	0	5	5	36	0	29	2	2	0	0	1	12	0	93
16:30 - 16:45	2	6	0	0	11	6	52	0	29	5	2	4	0	3	14	0	130
16:45 - 17:00	0	2	0	0	7	5	35	2	24	3	1	1	0	4	7	4	88
17:00 - 17:15	1	3	0	0	3	10	39	0	24	1	7	2	0	0	6	0	94
17:15 - 17:30	1	5	0	0	5	10	35	0	18	0	7	6	0	1	9	0	91
17:30 - 17:45	2	1	0	0	5	9	38	0	28	3	6	2	0	1	2	0	95
17:45 - 18:00	0	3	0	0	18	5	48	0	17	14	3	2	0	3	4	0	115

APPENDIX C

LOS Results

DRAFT

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	36	95	2.2	A
	T	1	1	100	3.1	A
	R	59	56	95	2.2	A
	Subtotal	98	93	95	2.2	A
SB	L	4	3	75	1.9	A
	T	1	1	100	3.1	A
	R	7	8	110	2.2	A
	Subtotal	12	12	100	2.2	A
EB	L	3	3	100	2.0	A
	T	62	60	97	2.3	A
	R	16	16	102	2.0	A
	Subtotal	81	79	98	2.2	A
WB	L	11	9	80	3.1	A
	T	64	57	89	3.1	A
	R	1	2	200	2.2	A
	Subtotal	76	68	89	3.1	A
Total		267	252	94	2.4	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	75	75	100	5.3	A
	T	78	75	96	5.3	A
	R	1	1	80	3.8	A
	Subtotal	154	151	98	5.3	A
WB	T	40	37	92	7.1	A
	R	53	54	102	4.8	A
	Subtotal	93	91	98	5.7	A
SE	L	42	40	95	7.8	A
	T	62	61	99	2.2	A
	R	22	20	92	5.9	A
	Subtotal	126	121	96	4.7	A
Total		373	363	97	5.2	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	75	95	49.8	D
	T	38	35	92	62.4	E
	R	283	284	100	35.2	D
	Subtotal	400	394	99	40.4	D
SB	L	212	210	99	49.4	D
	T	35	32	91	48.1	D
	R	30	29	97	17.3	B
	Subtotal	277	271	98	45.8	D
EB	L	27	26	97	17.2	B
	T	1,170	1,187	101	11.1	B
	R	31	32	103	6.2	A
	Subtotal	1,228	1,245	101	11.1	B
WB	L	60	56	94	37.1	D
	T	598	599	100	12.1	B
	R	71	65	92	11.5	B
	Subtotal	729	720	99	14.0	B
Total		2,634	2,630	100	20.0	B

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	25	86	41.7	D
	T	43	40	92	49.3	D
	R	203	197	97	36.7	D
	Subtotal	275	262	95	39.1	D
SB	L	149	151	101	53.4	D
	T	14	13	91	37.6	D
	R	47	50	106	5.7	A
	Subtotal	210	214	102	41.3	D
EB	L	136	134	99	21.5	C
	T	1,515	1,529	101	15.4	B
	R	26	27	105	7.4	A
	Subtotal	1,677	1,690	101	15.8	B
WB	L	40	39	98	40.6	D
	T	766	759	99	9.3	A
	R	76	71	93	4.2	A
	Subtotal	882	869	99	10.3	B
Total		3,044	3,035	100	18.0	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	12	64	571.4	F
	R	454	296	65	570.6	F
	Subtotal	473	308	65	570.6	F
EB	T	1,866	1,880	101	10.1	B
	R	1	1	100	5.5	A
	Subtotal	1,867	1,881	101	10.1	A
WB	L	188	195	104	32.1	C
	T	863	859	100	2.8	A
	Subtotal	1,051	1,054	100	8.2	A
Total		3,391	3,243	96	73.5	E

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	3.4	A
	T	22	20	92	5.6	A
	R	281	275	98	3.8	A
	Subtotal	305	297	97	3.9	A
SB	L	6	6	96	3.0	A
	T	35	35	100	4.6	A
	Subtotal	41	41	100	4.4	A
NE	T	7	7	97	3.0	A
	R	4	4	100	3.7	A
	Subtotal	11	11	100	3.3	A
SW	L	175	180	103	6.6	A
	T	13	14	106	6.0	A
	R	18	17	96	6.6	A
	Subtotal	206	211	102	6.6	A
Total		563	560	99	5.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	3	75	2.3	A
	T	61	58	95	4.0	A
	R	2	2	100	2.7	A
	Subtotal	67	63	94	3.9	A
SE	L	5	4	80	2.3	A
	T	69	69	100	1.2	A
	R	6	6	96	2.7	A
	Subtotal	80	79	99	1.4	A
NE	L	34	32	94	1.9	A
	T	1	1	100	1.9	A
	R	2	2	100	1.9	A
	Subtotal	37	35	95	1.9	A
SW	L	1	1	100	1.3	A
	T	1	1	100	2.9	A
	R	10	11	107	1.9	A
	Subtotal	12	13	108	1.9	A
Total		196	190	97	2.4	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	22	23	103	4.2	A
	R	1	1	100	3.6	A
	Subtotal	24	24	100	4.2	A
SB	L	39	38	97	3.3	A
	T	97	106	109	0.9	A
	R	78	75	96	3.4	A
	Subtotal	214	219	102	2.2	A
EB	L	156	151	97	2.8	A
	T	17	18	107	3.0	A
	R	5	5	95	3.0	A
	Subtotal	178	174	98	2.8	A
WB	T	4	3	71	3.3	A
	R	25	25	99	2.3	A
	Subtotal	29	28	97	2.4	A
Total		446	445	100	2.6	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	39	103	2.0	A
	T	1	1	100	1.3	A
	R	59	62	105	2.1	A
	Subtotal	98	102	104	2.1	A
SB	L	4	3	75	2.1	A
	T	1	1	100	2.7	A
	R	7	7	97	2.0	A
	Subtotal	12	11	92	2.1	A
EB	L	3	3	100	1.6	A
	T	62	60	97	2.2	A
	R	16	16	102	1.8	A
	Subtotal	81	79	98	2.1	A
WB	L	11	10	89	3.1	A
	T	64	65	102	3.1	A
	R	1	1	100	3.0	A
	Subtotal	76	76	100	3.1	A
Total		267	268	100	2.4	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	75	72	96	5.2	A
	T	78	78	100	5.3	A
	R	1	2	160	3.3	A
	Subtotal	154	152	99	5.2	A
WB	T	40	40	100	7.1	A
	R	53	50	94	4.6	A
	Subtotal	93	90	97	5.7	A
SE	L	42	39	92	8.6	A
	T	62	62	100	2.3	A
	R	22	23	106	7.4	A
	Subtotal	126	124	98	5.2	A
Total		373	366	98	5.3	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	82	103	48.3	D
	T	38	36	95	55.4	E
	R	283	285	101	32.4	C
	Subtotal	400	403	101	37.7	D
SB	L	212	206	97	49.2	D
	T	35	34	97	44.9	D
	R	30	30	100	17.3	B
	Subtotal	277	270	97	45.1	D
EB	L	27	26	97	17.7	B
	T	1,170	1,193	102	11.8	B
	R	31	31	100	6.8	A
	Subtotal	1,228	1,250	102	11.8	B
WB	L	60	60	100	36.8	D
	T	598	614	103	12.5	B
	R	71	70	99	11.2	B
	Subtotal	729	744	102	14.3	B
Total		2,634	2,667	101	19.9	B

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	43.0	D
	T	43	41	95	47.4	D
	R	203	201	99	35.7	D
	Subtotal	275	270	98	38.2	D
SB	L	149	147	98	51.3	D
	T	14	16	112	39.5	D
	R	47	51	108	6.0	A
	Subtotal	210	214	102	39.6	D
EB	L	136	137	101	22.1	C
	T	1,515	1,530	101	15.3	B
	R	26	28	109	8.0	A
	Subtotal	1,677	1,695	101	15.7	B
WB	L	40	40	100	42.4	D
	T	766	780	102	8.9	A
	R	76	77	101	4.4	A
	Subtotal	882	897	102	10.0	A
Total		3,044	3,076	101	17.7	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	16	85	63.9	E
	R	454	459	101	3.8	A
	Subtotal	473	475	100	5.8	A
EB	T	1,866	1,883	101	9.5	A
	R	1	1	100	8.0	A
	Subtotal	1,867	1,884	101	9.5	A
WB	L	188	181	96	29.6	C
	T	863	881	102	2.8	A
	Subtotal	1,051	1,062	101	7.4	A
Total		3,391	3,421	101	8.3	A

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	4.6	A
	T	22	22	101	5.3	A
	R	281	279	99	3.9	A
	Subtotal	305	303	99	4.0	A
SB	L	6	5	80	3.4	A
	T	35	42	120	4.6	A
	Subtotal	41	47	115	4.5	A
NE	T	7	6	83	3.8	A
	R	4	4	100	2.8	A
	Subtotal	11	10	91	3.4	A
SW	L	175	167	95	6.2	A
	T	13	14	106	6.0	A
	R	18	17	96	6.6	A
	Subtotal	206	198	96	6.2	A
Total		563	558	99	4.8	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	3	75	2.2	A
	T	61	59	97	4.1	A
	R	2	2	100	2.6	A
	Subtotal	67	64	96	4.0	A
SE	L	5	5	100	2.6	A
	T	69	74	108	1.5	A
	R	6	6	96	2.4	A
	Subtotal	80	85	106	1.6	A
NE	L	34	32	94	1.9	A
	T	1	1	100	2.1	A
	R	2	3	150	1.9	A
	Subtotal	37	36	97	1.9	A
SW	L	1	1	100	1.1	A
	T	1	1	100	1.4	A
	R	10	10	98	2.0	A
	Subtotal	12	12	100	1.9	A
Total		196	197	101	2.5	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	22	22	99	4.2	A
	R	1	2	200	2.7	A
	Subtotal	24	24	100	4.1	A
SB	L	39	37	95	3.3	A
	T	97	103	106	0.8	A
	R	78	75	96	3.2	A
	Subtotal	214	215	100	2.1	A
EB	L	156	152	98	2.8	A
	T	17	18	107	3.1	A
	R	5	6	114	2.4	A
	Subtotal	178	176	99	2.8	A
WB	T	4	4	94	2.3	A
	R	25	26	103	2.2	A
	Subtotal	29	30	103	2.2	A
Total		446	445	100	2.5	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	21	82	2.4	A
	R	46	47	102	2.4	A
	Subtotal	72	68	94	2.4	A
SB	L	1	1	100	1.6	A
	T	1	1	100	3.1	A
	R	4	4	100	2.1	A
Subtotal	6	6	100	2.2	A	
EB	L	4	3	75	2.2	A
	T	121	116	96	2.7	A
	R	36	37	103	2.4	A
Subtotal	161	156	97	2.6	A	
WB	L	65	64	98	3.2	A
	T	165	162	98	2.9	A
	R	9	8	86	3.2	A
Subtotal	239	234	98	3.0	A	
Total		478	464	97	2.8	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	84	82	98	6.5	A
	T	93	90	97	6.2	A
	R	2	3	133	5.2	A
Subtotal	179	175	98	6.3	A	
WB	L	1	0	0	9.3	A
	T	128	125	98	7.1	A
	R	90	91	101	8.4	A
Subtotal	219	216	99	8.4	A	
NW	L	3	2	62	8.8	A
	T	1	1	100	9.3	A
	R	2	2	89	4.8	A
Subtotal	6	5	83	7.3	A	
SE	L	94	101	107	12.8	B
	T	118	119	101	4.1	A
	R	108	106	98	10.6	B
Subtotal	320	326	102	8.9	A	
Total		724	722	100	8.1	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	75	95	43.3	D
	T	81	78	96	49.6	D
	R	136	140	103	23.4	C
	Subtotal	296	293	99	35.5	D
SB	L	215	215	100	44.6	D
	T	117	121	104	41.7	D
	R	48	47	98	28.8	C
	Subtotal	380	383	101	41.7	D
EB	L	49	48	98	76.2	E
	T	1,290	1,290	100	51.3	D
	R	53	51	96	42.5	D
	Subtotal	1,392	1,389	100	51.8	D
WB	L	150	153	102	62.4	E
	T	1,121	1,114	99	27.0	C
	R	278	276	99	28.5	C
	Subtotal	1,549	1,543	100	30.8	C
Total		3,616	3,608	100	40.4	D

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	32	102	54.4	D
	T	16	16	98	47.0	D
	R	73	76	104	23.2	C
	Subtotal	120	124	103	34.3	C
SB	L	63	64	102	54.4	D
	T	28	28	100	46.4	D
	R	109	109	100	18.1	B
	Subtotal	200	201	101	33.6	C
EB	L	95	99	104	43.2	D
	T	1,515	1,516	100	24.7	C
	R	57	56	98	13.9	B
	Subtotal	1,667	1,671	100	25.4	C
WB	L	183	177	97	38.8	D
	T	1,498	1,494	100	13.7	B
	R	89	90	101	9.4	A
	Subtotal	1,770	1,761	99	16.0	B
Total		3,758	3,757	100	21.7	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	30	96	68.2	E
	T	8	8	107	0.6	A
	R	277	280	101	31.2	C
	Subtotal	316	318	101	33.9	C
EB	T	1,641	1,649	100	27.5	C
	R	31	35	112	18.7	B
	Subtotal	1,672	1,684	101	27.3	C
WB	L	400	396	99	49.2	D
	T	1,739	1,747	100	16.1	B
	Subtotal	2,139	2,143	100	22.2	C
Total		4,128	4,145	100	25.2	C

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	5	118	4.0	A
	T	44	46	104	5.3	A
	R	296	299	101	4.1	A
	Subtotal	344	350	102	4.3	A
SB	L	13	13	100	4.2	A
	T	62	61	98	5.0	A
	R	1	2	200	2.4	A
	Subtotal	76	76	100	4.8	A
NE	L	4	4	94	2.7	A
	T	6	6	96	4.1	A
	R	3	4	123	3.0	A
	Subtotal	13	14	108	3.4	A
SW	L	378	375	99	10.3	B
	T	32	33	102	7.5	A
	R	30	30	99	11.2	B
	Subtotal	440	438	100	10.2	B
Total		875	878	100	7.2	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	4	94	2.5	A
	T	66	68	103	2.8	A
	R	9	9	103	2.7	A
	Subtotal	79	81	103	2.8	A
SE	L	9	7	80	3.3	A
	T	232	226	98	1.6	A
	R	28	29	104	3.5	A
	Subtotal	269	262	97	1.9	A
NE	L	28	32	114	2.2	A
	T	4	4	94	2.8	A
	R	3	4	123	2.1	A
	Subtotal	35	40	114	2.3	A
SW	L	13	13	100	2.0	A
	T	3	5	154	2.4	A
	R	13	13	100	2.0	A
	Subtotal	29	31	107	2.1	A
Total		412	414	100	2.1	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	7	70	2.7	A
	T	21	22	105	4.1	A
	Subtotal	31	29	94	3.8	A
SB	L	79	80	101	4.5	A
	T	209	203	97	1.8	A
	R	133	133	100	4.6	A
	Subtotal	421	416	99	3.2	A
EB	L	13	12	92	3.0	A
	T	169	175	103	1.3	A
	R	7	7	104	2.8	A
	Subtotal	189	194	103	1.5	A
WB	L	1	0	0		
	T	33	32	97	2.6	A
	R	85	86	101	2.1	A
	Subtotal	119	118	99	2.2	A
Total		772	770	100	2.7	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	24	93	2.4	A
	R	46	47	102	2.2	A
	Subtotal	72	71	99	2.3	A
SB	L	1	0	0	2.8	A
	T	1	1	100	2.1	A
	R	4	3	75	2.3	A
Subtotal	6	4	67	2.3	A	
EB	L	4	3	75	3.0	A
	T	121	120	99	2.7	A
	R	36	37	103	2.2	A
Subtotal	161	160	99	2.6	A	
WB	L	65	66	102	3.2	A
	T	165	170	103	3.0	A
	R	9	10	108	3.5	A
Subtotal	239	246	103	3.1	A	
Total		478	481	101	2.8	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	62	7.1	A
	T	1	2	200	4.8	A
	R	2	2	89	4.7	A
Subtotal	6	6	100	5.5	A	
SB	L	94	91	97	13.6	B
	T	118	120	102	4.1	A
	R	108	115	106	10.2	B
Subtotal	320	326	102	8.9	A	
EB	L	84	84	100	6.7	A
	T	93	94	101	6.4	A
	R	2	3	133	5.7	A
Subtotal	179	181	101	6.5	A	
WB	L	1	1	100	6.2	A
	T	128	129	101	9.7	A
	R	90	93	104	7.7	A
Subtotal	219	223	102	8.9	A	
Total		724	736	102	8.3	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	83	105	40.9	D
	T	81	86	106	50.8	D
	R	136	133	98	23.4	C
	Subtotal	296	302	102	36.0	D
SB	L	215	214	100	42.7	D
	T	117	123	105	39.7	D
	R	48	47	98	27.4	C
	Subtotal	380	384	101	39.9	D
EB	L	49	50	103	71.0	E
	T	1,290	1,293	100	46.3	D
	R	53	55	104	38.8	D
	Subtotal	1,392	1,398	100	46.9	D
WB	L	150	148	99	64.0	E
	T	1,121	1,127	101	29.2	C
	R	278	284	102	30.4	C
	Subtotal	1,549	1,559	101	32.7	C
Total		3,616	3,643	101	39.2	D

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	34	109	52.4	D
	T	16	17	105	50.4	D
	R	73	75	102	23.8	C
	Subtotal	120	126	105	35.1	D
SB	L	63	65	104	53.8	D
	T	28	31	111	47.4	D
	R	109	116	106	20.0	B
	Subtotal	200	212	106	34.4	C
EB	L	95	90	95	43.1	D
	T	1,515	1,515	100	24.5	C
	R	57	62	108	13.8	B
	Subtotal	1,667	1,667	100	25.1	C
WB	L	183	187	102	37.7	D
	T	1,498	1,501	100	14.3	B
	R	89	90	101	9.8	A
	Subtotal	1,770	1,778	100	16.5	B
Total		3,758	3,783	101	21.9	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	29	93	60.6	E
	T	8	8	107	0.7	A
	R	277	282	102	3.3	A
	Subtotal	316	319	101	8.4	A
EB	T	1,641	1,653	101	28.7	C
	R	31	30	96	17.9	B
	Subtotal	1,672	1,683	101	28.5	C
WB	L	400	405	101	44.8	D
	T	1,739	1,753	101	12.8	B
	Subtotal	2,139	2,158	101	18.8	B
Total		4,128	4,160	101	21.9	C

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	71	4.3	A
	T	44	45	102	5.7	A
	R	296	300	101	4.2	A
	Subtotal	344	348	101	4.4	A
SB	L	13	12	92	4.7	A
	T	62	63	101	4.9	A
	R	1	1	100	2.3	A
Subtotal	76	76	100	4.8	A	
NE	L	4	4	94	3.4	A
	T	6	8	128	4.6	A
	R	3	3	92	3.5	A
	Subtotal	13	15	115	4.1	A
SW	L	378	381	101	10.3	B
	T	32	33	102	8.1	A
	R	30	31	102	10.2	B
	Subtotal	440	445	101	10.1	B
Total		875	884	101	7.3	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Existing (2026) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	5	118	3.1	A
	T	66	65	99	3.0	A
	R	9	10	114	2.9	A
	Subtotal	79	80	101	3.0	A
SE	L	9	9	103	3.2	A
	T	232	244	105	1.6	A
	R	28	25	89	3.3	A
	Subtotal	269	278	103	1.8	A
NE	L	28	30	107	2.1	A
	T	4	4	94	2.4	A
	R	3	4	123	1.8	A
	Subtotal	35	38	109	2.1	A
SW	L	13	12	92	2.1	A
	T	3	3	92	2.9	A
	R	13	13	100	1.9	A
	Subtotal	29	28	97	2.1	A
Total		412	424	103	2.1	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	2.7	A
	T	21	19	90	4.0	A
	Subtotal	31	29	94	3.6	A
SB	L	79	76	96	4.7	A
	T	209	206	99	1.8	A
	R	133	140	105	4.6	A
	Subtotal	421	422	100	3.3	A
EB	L	13	12	92	2.9	A
	T	169	170	100	1.2	A
	R	7	7	104	2.9	A
	Subtotal	189	189	100	1.4	A
WB	L	1	1	100	1.2	A
	T	33	30	91	2.6	A
	R	85	84	99	2.2	A
	Subtotal	119	115	97	2.3	A
Total		772	766	99	2.7	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	39	98	2.2	A
	T	5	5	95	2.8	A
	R	60	61	101	2.3	A
	Subtotal	105	105	100	2.3	A
SB	L	5	5	95	1.8	A
	T	5	5	95	2.3	A
	R	10	12	117	1.8	A
	Subtotal	20	22	110	1.9	A
EB	L	5	5	95	2.0	A
	T	85	84	99	2.4	A
	R	20	21	106	2.0	A
	Subtotal	110	110	100	2.3	A
WB	L	15	16	108	2.7	A
	T	59	57	97	3.2	A
	R	5	5	95	3.0	A
	Subtotal	79	78	99	3.1	A
Total		314	315	100	2.5	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	90	94	104	5.6	A
	T	85	83	98	5.6	A
	R	5	6	120	4.3	A
	Subtotal	180	183	102	5.6	A
WB	T	49	47	96	5.4	A
	R	55	56	101	5.0	A
	Subtotal	104	103	99	5.2	A
SE	L	45	41	92	8.3	A
	T	65	72	111	2.5	A
	R	25	27	107	7.5	A
	Subtotal	135	140	104	5.2	A
Total		419	426	102	5.3	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	104	99	109.6	F
	T	35	36	103	132.0	F
	R	290	284	98	129.0	F
	Subtotal	430	424	99	124.5	F
SB	L	205	206	100	60.2	E
	T	35	37	106	61.9	E
	R	35	39	111	26.6	C
	Subtotal	275	282	103	55.8	E
EB	L	30	29	97	19.5	B
	T	1,499	1,498	100	14.3	B
	R	35	38	109	8.6	A
	Subtotal	1,564	1,565	100	14.3	B
WB	L	65	66	102	58.1	E
	T	735	724	98	8.4	A
	R	70	70	100	8.1	A
	Subtotal	870	860	99	12.2	B
Total		3,140	3,131	100	33.2	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	51	101	48.8	D
	T	125	121	97	46.7	D
	R	305	300	98	43.5	D
	Subtotal	480	472	98	44.9	D
SB	L	300	296	99	123.0	F
	T	40	40	100	89.5	F
	R	140	141	101	40.4	D
	Subtotal	480	477	99	95.8	F
EB	L	385	374	97	55.3	E
	T	1,588	1,587	100	31.6	C
	R	30	30	100	16.3	B
	Subtotal	2,003	1,991	99	35.8	D
WB	L	60	59	99	51.0	D
	T	813	802	99	26.0	C
	R	150	147	98	11.5	B
	Subtotal	1,023	1,008	99	25.3	C
Total		3,986	3,948	99	41.5	D

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	101	67.4	E
	T	5	6	120	72.8	E
	R	495	507	102	50.8	D
	Subtotal	520	533	103	51.7	D
SB	L	24	22	93	327.0	F
	T	4	4	100	60.3	E
	R	19	20	107	9.5	A
	Subtotal	47	46	98	165.8	F
EB	L	24	25	105	25.9	C
	T	2,140	2,122	99	25.8	C
	R	5	5	100	16.8	B
	Subtotal	2,169	2,152	99	25.8	C
WB	L	205	192	94	197.0	F
	T	985	967	98	12.8	B
	R	29	31	107	4.2	A
	Subtotal	1,219	1,190	98	42.3	D
Total		3,954	3,921	99	36.9	D

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	4.6	A
	T	125	126	101	6.0	A
	R	302	313	104	4.5	A
	Subtotal	432	443	103	4.9	A
SB	L	5	5	100	4.9	A
	T	105	107	102	5.2	A
	Subtotal	110	112	102	5.2	A
NE	T	10	9	88	3.0	A
	R	5	5	100	3.2	A
	Subtotal	15	14	93	3.1	A
SW	L	187	174	93	7.8	A
	T	14	15	105	7.6	A
	R	120	115	96	7.8	A
	Subtotal	321	304	95	7.8	A
Total		878	873	99	5.9	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	5	100	3.5	A
	T	265	265	100	5.2	A
	R	5	5	100	3.5	A
	Subtotal	275	275	100	5.1	A
SE	L	5	5	100	3.0	A
	T	114	114	100	3.5	A
	R	10	9	88	3.4	A
	Subtotal	129	128	99	3.5	A
NE	L	35	32	91	2.2	A
	T	5	5	100	2.5	A
	R	5	5	100	2.5	A
	Subtotal	45	42	93	2.3	A
SW	L	5	6	120	2.2	A
	T	5	6	120	2.5	A
	R	10	12	117	2.3	A
	Subtotal	20	24	120	2.3	A
Total		470	469	100	4.3	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	114	2.5	A
	T	25	26	103	4.5	A
	R	5	6	114	2.3	A
	Subtotal	35	38	109	3.8	A
SB	L	45	44	97	3.6	A
	T	162	154	95	1.0	A
	R	90	88	98	3.5	A
	Subtotal	297	286	96	2.2	A
EB	L	175	175	100	2.8	A
	T	15	15	98	3.4	A
	R	5	5	95	3.0	A
	Subtotal	195	195	100	2.9	A
WB	T	5	4	76	2.7	A
	R	25	25	99	2.2	A
	Subtotal	30	29	97	2.3	A
Total		559	548	98	2.6	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	2.3	A
	T	5	5	95	2.6	A
	R	60	62	103	2.4	A
	Subtotal	105	108	103	2.4	A
SB	L	5	5	95	1.6	A
	T	5	5	95	2.5	A
	R	10	12	117	1.9	A
	Subtotal	20	22	110	2.0	A
EB	L	5	5	95	2.2	A
	T	85	87	103	2.4	A
	R	20	20	101	2.0	A
	Subtotal	110	112	102	2.3	A
WB	L	15	14	95	2.7	A
	T	59	56	95	3.0	A
	R	5	6	114	3.2	A
	Subtotal	79	76	96	3.0	A
Total		314	318	101	2.5	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	90	89	99	5.5	A
	T	85	89	105	5.7	A
	R	5	6	120	3.8	A
	Subtotal	180	184	102	5.5	A
WB	T	49	47	96	5.4	A
	R	55	55	100	4.7	A
	Subtotal	104	102	98	5.0	A
SE	L	45	39	87	8.8	A
	T	65	67	103	2.4	A
	R	25	26	103	6.4	A
	Subtotal	135	132	98	5.1	A
Total		419	418	100	5.3	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	113	108	71.4	E
	T	35	32	91	79.2	E
	R	290	292	101	42.5	D
	Subtotal	430	437	102	52.7	D
SB	L	205	198	97	138.9	F
	T	35	36	103	106.9	F
	R	35	35	100	70.8	E
	Subtotal	275	269	98	125.8	F
EB	L	30	32	107	14.7	B
	T	1,499	1,517	101	9.9	A
	R	35	36	103	4.1	A
	Subtotal	1,564	1,585	101	9.9	A
WB	L	65	62	95	38.7	D
	T	735	746	101	7.0	A
	R	70	74	106	6.8	A
	Subtotal	870	882	101	9.2	A
Total		3,140	3,173	101	25.8	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	51	101	43.3	D
	T	125	121	97	39.8	D
	R	305	324	106	26.9	C
	Subtotal	480	496	103	31.7	C
SB	L	300	298	99	87.3	F
	T	40	38	95	56.1	E
	R	140	142	101	22.2	C
	Subtotal	480	478	100	65.5	E
EB	L	385	394	102	40.5	D
	T	1,588	1,598	101	17.7	B
	R	30	28	93	5.3	A
	Subtotal	2,003	2,020	101	22.0	C
WB	L	60	58	97	54.3	D
	T	813	818	101	29.4	C
	R	150	152	101	13.4	B
	Subtotal	1,023	1,028	100	28.4	C
Total		3,986	4,022	101	30.0	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	58.1	E
	T	5	5	100	65.4	E
	R	495	486	98	39.8	D
	Subtotal	520	509	98	40.7	D
SB	L	24	23	97	61.7	E
	T	4	4	100	68.0	E
	R	19	20	107	4.8	A
	Subtotal	47	47	100	38.0	D
EB	L	24	24	101	19.1	B
	T	2,140	2,168	101	14.8	B
	R	5	6	120	7.4	A
	Subtotal	2,169	2,198	101	14.8	B
WB	L	205	208	101	51.9	D
	T	985	990	101	6.4	A
	R	29	31	107	1.6	A
	Subtotal	1,219	1,229	101	14.0	B
Total		3,954	3,983	101	18.1	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	4.1	A
	T	125	130	104	5.9	A
	R	302	294	97	4.5	A
	Subtotal	432	429	99	4.9	A
SB	L	5	5	100	3.8	A
	T	105	101	96	5.3	A
	Subtotal	110	106	96	5.2	A
NE	T	10	10	98	3.1	A
	R	5	5	100	2.8	A
	Subtotal	15	15	100	3.0	A
SW	L	187	186	99	8.0	A
	T	14	12	84	6.5	A
	R	120	127	106	8.3	A
	Subtotal	321	325	101	8.1	A
Total		878	875	100	6.1	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	4.0	A
	T	265	278	105	5.2	A
	R	5	7	140	3.6	A
	Subtotal	275	289	105	5.1	A
SE	L	5	4	80	3.1	A
	T	114	111	97	3.5	A
	R	10	8	78	3.1	A
	Subtotal	129	123	95	3.5	A
NE	L	35	33	94	2.2	A
	T	5	6	120	2.2	A
	R	5	6	120	1.8	A
	Subtotal	45	45	100	2.1	A
SW	L	5	4	80	2.5	A
	T	5	4	80	3.3	A
	R	10	10	98	2.3	A
	Subtotal	20	18	90	2.6	A
Total		470	475	101	4.3	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	3.4	A
	T	25	24	95	4.5	A
	R	5	6	114	3.2	A
	Subtotal	35	34	97	4.1	A
SB	L	45	40	88	3.5	A
	T	162	164	101	0.9	A
	R	90	88	98	3.4	A
	Subtotal	297	292	98	2.0	A
EB	L	175	176	100	2.9	A
	T	15	14	92	3.3	A
	R	5	5	95	2.9	A
	Subtotal	195	195	100	2.9	A
WB	T	5	4	76	2.6	A
	R	25	25	99	2.3	A
	Subtotal	30	29	97	2.3	A
Total		559	550	98	2.5	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	26	87	2.6	A
	R	50	54	107	2.4	A
	Subtotal	80	80	100	2.5	A
SB	L	5	6	120	2.1	A
	T	5	4	80	2.7	A
	R	5	5	100	2.4	A
Subtotal	15	15	100	2.4	A	
EB	L	5	4	80	2.1	A
	T	135	132	98	2.7	A
	R	40	41	102	2.3	A
Subtotal	180	177	98	2.6	A	
WB	L	65	66	102	3.4	A
	T	195	188	97	3.1	A
	R	10	9	88	3.5	A
Subtotal	270	263	97	3.2	A	
Total		545	535	98	2.9	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	110	6.5	A
	T	5	5	95	7.9	A
	R	5	5	95	5.4	A
Subtotal	20	21	105	6.6	A	
SB	L	100	97	97	13.5	B
	T	105	99	94	4.4	A
	R	130	126	97	11.7	B
Subtotal	335	322	96	10.0	A	
EB	L	100	101	101	7.0	A
	T	96	96	100	6.7	A
	R	5	6	114	5.3	A
Subtotal	201	203	101	6.8	A	
WB	L	5	4	76	8.8	A
	T	130	128	98	10.7	B
	R	95	92	97	8.5	A
Subtotal	230	224	97	9.8	A	
Total		787	770	98	9.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	115	100	44.5	D
	T	80	80	100	47.6	D
	R	130	128	99	28.9	C
	Subtotal	325	323	99	39.1	D
SB	L	205	205	100	54.0	D
	T	115	113	98	48.6	D
	R	55	54	98	33.1	C
	Subtotal	375	372	99	49.3	D
EB	L	55	52	95	106.9	F
	T	1,662	1,592	96	80.0	E
	R	65	62	96	69.4	E
	Subtotal	1,782	1,706	96	80.4	F
WB	L	155	148	95	118.9	F
	T	1,420	1,363	96	36.2	D
	R	275	264	96	37.2	D
	Subtotal	1,850	1,775	96	43.2	D
Total		4,332	4,176	96	59.0	E

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	52.4	D
	T	45	43	95	44.2	D
	R	115	119	103	24.8	C
	Subtotal	215	217	101	35.6	D
SB	L	135	137	101	54.7	D
	T	70	70	100	46.0	D
	R	290	294	101	32.8	C
	Subtotal	495	501	101	40.6	D
EB	L	255	241	95	81.2	F
	T	1,689	1,614	96	28.2	C
	R	60	60	100	17.8	B
	Subtotal	2,004	1,915	96	34.5	C
WB	L	185	166	90	59.5	E
	T	1,587	1,507	95	29.6	C
	R	190	172	91	21.4	C
	Subtotal	1,962	1,845	94	31.5	C
Total		4,676	4,478	96	34.1	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	36	104	65.5	E
	T	9	10	111	49.1	D
	R	300	295	98	36.0	D
	Subtotal	344	341	99	39.5	D
SB	L	37	35	95	67.5	E
	T	7	6	89	64.3	E
	R	32	32	99	30.4	C
	Subtotal	76	73	96	51.0	D
EB	L	32	25	78	314.0	F
	T	1,875	1,792	96	55.7	E
	R	35	34	98	34.5	C
	Subtotal	1,942	1,851	95	58.8	E
WB	L	430	397	92	214.3	F
	T	1,895	1,776	94	108.2	F
	R	37	33	90	89.3	F
	Subtotal	2,362	2,206	93	127.0	F
Total		4,724	4,471	95	92.1	F

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	4.0	A
	T	55	56	102	6.0	A
	R	318	317	100	4.1	A
	Subtotal	378	378	100	4.4	A
SB	L	15	13	87	4.7	A
	T	105	96	92	4.1	A
	R	5	5	95	4.6	A
	Subtotal	125	114	91	4.2	A
NE	L	5	5	95	3.7	A
	T	10	11	113	4.0	A
	R	5	4	76	4.8	A
	Subtotal	20	20	100	4.1	A
SW	L	408	374	92	13.5	B
	T	34	33	96	10.3	B
	R	35	34	98	13.4	B
	Subtotal	477	441	92	13.3	B
Total		1,001	953	95	8.5	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	76	3.3	A
	T	135	138	102	4.5	A
	R	10	10	103	3.1	A
	Subtotal	150	152	101	4.4	A
SE	L	10	9	92	3.5	A
	T	275	260	95	2.2	A
	R	30	27	89	3.6	A
	Subtotal	315	296	94	2.4	A
NE	L	30	28	93	2.1	A
	T	5	7	133	2.5	A
	R	5	5	95	2.2	A
	Subtotal	40	40	100	2.2	A
SW	L	15	14	93	2.1	A
	T	5	5	95	2.4	A
	R	15	16	107	2.4	A
	Subtotal	35	35	100	2.3	A
Total		541	523	97	2.9	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	2.7	A
	T	20	20	101	4.1	A
	Subtotal	30	30	100	3.6	A
SB	L	85	76	90	5.1	A
	T	209	193	92	1.9	A
	R	165	157	95	5.0	A
	Subtotal	459	426	93	3.6	A
EB	L	15	14	92	3.1	A
	T	175	175	100	1.5	A
	R	10	9	90	2.7	A
	Subtotal	200	198	99	1.7	A
WB	L	5	4	76	2.5	A
	T	30	32	108	2.5	A
	R	95	96	101	2.2	A
	Subtotal	130	132	102	2.3	A
Total		834	798	96	2.9	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	25	83	2.5	A
	R	50	52	103	2.4	A
	Subtotal	80	77	96	2.4	A
SB	L	5	4	80	2.4	A
	T	5	6	120	2.8	A
	R	5	5	100	2.2	A
Subtotal	15	15	100	2.5	A	
EB	L	5	4	80	3.1	A
	T	135	129	96	2.7	A
	R	40	41	102	2.3	A
Subtotal	180	174	97	2.6	A	
WB	L	65	61	94	3.3	A
	T	195	200	103	3.2	A
	R	10	11	107	3.2	A
Subtotal	270	272	101	3.2	A	
Total		545	538	99	2.9	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	7.1	A
	T	5	4	76	6.9	A
	R	5	7	133	3.6	A
Subtotal	20	20	100	5.8	A	
SB	L	100	94	94	13.8	B
	T	105	106	101	5.0	A
	R	130	131	101	11.4	B
Subtotal	335	331	99	10.0	A	
EB	L	100	97	97	6.7	A
	T	96	96	100	6.5	A
	R	5	5	95	5.6	A
Subtotal	201	198	99	6.6	A	
WB	L	5	4	76	9.8	A
	T	130	132	102	11.4	B
	R	95	95	100	8.8	A
Subtotal	230	231	100	10.3	B	
Total		787	780	99	9.1	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	114	99	53.1	D
	T	80	78	98	56.4	E
	R	130	132	102	17.9	B
	Subtotal	325	324	100	39.6	D
SB	L	205	206	100	72.8	E
	T	115	115	100	65.8	E
	R	55	59	107	48.5	D
	Subtotal	375	380	101	66.9	E
EB	L	55	54	98	65.6	E
	T	1,662	1,650	99	30.2	C
	R	65	65	100	16.4	B
	Subtotal	1,782	1,769	99	30.8	C
WB	L	155	154	99	51.0	D
	T	1,420	1,437	101	15.8	B
	R	275	275	100	18.6	B
	Subtotal	1,850	1,866	101	19.1	B
Total		4,332	4,339	100	29.6	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	57	104	71.0	E
	T	45	49	108	59.5	E
	R	115	121	105	20.3	C
	Subtotal	215	227	106	41.5	D
SB	L	135	138	102	73.8	E
	T	70	74	106	57.0	E
	R	290	299	103	28.4	C
	Subtotal	495	511	103	44.8	D
EB	L	255	250	98	39.6	D
	T	1,689	1,692	100	12.4	B
	R	60	59	98	6.2	A
	Subtotal	2,004	2,001	100	15.6	B
WB	L	185	181	98	42.4	D
	T	1,587	1,594	100	21.9	C
	R	190	188	99	12.8	B
	Subtotal	1,962	1,963	100	22.9	C
Total		4,676	4,702	101	23.1	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	30	86	66.6	E
	T	28	26	93	19.2	B
	R	280	286	102	25.3	C
	Subtotal	343	342	100	28.5	C
SB	L	37	36	98	64.7	E
	T	7	7	104	55.9	E
	R	32	32	99	13.8	B
	Subtotal	76	75	99	42.2	D
EB	L	32	29	90	195.4	F
	T	1,875	1,876	100	27.9	C
	R	35	38	109	13.4	B
	Subtotal	1,942	1,943	100	30.1	C
WB	L	405	409	101	51.4	D
	T	1,895	1,908	101	9.6	A
	R	37	39	106	2.9	A
	Subtotal	2,337	2,356	101	16.7	B
Total		4,697	4,716	100	23.6	C

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	4.7	A
	T	55	59	107	5.4	A
	R	318	318	100	4.2	A
	Subtotal	378	381	101	4.4	A
SB	L	15	15	100	6.2	A
	T	105	102	97	4.0	A
	R	5	4	76	4.0	A
	Subtotal	125	121	97	4.3	A
NE	L	5	4	76	4.2	A
	T	10	10	103	4.4	A
	R	5	6	114	4.9	A
	Subtotal	20	20	100	4.5	A
SW	L	408	417	102	14.3	B
	T	33	32	96	10.3	B
	R	35	38	109	14.3	B
	Subtotal	476	487	102	14.0	B
Total		1,000	1,009	101	9.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Background - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.1	A
	T	135	142	105	4.6	A
	R	10	11	113	3.2	A
	Subtotal	150	159	106	4.4	A
SE	L	10	11	113	3.5	A
	T	275	274	100	2.2	A
	R	30	30	99	3.6	A
	Subtotal	315	315	100	2.4	A
NE	L	30	32	106	2.3	A
	T	5	6	114	2.5	A
	R	5	5	95	2.3	A
	Subtotal	40	43	108	2.3	A
SW	L	15	15	100	2.4	A
	T	5	6	114	2.3	A
	R	15	18	120	2.4	A
	Subtotal	35	39	111	2.4	A
Total		541	556	103	3.0	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	2.7	A
	T	20	21	106	4.1	A
	Subtotal	30	29	97	3.7	A
SB	L	85	87	103	5.4	A
	T	209	211	101	2.1	A
	R	165	167	101	5.4	A
	Subtotal	459	465	101	3.9	A
EB	L	15	14	92	3.1	A
	T	175	168	96	1.6	A
	R	10	12	120	3.2	A
	Subtotal	200	194	97	1.8	A
WB	L	5	5	95	2.4	A
	T	30	29	97	2.6	A
	R	95	101	106	2.2	A
	Subtotal	130	135	104	2.3	A
Total		834	839	101	3.2	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	96	2.3	A
	T	5	5	95	2.8	A
	R	60	65	108	2.3	A
	Subtotal	105	108	103	2.3	A
SB	L	5	4	76	1.7	A
	T	5	6	114	2.0	A
	R	10	11	107	1.8	A
	Subtotal	20	21	105	1.8	A
EB	L	5	5	95	2.1	A
	T	90	88	98	2.4	A
	R	20	21	106	2.1	A
	Subtotal	115	114	99	2.3	A
WB	L	15	16	108	3.3	A
	T	80	80	100	3.3	A
	R	5	5	95	3.0	A
	Subtotal	100	101	101	3.3	A
Total		341	344	101	2.6	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	50	51	103	5.9	A
	T	130	132	101	5.9	A
	R	5	6	120	4.8	A
	Subtotal	185	189	102	5.9	A
WB	T	71	72	101	7.1	A
	R	95	101	106	6.0	A
	Subtotal	166	173	104	6.5	A
SE	L	95	95	100	9.6	A
	T	50	51	103	2.1	A
	R	20	22	109	6.9	A
	Subtotal	165	168	102	7.0	A
Total		516	530	103	6.4	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	125	125	100	51.4	D
	T	35	36	103	60.2	E
	R	285	296	104	35.5	D
	Subtotal	445	457	103	41.8	D
SB	L	210	217	103	45.4	D
	T	35	37	106	49.0	D
	R	35	35	100	20.6	C
	Subtotal	280	289	103	42.9	D
EB	L	30	29	97	17.2	B
	T	1,489	1,484	100	12.1	B
	R	65	69	106	5.8	A
	Subtotal	1,584	1,582	100	11.9	B
WB	L	65	60	92	41.1	D
	T	757	767	101	9.6	A
	R	65	68	105	9.0	A
	Subtotal	887	895	101	11.7	B
Total		3,196	3,223	101	19.0	B

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	130	127	98	54.6	D
	T	155	158	102	48.6	D
	R	305	310	102	23.4	C
	Subtotal	590	595	101	36.8	D
SB	L	185	186	100	81.5	F
	T	55	57	104	49.5	D
	R	165	168	102	8.8	A
	Subtotal	405	411	101	47.3	D
EB	L	460	464	101	32.3	C
	T	1,417	1,426	101	15.1	B
	R	115	115	100	6.6	A
	Subtotal	1,992	2,005	101	18.6	B
WB	L	60	59	99	36.9	D
	T	719	730	101	21.2	C
	R	95	92	97	8.8	A
	Subtotal	874	881	101	21.0	C
Total		3,861	3,892	101	24.9	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	96	58.2	E
	T	5	4	80	59.0	E
	R	470	472	100	31.0	C
	Subtotal	495	495	100	32.3	C
SB	L	24	22	93	62.2	E
	T	4	3	75	67.3	E
	R	19	20	107	4.7	A
	Subtotal	47	45	96	37.0	D
EB	L	24	24	101	16.3	B
	T	1,860	1,870	101	14.3	B
	R	5	5	100	6.1	A
	Subtotal	1,889	1,899	101	14.3	B
WB	L	220	220	100	40.9	D
	T	835	844	101	6.1	A
	R	29	31	107	1.3	A
	Subtotal	1,084	1,095	101	13.0	B
Total		3,514	3,534	101	16.7	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	4.7	A
	T	248	253	102	5.0	A
	R	317	317	100	5.1	A
	Subtotal	570	576	101	5.1	A
SB	L	15	14	92	4.3	A
	T	205	210	102	5.8	A
	Subtotal	220	224	102	5.7	A
NE	T	10	11	107	3.9	A
	R	5	6	120	3.5	A
	Subtotal	15	17	113	3.8	A
SW	L	192	190	99	8.7	A
	T	11	11	98	6.4	A
	R	35	36	103	8.6	A
	Subtotal	238	237	100	8.6	A
Total		1,044	1,054	101	6.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	5	100	3.3	A
	T	300	308	103	5.2	A
	R	5	5	100	3.9	A
	Subtotal	310	318	103	5.1	A
SE	L	5	5	100	2.9	A
	T	214	218	102	3.3	A
	R	10	9	88	3.6	A
	Subtotal	229	232	101	3.3	A
NE	L	35	35	100	2.4	A
	T	5	6	120	2.7	A
	R	5	8	160	2.0	A
	Subtotal	45	49	109	2.4	A
SW	L	5	4	80	2.9	A
	T	5	6	120	2.3	A
	R	10	12	117	2.5	A
	Subtotal	20	22	110	2.5	A
Total		605	621	103	4.2	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	36	102	5.9	A
	T	335	340	101	7.5	A
	R	15	15	98	5.1	A
	Subtotal	385	391	102	7.3	A
SB	L	20	22	110	4.7	A
	T	266	264	99	3.1	A
	R	115	119	103	4.4	A
	Subtotal	401	405	101	3.6	A
EB	L	220	222	101	5.4	A
	T	10	9	90	5.6	A
	R	175	178	102	5.6	A
	Subtotal	405	409	101	5.5	A
WB	L	40	42	105	4.1	A
	T	5	6	114	3.6	A
	R	15	16	105	4.3	A
	Subtotal	60	64	107	4.1	A
Total		1,253	1,269	101	5.4	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	39	98	2.3	A
	T	5	5	95	2.7	A
	R	60	60	100	2.2	A
	Subtotal	105	104	99	2.3	A
SB	L	5	5	95	2.1	A
	T	5	6	114	2.4	A
	R	10	10	98	2.0	A
	Subtotal	20	21	105	2.1	A
EB	L	5	6	114	1.8	A
	T	90	89	99	2.4	A
	R	20	19	96	1.9	A
	Subtotal	115	114	99	2.3	A
WB	L	15	13	88	3.0	A
	T	80	83	103	3.3	A
	R	5	6	114	3.2	A
	Subtotal	100	102	102	3.3	A
Total		341	341	100	2.6	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	50	49	98	5.7	A
	T	130	130	100	5.8	A
	R	5	6	120	3.6	A
	Subtotal	185	185	100	5.7	A
WB	T	71	73	103	6.8	A
	R	95	93	98	6.0	A
	Subtotal	166	166	100	6.4	A
SE	L	95	94	99	9.2	A
	T	50	49	99	2.3	A
	R	20	22	109	6.4	A
	Subtotal	165	165	100	6.8	A
Total		516	516	100	6.3	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	125	128	103	55.5	E
	T	35	32	91	66.9	E
	R	285	289	101	48.7	D
	Subtotal	445	449	101	51.9	D
SB	L	210	205	98	46.0	D
	T	35	34	97	47.9	D
	R	35	40	114	18.8	B
	Subtotal	280	279	100	42.3	D
EB	L	30	28	93	17.9	B
	T	1,489	1,511	101	11.8	B
	R	65	72	111	5.2	A
	Subtotal	1,584	1,611	102	11.6	B
WB	L	65	59	91	44.8	D
	T	757	768	101	9.4	A
	R	65	66	102	8.3	A
	Subtotal	887	893	101	11.7	B
Total		3,196	3,232	101	20.1	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	130	129	99	57.0	E
	T	155	157	101	49.4	D
	R	305	305	100	23.1	C
	Subtotal	590	591	100	37.5	D
SB	L	185	188	101	76.7	E
	T	55	55	100	45.2	D
	R	165	170	103	8.5	A
	Subtotal	405	413	102	44.4	D
EB	L	460	458	100	31.8	C
	T	1,417	1,427	101	15.8	B
	R	115	122	106	6.1	A
	Subtotal	1,992	2,007	101	18.9	B
WB	L	60	58	97	36.9	D
	T	719	721	100	22.7	C
	R	95	93	98	9.6	A
	Subtotal	874	872	100	22.2	C
Total		3,861	3,883	101	25.2	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	60.8	E
	T	5	4	80	79.3	E
	R	470	484	103	31.3	C
	Subtotal	495	506	102	32.7	C
SB	L	24	23	97	54.9	D
	T	4	4	100	45.9	D
	R	19	19	101	4.8	A
	Subtotal	47	46	98	33.4	C
EB	L	24	26	109	16.5	B
	T	1,860	1,873	101	14.3	B
	R	5	6	120	6.2	A
	Subtotal	1,889	1,905	101	14.3	B
WB	L	220	219	99	38.7	D
	T	835	836	100	5.8	A
	R	29	30	103	1.5	A
	Subtotal	1,084	1,085	100	12.3	B
Total		3,514	3,542	101	16.6	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	6.4	A
	T	248	254	102	6.4	A
	R	317	318	100	6.7	A
	Subtotal	570	577	101	6.6	A
SB	L	15	15	98	4.9	A
	T	205	206	100	5.9	A
	Subtotal	220	221	100	5.8	A
NE	T	10	12	117	3.4	A
	R	5	5	100	3.7	A
	Subtotal	15	17	113	3.5	A
SW	L	192	190	99	8.5	A
	T	11	12	107	6.0	A
	R	35	36	103	8.6	A
	Subtotal	238	238	100	8.4	A
Total		1,044	1,053	101	6.8	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	3.8	A
	T	300	305	102	5.2	A
	R	5	5	100	3.6	A
	Subtotal	310	314	101	5.2	A
SE	L	5	3	60	3.3	A
	T	214	221	103	3.3	A
	R	10	10	98	3.2	A
	Subtotal	229	234	102	3.3	A
NE	L	35	34	97	2.3	A
	T	5	5	100	2.4	A
	R	5	7	140	2.2	A
	Subtotal	45	46	102	2.3	A
SW	L	5	5	100	2.6	A
	T	5	6	120	3.0	A
	R	10	11	107	2.8	A
	Subtotal	20	22	110	2.8	A
Total		605	616	102	4.2	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	32	91	13.3	B
	T	335	340	101	8.8	A
	R	15	17	111	5.5	A
	Subtotal	385	389	101	9.0	A
SB	L	20	21	105	15.2	B
	T	266	262	98	4.8	A
	R	115	116	101	5.0	A
	Subtotal	401	399	100	5.4	A
EB	L	220	220	100	11.9	B
	T	10	8	80	10.8	B
	R	175	176	100	5.0	A
	Subtotal	405	404	100	8.9	A
WB	L	40	38	95	12.1	B
	T	5	5	95	8.9	A
	R	15	16	105	4.2	A
	Subtotal	60	59	98	9.7	A
Total		1,253	1,251	100	7.8	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	103	2.7	A
	R	50	49	98	2.8	A
	Subtotal	80	80	100	2.8	A
SB	L	5	4	80	2.8	A
	T	5	4	80	2.6	A
	R	5	6	120	2.3	A
Subtotal	15	14	93	2.5	A	
EB	L	5	6	120	2.9	A
	T	150	150	100	2.9	A
	R	40	42	105	2.6	A
Subtotal	195	198	102	2.8	A	
WB	L	70	68	97	3.6	A
	T	220	217	99	3.4	A
	R	10	9	88	3.7	A
Subtotal	300	294	98	3.5	A	
Total		590	586	99	3.1	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	8.2	A
	T	5	5	95	7.8	A
	R	5	5	95	4.2	A
Subtotal	15	15	100	6.7	A	
SB	L	155	155	100	14.3	B
	T	105	102	97	4.5	A
	R	85	87	102	11.2	B
Subtotal	345	344	100	10.6	B	
EB	L	60	59	98	7.9	A
	T	152	151	99	7.3	A
	R	5	5	95	5.3	A
Subtotal	217	215	99	7.4	A	
WB	L	5	4	76	14.4	B
	T	210	202	96	12.0	B
	R	165	164	100	9.6	A
Subtotal	380	370	97	11.0	B	
Total		958	944	99	9.9	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	131	97	49.7	D
	T	75	76	101	48.4	D
	R	135	135	100	19.9	B
	Subtotal	345	342	99	37.6	D
SB	L	210	214	102	90.1	F
	T	115	110	95	73.5	E
	R	55	59	107	58.0	E
	Subtotal	380	383	101	80.4	F
EB	L	55	57	104	51.4	D
	T	1,647	1,656	101	25.0	C
	R	80	82	102	16.9	B
	Subtotal	1,782	1,795	101	25.5	C
WB	L	150	151	101	58.8	E
	T	1,387	1,402	101	19.5	B
	R	275	273	99	23.0	C
	Subtotal	1,812	1,826	101	23.3	C
Total		4,319	4,346	101	30.5	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	141	104	77.9	E
	T	80	85	106	16.3	B
	R	75	76	101	14.0	B
	Subtotal	290	302	104	44.5	D
SB	L	70	68	97	65.9	E
	T	30	30	99	61.9	E
	R	345	348	101	32.1	C
	Subtotal	445	446	100	39.3	D
EB	L	300	297	99	46.5	D
	T	1,441	1,452	101	18.4	B
	R	260	261	100	10.1	B
	Subtotal	2,001	2,010	100	21.5	C
WB	L	185	185	100	36.8	D
	T	1,463	1,476	101	15.3	B
	R	105	105	100	8.7	A
	Subtotal	1,753	1,766	101	17.2	B
Total		4,489	4,524	101	23.1	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	102	63.9	E
	T	34	32	93	11.0	B
	R	300	309	103	19.0	B
	Subtotal	364	372	102	22.1	C
SB	L	37	35	95	63.9	E
	T	7	8	119	52.7	D
	R	32	33	102	10.6	B
	Subtotal	76	76	100	39.6	D
EB	L	32	31	96	36.3	D
	T	1,595	1,609	101	21.5	C
	R	30	30	99	11.0	B
	Subtotal	1,657	1,670	101	21.6	C
WB	L	415	411	99	38.7	D
	T	1,690	1,701	101	8.3	A
	R	37	38	103	2.4	A
	Subtotal	2,142	2,150	100	14.0	B
Total		4,240	4,268	101	18.1	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	7.7	A
	T	250	260	104	8.4	A
	R	325	333	103	6.8	A
	Subtotal	580	598	103	7.5	A
SB	L	35	33	95	7.6	A
	T	340	341	100	7.7	A
	R	5	5	95	6.2	A
	Subtotal	380	379	100	7.7	A
NE	L	10	10	103	4.4	A
	T	5	6	114	4.6	A
	R	5	7	133	5.2	A
	Subtotal	20	23	115	4.7	A
SW	L	395	387	98	16.2	C
	T	23	24	105	9.1	A
	R	35	37	106	16.2	C
	Subtotal	453	448	99	15.8	C
Total		1,434	1,448	101	10.1	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	5	95	4.0	A
	T	280	294	105	5.1	A
	R	10	9	92	4.0	A
	Subtotal	295	308	104	5.1	A
SE	L	10	9	92	4.3	A
	T	435	433	100	5.2	A
	R	30	33	109	4.7	A
	Subtotal	475	475	100	5.1	A
NE	L	30	32	106	3.2	A
	T	5	6	114	3.5	A
	R	5	7	133	2.9	A
	Subtotal	40	45	113	3.2	A
SW	L	15	13	87	2.8	A
	T	5	6	114	2.7	A
	R	15	16	107	2.4	A
	Subtotal	35	35	100	2.6	A
Total		846	863	102	4.9	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	210	202	96	7.2	A
	T	315	332	105	8.7	A
	R	4	4	94	7.1	A
	Subtotal	529	538	102	8.1	A
SB	L	80	74	92	19.8	C
	T	520	522	100	18.5	C
	R	80	79	99	21.5	C
	Subtotal	680	675	99	19.0	C
EB	L	15	16	105	6.9	A
	T	141	138	98	3.0	A
	R	155	155	100	6.8	A
	Subtotal	311	309	99	5.1	A
WB	L	30	31	104	4.9	A
	T	30	28	94	5.1	A
	R	80	82	102	4.5	A
	Subtotal	140	141	101	4.7	A
Total		1,674	1,675	100	11.8	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	103	2.6	A
	R	50	54	107	2.5	A
	Subtotal	80	85	106	2.5	A
SB	L	5	4	80	2.6	A
	T	5	5	100	3.0	A
	R	5	6	120	2.2	A
Subtotal	15	15	100	2.6	A	
EB	L	5	4	80	1.8	A
	T	150	154	102	2.8	A
	R	40	44	110	2.4	A
Subtotal	195	202	104	2.7	A	
WB	L	70	68	97	3.5	A
	T	220	213	97	3.4	A
	R	10	12	117	3.6	A
Subtotal	300	293	98	3.4	A	
Total		590	595	101	3.0	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	57	7.9	A
	T	5	5	95	8.2	A
	R	5	7	133	5.1	A
Subtotal	15	15	100	6.7	A	
SB	L	155	156	101	14.5	B
	T	105	107	102	4.4	A
	R	85	83	98	10.7	B
Subtotal	345	346	100	10.5	B	
EB	L	60	61	102	7.6	A
	T	152	157	103	7.2	A
	R	5	6	114	5.3	A
Subtotal	217	224	103	7.3	A	
WB	L	5	5	95	12.2	B
	T	210	208	99	12.3	B
	R	165	166	101	10.3	B
Subtotal	380	379	100	11.4	B	
Total		958	964	101	10.1	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	141	104	49.2	D
	T	75	74	98	47.3	D
	R	135	133	99	20.4	C
	Subtotal	345	348	101	37.8	D
SB	L	210	213	101	67.6	E
	T	115	115	100	63.3	E
	R	55	57	104	46.9	D
	Subtotal	380	385	101	63.3	E
EB	L	55	54	98	51.3	D
	T	1,647	1,649	100	25.0	C
	R	80	82	102	16.8	B
	Subtotal	1,782	1,785	100	25.4	C
WB	L	150	149	99	51.7	D
	T	1,387	1,401	101	20.0	B
	R	275	269	98	22.4	C
	Subtotal	1,812	1,819	100	23.0	C
Total		4,319	4,337	100	28.8	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	130	96	68.0	E
	T	80	85	106	12.9	B
	R	75	74	98	11.6	B
	Subtotal	290	289	100	37.4	D
SB	L	70	70	100	65.7	E
	T	30	29	96	59.5	E
	R	345	348	101	29.5	C
	Subtotal	445	447	100	37.1	D
EB	L	300	298	99	38.7	D
	T	1,441	1,434	100	17.1	B
	R	260	267	103	9.7	A
	Subtotal	2,001	1,999	100	19.3	B
WB	L	185	175	95	41.1	D
	T	1,463	1,467	100	17.6	B
	R	105	109	104	8.9	A
	Subtotal	1,753	1,751	100	19.4	B
Total		4,489	4,486	100	22.3	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	32	106	64.6	E
	T	34	32	93	13.1	B
	R	300	304	101	20.7	C
	Subtotal	364	368	101	23.9	C
SB	L	37	34	93	60.2	E
	T	7	7	104	52.0	D
	R	32	33	102	9.7	A
	Subtotal	76	74	97	36.9	D
EB	L	32	32	99	61.6	E
	T	1,595	1,591	100	26.7	C
	R	30	31	102	13.4	B
	Subtotal	1,657	1,654	100	27.1	C
WB	L	415	418	101	45.5	D
	T	1,690	1,686	100	8.2	A
	R	37	35	95	2.3	A
	Subtotal	2,142	2,139	100	15.4	B
Total		4,240	4,235	100	21.1	C

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	6.6	A
	T	250	247	99	9.6	A
	R	325	326	100	7.9	A
	Subtotal	580	578	100	8.6	A
SB	L	35	34	98	8.2	A
	T	340	343	101	8.5	A
	R	5	6	114	8.4	A
	Subtotal	380	383	101	8.5	A
NE	L	10	11	113	5.2	A
	T	5	6	114	5.8	A
	R	5	6	114	4.2	A
	Subtotal	20	23	115	5.1	A
SW	L	395	398	101	20.7	C
	T	23	25	110	10.0	A
	R	35	33	95	21.5	C
	Subtotal	453	456	101	20.2	C
Total		1,434	1,440	100	12.2	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2035) Silverlake Parkway Connection - Mitigated
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.8	A
	T	280	277	99	5.1	A
	R	10	8	82	3.9	A
	Subtotal	295	291	99	5.0	A
SE	L	10	10	103	4.0	A
	T	435	435	100	5.0	A
	R	30	29	96	4.5	A
	Subtotal	475	474	100	4.9	A
NE	L	30	29	96	3.3	A
	T	5	7	133	3.4	A
	R	5	6	114	3.0	A
	Subtotal	40	42	105	3.3	A
SW	L	15	15	100	2.8	A
	T	5	5	95	2.6	A
	R	15	18	120	2.3	A
	Subtotal	35	38	109	2.5	A
Total		846	845	100	4.8	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	210	210	100	23.1	C
	T	315	317	101	6.9	A
	R	4	5	118	3.0	A
	Subtotal	529	532	101	13.3	B
SB	L	80	82	102	14.6	B
	T	520	516	99	9.6	A
	R	80	82	102	7.9	A
	Subtotal	680	680	100	10.0	A
EB	L	15	14	92	20.9	C
	T	141	145	103	7.7	A
	R	155	160	103	12.4	B
	Subtotal	311	319	103	10.6	B
WB	L	30	30	101	21.9	C
	T	30	31	104	18.1	B
	R	80	85	106	7.3	A
	Subtotal	140	146	104	12.6	B
Total		1,674	1,692	101	11.4	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	2.2	A
	T	5	4	76	2.7	A
	R	60	64	106	2.3	A
	Subtotal	105	109	104	2.3	A
SB	L	5	5	95	1.9	A
	T	5	6	114	2.4	A
	R	10	11	107	2.0	A
	Subtotal	20	22	110	2.1	A
EB	L	5	6	114	1.9	A
	T	95	96	101	2.4	A
	R	20	21	106	2.1	A
	Subtotal	120	123	103	2.3	A
WB	L	15	16	108	3.1	A
	T	80	80	99	3.5	A
	R	5	7	133	3.0	A
	Subtotal	100	103	103	3.4	A
Total		346	357	103	2.6	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	40	42	105	5.6	A
	T	145	150	103	5.7	A
	R	5	6	120	4.3	A
	Subtotal	190	198	104	5.6	A
WB	T	86	89	104	6.3	A
	R	80	85	107	6.0	A
	Subtotal	166	174	105	6.2	A
SE	L	65	66	102	9.2	A
	T	50	55	110	2.3	A
	R	15	15	102	7.3	A
	Subtotal	130	136	105	6.2	A
Total		485	508	105	6.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	80	100	62.6	E
	T	45	48	106	71.9	E
	R	280	283	101	18.2	B
	Subtotal	405	411	101	33.1	C
SB	L	195	198	102	69.0	E
	T	40	45	112	68.2	E
	R	30	31	103	33.4	C
	Subtotal	265	274	103	64.8	E
EB	L	30	32	107	12.6	B
	T	1,015	1,037	102	9.1	A
	R	30	30	100	3.3	A
	Subtotal	1,075	1,099	102	9.0	A
WB	L	60	60	100	25.6	C
	T	545	559	103	6.0	A
	R	65	64	98	5.3	A
	Subtotal	670	683	102	7.7	A
Total		2,415	2,467	102	19.0	B

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	48.3	D
	T	100	102	102	44.0	D
	R	345	347	101	20.3	C
	Subtotal	500	504	101	28.2	C
SB	L	225	226	101	63.5	E
	T	30	30	100	47.1	D
	R	90	91	101	7.0	A
	Subtotal	345	347	101	47.3	D
EB	L	280	276	99	32.1	C
	T	1,178	1,200	102	13.1	B
	R	45	50	110	4.2	A
	Subtotal	1,503	1,526	102	16.2	B
WB	L	70	70	100	34.2	C
	T	735	750	102	11.6	B
	R	115	119	103	5.0	A
	Subtotal	920	939	102	12.4	B
Total		3,268	3,316	101	20.2	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	159	102	65.1	E
	T	10	11	107	53.0	D
	R	415	422	102	26.0	C
	Subtotal	580	592	102	37.0	D
SB	L	50	50	100	58.9	E
	T	10	10	98	53.5	D
	R	40	40	100	4.9	A
	Subtotal	100	100	100	36.8	D
EB	L	60	59	99	19.4	B
	T	1,641	1,660	101	11.6	B
	R	5	5	100	5.2	A
	Subtotal	1,706	1,724	101	11.8	B
WB	L	175	176	101	31.9	C
	T	725	737	102	6.9	A
	R	60	60	100	1.8	A
	Subtotal	960	973	101	11.1	B
Total		3,346	3,389	101	16.8	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	3.6	A
	T	110	111	101	6.1	A
	R	295	298	101	4.4	A
	Subtotal	410	413	101	4.8	A
SB	L	35	37	106	4.9	A
	T	130	130	100	6.2	A
	R	5	6	120	4.2	A
	Subtotal	170	173	102	5.9	A
NE	L	5	4	80	4.8	A
	T	10	11	107	3.8	A
	R	5	6	120	3.4	A
	Subtotal	20	21	105	3.9	A
SW	L	375	385	103	7.4	A
	T	16	19	119	7.9	A
	R	75	74	98	7.8	A
	Subtotal	466	478	103	7.5	A
Total		1,066	1,085	102	6.2	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	4.3	A
	T	205	206	100	4.9	A
	R	5	6	120	3.2	A
	Subtotal	215	216	100	4.8	A
SE	L	5	6	120	3.0	A
	T	130	133	102	2.8	A
	R	10	10	98	2.6	A
	Subtotal	145	149	103	2.8	A
NE	L	35	36	103	2.2	A
	T	5	5	100	2.4	A
	R	5	5	100	1.9	A
	Subtotal	45	46	102	2.2	A
SW	L	5	5	100	3.0	A
	T	5	5	100	3.1	A
	R	10	12	117	2.4	A
	Subtotal	20	22	110	2.7	A
Total		426	433	102	3.8	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	3.2	A
	T	5	6	114	4.6	A
	R	5	6	114	2.9	A
	Subtotal	15	16	107	3.6	A
SB	L	60	58	97	3.9	A
	T	340	344	101	1.2	A
	R	110	119	108	3.9	A
	Subtotal	510	521	102	2.1	A
EB	L	220	221	100	3.8	A
	T	180	179	99	4.2	A
	R	5	6	114	4.0	A
	Subtotal	405	406	100	4.0	A
WB	L	5	6	114	3.2	A
	T	45	47	104	3.1	A
	R	40	39	98	2.8	A
	Subtotal	90	92	102	3.0	A
Total		1,021	1,035	101	2.9	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	97	2.5	A
	R	50	46	92	2.4	A
	Subtotal	80	75	94	2.4	A
SB	L	5	4	80	2.5	A
	T	5	5	100	2.7	A
	R	5	5	100	2.1	A
Subtotal	15	14	93	2.4	A	
EB	L	5	5	100	2.3	A
	T	160	160	100	2.8	A
	R	40	41	102	2.6	A
Subtotal	205	206	100	2.7	A	
WB	L	65	63	97	3.7	A
	T	215	213	99	3.7	A
	R	10	10	98	3.8	A
Subtotal	290	286	99	3.7	A	
Total		590	581	98	3.2	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	8.2	A
	R	5	5	95	5.7	A
	Subtotal	10	9	90	6.8	A
SB	L	145	142	98	15.5	C
	T	130	134	103	4.0	A
	R	60	61	102	11.8	B
Subtotal	335	337	101	10.3	B	
EB	L	55	53	97	8.7	A
	T	167	164	98	7.8	A
	R	5	5	95	6.4	A
Subtotal	227	222	98	8.0	A	
WB	L	5	5	95	12.3	B
	T	225	220	98	14.7	B
	R	145	148	102	11.8	B
Subtotal	375	373	99	13.5	B	
Total		947	941	99	11.0	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	75	94	59.9	E
	T	95	98	103	62.2	E
	R	130	133	103	14.5	B
	Subtotal	305	306	100	40.9	D
SB	L	200	198	99	65.1	E
	T	140	136	97	58.7	E
	R	45	48	106	43.6	D
	Subtotal	385	382	99	60.1	E
EB	L	45	45	99	33.9	C
	T	1,150	1,158	101	18.8	B
	R	50	52	105	10.6	B
	Subtotal	1,245	1,255	101	19.0	B
WB	L	145	147	102	44.7	D
	T	1,008	1,029	102	15.5	B
	R	260	270	104	17.6	B
	Subtotal	1,413	1,446	102	18.9	B
Total		3,348	3,389	101	25.6	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	53	96	67.1	E
	T	35	35	101	56.4	E
	R	130	126	97	13.3	B
	Subtotal	220	214	97	33.7	C
SB	L	110	112	102	68.4	E
	T	55	52	95	57.2	E
	R	195	204	104	16.0	B
	Subtotal	360	368	102	37.8	D
EB	L	170	171	100	32.0	C
	T	1,250	1,251	100	17.4	B
	R	105	106	101	8.0	A
	Subtotal	1,525	1,528	100	18.4	B
WB	L	325	326	100	40.0	D
	T	1,160	1,178	102	11.6	B
	R	155	159	102	5.8	A
	Subtotal	1,640	1,663	101	16.6	B
Total		3,745	3,773	101	20.3	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	100	101	101	69.1	E
	T	15	16	107	57.1	E
	R	260	261	100	18.5	B
	Subtotal	375	378	101	33.7	C
SB	L	80	79	99	65.0	E
	T	15	13	87	53.0	D
	R	70	76	109	11.2	B
	Subtotal	165	168	102	39.7	D
EB	L	65	63	97	32.8	C
	T	1,380	1,381	100	12.1	B
	R	100	100	100	6.2	A
	Subtotal	1,545	1,544	100	12.6	B
WB	L	365	364	100	43.4	D
	T	1,455	1,478	102	8.6	A
	R	80	80	100	2.5	A
	Subtotal	1,900	1,922	101	14.9	B
Total		3,985	4,012	101	16.9	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	5.2	A
	T	110	111	101	6.4	A
	R	300	300	100	4.8	A
	Subtotal	415	416	100	5.2	A
SB	L	35	37	106	6.2	A
	T	255	250	98	3.5	A
	R	5	4	76	4.0	A
	Subtotal	295	291	99	3.9	A
NE	L	5	5	95	3.3	A
	T	10	11	113	4.3	A
	R	5	6	114	4.4	A
	Subtotal	20	22	110	4.1	A
SW	L	380	379	100	10.7	B
	T	30	30	101	7.8	A
	R	75	72	96	10.4	B
	Subtotal	485	481	99	10.5	B
Total		1,216	1,210	100	7.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	76	3.8	A
	T	176	173	99	4.3	A
	R	10	9	92	3.2	A
	Subtotal	191	186	97	4.2	A
SE	L	10	10	103	4.7	A
	T	444	441	99	4.1	A
	R	30	31	102	4.9	A
	Subtotal	484	482	100	4.2	A
NE	L	30	28	93	3.0	A
	T	5	5	95	3.5	A
	R	5	5	95	2.9	A
	Subtotal	40	38	95	3.1	A
SW	L	15	13	87	2.4	A
	T	5	5	95	2.4	A
	R	15	15	100	2.3	A
	Subtotal	35	33	94	2.4	A
Total		751	739	98	4.1	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	3.9	A
	T	5	5	95	5.0	A
	Subtotal	20	21	105	4.2	A
SB	L	210	206	98	5.7	A
	T	255	253	99	1.5	A
	R	35	34	97	5.7	A
	Subtotal	500	493	99	3.5	A
EB	L	10	10	100	6.8	A
	T	315	309	98	6.1	A
	R	10	9	90	6.1	A
	Subtotal	335	328	98	6.1	A
WB	L	25	23	91	3.1	A
	T	185	183	99	3.5	A
	R	215	216	100	3.0	A
	Subtotal	425	422	99	3.2	A
Total		1,296	1,279	99	4.1	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	36	91	2.4	A
	T	5	4	76	3.0	A
	R	60	59	98	2.3	A
	Subtotal	105	99	94	2.4	A
SB	L	5	5	95	2.1	A
	T	5	6	114	1.9	A
	R	10	12	117	2.1	A
	Subtotal	20	23	115	2.0	A
EB	L	5	4	76	2.1	A
	T	110	107	97	2.5	A
	R	20	20	101	2.2	A
	Subtotal	135	131	97	2.4	A
WB	L	15	15	102	3.6	A
	T	80	80	99	3.6	A
	R	5	5	95	3.5	A
	Subtotal	100	100	100	3.6	A
Total		361	353	98	2.7	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	105	105	100	9.3	A
	T	42	47	111	2.0	A
	R	10	10	103	6.0	A
	Subtotal	157	162	103	7.0	A
EB	L	25	22	87	6.4	A
	T	175	172	98	6.4	A
	R	5	5	100	3.6	A
	Subtotal	205	199	97	6.3	A
WB	T	81	82	101	7.9	A
	R	95	100	105	6.0	A
	Subtotal	176	182	103	6.9	A
Total		538	543	101	6.7	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	85	100	57.2	E
	T	40	38	95	65.5	E
	R	270	277	103	21.6	C
	Subtotal	395	400	101	33.3	C
SB	L	205	201	98	59.8	E
	T	40	41	102	62.1	E
	R	30	32	107	28.6	C
	Subtotal	275	274	100	56.5	E
EB	L	25	24	97	12.2	B
	T	1,005	1,032	103	9.4	A
	R	60	63	105	3.7	A
	Subtotal	1,090	1,119	103	9.1	A
WB	L	55	56	102	20.7	C
	T	552	549	100	5.2	A
	R	70	75	107	4.4	A
	Subtotal	677	680	100	6.4	A
Total		2,436	2,473	102	17.6	B

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	74	98	49.6	D
	T	110	108	98	44.6	D
	R	365	364	100	23.9	C
	Subtotal	550	546	99	31.5	C
SB	L	220	228	104	63.8	E
	T	35	33	94	45.4	D
	R	100	103	103	6.9	A
	Subtotal	355	364	103	46.0	D
EB	L	310	318	103	31.9	C
	T	1,128	1,145	101	13.5	B
	R	55	52	95	4.5	A
	Subtotal	1,493	1,515	101	17.1	B
WB	L	70	65	93	35.5	D
	T	710	702	99	13.9	B
	R	120	116	96	6.0	A
	Subtotal	900	883	98	14.5	B
Total		3,298	3,308	100	21.9	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	147	98	64.9	E
	T	10	10	98	60.3	E
	R	440	448	102	29.3	C
	Subtotal	600	605	101	38.5	D
SB	L	50	52	103	60.4	E
	T	8	8	97	44.0	D
	R	40	37	92	4.8	A
	Subtotal	98	97	99	37.8	D
EB	L	50	49	98	17.6	B
	T	1,627	1,656	102	13.5	B
	R	5	5	100	7.5	A
	Subtotal	1,682	1,710	102	13.6	B
WB	L	205	203	99	35.9	D
	T	710	703	99	6.7	A
	R	60	60	100	1.8	A
	Subtotal	975	966	99	12.5	B
Total		3,356	3,378	101	18.5	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	6.4	A
	T	166	161	97	7.0	A
	R	345	356	103	6.4	A
	Subtotal	516	521	101	6.6	A
SB	L	20	18	91	5.4	A
	T	160	154	96	6.6	A
	R	5	5	100	5.2	A
	Subtotal	185	177	96	6.4	A
NE	L	5	4	80	4.5	A
	T	10	10	98	4.8	A
	R	5	5	100	4.3	A
	Subtotal	20	19	95	4.6	A
SW	L	400	391	98	7.9	A
	T	6	7	117	8.4	A
	R	55	55	100	7.8	A
	Subtotal	461	453	98	7.9	A
Total		1,182	1,170	99	7.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	3.0	A
	T	190	183	96	3.9	A
	R	5	6	120	3.1	A
	Subtotal	200	193	97	3.9	A
SE	L	5	5	100	2.7	A
	T	174	165	95	4.6	A
	R	10	9	88	3.2	A
	Subtotal	189	179	95	4.5	A
NE	L	35	33	94	2.3	A
	T	5	5	100	2.9	A
	R	5	5	100	2.3	A
	Subtotal	45	43	96	2.4	A
SW	L	5	5	100	2.2	A
	T	5	5	100	2.4	A
	R	10	10	98	2.3	A
	Subtotal	20	20	100	2.3	A
Total		454	435	96	3.9	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	62	103	14.3	B
	T	270	273	101	10.3	B
	R	30	31	103	5.8	A
	Subtotal	360	366	102	10.6	B
SB	L	40	39	98	15.6	B
	T	424	415	98	3.2	A
	R	100	97	97	4.9	A
	Subtotal	564	551	98	4.4	A
EB	L	190	188	99	11.6	B
	T	35	37	105	10.1	B
	R	290	283	98	6.0	A
	Subtotal	515	508	99	8.4	A
WB	L	10	9	90	12.7	B
	T	5	6	114	6.3	A
	R	30	35	117	3.8	A
	Subtotal	45	50	111	5.7	A
Total		1,485	1,475	99	7.4	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	27	90	2.4	A
	R	50	53	105	2.5	A
	Subtotal	80	80	100	2.5	A
SB	L	5	5	100	2.6	A
	T	5	5	100	2.9	A
	R	5	5	100	1.9	A
Subtotal	15	15	100	2.5	A	
EB	L	5	6	120	2.2	A
	T	160	160	100	2.9	A
	R	40	39	98	2.5	A
Subtotal	205	205	100	2.8	A	
WB	L	70	70	100	3.9	A
	T	240	233	97	3.8	A
	R	10	9	88	4.0	A
Subtotal	320	312	98	3.8	A	
Total		620	612	99	3.3	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	9.3	A
	R	5	6	114	4.9	A
	Subtotal	10	10	100	6.7	A
SB	L	165	160	97	16.6	C
	T	124	129	104	3.9	A
	R	40	36	89	10.3	B
Subtotal	329	325	99	10.9	B	
EB	L	30	28	92	9.6	A
	T	192	196	102	8.3	A
	R	5	5	95	6.2	A
Subtotal	227	229	101	8.4	A	
WB	L	5	4	76	17.3	C
	T	275	270	98	18.8	C
	R	175	177	101	15.7	C
Subtotal	455	451	99	17.6	C	
Total		1,022	1,015	99	13.3	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	90	86	96	57.7	E
	T	90	89	99	62.5	E
	R	120	123	103	14.9	B
	Subtotal	300	298	99	41.5	D
SB	L	210	203	97	54.9	D
	T	130	132	102	54.5	D
	R	45	45	99	43.4	D
	Subtotal	385	380	99	53.4	D
EB	L	49	50	103	40.5	D
	T	1,355	1,338	99	21.5	C
	R	65	64	99	15.3	B
	Subtotal	1,469	1,452	99	21.9	C
WB	L	135	129	96	46.7	D
	T	994	999	101	14.0	B
	R	275	280	102	16.1	B
	Subtotal	1,404	1,408	100	17.4	B
Total		3,556	3,538	99	25.1	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	58	96	66.8	E
	T	70	69	99	31.8	C
	R	135	137	101	13.7	B
	Subtotal	265	264	100	30.1	C
SB	L	110	112	102	71.3	E
	T	60	61	101	59.3	E
	R	215	212	99	15.5	B
	Subtotal	385	385	100	38.7	D
EB	L	190	193	102	33.2	C
	T	1,372	1,344	98	14.6	B
	R	125	125	100	9.6	A
	Subtotal	1,687	1,662	99	16.4	B
WB	L	360	366	102	42.1	D
	T	1,125	1,132	101	15.7	B
	R	155	160	103	8.5	A
	Subtotal	1,640	1,658	101	20.8	C
Total		3,978	3,969	100	21.3	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	95	99	104	68.7	E
	T	35	36	102	28.9	C
	R	285	284	100	18.7	B
	Subtotal	415	419	101	31.4	C
SB	L	80	81	101	62.4	E
	T	15	14	93	58.5	E
	R	65	68	105	10.3	B
	Subtotal	160	163	102	40.3	D
EB	L	65	65	100	33.8	C
	T	1,350	1,335	99	18.1	B
	R	95	94	99	9.0	A
	Subtotal	1,510	1,494	99	18.2	B
WB	L	385	388	101	42.0	D
	T	1,435	1,442	100	9.0	A
	R	80	78	98	2.9	A
	Subtotal	1,900	1,908	100	15.5	B
Total		3,985	3,984	100	19.2	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	114	7.5	A
	T	150	150	100	9.2	A
	R	375	382	102	7.7	A
	Subtotal	530	538	102	8.1	A
SB	L	35	31	89	6.4	A
	T	315	327	104	5.2	A
	R	5	6	114	6.2	A
	Subtotal	355	364	103	5.3	A
NE	L	10	9	92	5.1	A
	T	5	5	95	5.5	A
	R	5	4	76	5.3	A
	Subtotal	20	18	90	5.3	A
SW	L	450	454	101	15.1	C
	T	23	26	113	9.4	A
	R	95	96	101	15.0	B
	Subtotal	568	576	101	14.8	B
Total		1,474	1,496	102	10.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Silverlake Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.5	A
	T	240	238	99	5.0	A
	R	10	10	103	3.9	A
	Subtotal	255	254	100	4.9	A
SE	L	10	9	92	4.9	A
	T	506	512	101	4.5	A
	R	30	30	99	4.9	A
	Subtotal	546	551	101	4.5	A
NE	L	30	30	99	3.1	A
	T	5	4	76	3.9	A
	R	5	6	114	3.2	A
	Subtotal	40	40	100	3.2	A
SW	L	15	15	100	2.5	A
	T	5	6	114	2.9	A
	R	15	15	100	2.6	A
	Subtotal	35	36	103	2.6	A
Total		876	881	101	4.5	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	289	98	24.1	C
	T	275	282	102	10.2	B
	R	5	5	95	5.7	A
	Subtotal	575	576	100	17.1	B
SB	L	60	65	108	16.4	B
	T	533	537	101	7.6	A
	R	40	40	101	7.5	A
	Subtotal	633	642	101	8.5	A
EB	L	10	10	100	17.0	B
	T	145	143	99	10.0	A
	R	205	209	102	12.6	B
	Subtotal	360	362	101	11.7	B
WB	L	110	115	105	29.2	C
	T	40	41	103	15.0	B
	R	60	59	98	6.2	A
	Subtotal	210	215	102	20.2	C
Total		1,790	1,807	101	13.4	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	43	108	2.3	A
	T	1	1	100	4.2	A
	R	60	64	106	2.4	A
	Subtotal	101	108	107	2.4	A
SB	L	5	5	95	1.9	A
	T	5	6	114	2.5	A
	R	10	10	98	1.8	A
	Subtotal	20	21	105	2.0	A
EB	L	5	4	76	2.3	A
	T	110	106	97	2.5	A
	R	20	20	101	2.0	A
	Subtotal	135	130	96	2.4	A
WB	L	15	15	102	3.3	A
	T	80	76	94	3.5	A
	R	5	5	95	3.3	A
	Subtotal	100	96	96	3.5	A
Total		357	355	99	2.6	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	75	76	101	9.4	A
	T	40	41	102	2.1	A
	R	10	10	103	7.5	A
	Subtotal	125	127	102	6.9	A
EB	L	25	25	99	6.7	A
	T	175	175	100	6.1	A
	R	5	6	120	3.9	A
	Subtotal	205	206	100	6.1	A
WB	T	88	84	96	6.5	A
	R	80	81	102	5.4	A
	Subtotal	168	165	98	6.0	A
	Total		498	498	100	6.3

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	71	101	57.8	E
	T	40	37	92	73.1	E
	R	270	269	100	17.3	B
	Subtotal	380	377	99	30.4	C
SB	L	205	210	102	59.9	E
	T	40	42	105	57.7	E
	R	30	32	107	25.4	C
	Subtotal	275	284	103	55.7	E
EB	L	25	27	109	12.3	B
	T	1,010	1,007	100	8.8	A
	R	30	30	100	2.2	A
	Subtotal	1,065	1,064	100	8.7	A
WB	L	55	56	102	21.1	C
	T	552	559	101	5.5	A
	R	70	71	101	4.5	A
	Subtotal	677	686	101	6.7	A
Total		2,396	2,411	101	17.1	B

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	77	102	49.4	D
	T	110	105	95	44.9	D
	R	365	370	101	22.1	C
	Subtotal	550	552	100	30.2	C
SB	L	220	229	104	64.9	E
	T	35	35	100	43.7	D
	R	100	101	101	7.1	A
	Subtotal	355	365	103	46.9	D
EB	L	310	312	101	31.3	C
	T	1,134	1,131	100	13.5	B
	R	55	55	100	4.1	A
	Subtotal	1,499	1,498	100	16.9	B
WB	L	70	73	104	35.5	D
	T	710	717	101	12.5	B
	R	120	122	101	5.5	A
	Subtotal	900	912	101	13.4	B
Total		3,304	3,327	101	21.4	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	152	101	64.3	E
	T	10	10	98	60.2	E
	R	425	431	101	25.3	C
	Subtotal	585	593	101	35.9	D
SB	L	50	49	98	56.1	E
	T	4	4	100	57.5	E
	R	40	39	98	4.7	A
	Subtotal	94	92	98	34.4	C
EB	L	50	52	103	16.8	B
	T	1,627	1,640	101	11.8	B
	R	5	5	100	4.6	A
	Subtotal	1,682	1,697	101	11.9	B
WB	L	175	168	96	30.9	C
	T	710	721	102	6.6	A
	R	60	59	99	1.7	A
	Subtotal	945	948	100	10.6	B
Total		3,307	3,330	101	16.4	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	4.4	A
	T	122	124	102	4.3	A
	R	335	336	100	4.5	A
	Subtotal	462	464	100	4.4	A
SB	L	20	19	96	4.0	A
	T	125	122	98	5.3	A
	Subtotal	145	141	97	5.1	A
NE	T	5	4	80	3.0	A
	R	5	5	100	3.4	A
	Subtotal	10	9	90	3.2	A
SW	L	210	207	99	5.7	A
	T	9	9	100	5.5	A
	R	55	51	93	6.1	A
	Subtotal	274	267	97	5.8	A
Total		890	881	99	4.9	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	2.6	A
	T	150	147	98	4.5	A
	R	5	4	80	3.7	A
	Subtotal	160	155	97	4.4	A
SE	L	5	5	100	2.7	A
	T	144	148	102	3.0	A
	R	10	10	98	2.9	A
	Subtotal	159	163	103	3.0	A
NE	L	35	34	97	2.3	A
	T	5	6	120	2.8	A
	R	5	5	100	1.9	A
	Subtotal	45	45	100	2.3	A
SW	L	5	5	100	2.5	A
	T	5	5	100	2.8	A
	R	10	10	98	2.4	A
	Subtotal	20	20	100	2.5	A
Total		385	383	99	3.5	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	43	95	4.9	A
	T	255	262	103	6.5	A
	R	25	26	103	5.2	A
	Subtotal	325	331	102	6.2	A
SB	L	20	18	90	3.6	A
	T	220	217	99	2.1	A
	R	100	99	99	3.7	A
	Subtotal	340	334	98	2.7	A
EB	L	190	184	97	4.6	A
	T	35	34	96	5.0	A
	R	260	268	103	4.7	A
	Subtotal	485	486	100	4.7	A
WB	T	15	15	98	3.8	A
	R	15	18	118	3.5	A
	Subtotal	30	33	110	3.6	A
Total		1,181	1,184	100	4.5	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	30	100	2.5	A
	R	50	51	101	2.2	A
	Subtotal	80	81	101	2.3	A
SB	L	5	5	100	2.3	A
	T	5	5	100	2.8	A
	R	5	6	120	2.1	A
Subtotal	15	16	107	2.4	A	
EB	L	5	6	120	2.0	A
	T	115	113	98	2.6	A
	R	40	40	100	2.2	A
Subtotal	160	159	99	2.5	A	
WB	L	65	63	97	3.5	A
	T	180	177	99	3.2	A
	R	10	10	98	3.3	A
Subtotal	255	250	98	3.3	A	
Total		510	506	99	2.9	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	107	97	25.6	D
	T	60	62	103	25.6	D
	R	135	136	101	21.6	C
Subtotal	305	305	100	23.8	C	
SB	L	90	86	96	16.0	C
	T	210	213	101	12.0	B
	R	55	56	102	17.2	C
Subtotal	355	355	100	13.8	B	
EB	L	40	42	104	11.2	B
	T	65	64	98	11.6	B
	R	75	76	101	8.1	A
Subtotal	180	182	101	10.0	A	
WB	L	70	64	91	16.7	C
	T	90	86	96	17.0	C
	R	90	93	104	13.1	B
Subtotal	250	243	97	15.4	C	
Total		1,091	1,085	99	16.3	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	81	108	64.5	E
	T	105	107	102	62.1	E
	R	130	134	103	14.9	B
	Subtotal	310	322	104	43.1	D
SB	L	195	188	96	64.3	E
	T	150	155	103	62.7	E
	R	45	47	104	52.5	D
	Subtotal	390	390	100	62.2	E
EB	L	49	53	109	26.4	C
	T	1,120	1,138	102	18.4	B
	R	55	55	100	11.4	B
	Subtotal	1,224	1,246	102	18.4	B
WB	L	150	148	99	42.2	D
	T	1,105	1,096	99	12.6	B
	R	150	150	100	15.2	B
	Subtotal	1,405	1,394	99	16.0	B
Total		3,329	3,352	101	24.9	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	68.2	E
	T	35	34	98	61.4	E
	R	130	133	103	13.8	B
	Subtotal	220	222	101	34.6	C
SB	L	110	116	105	68.9	E
	T	55	50	91	57.2	E
	R	195	192	98	14.4	B
	Subtotal	360	358	99	38.0	D
EB	L	170	166	98	29.4	C
	T	1,240	1,253	101	16.1	B
	R	95	104	109	7.2	A
	Subtotal	1,505	1,523	101	16.9	B
WB	L	310	303	98	39.3	D
	T	1,155	1,151	100	10.7	B
	R	150	156	104	5.8	A
	Subtotal	1,615	1,610	100	15.6	B
Total		3,699	3,713	100	19.4	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	85	100	66.8	E
	T	15	16	107	61.5	E
	R	270	268	99	18.7	B
	Subtotal	370	369	100	31.6	C
SB	L	75	77	102	65.2	E
	T	15	18	120	61.4	E
	R	65	58	90	8.7	A
	Subtotal	155	153	99	43.3	D
EB	L	65	68	105	26.0	C
	T	1,350	1,364	101	12.1	B
	R	85	87	102	6.1	A
	Subtotal	1,500	1,519	101	12.4	B
WB	L	380	376	99	41.6	D
	T	1,415	1,409	100	8.4	A
	R	75	82	109	2.6	A
	Subtotal	1,870	1,867	100	14.8	B
Total		3,894	3,908	100	16.6	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	5.9	A
	T	100	101	101	6.1	A
	R	295	291	99	4.6	A
	Subtotal	400	397	99	5.0	A
SB	L	30	32	106	4.8	A
	T	235	236	100	3.3	A
	R	5	7	133	4.7	A
	Subtotal	270	275	102	3.5	A
NE	L	10	10	103	4.2	A
	T	10	9	92	4.0	A
	R	5	6	114	4.4	A
	Subtotal	25	25	100	4.2	A
SW	L	363	360	99	10.6	B
	T	42	42	100	6.4	A
	R	75	77	102	10.5	B
	Subtotal	480	479	100	10.2	B
Total		1,176	1,176	100	6.8	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Porters Crossing Parkway Connection
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	76	2.6	A
	T	170	172	101	4.1	A
	R	10	11	113	3.4	A
	Subtotal	185	187	101	4.0	A
SE	L	10	9	92	4.1	A
	T	420	416	99	4.0	A
	R	30	31	102	4.5	A
	Subtotal	460	456	99	4.0	A
NE	L	30	30	99	2.9	A
	T	5	6	114	3.5	A
	R	5	5	95	2.8	A
	Subtotal	40	41	103	3.0	A
SW	L	15	15	100	2.5	A
	T	5	5	95	3.1	A
	R	15	17	113	2.3	A
	Subtotal	35	37	106	2.5	A
Total		721	721	100	3.9	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	4.0	A
	T	10	10	100	5.0	A
	Subtotal	20	18	90	4.6	A
SB	L	185	194	105	5.1	A
	T	228	221	97	1.5	A
	R	55	52	95	5.3	A
	Subtotal	468	467	100	3.4	A
EB	L	5	4	76	3.7	A
	T	275	275	100	3.9	A
	R	10	8	80	4.7	A
	Subtotal	290	287	99	3.9	A
WB	L	15	16	105	2.9	A
	T	115	117	102	3.0	A
	R	180	176	98	2.7	A
	Subtotal	310	309	100	2.8	A
Total		1,104	1,095	99	3.4	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	40	101	2.1	A
	T	5	5	95	2.7	A
	R	60	65	108	2.0	A
	Subtotal	105	110	105	2.1	A
SB	L	5	6	114	1.9	A
	T	5	5	95	2.1	A
	R	10	11	107	2.1	A
	Subtotal	20	22	110	2.0	A
EB	L	5	5	95	1.9	A
	T	20	21	106	2.3	A
	R	20	22	111	1.9	A
	Subtotal	45	48	107	2.1	A
WB	L	15	14	95	2.7	A
	T	85	81	96	2.9	A
	R	5	6	114	2.3	A
	Subtotal	105	101	96	2.8	A
Total		276	281	102	2.3	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	65	66	102	8.2	A
	T	80	83	104	2.2	A
	R	10	9	92	4.8	A
	Subtotal	155	158	102	4.9	A
EB	L	25	26	103	5.1	A
	T	65	72	111	5.4	A
	R	20	20	99	3.0	A
	Subtotal	110	118	107	4.9	A
WB	T	90	86	95	3.0	A
	R	60	60	100	4.6	A
	Subtotal	150	146	97	3.7	A
Total		416	422	102	4.5	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	86	101	56.3	E
	T	45	43	95	70.9	E
	R	280	286	102	18.0	B
	Subtotal	410	415	101	31.4	C
SB	L	200	201	101	61.6	E
	T	40	41	102	55.8	E
	R	30	27	90	24.2	C
	Subtotal	270	269	100	57.0	E
EB	L	25	25	101	10.8	B
	T	1,005	1,017	101	9.1	A
	R	60	65	109	3.1	A
	Subtotal	1,090	1,107	102	8.8	A
WB	L	55	52	95	21.1	C
	T	560	555	99	5.3	A
	R	70	71	101	4.9	A
	Subtotal	685	678	99	6.5	A
Total		2,455	2,469	101	17.3	B

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	61	94	49.2	D
	T	115	115	100	46.0	D
	R	355	369	104	22.2	C
	Subtotal	535	545	102	30.2	C
SB	L	230	228	99	65.3	E
	T	30	27	90	42.3	D
	R	110	117	106	7.3	A
	Subtotal	370	372	101	45.4	D
EB	L	295	296	100	30.2	C
	T	1,150	1,166	101	12.8	B
	R	50	54	107	4.0	A
	Subtotal	1,495	1,516	101	15.9	B
WB	L	65	65	100	34.9	C
	T	715	701	98	13.2	B
	R	115	111	96	5.6	A
	Subtotal	895	877	98	13.8	B
Total		3,296	3,310	100	21.0	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	145	93	63.5	E
	T	10	12	117	56.3	E
	R	425	428	101	27.7	C
	Subtotal	590	585	99	37.2	D
SB	L	50	51	101	61.2	E
	T	10	10	98	50.1	D
	R	40	39	98	4.7	A
	Subtotal	100	100	100	38.1	D
EB	L	50	52	103	17.6	B
	T	1,623	1,643	101	13.5	B
	R	5	5	100	6.0	A
	Subtotal	1,678	1,700	101	13.6	B
WB	L	215	211	98	35.9	D
	T	700	692	99	6.4	A
	R	60	58	97	1.6	A
	Subtotal	975	961	99	12.6	B
Total		3,344	3,346	100	18.2	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	5.2	A
	T	121	119	99	5.1	A
	R	335	335	100	5.8	A
	Subtotal	461	460	100	5.6	A
SB	L	20	22	111	3.5	A
	T	120	117	97	5.2	A
	Subtotal	140	139	99	4.9	A
NE	T	5	3	60	3.6	A
	R	5	6	120	3.6	A
	Subtotal	10	9	90	3.6	A
SW	L	210	204	97	6.8	A
	T	10	11	107	5.2	A
	R	50	52	103	6.9	A
	Subtotal	270	267	99	6.8	A
Total		881	875	99	5.8	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Morning Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	2.9	A
	T	140	139	99	4.5	A
	R	5	6	120	3.1	A
	Subtotal	150	149	99	4.4	A
SE	L	5	5	100	3.0	A
	T	130	130	100	2.8	A
	R	10	11	107	2.8	A
	Subtotal	145	146	101	2.8	A
NE	L	35	33	94	2.1	A
	T	5	4	80	2.4	A
	R	5	5	100	1.9	A
	Subtotal	45	42	93	2.1	A
SW	L	5	5	100	2.0	A
	T	5	4	80	2.5	A
	R	10	11	107	2.3	A
	Subtotal	20	20	100	2.3	A
Total		360	357	99	3.4	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	54	98	12.8	B
	T	275	268	97	8.0	A
	R	30	31	103	4.9	A
	Subtotal	360	353	98	8.5	A
SB	L	25	22	87	13.6	B
	T	220	221	100	4.4	A
	R	90	87	97	4.0	A
	Subtotal	335	330	99	4.9	A
EB	L	165	168	102	10.3	B
	T	30	31	103	8.0	A
	R	175	186	106	4.6	A
	Subtotal	370	385	104	7.4	A
WB	L	10	9	90	11.9	B
	T	5	6	114	7.5	A
	R	20	21	105	4.1	A
	Subtotal	35	36	103	6.6	A
Total		1,102	1,104	100	7.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	28	93	2.4	A
	R	50	52	103	2.4	A
	Subtotal	80	80	100	2.4	A
SB	L	5	4	80	2.1	A
	T	5	6	120	2.5	A
	R	5	5	100	2.3	A
Subtotal	15	15	100	2.3	A	
EB	L	5	4	80	2.1	A
	T	115	116	101	2.7	A
	R	40	40	100	2.4	A
Subtotal	160	160	100	2.6	A	
WB	L	65	64	98	3.7	A
	T	175	183	105	3.5	A
	R	10	11	107	3.5	A
Subtotal	250	258	103	3.5	A	
Total		506	513	101	3.0	A

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	68	97	13.9	B
	T	25	25	100	13.5	B
	R	105	103	98	10.9	B
Subtotal	200	196	98	12.3	B	
SB	L	120	119	99	17.2	C
	T	170	174	102	7.7	A
	R	40	42	104	11.4	B
Subtotal	330	335	102	11.5	B	
EB	L	35	33	94	10.3	B
	T	102	103	101	10.8	B
	R	45	46	103	6.9	A
Subtotal	182	182	100	9.7	A	
WB	L	45	46	103	19.1	C
	T	140	148	106	18.7	C
	R	130	129	99	15.2	C
Subtotal	315	323	103	17.4	C	
Total		1,026	1,036	101	13.1	B

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	90	85	95	59.9	E
	T	90	84	94	61.8	E
	R	125	132	106	14.5	B
	Subtotal	305	301	99	40.5	D
SB	L	205	211	103	64.8	E
	T	130	128	99	64.7	E
	R	45	47	104	49.0	D
	Subtotal	380	386	102	62.8	E
EB	L	45	46	102	30.2	C
	T	1,120	1,131	101	18.3	B
	R	60	61	101	10.5	B
	Subtotal	1,225	1,238	101	18.4	B
WB	L	140	146	104	41.6	D
	T	990	997	101	15.4	B
	R	270	268	99	18.1	B
	Subtotal	1,400	1,411	101	18.6	B
Total		3,310	3,336	101	25.7	C

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	63	105	69.8	E
	T	44	47	106	46.5	D
	R	140	150	107	14.4	B
	Subtotal	244	260	107	33.6	C
SB	L	110	108	98	68.6	E
	T	60	61	101	60.8	E
	R	210	214	102	16.1	B
	Subtotal	380	383	101	38.0	D
EB	L	185	189	102	33.9	C
	T	1,205	1,222	101	18.8	B
	R	110	110	100	9.0	A
	Subtotal	1,500	1,521	101	20.0	B
WB	L	335	331	99	39.7	D
	T	1,125	1,120	100	12.0	B
	R	160	160	100	6.5	A
	Subtotal	1,620	1,611	99	17.1	B
Total		3,745	3,775	101	21.5	C

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	100	96	96	67.8	E
	T	15	16	105	61.3	E
	R	285	283	99	19.7	B
	Subtotal	400	395	99	33.1	C
SB	L	75	79	105	64.9	E
	T	15	16	107	58.5	E
	R	65	62	96	9.6	A
	Subtotal	155	157	101	42.4	D
EB	L	65	64	99	30.3	C
	T	1,345	1,370	102	12.5	B
	R	100	103	103	7.1	A
	Subtotal	1,510	1,537	102	12.9	B
WB	L	390	393	101	47.4	D
	T	1,420	1,424	100	8.6	A
	R	75	78	104	2.5	A
	Subtotal	1,885	1,895	101	16.4	B
Total		3,951	3,984	101	17.8	B

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	9.2	A
	T	140	149	106	8.5	A
	R	350	346	99	7.0	A
	Subtotal	495	499	101	7.5	A
SB	L	35	33	95	6.5	A
	T	275	272	99	5.2	A
	R	5	5	95	5.8	A
	Subtotal	315	310	98	5.3	A
NE	L	10	10	103	3.9	A
	T	10	10	103	5.8	A
	R	5	5	95	4.3	A
	Subtotal	25	25	100	4.7	A
SW	L	450	452	100	15.3	C
	T	24	26	109	8.6	A
	R	90	97	108	15.2	C
	Subtotal	564	575	102	15.0	B
Total		1,398	1,409	101	10.0	A

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: Future (2050) Both Connections
Time Period: Evening Peak Hour **Project #:** UT26-3173

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.7	A
	T	225	240	107	4.8	A
	R	10	10	103	4.2	A
	Subtotal	240	256	107	4.8	A
SE	L	10	10	103	4.6	A
	T	465	463	100	4.2	A
	R	30	31	102	4.5	A
	Subtotal	505	504	100	4.2	A
NE	L	30	32	106	3.0	A
	T	5	5	95	3.5	A
	R	5	4	76	3.2	A
	Subtotal	40	41	103	3.1	A
SW	L	15	15	100	2.5	A
	T	5	5	95	2.5	A
	R	15	18	120	2.3	A
	Subtotal	35	38	109	2.4	A
Total		821	839	102	4.2	A

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	205	206	100	17.6	B
	T	260	258	99	8.2	A
	R	5	5	95	4.6	A
	Subtotal	470	469	100	12.3	B
SB	L	75	77	103	14.4	B
	T	510	511	100	6.2	A
	R	30	32	108	7.0	A
	Subtotal	615	620	101	7.3	A
EB	L	10	10	100	12.0	B
	T	180	176	98	5.7	A
	R	135	138	102	9.0	A
	Subtotal	325	324	100	7.3	A
WB	L	95	92	97	17.1	B
	T	40	43	108	11.9	B
	R	60	64	106	5.8	A
	Subtotal	195	199	102	12.3	B
Total		1,620	1,625	100	9.4	A

APPENDIX D

95th Percentile Queue Length Reports

DRAFT

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Existing (2026) Background - Mitigated

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE		NW		SB					SE		SW		EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR			
01: Kiowa Parkway & Golden Eagle Rd																												
02: Porters Crossing Pkwy & Golden Eagle Rd														50	50			75							75			
03: Porters Crossing Pkwy & Pony Express Pkwy	125		225	250						225					200			100			325	250	100			175	200	
04: Silverlake Pkwy & Pony Express Pkwy	100				225					175		50	75					125		75	325		100		75	175		
05: Woodhaven Blvd & Pony Express Pkwy	50																				250		175			75		
06: Silverlake Pkwy & Woodhaven Blvd		75								50							50											
07: Silver Creek Wy & Silverlake Pkwy																												
08: Silverlake Pkwy & Golden Eagle Rd																					50							

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Existing (2026) Background - Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE	SW	EB					WB						
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR	
01: Kiowa Parkway & Golden Eagle Rd		50															50									
02: Porters Crossing Pkwy & Golden Eagle Rd								75				75					75							125		
03: Porters Crossing Pkwy & Pony Express Pkwy	125		150	175				225				275					225		925	875		225			575	575
04: Silverlake Pkwy & Pony Express Pkwy	75				100			100		100	75						225	200	525		225		125	375		
05: Woodhaven Blvd & Pony Express Pkwy	75																	125	750		375			400		
06: Silverlake Pkwy & Woodhaven Blvd		75							50						150											
07: Silver Creek Wy & Silverlake Pkwy																										
08: Silverlake Pkwy & Golden Eagle Rd													50				25						50			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Silverlake Parkway Connection - Mitigated

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE			SW	EB					WB						
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR		
01: Kiowa Parkway & Golden Eagle Rd	50																											
02: Porters Crossing Pkwy & Golden Eagle Rd													75	50			75					100						
03: Porters Crossing Pkwy & Pony Express Pkwy	175		225	475				225				225					100			350	175	100			125	150		
04: Silverlake Pkwy & Pony Express Pkwy	200		200	300				225		200	300						325		75	350		100		75	200			
05: Woodhaven Blvd & Pony Express Pkwy	50		200		225			75		50							50			300		225			125			
06: Silverlake Pkwy & Woodhaven Blvd		100							75							100												
07: Silver Creek Wy & Silverlake Pkwy						50	50								50													
08: Silverlake Pkwy & Golden Eagle Rd	50				150			50				125					125				100	50				50		

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Silverlake Parkway Connection - Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE	SW	EB					WB							
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	UL	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR		
01: Kiowa Parkway & Golden Eagle Rd		50															50								50		
02: Porters Crossing Pkwy & Golden Eagle Rd		50						100					75				100									150	
03: Porters Crossing Pkwy & Pony Express Pkwy	175		125	150				250					425			200			550	325	200					400	425
04: Silverlake Pkwy & Pony Express Pkwy	200		75	125				125		275	200					275		150	300		200			150	325		
05: Woodhaven Blvd & Pony Express Pkwy	75		125		125			75		50	25					100		125	375		425				300		
06: Silverlake Pkwy & Woodhaven Blvd		150				50			150						300												
07: Silver Creek Wy & Silverlake Pkwy						50	50							50	50												
08: Silverlake Pkwy & Golden Eagle Rd	150															50					150			75			100

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE			SW	EB					WB					
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR	
01: Kiowa Parkway & Golden Eagle Rd	50																										
02: Porters Crossing Pkwy & Golden Eagle Rd													75	50				75								100	
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	150				250				325						75			250	100	75			75	75
04: Silverlake Pkwy & Pony Express Pkwy	100		200	200				225		150	325							250		50	200		100		50	125	
05: Woodhaven Blvd & Pony Express Pkwy	225		175		200			100		50	50							75			350		175		50	125	
06: Silverlake Pkwy & Woodhaven Blvd		75				50			75						150												
07: Silver Creek Wy & Silverlake Pkwy							50																				
08: Silverlake Pkwy & Golden Eagle Rd								50													100					50	

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE	SW	EB					WB						
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR	
01: Kiowa Parkway & Golden Eagle Rd	50															50					50					
02: Porters Crossing Pkwy & Golden Eagle Rd								100					75			100					200					
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	175				250					350			150			400	225	200				275	300
04: Silverlake Pkwy & Pony Express Pkwy	100		100	75				175		150	125					200		75	225		325		75	325		
05: Woodhaven Blvd & Pony Express Pkwy	175		125		125			150		75	50					100		50	175		375		50	300		
06: Silverlake Pkwy & Woodhaven Blvd		100				50			75					50	175											
07: Silver Creek Wy & Silverlake Pkwy						50	25							50												
08: Silverlake Pkwy & Golden Eagle Rd	50												75			125					75					

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Silverlake Parkway Connection

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	N W	SB					SE	S W	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd	50							75							75					100				
02: Porters Crossing Pkwy & Golden Eagle Rd	75							225							50					75				
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	200				225							50			225	125	75			50	75
04: Silverlake Pkwy & Pony Express Pkwy	125		200	250				225		175	300				250		50	200		100		50	125	
05: Woodhaven Blvd & Pony Express Pkwy	200		200		225			100		50	50				75			250		200		50	100	
06: Silverlake Pkwy & Woodhaven Blvd		75				50			75				125											
07: Silver Creek Wy & Silverlake Pkwy																								
08: Silverlake Pkwy & Golden Eagle Rd	75				150			75				100			125				125	50			50	

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Silverlake Parkway Connection

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	N W	SB					SE	S W	EB					WB						
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	UL	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR	
01: Kiowa Parkway & Golden Eagle Rd	50															50					50					
02: Porters Crossing Pkwy & Golden Eagle Rd								125								100						250				
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	175				225								150			425	300	175				200	225
04: Silverlake Pkwy & Pony Express Pkwy	100		100	100				175		125	150					175		75	200		350			100	275	
05: Woodhaven Blvd & Pony Express Pkwy	150		125		125			125		50	75					100		50	250		375			50	325	
06: Silverlake Pkwy & Woodhaven Blvd		150				50				100																
07: Silver Creek Wy & Silverlake Pkwy						50	50							50	50											
08: Silverlake Pkwy & Golden Eagle Rd	200															50				175	125					125

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Porters Crossing Parkway Connection

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE	SW	EB					WB					
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR	
01: Kiowa Parkway & Golden Eagle Rd	50																								
02: Porters Crossing Pkwy & Golden Eagle Rd								75							75					75					
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	125				225				275			50			250	100	75			50	75	
04: Silverlake Pkwy & Pony Express Pkwy	125		200	225				225		175	325				250		50	225		125		50	125		
05: Woodhaven Blvd & Pony Express Pkwy	225		175		200			100		50					75			250		150		25	125		
06: Silverlake Pkwy & Woodhaven Blvd		75							75					75											
07: Silver Creek Wy & Silverlake Pkwy																									
08: Silverlake Pkwy & Golden Eagle Rd	100									50								125					50		

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Porters Crossing Parkway Connection

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE	SW	EB					WB									
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR				
01: Kiowa Parkway & Golden Eagle Rd	50															50													
02: Porters Crossing Pkwy & Golden Eagle Rd	250							100					125			100						150							
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	200				250					425			150			375	225	175			200	250				
04: Silverlake Pkwy & Pony Express Pkwy	100		100	75				200		125	125					175		50	200		325		75	200					
05: Woodhaven Blvd & Pony Express Pkwy	150		100		125			150		50	50					100		50	200		375		50	300					
06: Silverlake Pkwy & Woodhaven Blvd	100					50			75						175														
07: Silver Creek Wy & Silverlake Pkwy						50								50	25														
08: Silverlake Pkwy & Golden Eagle Rd													75								75					50			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Both Connections

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd																								
02: Porters Crossing Pkwy & Golden Eagle Rd								75							50							75		
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	150				250				250			50			250	100	75			50	75
04: Silverlake Pkwy & Pony Express Pkwy	100		200	250				225		175	325				250		50	200		100			75	125
05: Woodhaven Blvd & Pony Express Pkwy	225		175		200			100		50	50				75			275		225			50	125
06: Silverlake Pkwy & Woodhaven Blvd		75							75					75										
07: Silver Creek Wy & Silverlake Pkwy																								
08: Silverlake Pkwy & Golden Eagle Rd	75				125			50				100			125				100	50				50

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Both Connections

Time Period: Evening Peak Hour

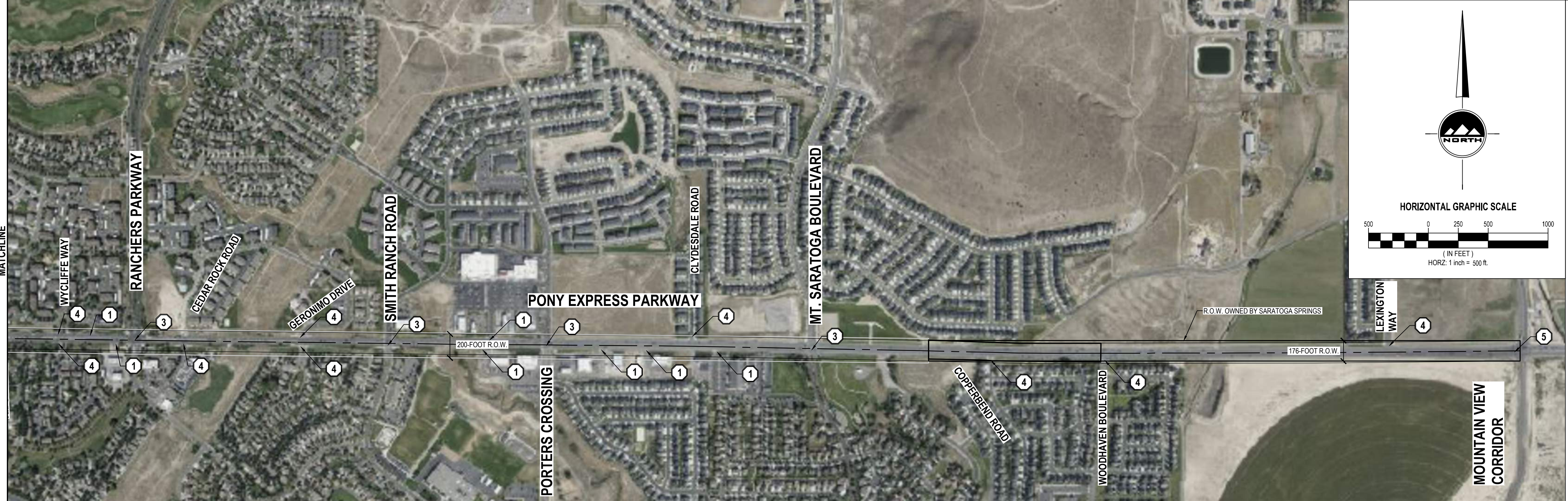
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB					NE	NW	SB					SE	SW	EB					WB							
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	UL	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR		
01: Kiowa Parkway & Golden Eagle Rd	50														50					50							
02: Porters Crossing Pkwy & Golden Eagle Rd	125							100							100					200							
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	175				250							150			375	225			175			250	275	
04: Silverlake Pkwy & Pony Express Pkwy	125		100	75				175							200			75	225			350			75	200	
05: Woodhaven Blvd & Pony Express Pkwy	175		125		125			150							100			50	200			400			50	350	
06: Silverlake Pkwy & Woodhaven Blvd	125					50		100							250												
07: Silver Creek Wy & Silverlake Pkwy						50	50						50		50												
08: Silverlake Pkwy & Golden Eagle Rd	150														50						125	75	100				100

APPENDIX E

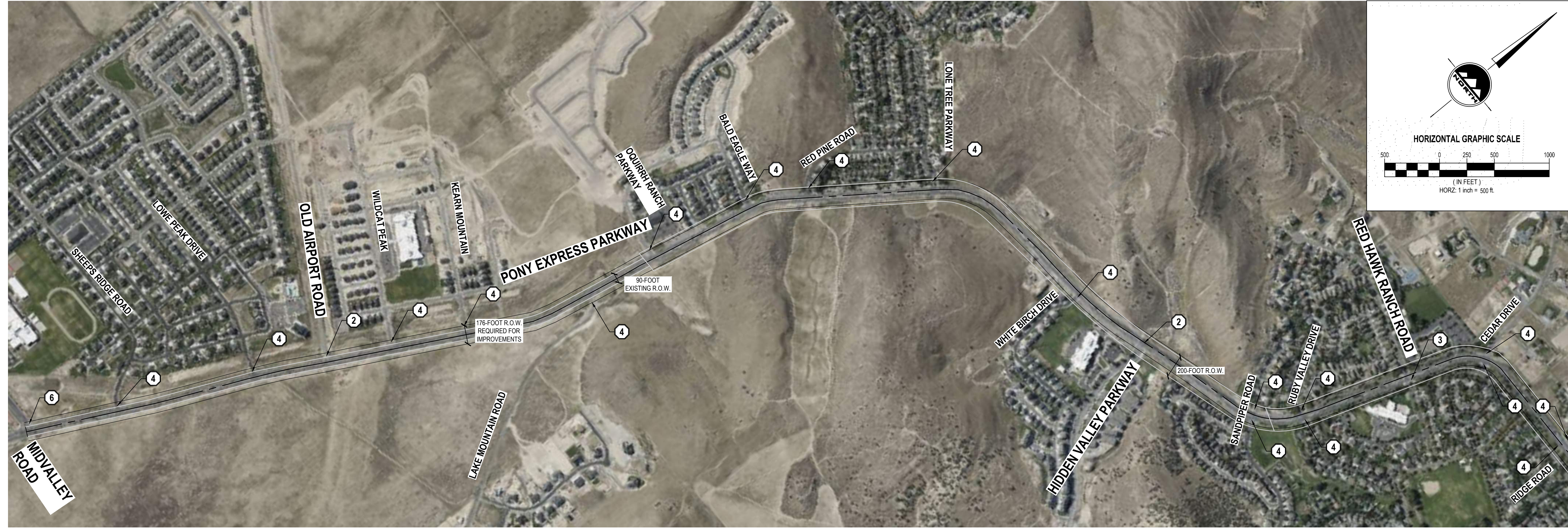
Project Concepts and Cost Estimates

DRAFT



SCOPE OF WORK:
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- ① ACCESS
- ② THREE WAY INTERSECTION
- ③ FOUR WAY INTERSECTION
- ④ STOP CONTROLLED INTERSECTION
- ⑤ PONY EXPRESS AND MOUNTAINVIEW CORRIDOR INTERSECTION
- ⑥ PONY EXPRESS AND MIDVALLEY ROAD INTERSECTION



SCOPE OF WORK:
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- ① ACCESS
- ② THREE WAY INTERSECTION
- ③ FOUR WAY INTERSECTION
- ④ STOP CONTROLLED INTERSECTION
- ⑤ PONY EXPRESS AND MOUNTAINVIEW CORRIDOR INTERSECTION
- ⑥ PONY EXPRESS AND MIDVALLEY ROAD INTERSECTION

**EAGLE MOUNTAIN SILVERLAKE
TRAFFIC STUDY - CONCEPT PLANS**

EAGLE MOUNTAIN, UTAH

**PONY EXPRESS
PARKWAY 7-LANE
EXPANSION**

PROJECT NUMBER: 15058
PRINT DATE: 2026-06-09
PROJECT MANAGER: R. ROUSSELLE
DESIGNED BY:

ENGINEERS ESTIMATE OF PROBABLE COSTS



These costs are opinions only and should not be considered as a formal construction estimate. These quantities and costs are based on information derived from the design drawings and are therefore subject to change. Ensign has no control over costs of labor, materials, bidding procedures, unidentified field conditions, or other factors. Ensign cannot and does not make any warranty, promise, or guarantee as to the accuracy of this estimate.

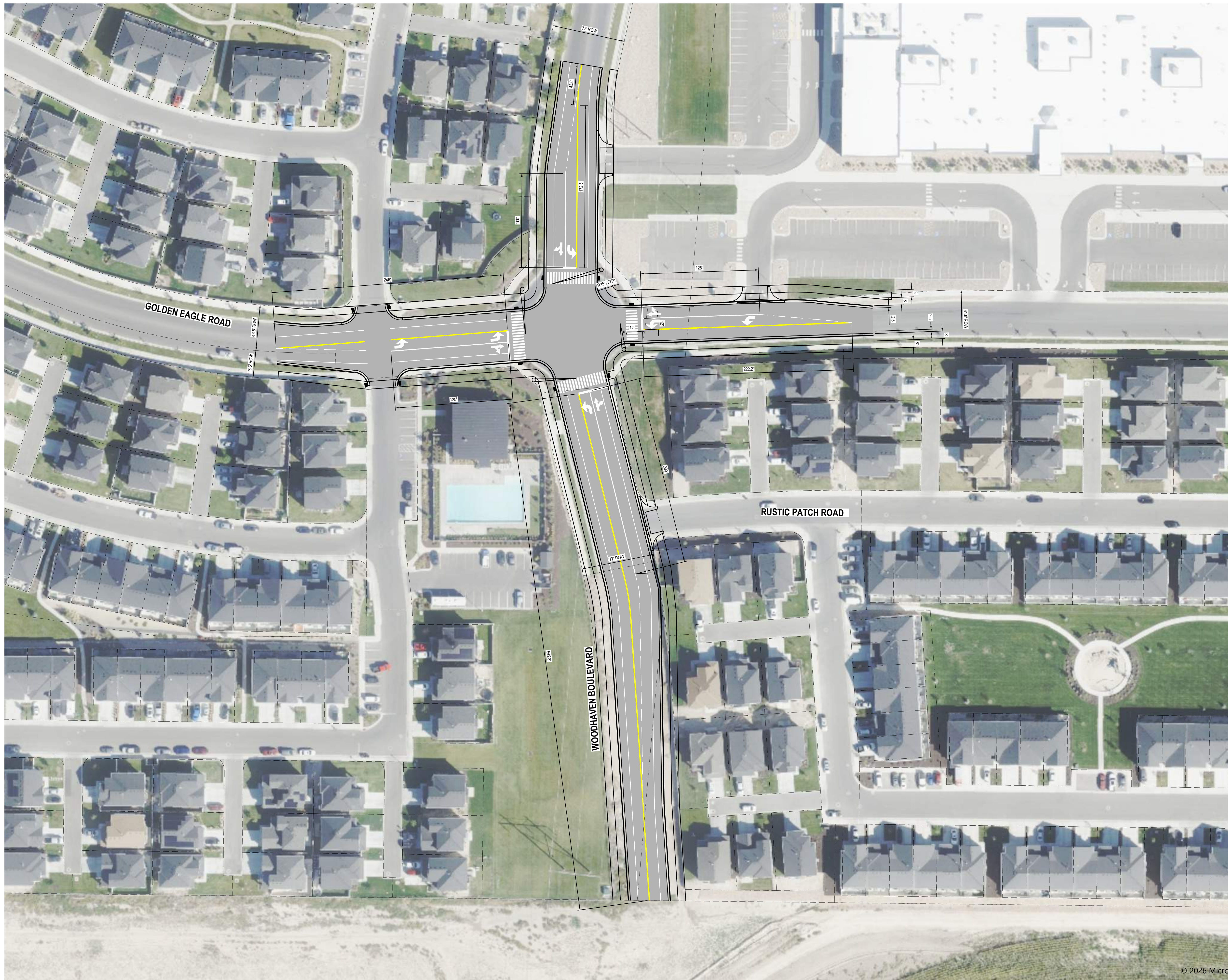
Project: Pony Express Expansion Project No.: 15058
 By: M. Nelsen Checked By: Robert Rousselle
 Date: 6/9/2026 12:00 AM

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
CONSTRUCTION BASE BID					
1	Roadway Section Full Depth Removal (24-inches)	1,698,701	S.F.	\$4.00	\$6,794,804.47
2	Earthwork Widening	1,019,221	S.F.	\$4.00	\$4,076,882.68
3	Curb and Gutter Remove and Replace	56,623	L.F.	\$30.00	\$1,698,701.12
4	Total additional lane Asphalt @ 5."	1,076,986	S.F.	\$8.75	\$9,423,631.36
5	10" Depth Untreated Base Course	1,076,986	S.F.	\$2.00	\$2,153,972.88
6	4' Path Removal	23,593	S.F.	\$10.00	\$235,930.71
7	Three-Way Intersection Reconstruction	3	E.A.	\$117,904.00	\$353,712.00
8	Four-Way Intersection Reconstruction	6	E. A.	\$224,840.00	\$1,349,040.00
9	Accesses Reconstruction	6	E. A.	\$7,553.84	\$45,323.04
10	Stop Controlled Intersection Reconstruction	30	E. A.	\$8,420.73	\$252,621.81
11	Pony Express and Mountain View Intersection Reconstruction	1	E. A.	\$58,845.00	\$58,845.00
12	Pony Express and Midvalley Intersection Reconstruction	1	E. A.	\$58,839.00	\$58,839.00
13	Stop Controlled Access	6	E.A.	\$5,000.00	\$30,000.00
14	Striping	1	L.S.	\$50,000.00	\$50,000.00
15	Signing	1	L.S.	\$75,000.00	\$75,000.00
16	Utility Adjustments	1	L.S.	\$283,116.85	\$283,116.85
17	Storm Drainage	1	L.S.	\$601,700.00	\$601,700.00
Sub Total					\$27,542,120.93

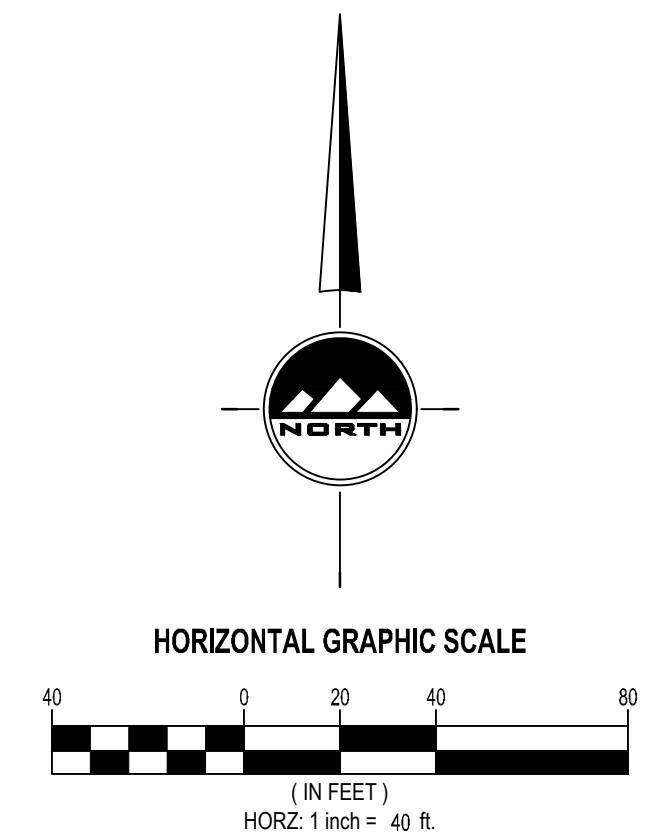
MISCELLANEOUS ITEMS					
1	Mobilization	1	L.S.	\$1,377,000.00	\$1,377,000.00
2	Permitting Coordination	1	L.S.	\$275,400.00	\$275,400.00
3	ROW Acquisition	-	S.F.	\$4.50	\$0.00
4	Traffic Control	1	L.S.	\$566,200.00	\$566,200.00
Sub Total					\$2,218,600.00
Total Construction Base Bid					\$29,760,720.93

ADMINISTRATIVE					
1	Survey, Design, and Construction Management (5.84%)	1	L.S.	\$1,738,030.00	\$1,738,030.00
2	Administrative, Bonding, and Legal (2.5%)	1	L.S.	\$744,020.00	\$744,020.00
3	Contingency (20%)	1	L.S.	\$5,952,140.00	\$5,952,140.00
Sub Total					\$8,434,190.00
Total Base Bid					\$38,194,910.93

Note: 849,505 sq. ft of R.O.W. from N Cooperbend Road to Mountain View Corridor is owned by Saratoga Springs, and not included in an acquisition on this bid.



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1220 N 500 W, #202
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JOSEPH BROWNING
PHONE: 801.766.4343

**EAGLE MOUNTAIN SILVERLAKE
TRAFFIC STUDY - CONCEPT PLANS**

EAGLE MOUNTAIN, UTAH

**SILVERLAKE PARKWAY
AND GOLDEN
EAGLE SIGNALIZED
INTERSECTION**

PROJECT NUMBER: 15058
PRINT DATE: 2026-06-09
PROJECT MANAGER: R. ROUSSELLE
DESIGNED BY:

EX-01

ENGINEERS ESTIMATE OF PROBABLE COSTS



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Project: Eagle Mountain Silverlake Improvements - Silverlake Parkway and Golden Eagle Road
 By: M. Stratton
 Date: 6/9/2026 12:00 AM

Project No.: 15058
 Checked By: R. Rousselle

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
CONSTRUCTION BASE BID					
1	Roadway Section Full Depth Removal (13-inches)	48,687	S.F.	\$4.00	\$194,747.96
2	Earthwork Widening	42,820	S.F.	\$4.00	\$171,281.55
3	Curb and Gutter	2,274	L.F.	\$45.00	\$102,321.63
4	3" Depth Asphalt	69,931	S.F.	\$5.25	\$367,137.43
5	10" Depth Untreated Base Course	69,931	S.F.	\$1.50	\$104,896.41
6	ADA Ramp and Crosswalk	14	E. A.	\$5,000.00	\$70,000.00
7	Sidewalk Concrete	17,524	S.F.	\$10.00	\$175,241.35
8	Concrete Driveway	350	S.F.	\$25.00	\$8,750.00
9	Traffic Signal Poles, Section, Signals, Sensors, Controller and Cabinet	4	E. A.	\$50,000.00	\$200,000.00
10	Signage	1	L.S.	\$5,000.00	\$5,000.00
11	Striping	8,340	L.F.	\$5.00	\$41,700.00
12	Thermoplastic markings	1,018	L.F.	\$12.00	\$12,216.00
13	Intersection Conduits	4	E.A.	\$9,000.00	\$36,000.00
14	Utility Adjustments	1	L.S.	\$12,860.00	\$12,860.00
15	Storm Drainage	1	L.S.	\$27,400.00	\$27,400.00
Sub Total					\$1,529,552.33

MISCELLANEOUS ITEMS					
1	Mobilization	1	L.S.	\$76,000.00	\$76,000.00
2	Landscaping and Revegetation	1	L.S.	\$20,000.00	\$20,000.00
3	Permitting Coordination	1	L.S.	\$15,300.00	\$15,300.00
4	Traffic Control	1	L.S.	\$25,700.00	\$25,700.00
Sub Total					\$137,000.00

Total Construction Base Bid \$1,666,552.33

ADMINISTRATIVE					
1	Survey, Design, and Construction Management (7.52%)	1	L.S.	\$125,320.00	\$125,320.00
2	Administrative, Bonding, and Legal (2.5%)	1	L.S.	\$41,660.00	\$41,660.00
3	Contingency (20%)	1	L.S.	\$333,310.00	\$333,310.00
Sub Total					\$500,290.00

Total Base Bid \$2,166,842.33

ENGINEERS ESTIMATE OF PROBABLE COSTS



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Project: Eagle Mountain Silverlake Improvements - Silverlake Parkway and Woodhaven Boulevard
 By: D. COOPER
 Date: 6/9/2026 12:00 AM

Project No.: 15058
 Checked By: R. Rousselle

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
CONSTRUCTION BASE BID					
1	Roadway Section Full Depth Removal (13-inches)	31,665	S.F.	\$4.00	\$126,660.00
2	Earthwork Widening	15,812	S.F.	\$4.00	\$63,248.00
3	Curb and Gutter	4,785	L.F.	\$45.00	\$215,325.00
4	3" Depth Asphalt	47,930	S.F.	\$5.25	\$251,632.50
5	10" Depth Untreated Base Course	47,930	S.F.	\$1.50	\$71,895.00
6	ADA Ramp and Crosswalk	1	E. A.	\$15,000.00	\$15,000.00
7	Sidewalk Concrete	14,779	S.F.	\$10.00	\$147,790.00
8	Stop Controlled Access	1	E.A.	\$5,000.00	\$5,000.00
9	Striping	2,587	L.F.	\$1.00	\$2,587.00
10	Thermoplastic Markings for Striping	408	L.F.	\$12.00	\$4,896.00
11	Intersection Conduits	4	E.A.	\$9,000.00	\$36,000.00
12	Utility Adjustments	1	L.S.	\$12,860.00	\$12,860.00
13	Storm Drainage	1	L.S.	\$27,400.00	\$27,400.00
14	Emergency Access Gate With Knox Box	1	E.A.	\$20,000.00	\$20,000.00
15	Concrete Pavement At Emergency Driveway	74	S.F.	\$25.00	\$1,850.00
Sub Total					\$1,002,143.50

MISCELLANEOUS ITEMS					
1	Mobilization	1	L.S.	\$50,000.00	\$50,000.00
2	Revegetation	13,632	S.F.	\$1.28	\$17,380.80
3	Permitting Coordination	1	L.S.	\$10,000.00	\$10,000.00
4	Traffic Control	1	L.S.	\$25,700.00	\$25,700.00
Sub Total					\$103,080.80

Total Construction Base Bid \$1,105,224.30

ADMINISTRATIVE					
1	Survey, Design, and Construction Management (7.52%)	1	L.S.	\$83,110.00	\$83,110.00
2	Administrative, Bonding, and Legal (2.5%)	1	L.S.	\$27,630.00	\$27,630.00
3	Contingency (20%)	1	L.S.	\$221,040.00	\$221,040.00
Sub Total					\$331,780.00

Total Base Bid \$1,437,004.30

ENGINEER'S ESTIMATE
Woodhaven - Mailbox Relocation

Bid Item	Quantity	Units	Price	Cost
Traffic Control	1	LS	\$ 400.00	\$ 400.00
Concrete Pad	126	SQ FT	\$ 4.50	\$ 567.00
Labor	1	LS	\$ 4,800.00	\$ 4,800.00
Contingency (25%)	1	LS	\$ 1,900.00	\$ 1,900.00
ROUNDED TOTAL				\$ 7,700.00

Assumptions:

3 laborers doing 8 hours of work over 2 days

\$100.00 assumed hourly cost for labor

Contingency should include materials needed for mounting boxes



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to the 2025-2026 Fiscal Year Annual Budget.
ITEM TYPE:	Resolution
FISCAL IMPACT:	
APPLICANT:	City-Initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Kimberly Ruesch, Finance
Director
Terrence Dela Peña, Finance
Analyst

PRESENTED BY

Kimberly Ruesch

RECOMMENDATION:

Staff recommends that the City Council hold a public hearing and adopt a Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to the 2025-2026 Fiscal Year Annual Budget.

BACKGROUND:

State statute requires the City to amend its budget to appropriate funds for increased expenses. The proposed resolution is the third amendment to the 2025-2026 Fiscal Year Annual Budget.

The final budget amendment of the fiscal year is typically done as close to the end of the fiscal year as possible and includes routine administrative updates to account for asset depreciation expenses in the business type activities and other accounting functions in nature that do not actually represent additional cash outflow. The budget amendment accounts for previously approved Council actions that have taken place since the previous budget amendment and updates the Redevelopment Area budget based on actual collections and distributions

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. 3rd Budget Amendment Worksheet

3. Total Budget Overview

RESOLUTION NO. R- -2026

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE FISCAL YEAR 2025-2026 ANNUAL BUDGET (THIRD AMENDMENT)

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to amend the budget for fiscal year 2025 – 2026; and

WHEREAS, the City Council finds that all procedures required under Section 10-6-127 of the Utah Code, Annotated have been followed, including the holding of a public hearing where required by law.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City:

1. The City Council finds that all required notices have been given and that a public hearing has been conducted, public comment received and considered, and that the City Council may consider and amend the budget of Eagle Mountain City as follows:
2. “FISCAL YEAR 2025-2026” means the period beginning July 1, 2025, and ending June 30, 2026.
3. APPROPRIATIONS. The budget set and approved by the City for the fiscal year is hereby amended and re-enacted with respect to the specific items set forth on Exhibit A hereto. From the effective date of this budget resolution, as outlined in the attached Exhibit A, the several amounts stated therein as proposed expenditures shall be appropriated for the several objects and purposes therein named.
4. This Resolution shall take effect immediately upon adoption and shall apply to Fiscal Year 2025-2026.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026.

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 16th day of June, 2026.

Those voting yes:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those voting no:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those excused:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Those abstaining:

Melissa Clark

Zachory Huish

Craig Whiting

Rich Wood

Brett Wright

Lacie A. Messerly
City Recorder

Exhibit A

Budget Amendment Worksheet

June 16, 2026



Fund Name/GL Account	Department/Division	Current Budget	Proposed Budget	Change	Detail
General Fund					
10-11-41220-4121	City Attorney	\$ 73,000	\$ 123,000	\$ 50,000	Additional funding for outside legal services
10-41-44100-5140	Streets	\$ 1,000,000	\$ 2,016,000	\$ 1,016,000	Development-funded streetlights installation
10-41-45100-3111	Parks	\$ 365,000	\$ 492,421	\$ 127,421	Additional funding for power and water utility fees for parks
10-18-41940-5711	Recreation	\$ 114,000	\$ 230,000	\$ 116,000	Additional funding for startup costs for the in-house soccer program
10-11-41310	Executive	\$ -	\$ 500,000	\$ 500,000	To account for contractual agreements and the reallocation of changes in personnel cost due to organizational changes
10-99-48700-9499	Fund Balance Appropriation	\$ 967,788	\$ 172,237	\$ (795,551)	To account for budget amendment request in the General Fund

Subtotal General Fund Net Change: **\$ 1,013,870**

Capital Project Fund

47-81-44100-7026	Streets	\$ 1,515,764	\$ 3,000,000	\$ 1,484,236	To account for Airport Phase 3 project expenses
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Subtotal Capital Project Fund: **\$ 1,484,236**

Special Revenue Funds

15-51-45100-7000	Parks	\$ 3,424,792	\$ 3,437,737	\$ 12,945	Additional funding for Festival of Lights wire Installation at Cory Wride Park
80-47-80000-6450	RDA	\$ 18,401	\$ 18,704	\$ 303	Parkside CDA
80-47-80000-6454	RDA	\$ 745,778	\$ 740,168	\$ (5,610)	Pole Canyon CRA
80-47-80000-6452	RDA	\$ 6,823,397	\$ 14,471,426	\$ 7,648,029	Sweetwater #1 CRA

Fund Name/GL Account	Department/Division	Current Budget	Proposed Budget	Change	Detail
80-61-48000-9110	RDA	\$ 22,917	\$ 20,787	\$ (2,130)	RDA Administration
80-61-48000-9122	RDA	\$ 843,459	\$ 1,521,160	\$ 677,701	Affordable Housing distribution

Subtotal Special Revenue Funds Net Change:

\$ 8,331,238

Total Increase(Decrease):

\$ 10,829,344

Fund Type	FY 2025-26	1st Amendment	2nd Amendment	3rd Amendment	Proposed Change
	Original Budget	10/7/2025	2/17/2026	6/16/2026	
General Fund	\$ 34,634,720	\$ 35,100,175	\$ 36,854,296	\$ 37,868,166	2.75%
Special Revenue Funds	\$ 17,251,303	\$ 42,611,930	\$ 44,500,222	\$ 44,513,167	0.03%
Enterprise Funds	\$ 43,081,399	\$ 43,081,399	\$ 47,053,705	\$ 47,053,705	0.00%
Internal Service Funds	\$ 3,493,470	\$ 4,658,470	\$ 4,658,470	\$ 4,658,470	0.00%
Capital Projects General Fund	\$ 10,337,741	\$ 19,406,538	\$ 19,805,942	\$ 21,290,178	7.49%
Debt Funds	\$ 1,853,275	\$ 1,853,275	\$ 1,853,275	\$ 1,853,275	0.00%
Redevelopment Agency	\$ 8,453,952	\$ 8,453,952	\$ 8,453,952	\$ 16,772,245	98.40%
Total Budget	\$ 119,105,860	\$ 155,165,739	\$ 163,179,862	\$ 174,009,206	5.16%
Increase/(Decrease)		\$ 36,059,879	\$ 8,014,123	\$ 10,829,344	



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	PUBLIC HEARING - Pursuant to Utah Code 10-3-818(2)(b)(i), Consideration of Public Comment on Proposed Compensation Increases for Executive Officers in the Fiscal Year 2026-2027 Budget
ITEM TYPE:	Public Hearing Only
FISCAL IMPACT:	Included in the FY 2027 Interim Budget
APPLICANT:	City-Initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Kimberly Ruesch, Finance Director
Angela Valenzuela, Human Resources Manager
Terrence Dela Peña, Finance Analyst

PRESENTED BY

Angela Valenzuela

RECOMMENDATION:

Staff recommends that the City Council hold a public hearing to receive public comment on compensation increases for executive municipal officers.

BACKGROUND:

Utah Code 10-3-818(2)(b)(i) states that before a governing body may adopt a final budget or a final amended budget that includes a compensation increase for an executive municipal officer, a public hearing on the compensation increase needs to take place.

"Compensation" means:

- (A) salary, including salary paid under a contract;
- (B) a budgeted bonus or budgeted incentive pay;
- (C) a vehicle allowance; and
- (D) deferred salary.

"Executive municipal officer" means:

- (A) the city or town manager or chief administrative officer;
- (B) the assistant city or town manager or assistant city or town chief administrative officer;
- (C) the city or town attorney;
- (D) an individual who is the head or chief of a city or town department or division; or
- (E) an individual who is the chief assistant or deputy of an individual described.

ITEMS FOR CONSIDERATION:

The fiscal year 2026-2027 proposed budget includes funding for compensation increases for executive municipal officers, which may include a combination of market adjustment and merit increases up to 5%, and an increase of tier 2 Hybrid pension stipend of 0.49%.

The fiscal year 2026-2027 proposed budget includes compensation for all other employees based on these same criteria.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Executive Municipal Officers Compensation Change FY2027

EXECUTIVE MUNICIPAL OFFICERS

Fiscal Year 2027 Compensation Changes

Position	Maximum Increase
Administrative Services Director	5.00%
Assistant City Engineer	5.49%
Assistant Public Works Director	5.00%
Assistant Public Works Director	5.00%
Building Official	5.00%
City Attorney	5.00%
City Engineer	5.00%
City Manager	5.00%
City Recorder	5.00%
City Treasurer	5.49%
Communications Manager	5.49%
Community Development Director	5.00%
Deputy City Manager	5.00%
Economic Development Director	5.00%
Finance Manager	5.49%
GIS Administrator	5.00%
Human Resource Manager	5.49%
Legislative and Strategic Services Director	5.49%
Library Assistant Director	5.00%
Library Director	5.00%
Operations Director	5.00%
Parks Manager	5.49%
Public Safety Director	5.00%
Public Works Director	5.00%
Recreation Manager	5.00%
Special Events/Senior Center Manager	5.49%
Stormwater Manager	5.00%
Wastewater Manager	5.49%
Water Manager	5.49%

Note: Includes up to 2% for cost of living, up to 3% for merit increase, and 0.49% for Tier 2 Pension, based on the City's compensation plan.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	Proposed Property Tax Impact Schedule
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	\$6,958,141
APPLICANT:	City-Initiated

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

PUBLIC HEARING

No

PREPARED BY

Kimberly Ruesch, Finance
Director
Terrence Dela Peña, Finance
Analyst

PRESENTED BY

Jared Gray

RECOMMENDATION:

N/A

BACKGROUND:

On May 5, 2026, the City Council adopted the tentative budget for fiscal year 2026-2027 which includes a proposed property tax rate increase. A public hearing date for August 6, 2026, at 6:00PM has been set to receive public comment regarding the proposed increase in property tax revenue. The Proposed Property Tax Impact Schedule was presented on May 5, 2026, and includes:

- The approximate dollar amount of additional ad valorem tax revenue that would be generated by the proposed tax rate increase.
- The approximate percentage increase in tax revenue is based on the proposed tax rate increase.
- The approximate percentage increase to the amount of property taxes paid on an average residence per year as a result of the proposed tax rate increase.
- The approximate percentage of increase to the amount of property taxes paid on an average commercial property per year as a result of the proposed tax rate increase.
- The purpose of the proposed property tax increase.

State statute requires that the Property Tax Impact Schedule be included as a separate document from all other budget documents at each City Council meeting prior to June 30 where the proposed budget is being discussed.

ITEMS FOR CONSIDERATION:

One of the legislative changes that went into effect on May 1st this year was to extend the rate certification deadline for counties from June 8th to June 13th. As a result of the extended deadline,

the final valuation and rate certification data was not available as of the publication of the agenda. Therefore, the proposed property tax impact schedule was updated based on the preliminary valuation data available from Utah County as of 06-10-2026.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Updated Property Tax Impact Schedule



Proposed Property Tax Impact Schedule

Eagle Mountain City will consider an increase to its property tax rate to generate an additional \$6,958,141. The following information is intended to provide decision makers and the public with an explanation of how the City’s operations would be affected if the proposed property tax increase is adopted.

Eagle Mountain City’s Current Property Tax Rate	0.000534
Eagle Mountain City’s Current Property Tax Revenue	\$2,839,998
Proposed Revenue with Tax Change	\$9,798,139
New Property Tax Revenue to Eagle Mountain City	\$6,958,141

Estimated increase to Eagle Mountain City’s Property Tax Revenue 218%

Estimated increase to average primary residence:

Market Value \$500,000 Estimated tax increase \$320.58 Total City Tax \$467.43

Estimated increase to average business:

Market Value \$2,554,303 Estimated tax increase \$2,977.62 Total City Tax \$4,341.62

<u>Affected Budget</u>	<u>Proposed Budget</u>	<u>Budget No Tax Change</u>	<u>Budget Change</u>
Sheriff Contract	\$9,798,139	\$8,290,000	\$1,507,939

If a new property tax increase is approved, the revenue will be used to fund essential public safety operations at the level approved by the City Council. These funds help support core functions of the Utah County Sheriff’s Office – Eagle Mountain Division, including the addition of deputies to meet the growth of the City.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Adopting the Fiscal Year 2026-2027 Interim Budget and the Proposed Certified Tax Rate; and Discontinuing DebtBook Services.
ITEM TYPE:	Resolution
FISCAL IMPACT:	\$365,144,316
APPLICANT:	City-Initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Kimberly Ruesch, Finance Director
Terrence Dela Peña, Finance Analyst

PRESENTED BY

Kimberly Ruesch

RECOMMENDATION:

Staff recommends the City Council adopt a Resolution of Eagle Mountain City, Utah, Adopting the Fiscal Year 2026-2027 Interim Budget and the Proposed Certified Tax Rate.

BACKGROUND:

State law requires the City Council to hold a public hearing on the tentative budget and adopt a final budget. Because the proposed budget includes a property tax increase, the City is also required to hold a Truth in Taxation public hearing, which is scheduled for August 6, 2026 at 6:00 PM. The final budget is planned for adoption on August 18, 2026.

The City Council approved the tentative budget on May 6, 2026. To ensure continued operations at the start of the fiscal year while completing the Truth in Taxation process, the Council will adopt an interim budget. The interim budget allows the City to maintain necessary services and expenditures beginning July 1, 2026, until the final budget is adopted.

Following the Truth in Taxation hearing, the final budget will be adopted on August 18, 2026, establishing authorized expenditures for Fiscal Year 2026–2027.

To view the Proposed Budget for FY 2027, please go to: <https://city-eagle-mountain-ut-cleardoc.cleargov.com/22130/845077/d> or from the Finance Webpage on our city website.

ITEMS FOR CONSIDERATION:

The 2026-2027 budget does not include appropriations for DebtBook. The City has elected not to renew DebtBook services and will discontinue the agreement in accordance with its terms.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution

RESOLUTION NO. R- -2026

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE FISCAL YEAR 2026-2027 INTERIM BUDGET, APPROVING THE PROPOSED CERTIFIED TAX RATE, AND AUTHORIZING THE DISCONTINUATION OF DEBTBOOK SERVICES

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to adopt an interim budget for Fiscal Year 2026-2027 pending adoption of the final budget; and

WHEREAS, the City Council adopted a tentative budget for Fiscal Year 2026-2027 on May 5, 2026; and

WHEREAS, pursuant to applicable provisions of the Utah Code, the City Council has held a public hearing on the proposed interim budget; and

WHEREAS, the interim budget will be effective from July 1, 2026, through August 18, 2026, or until the City Council adopts the final budget for Fiscal Year 2026-2027; and

WHEREAS, the City Council intends to conduct a Truth in Taxation public hearing on August 6, 2026, and adopt a final budget and certified tax rate on August 18, 2026; and

WHEREAS, the City Council finds that approving the proposed certified tax rate at ____% for purposes of budget preparation and Truth in Taxation compliance is necessary and appropriate; and

WHEREAS, the City has determined that DebtBook services are no longer necessary and that discontinuation of the service agreement is in the best interests of Eagle Mountain City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, as follows:

1. The City Council hereby adopts the interim budget for Fiscal Year 2026-2027.
2. The Interim Budget shall govern City expenditures beginning July 1, 2026, and shall remain in effect until August 18, 2026, or until the City Council adopts the final Fiscal Year budget, whichever occurs first.
3. The City Council hereby approves the proposed certified tax rate for Fiscal Year 2026-2027 for purposes of compliance with applicable Truth in Taxation requirements and consideration during the budget adoption process.
4. The City Council is scheduled to consider adoption of the final budget for Fiscal Year 2026-2027 on August 18, 2026. The final budget and certified tax rate adopted by the City Council shall govern City revenues and expenditures for Fiscal Year 2026-2027.

5. The City Council authorizes City administration to discontinue the City's agreement for DebtBook services and to take all actions necessary to terminate the agreement in accordance with its terms.
6. This Resolution shall take effect immediately upon adoption.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June 2026.

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 16th day of June 2026.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark
<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish
<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting
<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood
<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright

Lacie A. Messerly
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JUNE 16, 2026**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 16.15 Concept 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

Brandon Larsen, Planning
Director

PRESENTED BY

Brandon Larsen

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 16.15 Concept Plans.

BACKGROUND:

Staff wants to work with the City to improve our development process, especially, the front end. Through the concept plan process, we believe there are opportunities to better investigate and ensure road and utility connections. We believe we are in a better position to facilitate a connected street grid if we engage developers on these issues at the start of the development process. The way Staff proposes to approach the concept plan is by the City requiring submittal and review of the following documents:

- Concept site plan
- Traffic circulation plan
- Conceptual street layout plan
- Utility infrastructure plan
- Water right sourcing information

Concept plan applications would be submitted by the applicant and reviewed by the Development Review Committee (DRC) and the Planning Commission. Many of these documents are already required by code reference, but this proposal clarifies what needs to be included in the documents. The proposal excludes the Council from this process to lighten the number of applications and issues going before them. Staff received a comment from a member of the Council that partially inspired this proposal. Staff can still work with individual developers to facilitate an occasional concept going to the Council for feedback.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommended approval to the Council, 5-0.

ATTACHMENTS:

1. Ordinance
2. EMMC - 16.15 Concept Plans - Redlines

ORDINANCE NO. O- -2026

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE
SECTION 16.15 CONCEPT PLANS

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Section 16.15 Concept Plans, as described in Exhibit A.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Eagle Mountain City, Utah as follows:

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Section 16.15 Concept Plans, as described in Exhibit A.
2. The City Council has considered the impact of this Ordinance on and found it consistent with family health, stability, and formation as required by Utah law.
3. Section 16.15 of the Eagle Mountain Municipal Code is hereby amended as set forth in Exhibit A, attached hereto and incorporated herein by this reference.
4. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 16th day of June, 2026.

EAGLE MOUNTAIN CITY, UTAH

Jared R. Gray, Mayor

ATTEST:

Lacie A. Messerly
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 16th day of June, 2026.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark
<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish
<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting
<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood
<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright

Lacie A. Messerly
City Recorder

Posted on _____ by _____.

Exhibit A

Chapter 16.15 CONCEPT PLANS

Sections:

[16.15.010 What this chapter does.](#)

[16.15.020 Purpose.](#)

[16.15.030 No vesting with concept plan review.](#)

[16.15.040 Application.](#)

[16.15.050 Review of concept plans.](#)

16.15.010 What this chapter does.

This chapter establishes the concept plan review process, submittal requirements, and duties of the [planning.Planning director.Director](#) and [planning.Planning commission.Commission](#) regarding the review and processing of concept plans. [Ord. [O-23-2005](#) § 3 (Exh. 1(2) § 3.1)].

16.15.020 Purpose.

[Concept plan review is required prior to submittal of all master development plan, rezone, master site plan, and preliminary plat applications. Concept plan review is an optional process for all other land use applications. However, the land use authority may waive the concept plan review process for master site plans and preliminary plats based on a finding that the subject property is smaller than two \(2\) acres, and it has received a statement from the members of the Development Review Committee \(DRC\) offering their opinion that they do not foresee such waiver compromising future application review processes for the subject property and associated proposal.](#)

[The concept plan review is an optional process \(except when making application for a master development plan\) that is offered as a means for applicants, developers or property owners to receive input from the planning director, planning commission, and city council on a proposed development prior to incurring the costs associated with further stages of the approval process. A concept plan is a required process prior to making application for a master development plan. A concept plan shall not be presented to the city council unless it has already been presented to the planning commission. \[Ord. \[O-10-2019\]\(#\) § 2 \(Exh. A\); Ord. \[O-23-2005\]\(#\) § 3 \(Exh. 1\(2\) § 3.2\)\].](#)

16.15.030 No vesting with concept plan review.

The concept plan review does not create any vested rights to proceed with development in any particular configuration and developers may anticipate that the planning DRC and director, planning Planning Commission, and/or city council will raise other issues not addressed at the concept plan stage. [Ord. O-10-2019 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 3.3)].

16.15.040 Application.

Property owners or their duly authorized agents shall make application for a concept plan on forms prepared by the planning Planning director Director. No concept plan application shall be processed without 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 circumstances.

A. Supporting Materials. The following materials must be submitted with any application for a concept plan.: The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

1. Concept Plan. The proposed concept plan, drawn to a scale of not more than one inch one-inch equals 100 feet, showing the following:
 - a. Property boundary with dimensions.
 - b. Ownership of all adjacent tracts of land.
 - c. Locations and widths of existing and proposed streets.
 - d. Configuration of proposed lots with minimum and average lot sizes.
 - e. Approximate locations, dimensions, and area of all parcels of land proposed to be set aside for park or playground use or other public use.
 - f. Those portions of property designated as floodplain and slopes in excess of 25 percent.
 - g. Total acreage of the entire tract proposed for subdivision.
 - h. General topography.
 - i. North arrow, scale, and date of drawing.

j2. Traffic circulation plan including private driveways, public and private streets, pedestrian paths, location of parking spaces and ingress or egress.

3. Conceptual street layout plan for all master development plans and preliminary plats shall be submitted that considers traffic connectivity and any streets show on the Master Transportation Plan within five hundred (500) feet of the proposed development.

k4. Utility infrastructure plan, including basic modeling and analysis, for providing necessary streets, water, sewer, storm drainage, and electrical distribution for the entire tract including the point from which said services are to be extended.

l5. Sourcing of any and all water rights which may be appurtenant to or used upon and in connection with the property proposed to be developed.

B. Fee. The processing fee required by the current consolidated fee schedule approved by the city City council Council. [Ord. O-02-2025 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 3.4)].

16.15.050 Review of concept plans.

The concept plan review shall include an informal conference with the developer and the city's assigned staff DRC, as well as an informal review of the plan by the planning Planning commission Commission and the city council. The developer shall receive comments from the assigned staff and other participants to guide the developer in the preparation of subsequent development applications. The planning Planning commission Commission shall not take any action on the concept plan review. Further, the staff's DRC's and, the Planning C commission's, and the council's comments shall not be binding, but shall only be used for information in the preparation of future development applications. [Ord. O-04-2020 § 2 (Exh. A); Ord. O-10-2019 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 3.5)].

...

17.10.030 Definitions.

...

"Development Review Committee" means the department head or assigned representative from each of the following City departments or divisions: Building, Engineering, Fire, Parks, Planning, and Public Works.



Upcoming Staff Agenda Items for City Council Information (Tentative)

Development Projects

- **PH** Sunset Mountain Property Rezone

Code Amendments

- **PH** Enacting Section on Addressing and Street Naming (WS DISC 1/20)
- **PH** Amending EMMC 16.15 Concept Plans
- **PH** Creation of EMMC 17.64 Alternative Energy Overlay Zone
- **PH** Cost Estimate Code 16.20, 16.25 & 17.100
- **PH** Seasonal & Political Signs 17.10.030, 17.80.120, 17.80.160
- **PH** Accessory Recreation Buildings 17.75.052

Other Items

- **PH** Triumph Master Development Agreement
- **PH** Future Land Use Map – General Plan Amendment
- WS DISC – E-bikes/motorcycles on Trails
- WS DISC - Eagle Mountain Properties Phase 2, Part 1 - Rezone of 31 Properties (2/3)

Redevelopment Agency

- **PH** Mid-Valley CRA Project Area Plan & Budget

Items Tabled from City Council

Please note all items are tentative and are subject to change.

Fraud Risk Assessment

Continued

*Total Points Earned: ___/395 *Risk Level: Very Low Low Moderate High Very High
 > 355 316-355 276-315 200-275 < 200

	Yes	Pts
1. Does the entity have adequate basic separation of duties or mitigating controls as outlined in the attached Basic Separation of Duties Questionnaire?	200	200
2. Does the entity have governing body adopted written policies in the following areas:		
a. Conflict of interest?	5	5
b. Procurement?	5	5
c. Ethical behavior?	5	5
d. Reporting fraud and abuse?	5	5
e. Travel?	5	5
f. Credit/Purchasing cards (where applicable)?	5	5
g. Personal use of entity assets?	5	5
h. IT and computer security?	5	5
i. Cash receipting and deposits?	5	5
3. Does the entity have a licensed or certified (CPA, CGFM, CMA, CIA, CFE, CGAP, CPFO) expert as part of its management team?	0	20
a. Do any members of the management team have at least a bachelor's degree in accounting?	10	10
4. Are employees and elected officials required to annually commit in writing to abide by a statement of ethical behavior?	20	20
5. Have all governing body members completed entity specific (District Board Member Training for local/special service districts & interlocal entities, Introductory Training for Municipal Officials for cities & towns, etc.) online training (training.auditor.utah.gov) within four years of term appointment/election date?	20	20
6. Regardless of license or formal education, does at least one member of the management team receive at least 40 hours of formal training related to accounting, budgeting, or other financial areas each year?	20	20
7. Does the entity have or promote a fraud hotline?	20	20
8. Does the entity have a formal internal audit function?	0	20
9. Does the entity have a formal audit committee?	20	20

*Entity Name: Eagle Mountain City

*Completed for Fiscal Year Ending: 2026 *Completion Date: 06/09/2026

*CAO Name: Jared Gray *CFO Name: Kimberly Ruesch

*CAO Signature: Jared Gray *CFO Signature: K Ruesch

*Required

Basic Separation of Duties

See the following page for instructions and definitions.

	Yes	No	MC*	N/A
1. Does the entity have a board chair, clerk, and treasurer who are three separate people?	✓			
2. Are all the people who are able to receive cash or check payments different from all of the people who are able to make general ledger entries?	✓			
3. Are all the people who are able to collect cash or check payments different from all the people who are able to adjust customer accounts? If no customer accounts, check "N/A".	✓			
4. Are all the people who have access to blank checks different from those who are authorized signers?	✓			
5. Does someone other than the clerk and treasurer reconcile all bank accounts OR are original bank statements reviewed by a person other than the clerk to detect unauthorized disbursements?	✓			
6. Does someone other than the clerk review periodic reports of all general ledger accounts to identify unauthorized payments recorded in those accounts?	✓			
7. Are original credit/purchase card statements received directly from the card company by someone other than the card holder? If no credit/purchase cards, check "N/A".	✓			
8. Does someone other than the credit/purchase card holder ensure that all card purchases are supported with receipts or other supporting documentation? If no credit/purchase cards, check "N/A".	✓			
9. Does someone who is not a subordinate of the credit/purchase card holder review all card purchases for appropriateness (including the chief administrative officer and board members if they have a card)? If no credit/purchase cards, check "N/A".	✓			
10. Does the person who authorizes payment for goods or services, who is not the clerk, verify the receipt of goods or services?	✓			
11. Does someone authorize payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	✓			
12. Does someone review all payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	✓			

* MC = Mitigating Control