



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

APRIL 22, 2025, 5:30 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 EAST STAGECOACH RUN, EAGLE MOUNTAIN, UTAH 84005

5:30 PM – PLANNING COMMISSION WORK SESSION

1. DISCUSSION ITEMS

1.A. DISCUSSION - Master Transportation Plan

1.B. DISCUSSION – Moderate Income Housing Element Update

6:30 PM PLANNING COMMISSION POLICY SESSION

2. CALL TO ORDER

3. PLEDGE OF ALLEGIANCE

4. DECLARATION OF CONFLICTS OF INTEREST

5. MINUTES

5.A. April 8, 2025 Planning Commission Minutes

6. STATUS REPORT

7. ACTION AND ADVISORY ITEMS

7.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Site Plan Known as Towns at Brylee Farms.

BACKGROUND: (Presented by Planner, Steven Lehmitz). A request for Site Plan amendment approval of the townhome elevations for the Towns at Brylee Farms development (Parcel #s: 59:034:0152, 59:034:0164, and 59:034:0165). The changes include introducing a two-story floor plan and different materials.

7.B. ORDINANCE/PUBLIC HEARING - Eagle Mountain City Natural Open Space and Wildlife Habitat Management Plan

BACKGROUND: (Presented by Wildlife Biologist, Todd Black). A proposed Concept Plan for the 2025 Natural Open Space & Wildlife Habitat Management Plan. This is the next-to-final draft of the EMC Open Space Plan. This Plan has been a year in the making and will guide the City on how it will manage native open spaces within the City.

8. DISCUSSION ITEMS

9. NEXT SCHEDULED MEETING

10. ADJOURNMENT

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

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



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 22, 2025**

TITLE:	Master Transportation Plan Discussion
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	n/a
APPLICANT:	City initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
n/a	n/a

PUBLIC HEARING

No

PREPARED BY

Brandon Larsen, Planning
Director

PRESENTED BY

Brandon Larsen, David Salazar

RECOMMENDATION:

n/a

BACKGROUND:

Engineering has been working for the last several months to update the City's Master Transportation Plan. Staff will review the value and components of a master transportation plan, and then provide a report on efforts to update the City's Plan.

ITEMS FOR CONSIDERATION:

n/a

PLANNING COMMISSION ACTION/RECOMMENDATION:

n/a

ATTACHMENTS:

1. Current Master Transportation Plan



EXECUTIVE SUMMARY

The city of Eagle Mountain, along with Utah County, has experienced significant growth and development and is expected to continue in the future. Eagle Mountain's population growth from 2010 to 2021 was 21,415 people (105.75%). Current census data (2022) shows a population of just over 49,738. Mountainland Association of Governments (MAG) projections show the population growing to 152,500 in 2060.

The population growth is the 7th fastest in the state and the 3rd fastest in the county. Eagle Mountain's population growth is high compared to other cities in Utah County. Due to city growth and the growth throughout the county, a comprehensive transportation plan must be developed and regularly maintained to combat the potential congestion caused by projected growth. This plan must incorporate the goals of the city of Eagle Mountain regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

Public Involvement

Eagle Mountain City hosted a public comment period from July 14, 2021, to August 13, 2021, for the City's Transportation Master Plan update. Eagle Mountain City used an interactive GIS comment map as the primary method for public comment. The map allowed the public to identify a specific location to comment on proposed improvements to Eagle Mountain City. Eagle Mountain City received 29 total comments on the GIS comment map.

The city promoted the information regarding the public meeting and how to comment on the TMP through the City's communication channels, including the website, e-newsletter, Facebook page, and virtual signage near City Hall. The [*Daily Herald*](#) and [i84005.com](https://www.i84005.com) helped with news coverage on the overall Transportation Master Plan comment period and the official public open house.

A public open house was held on Wednesday, July 14, from 6-8 p.m. at Eagle Mountain City Hall. Those invited to the meeting were representatives from Eagle Mountain City, Saratoga Springs, Lehi City, UDOT, Utah County, and the Mountainland Association of Governments (MAG).

Information Boards were created and displayed at the public open house to provide details and context. Approximately 24 attendees participated in the meeting. The city received a total of three written comments from attendees at the meeting.

Following the public meeting, Eagle Mountain City produced videos with Mayor Westmoreland to post on Facebook to promote the comment period. Additionally, the public involvement team prepared informational Boards to display at the Pony Express Days at the beginning of the summer to help spread awareness of the upcoming public comment period.



Roadway Network Conditions

Transportation planning is a cooperative effort of state and local agencies. All urbanized areas throughout the country are separated into Metropolitan Planning Organizations (MPO). The MPO for Utah, Summit, and Wasatch Counties is called the Mountainland Association of Governments (MAG). The responsibility of MAG is to coordinate the transportation planning for these counties.

Functional Classification and Level of Service

All vehicle trips include two distinct functions: mobility and land access; mobility and land access should share an inverse relationship; as mobility increases, land access decreases. The relative amounts of through and land-access services they provide classify street facilities. There are four primary classifications: Freeway/Expressway, Arterial, Collector, and Local Streets. As part of this TMP, the updated functional classification in Eagle Mountain includes the following roadway classifications:

- **Pkwy** (4 Lanes)
- **Major Arterial Street** (7 lanes)
- **Major Arterial Street** (5 lanes)
- **Minor Arterial Street** (4 Lanes)
- **Major Collector Street** (2 Lanes)
- **Minor Collector Street** (2 Lanes)
- **Local** (2 Lanes)

The LOS quantifies the performance of an existing street system (roadways and intersections). LOS serves as the traditional form of measurement of a roadway's functionality. The following elements determine the LOS, the number of lanes assigned to a section of road, the amount of traffic using the section of road, and the time of delay per vehicle traveling on the roadway and at intersections. Levels of service range from A (free flow where users are virtually unimpeded by other traffic on the road) to F (traffic exceeds the operating capacity of the road). In Eagle Mountain, LOS D is the minimum standard for roadways and intersections (80% of the roadway capacity).

Existing and Future Traffic Projections

For the region, future traffic is modeled using a travel demand model. Results from the model will dictate future transportation improvements along the regionally significant streets (i.e., Pony Express Pkwy, Cedar Fort Road, etc.). The travel demand model uses land use and zoning for every city to estimate future traffic demand on the transportation system. MAG produces a Regional Transportation Plan (RTP) that indicates future projects within the MPO from this model.

The MAG RTP projects alone will not alleviate all future congestion in Eagle Mountain. The travel demand model needed updating to include specific data in Eagle Mountain to estimate the future demand on Eagle Mountain's roadway network. This model focuses on all streets in Eagle Mountain to find other roadway improvements outside the MAG RTP projects necessary in Eagle Mountain to alleviate congestion. The model was run for the 10-year conditions (2030) and the 30-year conditions (2050). A No-Build Scenario was run for both conditions. A No-Build scenario looks at what would happen to the roadway network if no improvements were completed (including the MAG RTP projects).

Roadway Improvements

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

Eagle Mountain Transportation Master Plan (TMP)

January 2023



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

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

The adoption of this TMP does not indicate Eagle Mountain's fiscal responsibility to complete all projects included in this TMP. The benefit of completing a TMP is to demonstrate to organizations such as UDOT and MAG that improvements are necessary and eligible to receive financial assistance on projects in the future. As projected growth is an estimated value, Eagle Mountain is not bound to complete projects included in this TMP if there is no need in the future. Projects were separated into a 10-year and 30-year window.

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

10 Year Roadway Improvements (2021-2030)

Of the **\$192,865,000** required from Eagle Mountain to build the expected roadway projects from 2019-2030, **\$56,935,000** is eligible to be paid using impact fees. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2021-2030 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic.

2050 Roadway Improvements

Also included in the TMP are all projects necessary for the roadway network to perform at LOS D or better for the horizon year of 2050. Although this TMP should be regularly updated, all roadway improvements must accommodate projected 2050 traffic volumes. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$1,235,455,000** with Eagle Mountain financially responsible for **\$586,190,000**.

Alternative Transportation Modes

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

Transit

The Utah Transit Authority (UTA) is the public transportation provider in Eagle Mountain. UTA operates fixed-route buses, express buses, bus rapid transit (BRT), ski buses, light rail, and commuter rail. In this capacity, UTA currently operates one bus route in Eagle Mountain (806), which has two existing stops and runs to the Lehi Frontrunner station. The current bus stops within Eagle Mountain are at Sparrow Hawk Way and along Pony Express Parkway near Smith Ranch Rd.

Eagle Mountain Transportation Master Plan (TMP)

January 2023



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

Bicycle and Pedestrians

Pedestrian and bicycle safety is an important feature of any transportation master plan. People will be more inclined to walk or ride their bicycle when the experience is pleasant, they feel safe, and distances are reasonable. Eagle Mountain has an extensive paved trail system along major roadways and is home to some of the best-recognized bike trails in the state. More detailed plans to accommodate bicycles and pedestrians can be found in the City's Bicycle and Pedestrian Master Plan, which will be updated from time to time.

Other Policies and Guidelines

Policies and guidelines govern development throughout Eagle Mountain. For the roadway network, there are policies provided to maintain a safe, efficient, and familiar environment for all transportation types. There are national, regional, and local specifications which are used in Eagle Mountain. All these specifications can be accessed by contacting the city or searching the city's website <https://eaglemountaincity.com>. Eagle Mountain municipal codes and policies can be found at the following link [Eagle Mountain Municipal Code \(codepublishing.com\)](https://codepublishing.com)



TABLE OF CONTENTS

Executive Summary	i
Public Involvement	i
Roadway Network Conditions	ii
Functional Classification and Level of Service.....	ii
Existing and Future Traffic Projections	ii
Roadway Improvements	ii
10 Year Roadway Improvements (2021-2030)	iii
2050 Roadway Improvements	iii
Alternative Transportation Modes	iii
Transit	iii
Bicycle and Pedestrians.....	iv
Other Policies and Guidelines	iv
Table of Contents.....	v
List of Figures	vii
List of Tables	vii
Introduction.....	1
Eagle Mountain as a City.....	2
Public Involvement	4
Roadway Network Conditions.....	5
Travel Demand Modeling.....	5
Land Use and Zoning.....	5
Socioeconomic Conditions.....	7
Trip Generation.....	7
Travel Demand Model Precautions	7
Functional Classification	8
Typical Roadway Cross-Sections	11
Level of Service	14
Roadway Level of Service.....	14



Eagle Mountain Transportation Master Plan (TMP)

January 2023



Intersection Level of Service	15
Site Development Transportation Impacts (Traffic Impact Studies)	16
Existing Roadway Network Conditions	17
Travel Demand Model Calibration	17
Existing Roadway and Intersection Level of Service	17
Mitigations to Existing Capacity Deficiencies.....	17
Future Roadway Network Conditions.....	20
Wildlife Corridor.....	20
2030 Capital Facilities Plan.....	20
No Build Level of Service.....	20
2030 Roadway Improvements	21
2050 Roadway Improvements	24
No Build Level of Service.....	24
2050 Roadway Improvements	26
Funding for Roadway Network Improvements.....	29
Federal Funding	29
State/County Funding	29
City Funding	30
Impact Fees	31
Cost to Implement 2030 and 2050 Projects	31
Alternative Transportation Modes.....	37
Bicycle and Pedestrians	37
Transit	37
Appendix A: Traffic Impact Study Guidelines	42
Appendix B: Cost Estimates.....	50
Appendix C: Wildlife Corridor Conflict Map.....	50

List of Figures

Figure 1: Eagle Mountain Population	1
Figure 2: Eagle Mountain Area Map	3
Figure 3: Eagle Mountain General Plan	6
Figure 4: Mobility vs. Land Access Representation.....	8
Figure 5: Existing Functional Classification	10
Figure 6: Typical Cross-Sections	11
Figure 7: Level of Service Representation.....	14
Figure 8: Traffic Count Locations	18
Figure 9: Existing Roadway Level of Service	19
Figure 10: 2030 No Build Level of Service.....	22
Figure 11: 2030 Roadway and Intersection Improvements.....	23
Figure 12: 2050 No Build Level of Service.....	25
Figure 13: 2030 and 2050 CFP Roadway Projects & Intersection Improvements	27
Figure 14: 2050 Proposed Roadway Network Functional Classification	28
Figure 15: UTA Existing and Planned Transit Routes	39

List of Tables

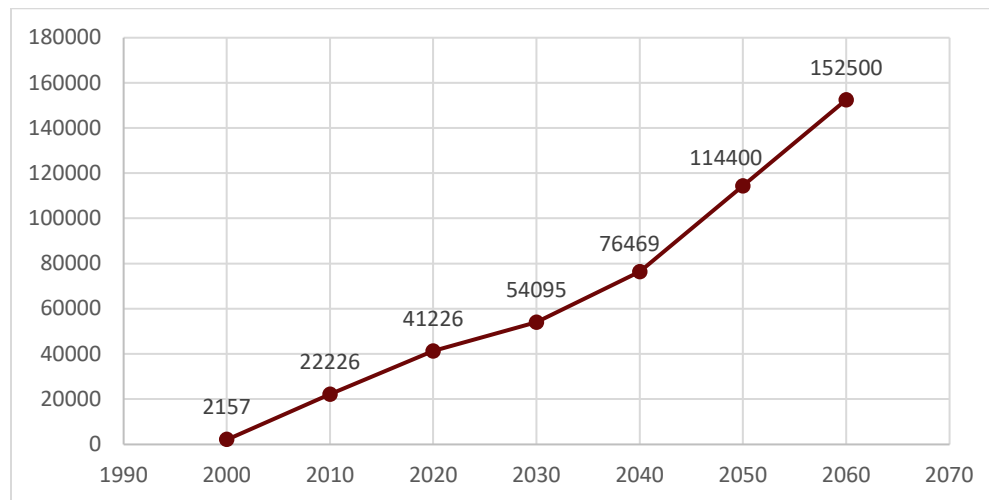
Table 1: Street Functional Classification	9
Table 2: Functional Classifications	9
Table 3: Estimated LOS based on ADT on Arterial Streets.....	15
Table 4: Estimated LOS based on ADT on Collector Streets	15
Table 5: Intersection Level of Service	16
Table 6: 2050 TMP Projects	32



INTRODUCTION

The city of Eagle Mountain, along with Utah County, has experienced significant growth and development, which is expected to continue in the future. Eagle Mountain's population growth from 2010 to 2021 was 22,646 people (105.75%). The current population (2021) is slightly above 44,000 according to the U.S. Census Bureau. The Mountainland Association of Governments (MAG) estimates the population to be 152,500 by the year 2060. To keep pace with projected growth, a comprehensive transportation plan must be developed and regularly maintained. This plan must incorporate the goals of Eagle Mountain regarding the transportation systems within their jurisdiction as well as those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

Figure 1: Eagle Mountain Population



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

This Transportation Master Plan (TMP) contains an analysis of the existing transportation network and conditions. Any major deficiencies are itemized, and potential improvement or mitigation alternatives are discussed. An analysis of the future transportation network is also included for the horizon years of 2030 and 2050. Any major UDOT projects and improvements within Eagle Mountain, such as the Cory Wride Freeway, are reflected in the future network. Any deficiencies in the future transportation network that are expected to exist and would not be accommodated by projects that are currently planned will be discussed. A list of recommended improvements and projects will then be given to aid Eagle Mountain in planning for future transportation projects as well as in working with other agencies such as UDOT or neighboring cities. This Transportation Master Plan is intended to be a useful tool to aid Eagle Mountain in taking a proactive effort in planning and maintaining the overall transportation network within their city.

Eagle Mountain as a City

Since its incorporation in 1996, Eagle Mountain has grown in population from 250 people to over 44,000 people. The Mountainland Association of Governments anticipates a population of 152,500 by 2060. Located 30 miles northwest of Provo at the base of the Lake Mountains, the city is geographically the third largest city in the state.

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

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

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

Public Involvement

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

- **Project Branding Package**
- **Social Media Outreach**
 - Facebook
 - City website
 - City e-newsletter
 - Virtual Signage near City Hall
 - Press Release to the Daily Herald and i84005.com about the study and the project website for commenting
- **Generated a contact database (included current city mailing lists)**
- **Project Website:**
 - Master plan description and purpose
 - Frequently asked questions
 - Project timeline
 - An interactive map where citizens could place their comments. This map gathered detail-oriented feedback and included a description of the (MAG) Regional Long-Range Plan.

The project website and interactive/commenting map were advertised to the public through social media. The public comment period ran from July 14, 2021, to Aug. 13, 2021. A total of 29 comments were received on the GIS comment map.

A public open house was held on Wednesday, July 14, from 6-8 p.m. at Eagle Mountain City Hall. Representatives from Eagle Mountain City, Saratoga Springs, Lehi City, UDOT, Utah County, and the Mountainland Association of Governments (MAG) were invited to the public meeting.

Information Boards were created and displayed at the public open house to provide details and context. Approximately 24 attendees participated in the public meeting. A total of three written comments were received at the public meeting.

Following the public meeting, Eagle Mountain City produced videos with Mayor Westmoreland to post on Facebook to promote the comment period. Additionally, the public involvement team prepared informational Boards to display at the Pony Express Days at the beginning of the summer to help spread awareness of the upcoming public comment period.

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

ROADWAY NETWORK CONDITIONS

Transportation planning in the region is a cooperative effort of state and local agencies. All urbanized areas throughout the country are separated into areas called Metropolitan Planning Organizations (MPO) where the designated agency is responsible for coordinating the transportation planning for the area. The MPO for Utah, Summit and Wasatch Counties is called the Mountainland Association of Governments (MAG). MAG became the MPO for these counties in 1972. Included in this section is a general discussion on the methodologies used for the travel demand modeling process, functional classification of streets, and level of service for streets and intersections. Also included are the existing and future conditions for 2030 and 2050.

Travel Demand Modeling

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

Land Use and Zoning

Much of the socioeconomic data used in this study is based on the best available statewide data provided by the Governor's Office of Planning and Budget (GOPB). This data was supplemented and verified using the data provided by Eagle Mountain in the form of the current adopted general plan as of 2018, as shown in **Figure 3** (the most recent version can be found on Eagle Mountain's website at <https://eaglemountaincity.com>).

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

FUTURE LAND USE & TRANSPORTATION MAP

LEGEND

Residential Categories:

- Foothill Residential
- Agricultural/Rural Density One
- Agricultural/Rural Density Two
- Neighborhood Residential One
- Neighborhood Residential Two
- Neighborhood Residential Three

Mixed Use/Commercial Categories:

- Community Commercial
- Town Center Mixed Use
- Regional Commercial
- Employment Center/Campus
- Business Park/Light Industry

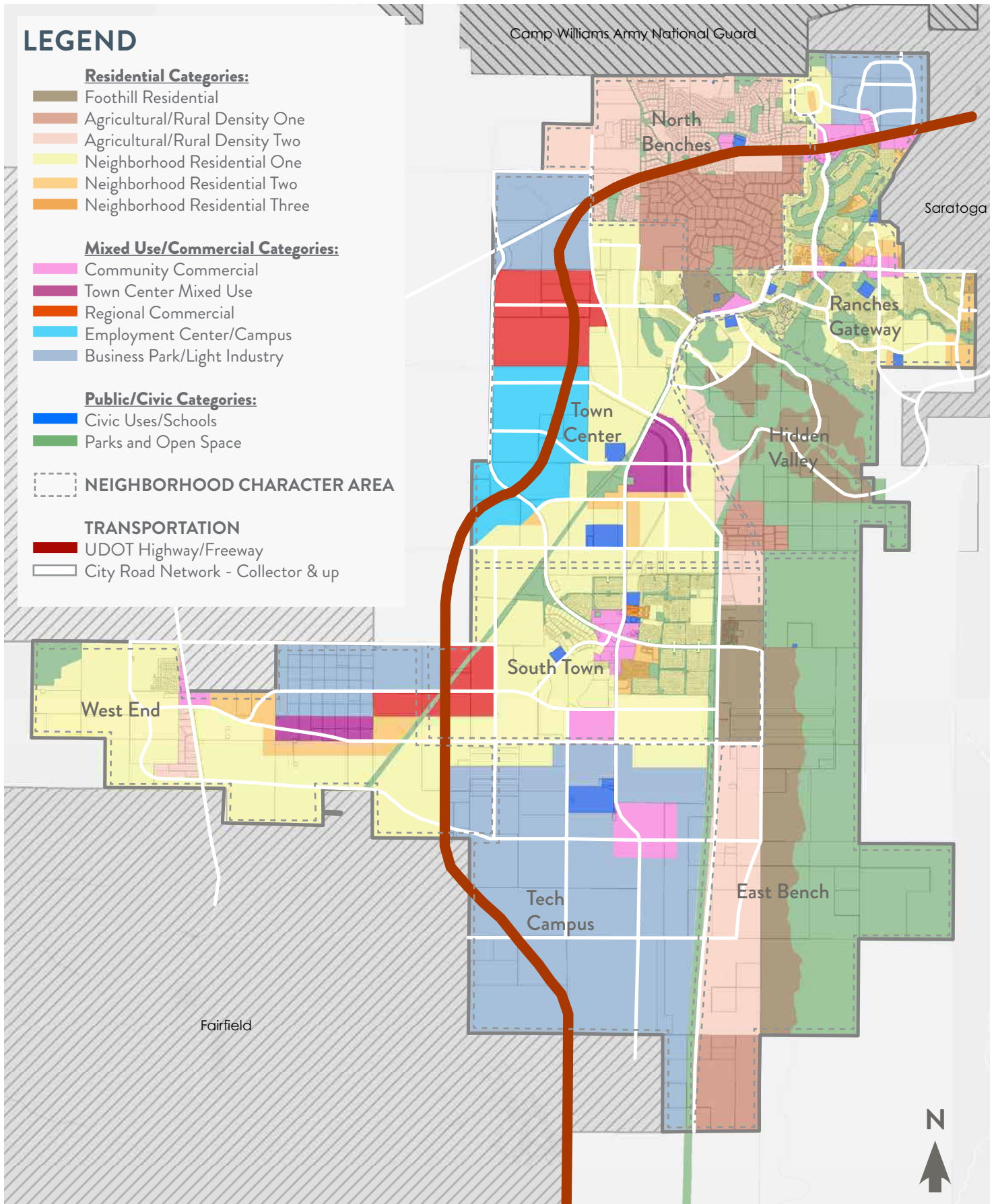
Public/Civic Categories:

- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

- UDOT Highway/Freeway
- City Road Network - Collector & up



Socioeconomic Conditions

Eagle Mountain's population growth from 2010 to 2021 was 21,415 people (a 105.75% increase). The current population (2021) is slightly above 44,000 according to the U.S. Census Bureau. The population is estimated to be 65,534 and 141,239 by the year 2030 and 2050, respectively. The city has an unemployment rate of 3.0% and an average household size of 4.34. The average household income in Eagle Mountain is \$91,519 with a poverty rate of 7.41%. The median age is 20 years. The median house value is \$280,700, while the median rental cost is \$1,577 per month.

Based on the current land use, zoning, demographics, and growth patterns, Eagle Mountain is projected to grow to 141,239 residents by the year 2050, a 321% increase from 2022. The forecasted growth will place increased pressure on the City's infrastructure, including the street network. Eagle Mountain is also committed to increasing residential, commercial, office, and retail within Eagle Mountain so citizens can fulfill all needs within the city boundaries. This growth will therefore have considerable impact on traffic volumes in the city. Future development and plans along major corridors have been implemented into the modeling effort.

Trip Generation

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

Travel Demand Model Precautions

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

Functional Classification

All trips include two distinct functions: mobility and land access. Mobility and land access should share an inverse relationship, meaning as mobility increases land access decreases. Street facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications: Freeway/Expressway, Arterial, Collector and Local Streets. Each classification is explained in further detail in the following paragraphs and is also represented in [Figure 4](#). A more detailed description of the characteristics of the four primary functional classifications of streets are found in [Table 1](#).

- **Freeways and Expressways** – Freeway and expressway facilities provide service for long distance trips between cities and states. No land access is provided by these facilities. For example, I-15.
- **Arterials** – Arterial facilities should provide service primarily for through-traffic movements. All traffic controls and the facility design are intended to provide an efficient through movement. For example, Pony Express Pkwy.
- **Collectors** – Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. For example, Ranches Pkwy.
- **Local Streets** – Local Street facilities primarily serve land-access functions. The design and control facilitate the movement of vehicles on and off the roadway network from land parcels. For example, 200 N.

Figure 4: Mobility vs. Land Access Representation

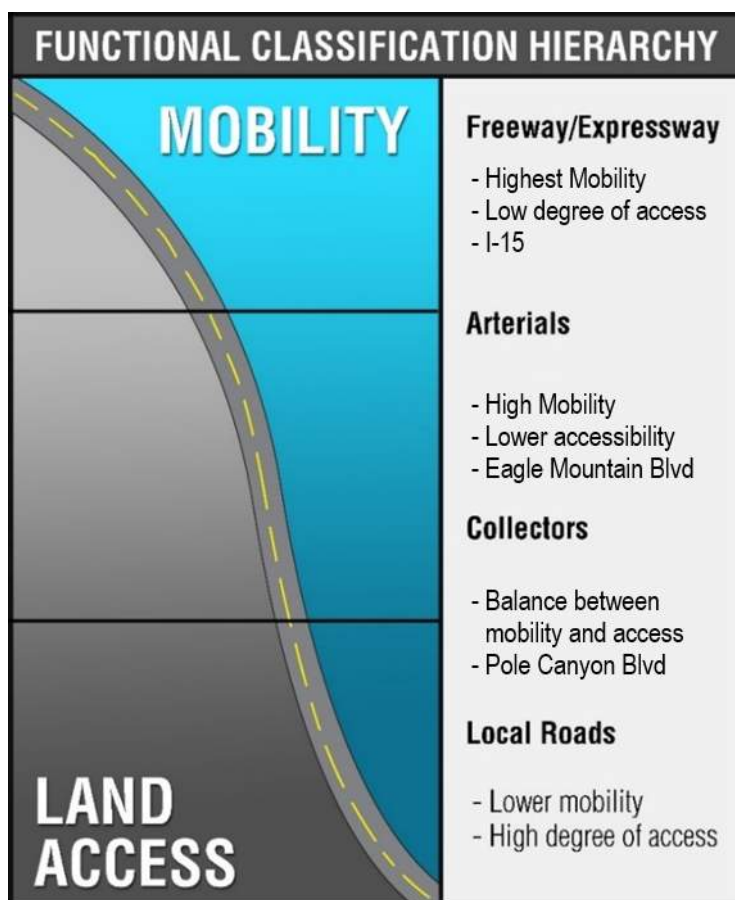


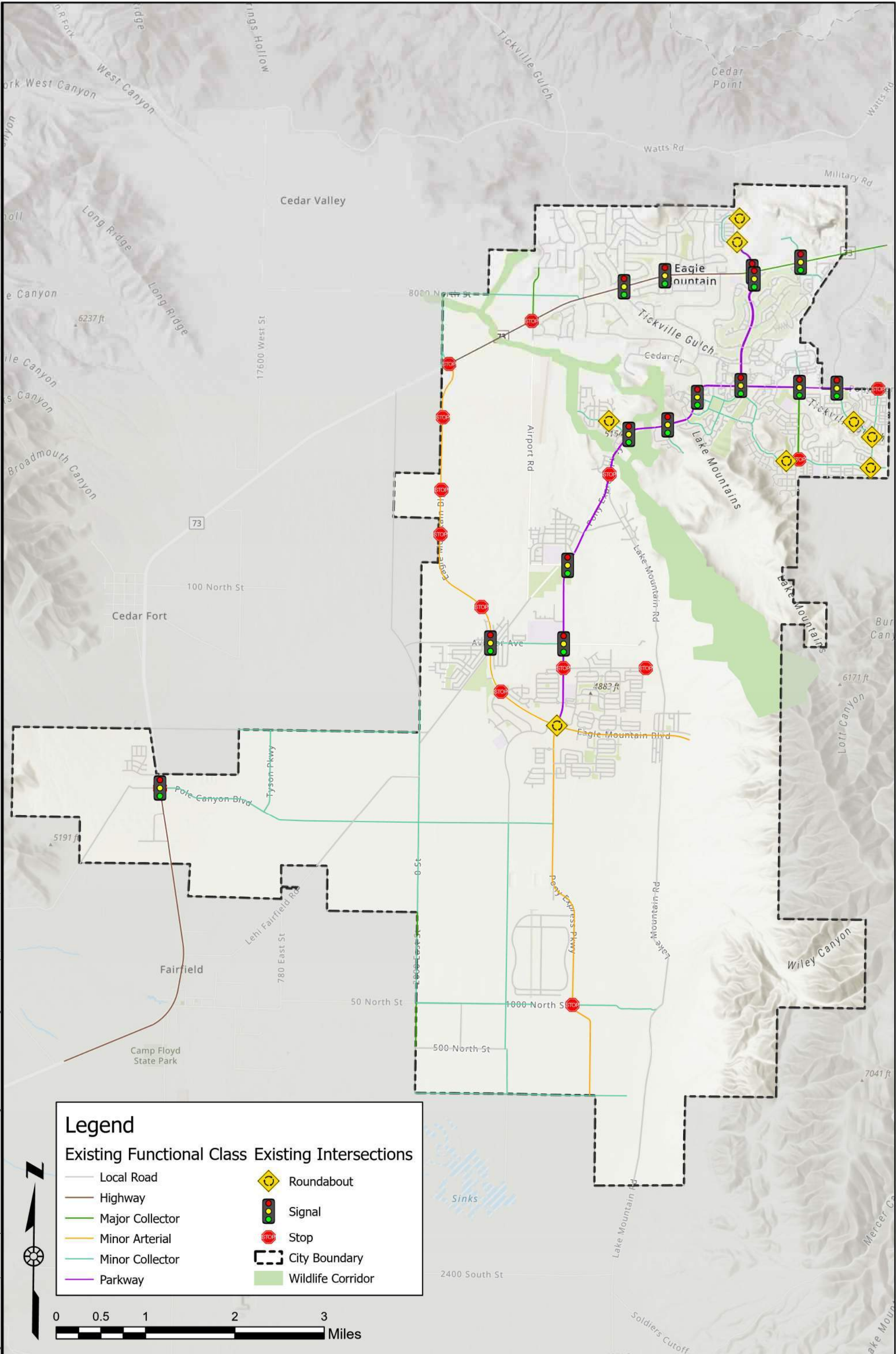
Table 1: Street Functional Classification

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

In Eagle Mountain, the roadways are split into six functional classifications: Pkwy, Major Arterial, Minor Arterial, Major Collector, and Minor Collector and Local. Currently, Parkways have 4 travel lanes, Major Arterials range from 5 to 7 lanes, Minor Arterials have 4 lanes, and Major Collectors, Minor Collectors, and Local roadways have 2 lanes. A map showing the Average Daily Traffic (ADT) in Eagle Mountain is shown in [Figure 9](#).

Table 2: Functional Classifications

Functional Classification	Number of Lanes
Local	2 Lanes
Minor Collector	2 Lanes
Major Collector	2 Lanes
Minor Arterial	4 Lanes
Major Arterial	5-7 Lanes
Pkwy	4 Lanes



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Typical Roadway Cross-Sections

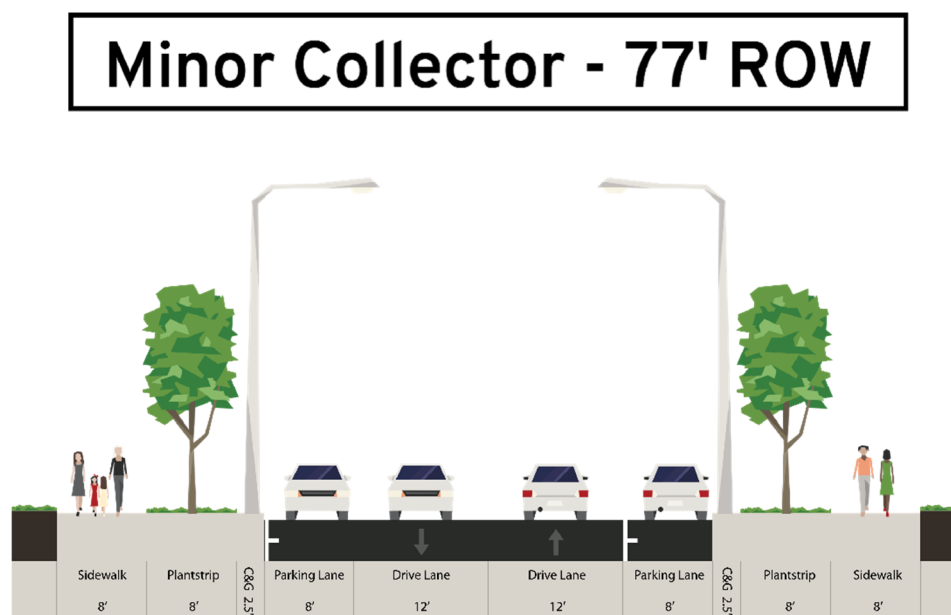
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain city standards, ranges for Right of Way (ROW) width as well as pavement width for each functional classification are described. It is important for Eagle Mountain to use specific values for each cross-section. **Figure 6** shows a representation for each cross-section.

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

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

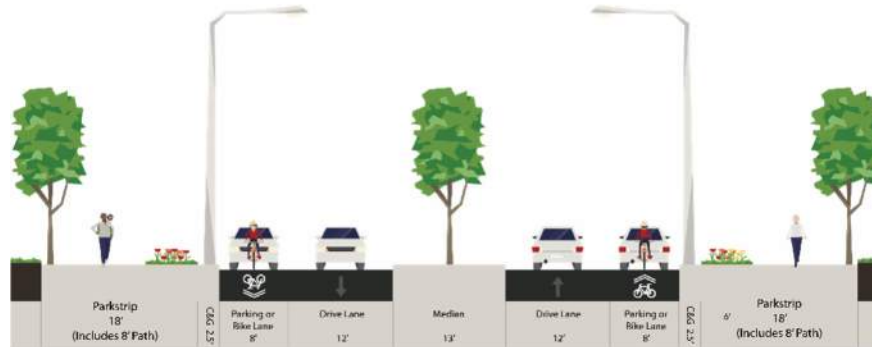
Figure 6: Typical Cross-Sections

MINOR COLLECTOR STREET (77' RIGHT OF WAY)



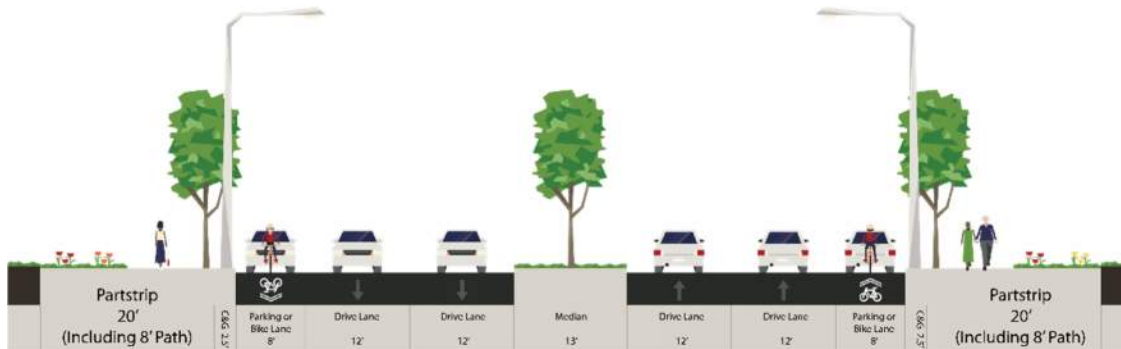
MAJOR COLLECTOR STREET (94' RIGHT OF WAY)

Major Collector - 94' ROW



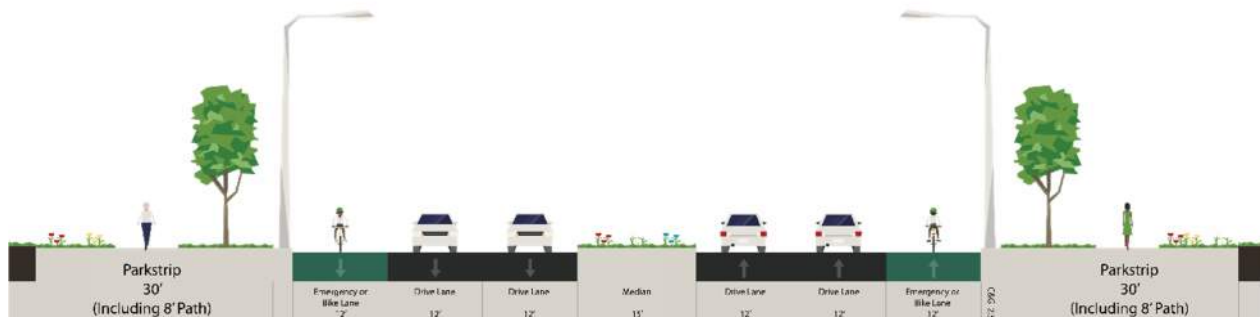
MINOR ARTERIAL STREET (122' RIGHT OF WAY)

Minor Arterial - 122' ROW

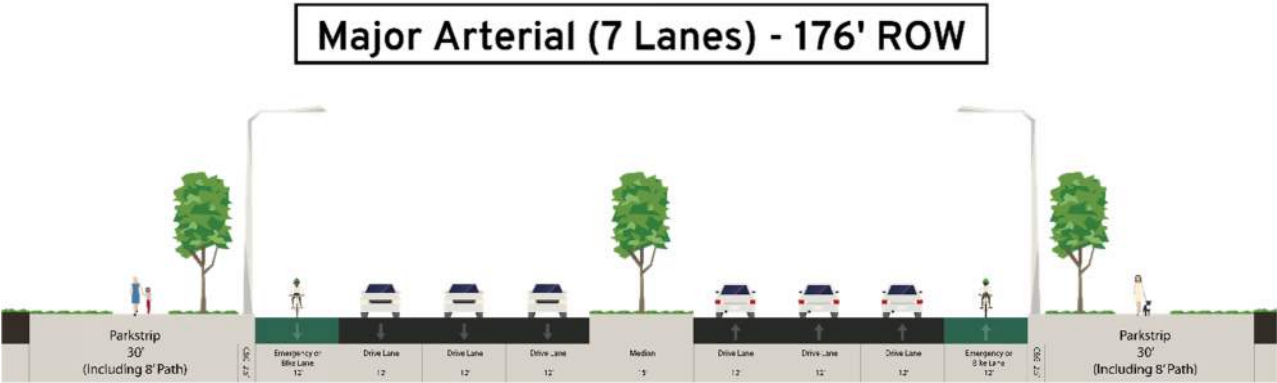


MAJOR ARTERIAL STREET (152' RIGHT OF WAY) – FIVE LANES

Major Arterial (5 Lane) - 152' ROW



MAJOR ARTERIAL STREET (176' RIGHT OF WAY) – SEVEN LANES



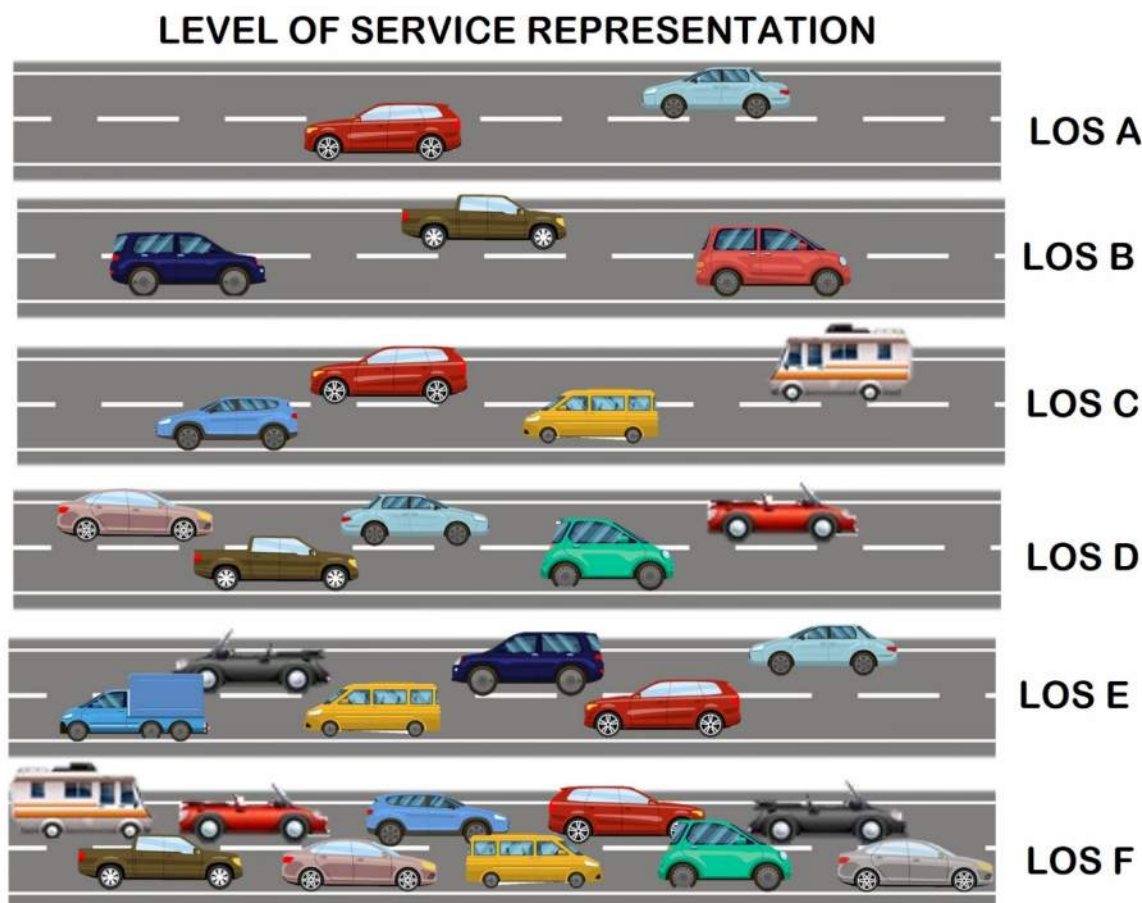
PKWY (206' RIGHT OF WAY)



Level of Service

The adequacy of an existing street system can be quantified by assigning Levels of Service (LOS) to major roadways and intersections. As defined in the *Highway Capacity Manual (HCM)*, a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway's functionality. The TRB identifies LOS by reviewing elements, such as the number of lanes assigned to a roadway, the amount of traffic using the roadway and the time of delay per vehicle traveling on the roadway and at intersections. Levels of service range from A (free flow where users are virtually unimpeded by other traffic on the roadway) to F (traffic exceeds the operating capacity of the roadway) as shown in [Figure 7](#).

Figure 7: Level of Service Representation



Roadway Level of Service

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

LOS D is approximately 80 percent of a roadway's capacity and is a common goal for urban streets during peak hours. A standard of LOS D for system streets (collectors and arterials) is acceptable for future planning. Attaining LOS C or better on these streets would be potentially cost prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speeds. Although the model uses traffic volumes during the peak hour of the day, [Table 3](#) and [Table 4](#) show estimated ADT values for LOS C, LOS D, and LOS E on Arterial and Collector Streets for reference.

Table 3: Estimated LOS based on ADT on Arterial Streets

Lanes	LOS C	LOS D	LOS E
2-3	12,400	15,100	17,700
4-5	28,500	32,800	40,300
6-7	43,000	50,500	63,400

Table 4: Estimated LOS based on ADT on Collector Streets

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

Intersection Level of Service

Whereas roadway LOS considers an overall picture of a roadways capacity to estimate operating conditions, intersection LOS looks at each individual vehicle movement at an intersection and provides a more precise method for quantifying operations. Since intersections are typically a source of bottlenecks in the transportation network, a detailed look into vehicle delay at each intersection should be performed on a regular basis. The methodology for calculating delay at an intersection is outlined in the *Highway Capacity Manual* (HCM) and the resulting criteria for assigning LOS to signalized and un-signalized intersections are outlined in [Table 5](#). LOS D is considered the industry standard for intersections in an urbanized area. LOS D at an intersection corresponds to an average control delay of 35-55 seconds per vehicle for a signalized intersection and 25-35 seconds per vehicle for an un-signalized intersection.

At a signalized intersection under LOS D conditions, the average vehicle will be stopped for less than 55 seconds. This is considered an acceptable amount of delay during the times of the day when roadways are most congested. Generally, traffic signal cycle lengths (the length of time it takes for a traffic signal to cycle through each movement) should be below 90 seconds. An average delay of less than 55 seconds suggests that in most cases, no vehicles will have to wait more than one cycle before proceeding through an intersection.

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

vehicles waiting at the stop sign. Roundabout LOS is also measured using the stopped controlled LOS parameters.

Table 5: Intersection Level of Service

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

*LOS F when traffic volumes exceed capacity

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

Site Development Transportation Impacts (Traffic Impact Studies)

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

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

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

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

- **Scope (Submitted to Eagle Mountain and Developer)**
- **Establish Study Area**
- **Establish Trip Generation**
- **Establish Trip Distribution**
- **Study Intersections**
- **AM/PM Peak Hours and/or Weekend Peak Hours**

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

Eagle Mountain Traffic Impact Study Requirements are included in **Appendix A: Traffic Impact Study Guidelines** of this report. The City Engineer will review the TIS or assign someone to do so and will respond in writing to the TIS report within 30 days.

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

Existing Roadway Network Conditions

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

Travel Demand Model Calibration

As with the TAZ structure, the MAG Travel Demand Model was calibrated to fit existing traffic conditions in Eagle Mountain. The method used to calibrate the model was to use traffic counts throughout the city. Traffic counts were collected from UDOT and include annual average daily traffic (AADT) volumes as defined in *Traffic on Utah Highways*. On city owned roadways, traffic counts were either provided by Eagle Mountain or were manually counted as part of this TMP. **Figure 8** shows the count locations throughout the city used for model calibration.

Existing Roadway and Intersection Level of Service

Using the calibrated MAG Travel Demand Model and data provided by Eagle Mountain, the LOS for each roadway segment is shown in **Figure 9**. The following roadway is currently performing at LOS E or worse.

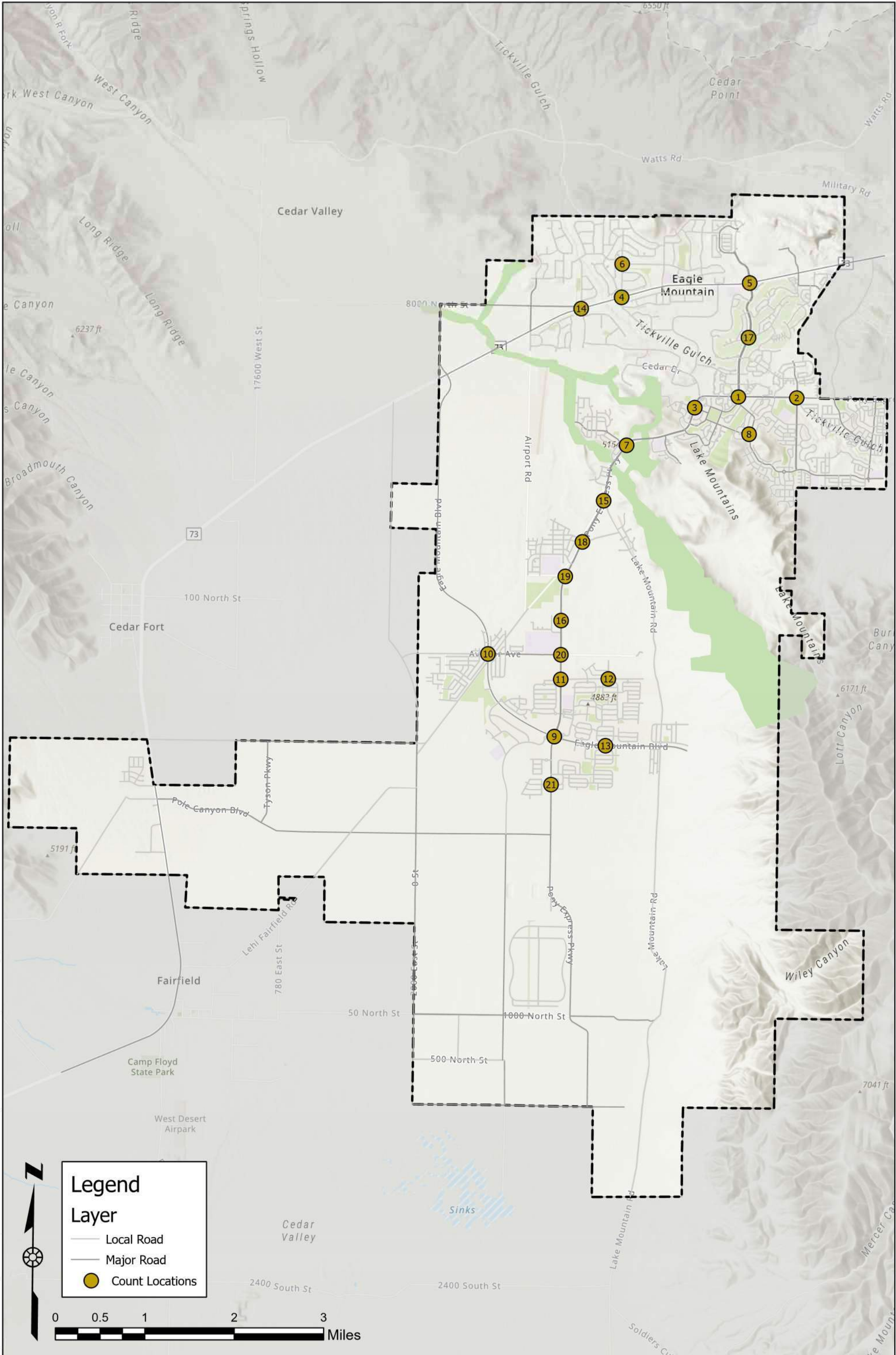
Roadway Segments

- **Cory B Wride Highway** (east of Ranches Pkwy)

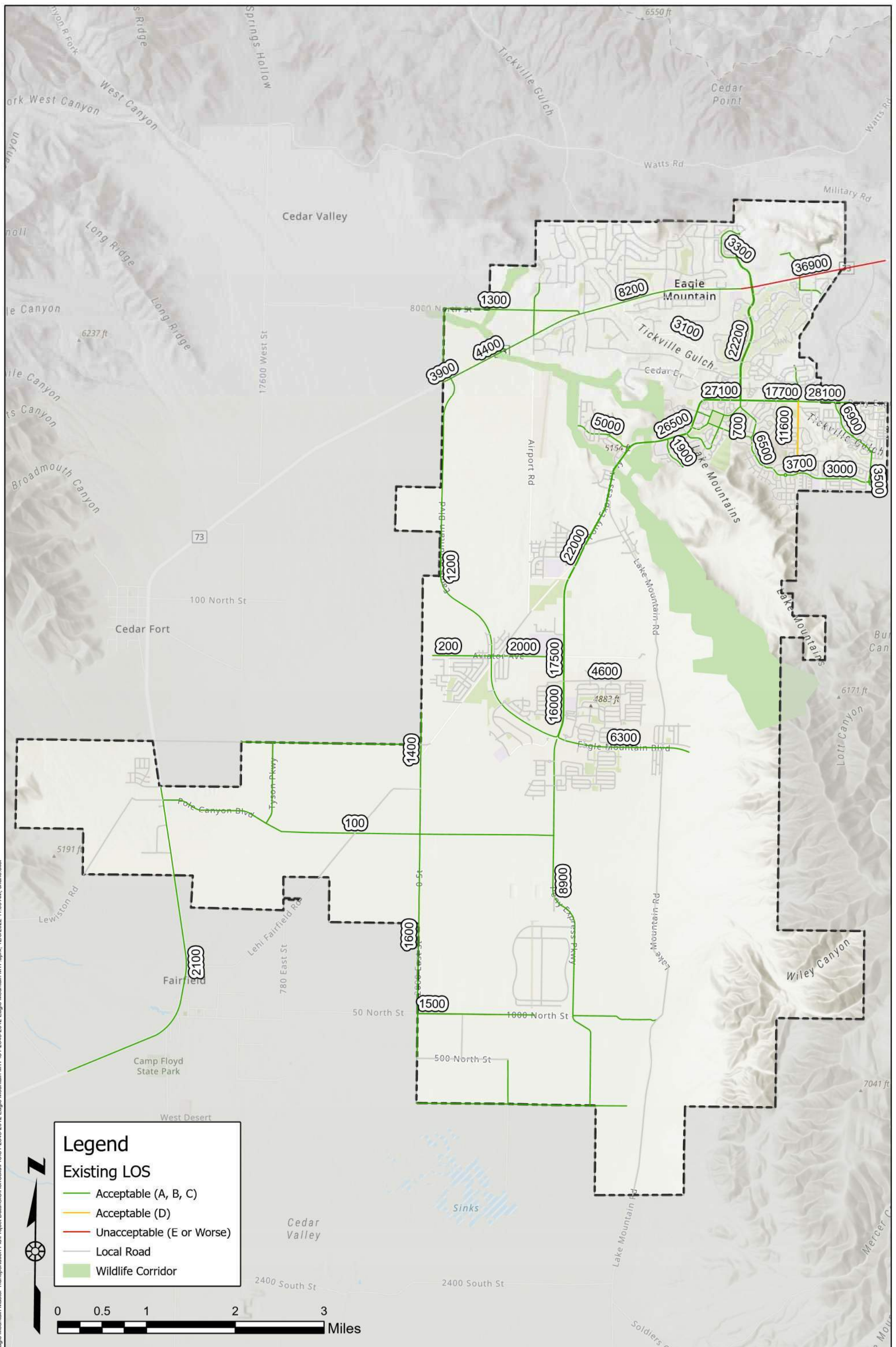
Mitigations to Existing Capacity Deficiencies

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

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



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Future Roadway Network Conditions

Two future conditions are included in this TMP. The 2030 Capital Facilities Plan (CFP) includes all roadway improvements necessary for a horizon year of 2030. The Transportation Improvement Fund (TIF) is included to indicate the funding source for all projects included in the 2030 CFP. The other condition investigates the roadway network and improvements necessary for a horizon year of 2050. Both the 2030 CFP and 2050 conditions are outlined in this section and the methodology used to incorporate the TIF to fund all the projects in the CFP. All projects will be selected based on input from city staff, elected officials as well as the public.

Wildlife Corridor

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

2030 Capital Facilities Plan

The 2030 CFP includes all projects that will be completed by the horizon year of 2030. A “No Build” scenario is modeled to determine the roadways which will perform at LOS E or worse by 2030. Included in the list of projects are projects on the MAG Regional Transportation Plan (RTP). This section describes the details of the process used to produce a list of projects as well as a description of the Transportation Improvement Fund (TIF) for the 2030 CFP.

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in [Figure 10](#). The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (Airport Road to eastern border)
- **Pony Express Pkwy** (Aviator Avenue to Ranches Pkwy)

- **Pony Express Pkwy** (Porters Crossing Pkwy to eastern border)
- **Mount Airey Drive** (north of Cory Wride Highway)

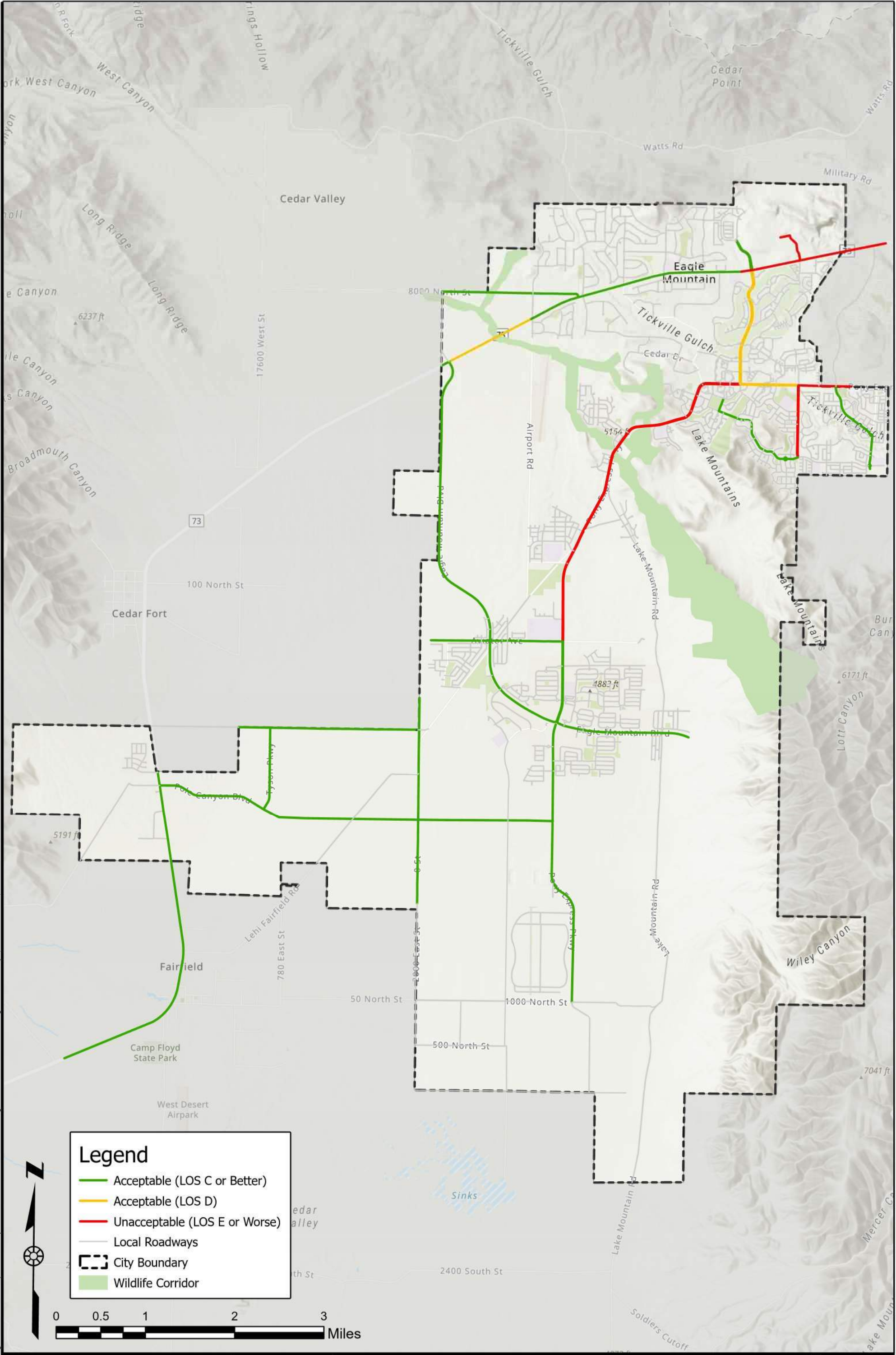
2030 Roadway Improvements

Eagle Mountain is not alone in improving the roadway network. MAG, in cooperation with UDOT, provides financial assistance for eligible projects on roadways with regional significance. Some of these projects are already included in the Regional Transportation Plan (RTP). Projects not included on the RTP of regional significance may receive financial assistance through an application process. On roadways owned and operated by UDOT, the fiscal responsibility typically falls to UDOT. It is important for Eagle Mountain to include these projects in this TMP as well as coordinate with UDOT to ensure these projects are implemented and that the projects follow access management principles. The projects in Eagle Mountain included on the RTP are shown in the following list of the RTP Phase 1 projects to be completed by 2030.

Phase 1: 2019-2030

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

Although the improvements on the RTP will improve congestion in the specific project areas, there are other areas of the city where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 11](#). Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements and intersection improvements to be completed by 2030, also shown in [Figure 11](#). A description of all projects can be found in [Appendix B: Cost Estimates](#). The costs to implement these projects is found in [Cost to Implement 2030 and 2050 Projects](#).



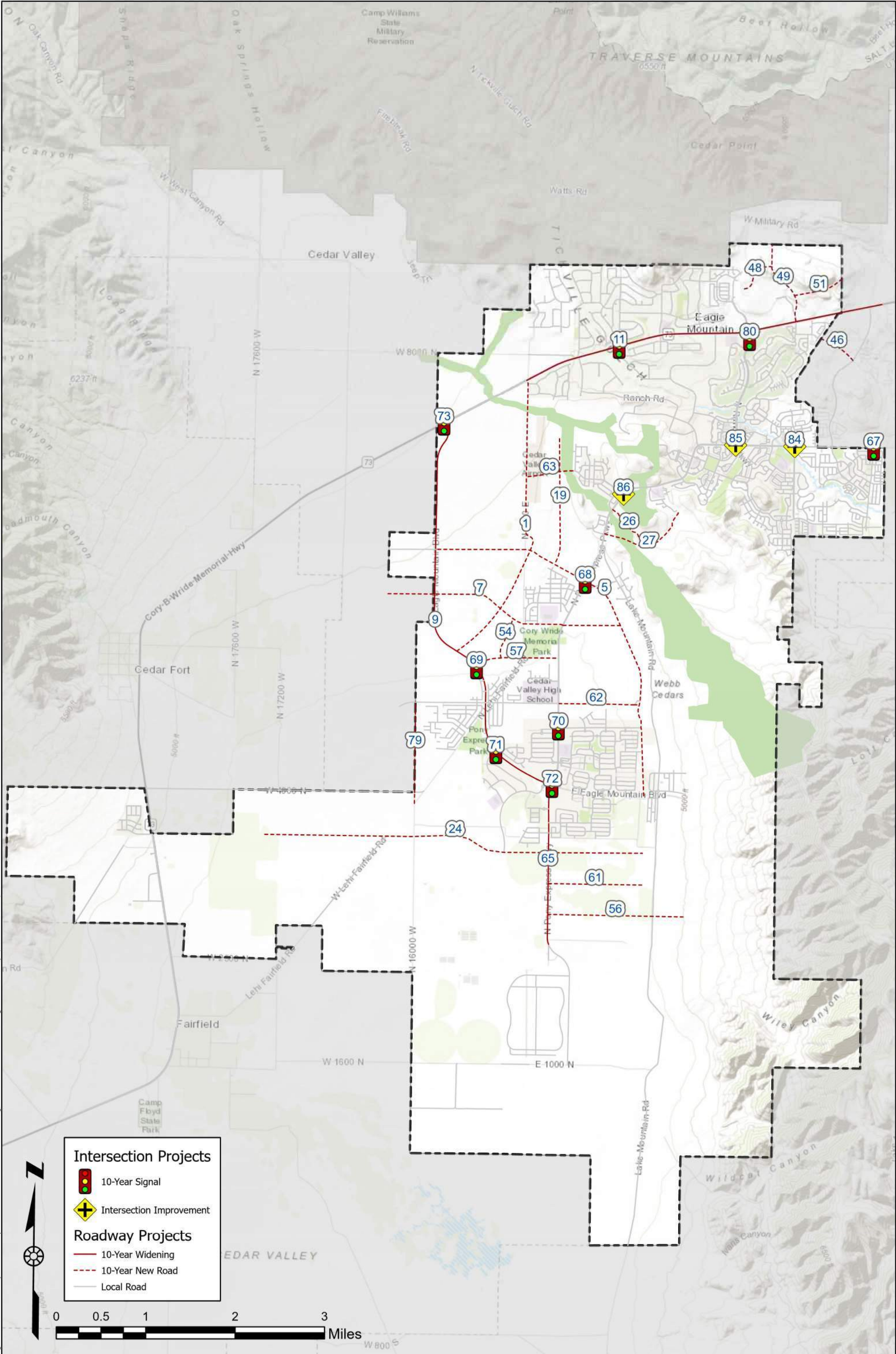
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2030 No-Build Level of Service
Eagle Mountain Transportation Master Plan

DATE	12/6/2022
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Figure 10	



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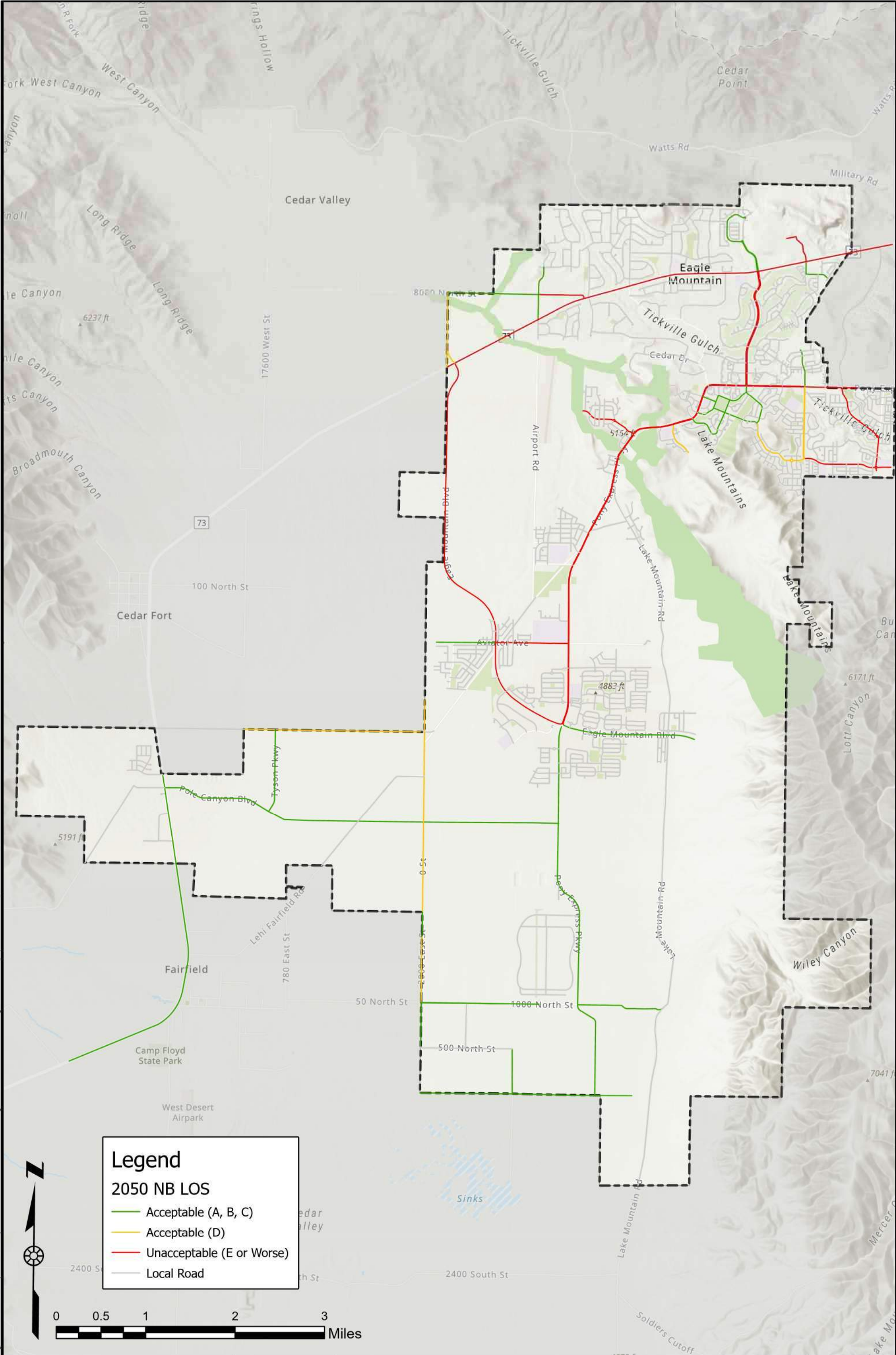
2050 Roadway Improvements

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

No Build Level of Service

As used for the 2030 roadway conditions, the no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the City roadway network. Using the travel demand model, **Figure 12** shows the 2050 No Build LOS. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (western border to eastern border)
- **8000 North** (Six-Mile Cutoff Road to Cory B Wride Highway)
- **Valley Drive** (Cory B Wride Highway to North Crest Road)
- **North Crest Road** (Valley Drive to North Cedar Drive)
- **North Cedar Drive** (North Crest Road to Pony Express Pkwy)
- **Ranches Pkwy** (Cory B Wride Highway to Pony Express Pkwy)
- **Mount Airey Drive** (north of Cory B Wride Highway)
- **Eagle Mountain Blvd** (Cory B Wride Highway to Pony Express Pkwy)
- **Lone Tree Pkwy** (east of Pony Express Pkwy)
- **North Silver Lake Pkwy** (Pony Express Pkwy to Golden Eagle Road)
- **Golden Eagle Road** (Porters Crossing Pkwy to eastern border)
- **Aviator Avenue** (Eagle Mountain Blvd to Pony Express Pkwy)
- **Pole Canyon Blvd** (2000 East Street to Pony Express Pkwy)
- **Pony Express Pkwy** (Eagle Mountain Blvd to eastern border)



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2050 Roadway Improvements

There are many roadways in Eagle Mountain that are included on MAG's RTP. The projects included on the RTP are shown in [Figure 13](#). Included is a list of the roadway improvements included on the RTP for all three phases (2019-2050).

Phase 1: 2019-2030

- **Airport Rd** (Cory B Wride HWY to East Expressway) – New 5 Lane Road
- **Cory Wride FWY** (Mountain View Corridor to Ranches Pkwy) – New freeway, frontage roads
- **Cory Wride HWY (Ranches Pkwy to Airport Rd)** – Widen to 5 Lanes
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – New 3 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to East Expressway) – New 3 lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes

Phase 2: 2031-2040

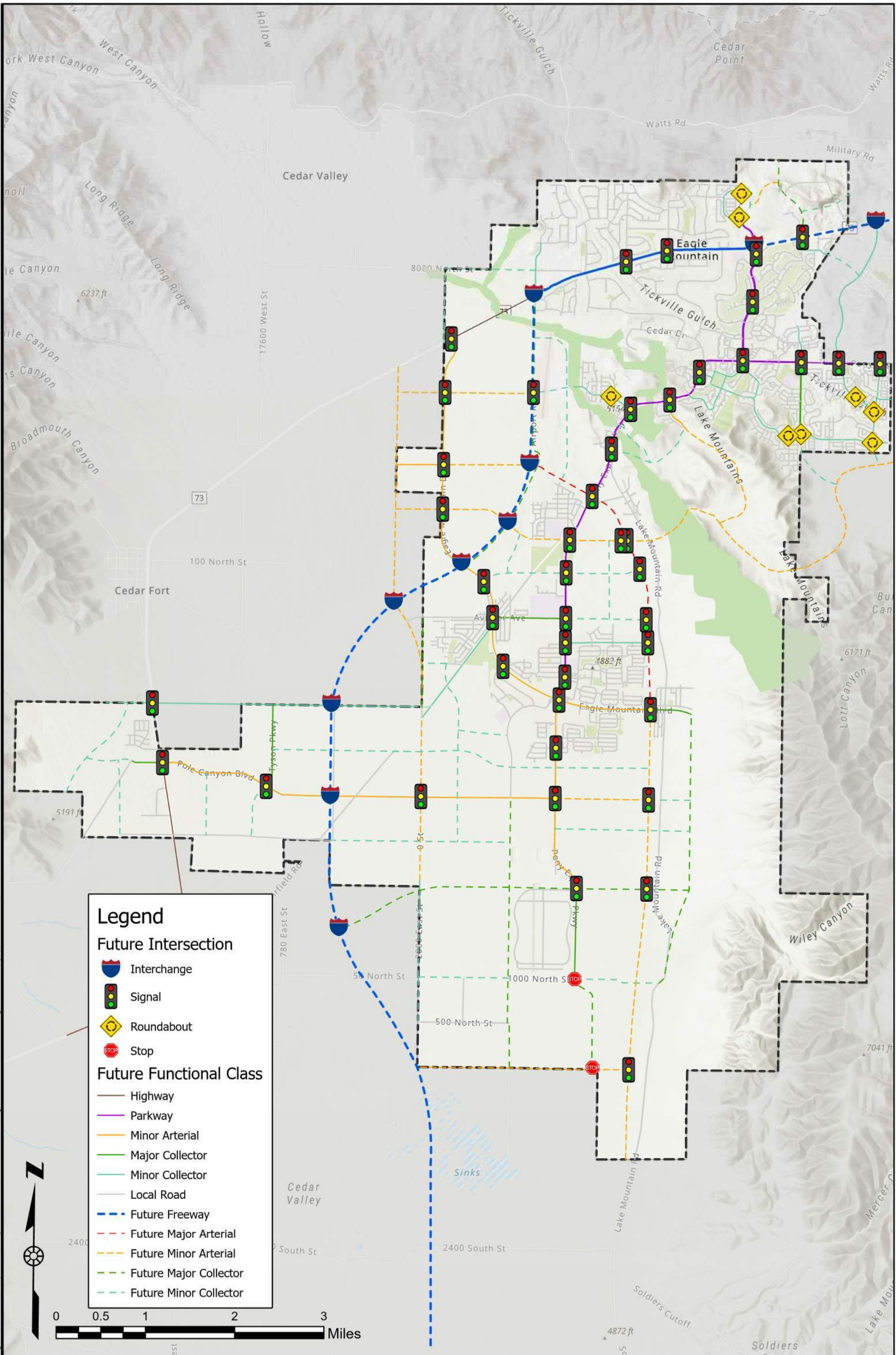
- **Cory Wride FWY** (Ranches Pkwy to East Expressway) – New Freeway
- **Eagle Mountain Blvd** (SR-73 to East Expressway) – Widen to 5 lanes
- **East Expressway** (Cedar Valley FWY to Eagle Mountain Blvd) – Widen to 5 lanes
- **Mt. Saratoga Blvd** (Cory Wride FWY to Harvest Hills Blvd) – New 3 lane road

Phase 3: 2040-2050

- **Aviator Ave** (Eagle Mountain BLVD to Cedar Fort RD) – New 3 lane road
- **Cedar Valley FWY** (East Expressway to UC 4000 N) – New Freeway
- **Central Valley Rd** (UC 2400 N to Mid Valley Rd) – New 3 lane road
- **Hidden Valley Rd** (East Expressway to Redwood Rd) – New 5 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to Cedar Fort Rd) – New 3 lane road
- **UC 8000 N** (Cedar Fort Rd to UC 17200 W) – New 3 lane road

Although the improvements on the RTP will improve congestion in the specific project areas, there are many other areas of the city where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 13](#). Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements and intersection improvements to be completed by 2030 and 2050, also shown in [Figure 13](#). A description of all projects can be found in [Appendix B: Cost Estimates](#).

Applying all improvements from [Figure 13](#) will improve the roadway network to function at LOS D or better. Assuming all proposed projects are completed by 2050, [Figure 14](#) represents the proposed 2050 Eagle Mountain roadway network functional classification. The costs to implement these projects is found in the section [Cost to Implement 2030 and 2050 Projects](#).



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Future Functional Classification
Eagle Mountain Transportation Master Plan

DATE	12/6/2022
DRAWN	
Figure 14	

Funding for Roadway Network Improvements

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

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

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

Federal Funding

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

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

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

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

State/County Funding

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

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

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

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

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

City Funding

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

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

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

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

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the city. Creation of the SAA may be initiated by the municipality by a resolution declaring

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

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

Impact Fees

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

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

Cost to Implement 2030 and 2050 Projects

The specific roadway network needs resulting from future growth throughout Eagle Mountain were identified in **Figure 14**. Updating this figure is necessary since project scopes change and development occurs throughout the Eagle Mountain. All projects for the 2030 CFP and for 2050 are in a database in **Appendix B: Cost Estimates**.

The total cost for the 2030 CFP projects is **\$193,208,000**. Eagle Mountain is financially responsible for **\$192,865,000**, with **\$56,935,000** being eligible to be paid by impact fees. A detailed description of each project is included in **Table 6** and are ordered based on the project priority for each year.

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

Also included are all projects necessary for the roadway network for 2050. Although this TMP should be regularly updated, it is necessary for all roadway improvements to accommodate projected 2050 traffic volumes. All projects included for the horizon year 2050 are listed in **Appendix B: Cost Estimates**. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$1.235 Billion** dollars with Eagle Mountain financially responsible for **\$570.9 Million** dollars.

Eagle Mountain Transportation Master Plan (TMP)

January 2023



Table 6: 2050 TMP Projects

2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road	\$16,142,000	MAG/Other Funds	2030	100%	\$16,142,000
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road	\$2,670,000	Eagle Mountain	2030	100%	\$2,670,000
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road	\$3,965,000	Eagle Mountain	2030	100%	\$3,965,000
2	New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Pkwy - New freeway, frontage roads	\$459,608,000	MAG/Other Funds	2050	7%	\$32,173,000
3	Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes	\$7,565,000	UDOT	2050	0%	\$0
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes	\$8,716,000	UDOT	2050	0%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3 lane road	\$32,397,000	MAG/Other Funds	2030	100%	\$32,397,000
6	New Road (Lehi Fairfield): Eagle Mountain Blvd to 1600 West - New 3 lane road	\$6,820,000	Eagle Mountain	2050	100%	\$6,820,000
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road	\$4,642,000	Eagle Mountain	2030	100%	\$4,642,000
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes	Completed	Eagle Mountain	2030	100%	Completed
9	Eagle Mountain Blvd Widening: SR-73 to East Expressway - Widen to 5 lanes	\$12,238,000	Eagle Mountain	2030	100%	\$12,238,000
10	Eagle Mountain Blvd: Pony Express Pkwy to Project 31	\$927,000	MAG/Other Funds	2050	7%	\$65,000
11	Mustang Way & SR-73 - New Signal	\$300,000	UDOT	2050	0%	\$0
12	Eagle Mountain Boulevard & Aviator Ave	\$300,000	Eagle Mountain	2050	100%	\$300,000
13	New Road (Aviator Avenue): Eagle Mountain Blvd to Cedar Fort Road - New 3 lane road	\$5,100,000	MAG/Other Funds	2050	7%	\$357,000
14	New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway	\$103,200,000	MAG/Other Funds	2050	7%	\$7,224,000
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	\$465,000	MAG/Other Funds	2050	7%	\$33,000
16	New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road	\$34,800,000	MAG/Other Funds	2050	7%	\$2,436,000
17	New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road	\$11,500,000	MAG/Other Funds	2050	7%	\$805,000

Eagle Mountain Transportation Master Plan (TMP)

January 2023



2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
18	New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road	\$5,877,000	MAG/Other Funds	2050	7%	\$412,000
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	\$10,306,000	Eagle Mountain	2030	100%	\$10,306,000
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	\$2,244,000	Eagle Mountain	2050	100%	\$2,244,000
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	\$11,045,000	Eagle Mountain	2050	100%	\$11,045,000
22	New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road	\$1,895,000	Eagle Mountain	2050	100%	\$1,895,000
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	\$2,560,000	Eagle Mountain	2050	100%	\$2,560,000
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2 lane road	\$30,302,000	Eagle Mountain	2030	100%	\$30,302,000
25	New Road (N Wood Rd): N WOOD Road to 500 N St – New 3 lane road	\$16,017,000	Eagle Mountain	2050	100%	\$16,017,000
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	\$3,637,000	Eagle Mountain	2030	100%	\$3,637,000
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road -	\$7,271,000	Eagle Mountain	2030	100%	\$7,271,000
28	New Road (north of East Expressway): Eagle Mtn Blvd to Airport Rd	\$7,611,000	Eagle Mountain	2050	100%	\$7,611,000
29	East Expressway & Project 81 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
30	New Road (south of Cory Wride Mem Park): Project 29 to 5000 North St	\$8,464,000	Eagle Mountain	2050	100%	\$8,464,000
31	New Road (unknown N/S Rd): Eagle Mtn Blvd to 1000 North St	\$16,046,000	Eagle Mountain	2050	100%	\$16,046,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	\$5,285,000	Eagle Mountain	2050	100%	\$5,285,000
33	New Road (unknown): Wood Road to Project 40	\$34,554,000	Eagle Mountain	2050	100%	\$34,554,000
34	New Road (west of SR-73): northern border to southern border	\$6,448,000	Eagle Mountain	2050	100%	\$6,448,000
35	New Road (4000 N): along northern border to SR-73	\$2,769,000	Eagle Mountain	2050	100%	\$2,769,000
36	New Road (Pole Canyon Blvd): Project 34 to W Lewiston Rd	\$2,673,000	Eagle Mountain	2050	100%	\$2,673,000
37	New Road (unknown N/S Rd, west of SR-73): Pole Canyon Blvd to Project 33 above	\$4,371,000	Eagle Mountain	2050	100%	\$4,371,000
38	New Road (unknown, N/S Rd, east of SR-73): Pole Canyon Blvd to Project 33 above	\$3,659,000	Eagle Mountain	2050	100%	\$3,659,000
39	New Road (Tyson Pkwy): Pole Canyon Blvd to Project 33 above	\$3,240,000	Eagle Mountain	2050	100%	\$3,240,000

Eagle Mountain Transportation Master Plan (TMP)

January 2023



2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
40	New Road (unknown N/S Rd, east of Tyson Pkwy): northern border to southern border	\$9,206,000	Eagle Mountain	2050	100%	\$9,206,000
41	New Road (unknown W/E Rd): Project 33 above to N Wood Rd	\$10,532,000	Eagle Mountain	2050	100%	\$10,532,000
42	New Road (O St): Cory Wride Hwy to Project 33 above	\$18,043,000	Eagle Mountain	2050	100%	\$18,043,000
43	New Road (2000 East St): Project 33 above to 500 North St	\$6,762,000	Eagle Mountain	2050	100%	\$6,762,000
44	New Road (Porters Crossing Pkwy): Golden Eagle Rd to Mid Valley Rd	\$3,958,000	Eagle Mountain	2050	100%	\$3,958,000
45	New Road (Silver Lake Pkwy): Golden Eagle Rd to Mid Valley Rd	\$1,168,000	Eagle Mountain	2050	100%	\$1,168,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	\$2,452,000	Eagle Mountain	2030	100%	\$2,452,000
47	New Road (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive	\$1,886,000	Eagle Mountain	2050	100%	\$1,886,000
48	New Road (Wagstaff Way): N Spring Run Drive to Spring Run Pkwy	\$1,904,000	Eagle Mountain	2030	100%	\$1,904,000
49	New Road (Spring Run Pkwy): SR-73 to northern border	\$6,001,000	Eagle Mountain	2030	100%	\$6,001,000
50	New Road (unknown W/E Rd): Spring Run Pkwy to Project 52	\$2,140,000	Eagle Mountain	2050	100%	\$2,140,000
51	New Road (Wagstaff Way): Spring Run Pkwy to eastern border	\$5,682,000	Eagle Mountain	2030	100%	\$5,682,000
52	New Road (unknown N/S road just west of eastern border): SR-73 to northern border	\$3,079,000	Eagle Mountain	2050	100%	\$3,079,000
53	New Road (Pony Express Pkwy): 1000 N to southern border	\$8,540,000	Eagle Mountain	2050	100%	\$8,540,000
54	New Road (unknown N/S road): Mid Valley Road to Project 57	\$2,413,000	Eagle Mountain	2050	100%	\$2,413,000
55	New Road (Pole Canyon Blvd): East Expressway to Project 31 above	\$3,813,000	Eagle Mountain	2050	100%	\$3,813,000
56	New Road (unknown W/E road): Pony Express Pkwy to Project 31 above	\$10,036,000	Eagle Mountain	2030	100%	\$10,036,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	\$6,667,000	Eagle Mountain	2030	100%	\$6,667,000
58	Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy	\$37,233,000	Eagle Mountain	2050	100%	\$37,233,000
59	New Road (Eagle Mountain Blvd): Cory Wride Hwy to 8000 North	\$4,543,000	Eagle Mountain	2050	100%	\$4,543,000
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	\$3,440,000	Eagle Mountain	2050	100%	\$3,440,000
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway	\$11,061,000	Eagle Mountain	2030	100%	\$11,061,000
62	New Road (Aviator Avenue): Pony Express Pkwy to East Expressway - New 3 lane road	\$6,078,000	Eagle Mountain	2030	100%	\$6,078,000

Eagle Mountain Transportation Master Plan (TMP)

January 2023



2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$3,482,000	Eagle Mountain	2030	100%	\$3,482,000
64	New Road (Lone Tree Pkwy): Eagle Mountain Blvd to Old Airport Road	\$2,909,000	Eagle Mountain	2050	100%	\$2,909,000
65	Pony Express Pkwy Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$7,985,000	Eagle Mountain	2030	100%	\$7,985,000
66	New Road (unknown W/E road): Pony Express Pkwy to East Expressway	\$3,226,000	Eagle Mountain	2050	100%	\$3,226,000
67	Wood Haven Blvd & Pony Express Pkwy - new signal	\$316,000	Eagle Mountain	2030	100%	\$316,000
68	Pony Express Pkwy & East Expressway - new signal	\$300,000	Eagle Mountain	2030	100%	\$300,000
69	Eagle Mountain Blvd & Project 57 - new signal	\$368,000	Eagle Mountain	2030	100%	\$368,000
70	Bobby Wren Blvd & Pony Express Pkwy - new signal	\$300,000	Eagle Mountain	2030	100%	\$300,000
71	Eagle Mountain Blvd & Major Street - new signal	\$330,000	Eagle Mountain	2030	7%	\$23,000
72	Pony Express Pkwy & Eagle Mountain Blvd - new signal	\$316,000	Eagle Mountain	2030	100%	\$316,000
73	Eagle Mountain Blvd and SR-73 - new signal	\$300,000	Eagle Mountain	2030	100%	\$300,000
74	Old Airport Road & East Expressway - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
75	Pony Express Pkwy & Project 57 - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
76	Pole Canyon Blvd & SR-73 - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
77	Pole Canyon Blvd & Pony Express Pkwy	\$300,000	Eagle Mountain	2050	100%	\$300,000
78	New Road (Cory Wride Freeway): Ranches Pkwy to East Expressway – New Freeway, Frontage Roads	\$86,400,000	UDOT	2050	0%	\$0
79	New Road (1600 West): Aviator Avenue to 4000 North	\$4,071,000	Eagle Mountain	2030	100%	\$4,071,000
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$1,719,000	Eagle Mountain	2030	100%	\$1,719,000
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	\$5,571,000	Eagle Mountain	2050	100%	\$5,571,000
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	\$811,000	Eagle Mountain	2050	100%	\$811,000
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	\$4,897,000	Eagle Mountain	2050	100%	\$4,897,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$300,000	Eagle Mountain	2030	100%	\$300,000

Eagle Mountain Transportation Master Plan (TMP)

January 2023



2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$121,000	Eagle Mountain	2030	100%	\$121,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$149,000	Eagle Mountain	2030	100%	\$149,000
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	\$48,839,000	Eagle Mountain	2050	100%	\$48,839,000
88	East Expressway & Eagle Mountain Blvd - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
89	New Road (East Expressway): Eagle Mountain Blvd to Southern Border	\$24,173,000	Eagle Mountain	2050	100%	\$24,173,000
90	East Expressway & Bobby Wren Blvd - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
91	Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
92	Eagle Mountain Blvd & Mid Valley Road - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
93	Mid Valley Road & East Expressway - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
94	East Expressway & Project 66 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
95	East Expressway & 5000 North - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
96	Pony Express Pkwy & Eagle Park Entry Road	\$300,000	Eagle Mountain	2050	100%	\$300,000
97	Eagle Mountain Blvd & East Expressway - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
98	Pony Express Pkwy & Rachel Way	\$300,000	Eagle Mountain	2050	100%	\$300,000
99	4000 North & SR-73 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
100	Pole Canyon Rd & Tyson Pkwy - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
101	Pole Canyon Rd & 0 St - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
102	Pole Canyon Rd & East Expressway - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
103	Pony Express Pkwy & Project 87 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
104	East Expressway & Project 87 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
Total		\$1,269,390,000				\$586,190,000



ALTERNATIVE TRANSPORTATION MODES

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

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

Bicycle and Pedestrians

Pedestrian and bicycle safety is one of the main features of any transportation master plan. People will be more inclined to walk or ride their bicycle when the experience is pleasant, they feel safe, and distances are reasonable. Eagle Mountain is home to some of the most recognized bike trails in the state. Bike lanes on selected roadways provide safer access for recreational users, as stated in the *Eagle Mountain Bicycle and Pedestrian Master Plan*, which the public can access online at <https://eaglemountaincity.com>.

Transit

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

In 2008, the Utah Transit Authority (UTA) began Route 806, the first bus route to serve Eagle Mountain, which currently runs between Nolen Park in Eagle Mountain (western terminus) and the Lehi FrontRunner station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain are included in **Figure 15** (UTA maintains up-to-date route information at www.rideuta.com). The combined efforts of the Utah Transit Authority (UTA), UDOT, MAG, and Eagle Mountain will dictate the nature of a future expanded transit system.

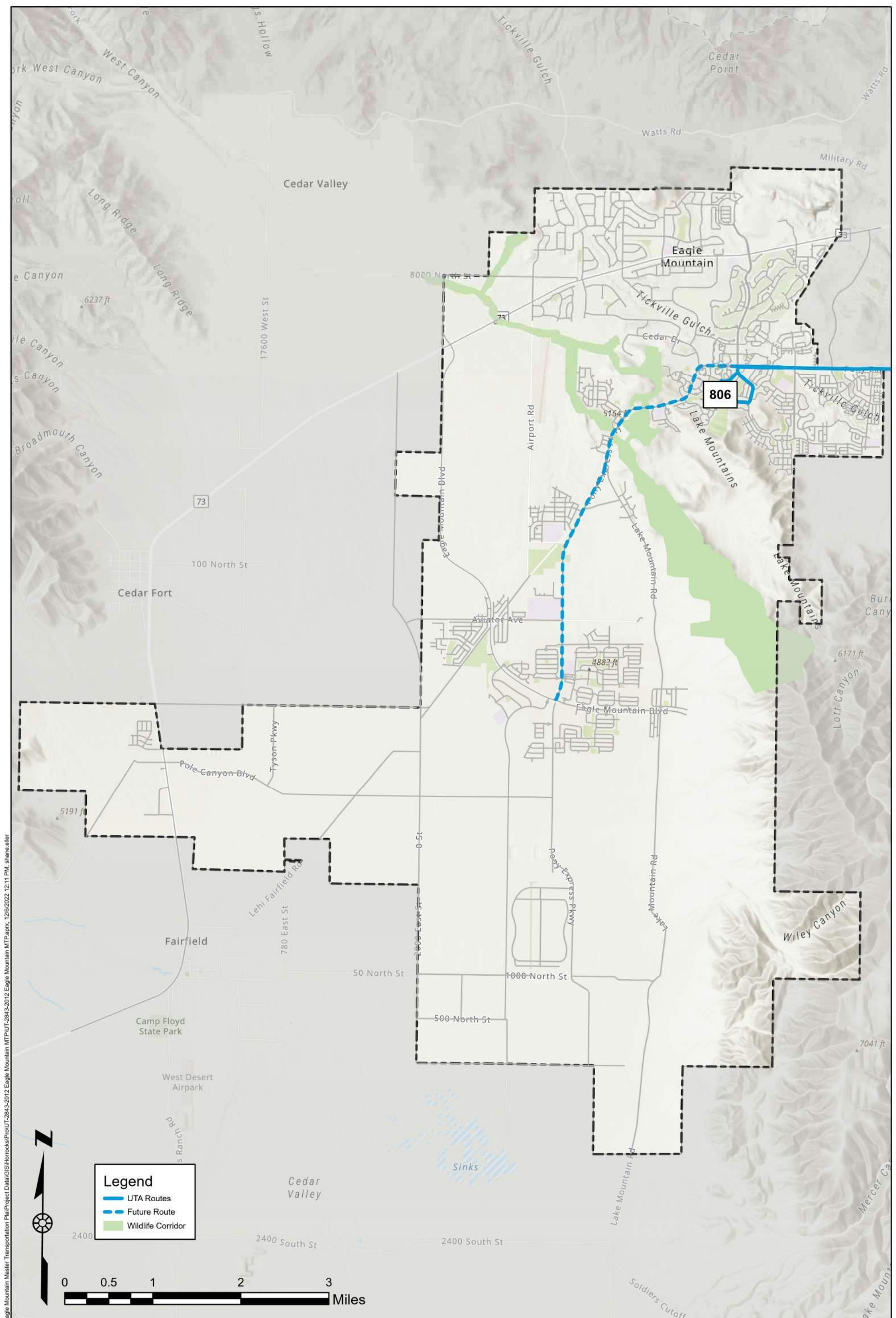


Eagle Mountain Transportation Master Plan (TMP)

January 2023



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





APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES



Traffic Impact Study Requirements

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL I

Project ADT < 100 trips

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

1. Study Area

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

2. Design Year

- Opening Day of Project

3. Analysis Conditions and Period

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

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

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

5. Generate access point capacity analysis as necessary

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

6. Design and Mitigation

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL II**Project ADT 100 to 500 trips****1. Study Area**

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

2. Design Year

- Opening Day of Project

3. Analysis Period

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

4. Data Collection

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

5. Conflict / Capacity Analysis

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

6. Right-of-Way Access

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

7. Design and Mitigation

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

Project ADT 500 to 3,000 trips or peak hour < 500 trips.

1. Study Area

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

2. Design Year

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

3. Analysis Period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distribution and Assignment

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

7. Conflict/Capacity Analysis

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

8. Traffic Signal Impacts

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

9. Design and Mitigation.

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL III

Project ADT 3,000 to 10,000 trips or peak hour traffic 500 to 1,200 trips.

1. Study Area

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

2. Design Year

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

3. Analysis period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distributions and Assignment

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

7. Capacity Analysis

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

8. Traffic Signal Impacts.

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

10. Accident and Traffic Safety Analysis

- Existing vs. as proposed development.

11. Design and Mitigation

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

Project ADT greater than 10,000 trips or peak hour traffic > 1,200 vehicles per hour.

1. Study Area

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

2. Design Year

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

3. Analysis Period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distributions and Assignment

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

7. Capacity Analysis

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

8. Traffic Signal Impacts.

- For proposed Traffic Signals:
 - Traffic Signal Warrants as identified.

- Traffic Signal drawings as identified.
- Queuing Analysis.
- Traffic Systems Analysis. Includes acceleration, deceleration and weaving.
- Traffic Coordination Analysis

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

10. Design and Mitigation

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



APPENDIX B: COST ESTIMATES



Project #	Project Name	Project Type	Funding	Range (yr)	Functional Class	Estimated Construction Year
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road	New Road	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
2	New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
3	Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes	Capacity Improvement	UDOT	10	Major Arterial - 126' - Five Lanes	2030
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes	Capacity Improvement	UDOT	10	Major Arterial - 126' - Five Lanes	2030
5	New road (East Expressway): Pony Express Pkwy to Eagle Mountain Blvd - New 5 lane road	New Road	MAG/Other Funds	10	Major Arterial - 126' - Five Lanes	2030
6	New Road (Foothill Boulevard): Cory Wride Fwy to Stillwater Dr - New 3 lane road	New Road	MAG/Other Funds	10	Major Collector - 94'	2030
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes	Capacity Improvement	MAG/Other Funds	10	Major Arterial - 126' - Five Lanes	2050
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway - Widen to 5 lanes	Capacity Improvement	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2030
10	East Expressway Widening: Cedar Valley Freeway to Eagle Mountain Boulevard - Widen to 5 lanes	Capacity Improvement	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
11	New Road (Harvest Hills Boulevard): Sunflower Way to Spring Run Dr - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
12	New Road (Mt. Saratoga Boulevard): Cory Wride Freeway to Harvest Hills Boulevard - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
13	New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
14	New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway	New Road	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
16	New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road	New Road	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
17	New Road (Mid Valley Road): Eagle Mountain Blvd to Cedar Fort Road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
18	New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
22	New Road (Willard Peak Drive): Brandon Park Rd to O St - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway - New 2 lane road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
25	New Road (N Wood Rd): N Wood Rd to E 500 N St - New 3 lane road	New Road	Eagle Mountain	30	Major Collector - 94'	2050
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
28	New Road (unknown, north of East Expressway): Eagle Mtn Blvd to Airport Rd -	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
29	New Road (unknown, south of Cory Wride Mem Park): Eagle Mtn Blvd to Pony Express Pkwy -	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
30	New Road (unknown, south of Cory Wride Mem Park): Project 29 above to 5000 North St -	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
31	New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
32	New Road (1000 North St): 2000 East St to N Wood Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
33	New Road (unknown): Wood Road to Project 40	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
34	New Road (unknown, west of SR-73): northern border to southern border	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
35	New Road (4000 N): along northern border to SR-73	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
36	New Road (Pole Canyon Boulevard): Project 34 to W Lewiston Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
37	New Road (unknown N/S rd, west of SR-73): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
38	New Road (unknown, N/S rd, east of SR-73): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
39	New Road (Tyson Parkway): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
40	New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border	New Road	Eagle Mountain	30	Major Collector - 94'	2050
41	New Road (unknown W/E rd): Project 33 above to N Wood Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
42	New Road (O St): Cory Wride Hwy to Project 33 above	New Road	Eagle Mountain	30	Major Collector - 94'	2050
43	New Road (2000 East St): Project 33 above to 500 North St	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
44	New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
45	New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	New Road	Eagle Mountain	30	Minor Collector - 77'	2030
47	New Road (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
48	New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Parkway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
49	New Road (Spring Run Parkway): SR-73 to northern border	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
50	New Road (unknown W/E rd just south of norther border): Spring Run Parkway to Project 52	New Road	Eagle Mountain	30	Local Street	2050
51	New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
52	New Road (unknown N/S road just west of eastern border): SR-73 to northern border	New Road	Eagle Mountain	30	Local Street	2050
53	New Road (Pony Express Parkway) : 1000 N to southern border	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
54	New Road (unknown W/E road): Cory Wride HWY to East Expressway	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
55	New Road (Pole Canyon Boulevard): East Expressway to Project 31 above	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
56	New Road (unknown W/E road): Pony Express Pkwy to Project 31 above	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Parkway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030

58	Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy	Capacity Improvement	Eagle Mountain	30	Minor Arterial - 122'	2050
59	New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	New Road	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
64	New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
66	New Road (unknown W/E road): Pony Express Parkway to East Expressway	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
67	WoodHaven Blvd & Pony Express Pkwy - new signal	Traffic Signal	Eagle Mountain	10		2030
68	Pony Express Pkwy & East Expressway - new signal	Traffic Signal	Eagle Mountain	10		2030
69	Eagle Mountain Boulevard & Project 57 - new signal	Traffic Signal	Eagle Mountain	10		2030
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	Traffic Signal	MAG/Other Funds	10		2030
71	Eagle Mountain Boulevard & Major Street - new signal	Traffic Signal	Eagle Mountain	10		2030
72	Pony Express Pkwy & Eagle Mountain Boulevard - new signal	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
73	Eagle Mountain Boulevard and SR-73 - new signal	Traffic Signal	Eagle Mountain	30		2050
74	Old Airport Road & East Expressway - new signal	Traffic Signal	Eagle Mountain	30		2050
75	Pony Express Parkway & Project 57 - new signal	Traffic Signal	Eagle Mountain	30		2050
76	Pole Canyon Boulevard & SR-73 - new signal	Traffic Signal	Eagle Mountain	30		2050
77	Pole Canyon Boulevard & Pony Express Parkway	Traffic Signal	Eagle Mountain	30		2050
78	New Road (Cory Wride Freeway):Ranches Parkway to East Expressway- New freeway, frontage roads	New Road	UDOT	30	Major Arterial - 126' - Five Lanes	2050
79	New Road (1600 West): Aviator Avenue to 4000 North	New Road	Eagle Mountain	10	Major Collector - 94'	2030
80	New High-T Signal: Ranches Parkway & Campus Drive	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	New Road	Eagle Mountain	30	Major Collector - 94'	2050

Eagle Mountain Transportation Master Plan

New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	99,029	\$1,044,756
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	29	\$60,440
Roadway Excavation	C.Y.	\$11	72,438	\$802,431
HMA Concrete	Ton	\$85	20,210	\$1,812,347
Untreated Base Course	C.Y.	\$15	19,317	\$305,688
Granular Borrow	C.Y.	\$40	33,804	\$1,426,544
Curb and Gutter (2.5' width)	L.F.	\$23	19,806	\$470,140
Sidewalk (5' width)	L.F.	\$25	19,806	\$522,378
Drainage	L.F.	\$45	19,806	\$940,281
Right of Way	S.F.	\$2.30	1,247,766	\$3,027,704
Mirafi RS 280i fabric	S.F.	\$1	2,047	\$1,080
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$10,413,790
Mobilization (10% of Construction)	Lump	10%	1,041,379	\$1,041,379
Contingency (25% of Construction)	Lump	25%	2,603,447	\$2,603,447
Subtotal				\$14,058,616

Preconstruction Engineering	10%	\$1,041,379
Construction Engineering	10%	\$1,041,379

Total Project Costs \$16,142,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**
Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **1**
Improvement Type: **New Road**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	16,168	\$185,378
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$10,001
Roadway Excavation	C.Y.	\$11	10,105	\$121,654
HMA Concrete	Ton	\$85	2,819	\$274,765
Untreated Base Course	C.Y.	\$15	2,695	\$46,345
Granular Borrow	C.Y.	\$40	3,368	\$154,482
Curb and Gutter (2.5' width)	L.F.	\$23	4,042	\$104,275
Sidewalk (5' width)	L.F.	\$25	4,042	\$115,861
Drainage	L.F.	\$45	4,042	\$208,550
Right of Way	S.F.	\$2.30	189,974	\$500,984
Mirafi RS 280i fabric	S.F.	\$1	418	\$239
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,722,535
Mobilization (10% of Construction)	Lump	10%	172,254	\$172,254
Contingency (25% of Construction)	Lump	25%	430,634	\$430,634
Subtotal				\$2,325,423

Preconstruction Engineering	10%	\$172,254
Construction Engineering	10%	\$172,254

Total Project Costs	\$2,670,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granual Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 1b
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2028)
Parkstrip	S.F.	\$10	25,280	\$321,366
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$14,202
Roadway Excavation	C.Y.	\$11	11,704	\$156,220
HMA Concrete	Ton	\$85	3,265	\$352,833
Untreated Base Course	C.Y.	\$15	3,121	\$59,512
Granular Borrow	C.Y.	\$40	3,901	\$198,374
Curb and Gutter (2.5' width)	L.F.	\$23	6,320	\$180,768
Sidewalk (5' width)	L.F.	\$25	6,320	\$200,854
Drainage	L.F.	\$45	6,320	\$361,537
Right of Way	S.F.	\$2.30	243,320	\$711,424
Mirafi RS 280i fabric	S.F.	\$1	653	\$415
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,557,506
Mobilization (10% of Construction)	Lump	10%	255,751	\$255,751
Contingency (25% of Construction)	Lump	25%	639,377	\$639,377
Subtotal				\$3,452,634

Preconstruction Engineering	10%	\$255,751
Construction Engineering	10%	\$255,751

Total Project Costs	\$3,965,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 1c
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Parkway - New freeway, frontage roads

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	2,974,825	\$29,748,246
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	860	\$1,720,973
Roadway Excavation	C.Y.	\$11	2,176,029	\$22,848,305
HMA Concrete	Ton	\$85	607,112	\$51,604,529
Untreated Base Course	C.Y.	\$15	580,274	\$8,704,116
Granular Borrow	C.Y.	\$40	1,015,480	\$40,619,209
Curb and Gutter (2.5' width)	L.F.	\$23	594,965	\$13,386,710
Sidewalk (5' width)	L.F.	\$25	594,965	\$14,874,123
Drainage	L.F.	\$45	594,965	\$26,773,421
Right of Way	S.F.	\$2.30	37,482,789	\$86,210,416
Mirafi RS 280i fabric	S.F.	\$1	61,480	\$30,740
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$296,520,788
Mobilization (10% of Construction)	Lump	10%	29,652,079	\$29,652,079
Contingency (25% of Construction)	Lump	25%	74,130,197	\$74,130,197
Subtotal				\$400,303,064

Preconstruction Engineering	10%	\$29,652,079
Construction Engineering	10%	\$29,652,079

Total Project Costs \$459,608,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**
Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **2**
Improvement Type: **New Road**
Completion Year: **2050**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost(2030)
Parkstrip	S.F.	\$10	72,807	\$991,459
Removal of Existing Asphalt	S.Y.	\$4	44,493	\$242,357
Clearing and Grubbing	Acre	\$2,000	4	\$10,925
Roadway Excavation	C.Y.	\$11	16,179	\$231,340
HMA Concrete	Ton	\$85	4,514	\$522,499
Untreated Base Course	C.Y.	\$15	4,314	\$88,130
Granular Borrow	C.Y.	\$40	7,550	\$411,272
Curb and Gutter (2.5' width)	L.F.	\$23	14,561	\$446,156
Sidewalk (5' width)	L.F.	\$25	14,561	\$495,729
Drainage	L.F.	\$45	14,561	\$892,313
Right of Way	S.F.	\$2.30	174,736	\$547,285
Mirafi RS 280i fabric	S.F.	\$1	1,505	\$1,025
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,880,489
Mobilization (10% of Construction)	Lump	10%	488,049	\$488,049
Contingency (25% of Construction)	Lump	25%	1,220,122	\$1,220,122
Subtotal				\$6,588,660

Preconstruction Engineering	10%	\$488,049
Construction Engineering	10%	\$488,049

Total Project Costs \$7,565,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**
Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **3**
Improvement Type: **Capacity Improvement**
Completion Year: **2050**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost(2030)
Parkstrip	S.F.	\$10	77,663	\$1,057,586
Removal of Existing Asphalt	S.Y.	\$4	47,460	\$258,521
Clearing and Grubbing	Acre	\$2,000	4	\$11,654
Roadway Excavation	C.Y.	\$11	17,258	\$246,770
HMA Concrete	Ton	\$85	4,815	\$557,348
Untreated Base Course	C.Y.	\$15	4,602	\$94,008
Granular Borrow	C.Y.	\$40	8,054	\$438,702
Curb and Gutter (2.5' width)	L.F.	\$23	15,533	\$475,914
Sidewalk (5' width)	L.F.	\$25	15,533	\$528,793
Drainage	L.F.	\$45	15,533	\$951,827
Right of Way	S.F.	\$2.30	186,390	\$583,788
Mirafi RS 280i fabric	S.F.	\$0.50	613,534	\$417,746
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,622,657
Mobilization (10% of Construction)	Lump	10%	562,266	\$562,266
Contingency (25% of Construction)	Lump	25%	1,405,664	\$1,405,664
Subtotal				\$7,590,587

Preconstruction Engineering	10%	\$562,266
Construction Engineering	10%	\$562,266

Total Project Costs	\$8,716,000
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Overall Assumptions:

HMA Pavement Density (pcf) = **155**
 HMA Thickness (in) = **4**
 Untreated Base Course Thickness (in) = **8**
 Granular Borrow Thickness (in) = **14**
 Roadway Excavation Depth (ft) = **2.5**
 Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **4**
 Improvement Type: **Capacity Improvement**
 Completion Year: **2050**
 Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New road (East Expressway): Pony Express Pkwy to Eagle Mountain Blvd - New 5 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	182,880	\$2,096,853
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	53	\$121,306
Roadway Excavation	C.Y.	\$11	133,773	\$1,610,499
HMA Concrete	Ton	\$85	37,323	\$3,637,428
Untreated Base Course	C.Y.	\$15	35,673	\$613,524
Granular Borrow	C.Y.	\$40	62,428	\$2,863,110
Curb and Gutter (2.5' width)	L.F.	\$23	36,576	\$943,584
Sidewalk (5' width)	L.F.	\$25	36,576	\$1,048,426
Drainage	L.F.	\$45	36,576	\$1,887,167
Right of Way	S.F.	\$2.30	2,304,286	\$6,076,679
Mirafi RS 280i fabric	S.F.	\$1	3,780	\$2,167
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$20,900,742
Mobilization (10% of Construction)	Lump	10%	2,090,074	\$2,090,074
Contingency (25% of Construction)	Lump	25%	5,225,186	\$5,225,186
Subtotal				\$28,216,002

Preconstruction Engineering	10%	\$2,090,074
Construction Engineering	10%	\$2,090,074

Total Project Costs \$32,397,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**
Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **5**
Improvement Type: **New Road**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (Lehi Fairfield): Eagle Mountain Blvd to 1600 West - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	55,286	\$552,864
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	12	\$24,432
Roadway Excavation	C.Y.	\$11	25,596	\$268,753
HMA Concrete	Ton	\$85	7,141	\$606,999
Untreated Base Course	C.Y.	\$15	6,825	\$102,382
Granular Borrow	C.Y.	\$40	8,532	\$341,274
Curb and Gutter (2.5' width)	L.F.	\$23	13,822	\$310,986
Sidewalk (5' width)	L.F.	\$25	13,822	\$345,540
Drainage	L.F.	\$45	13,822	\$621,972
Right of Way	S.F.	\$2.30	532,132	\$1,223,903
Mirafi RS 280i fabric	S.F.	\$1	1,428	\$714
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,399,819
Mobilization (10% of Construction)	Lump	10%	439,982	\$439,982
Contingency (25% of Construction)	Lump	25%	1,099,955	\$1,099,955
Subtotal				\$5,939,756

Preconstruction Engineering	10%	\$439,982
Construction Engineering	10%	\$439,982

Total Project Costs	\$6,820,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 6
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	30,546	\$322,258
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$17,385
Roadway Excavation	C.Y.	\$11	19,091	\$211,482
HMA Concrete	Ton	\$85	5,326	\$477,646
Untreated Base Course	C.Y.	\$15	5,091	\$80,564
Granular Borrow	C.Y.	\$40	6,364	\$268,548
Curb and Gutter (2.5' width)	L.F.	\$23	7,636	\$181,270
Sidewalk (5' width)	L.F.	\$25	7,636	\$201,411
Drainage	L.F.	\$45	7,636	\$362,540
Right of Way	S.F.	\$2.30	358,913	\$870,901
Mirafi RS 280i fabric	S.F.	\$1	789	\$416
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,994,422
Mobilization (10% of Construction)	Lump	10%	299,442	\$299,442
Contingency (25% of Construction)	Lump	25%	748,605	\$748,605
Subtotal				\$4,042,470

Preconstruction Engineering	10%	\$299,442
Construction Engineering	10%	\$299,442

Total Project Costs	\$4,642,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 7
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	26,000	\$260,000
Removal of Existing Asphalt	S.Y.	\$4	20,800	\$83,200
Clearing and Grubbing	Acre	\$2,000	3	\$6,446
Roadway Excavation	C.Y.	\$11	1,685	\$17,694
HMA Concrete	Ton	\$85	470	\$39,964
Untreated Base Course	C.Y.	\$15	449	\$6,741
Granular Borrow	C.Y.	\$40	786	\$31,457
Curb and Gutter (2.5' width)	L.F.	\$23	5,200	\$117,000
Sidewalk (5' width)	L.F.	\$25	5,200	\$130,000
Drainage	L.F.	\$45	5,200	\$234,000
Right of Way	S.F.	\$2.30	140,400	\$322,920
Mirafi RS 280i fabric	S.F.	\$1	537	\$269
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,249,691
Mobilization (10% of Construction)	Lump	10%	124,969	\$124,969
Contingency (25% of Construction)	Lump	25%	312,423	\$312,423
Subtotal				\$1,687,083

Preconstruction Engineering	10%	\$124,969
Construction Engineering	10%	\$124,969

Total Project Costs	\$1,938,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 8
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard Widening: SR-73 to East Expressway - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	75,078	\$792,075
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	22	\$45,823
Roadway Excavation	C.Y.	\$11	54,918	\$608,358
HMA Concrete	Ton	\$85	15,322	\$1,374,020
Untreated Base Course	C.Y.	\$15	14,645	\$231,755
Granular Borrow	C.Y.	\$40	25,629	\$1,081,525
Curb and Gutter (2.5' width)	L.F.	\$23	15,016	\$356,434
Sidewalk (5' width)	L.F.	\$25	15,016	\$396,038
Drainage	L.F.	\$45	15,016	\$712,868
Right of Way	S.F.	\$2.30	945,986	\$2,295,435
Mirafi RS 280i fabric	S.F.	\$1	1,552	\$818
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$7,895,150
Mobilization (10% of Construction)	Lump	10%	789,515	\$789,515
Contingency (25% of Construction)	Lump	25%	1,973,787	\$1,973,787
Subtotal				\$10,658,452

Preconstruction Engineering	10%	\$789,515
Construction Engineering	10%	\$789,515

Total Project Costs	\$12,238,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 9
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

East Expressway Widening: Cedar Valley Freeway to Eagle Mountain Boulevard - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	6,000	\$60,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	2	\$3,471
Roadway Excavation	C.Y.	\$11	4,389	\$46,083
HMA Concrete	Ton	\$85	1,225	\$104,083
Untreated Base Course	C.Y.	\$15	1,170	\$17,556
Granular Borrow	C.Y.	\$40	2,048	\$81,926
Curb and Gutter (2.5' width)	L.F.	\$23	1,200	\$27,000
Sidewalk (5' width)	L.F.	\$25	1,200	\$30,000
Drainage	L.F.	\$45	1,200	\$54,000
Right of Way	S.F.	\$2.30	75,600	\$173,880
Mirafi RS 280i fabric	S.F.	\$1	124	\$62
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$598,060
Mobilization (10% of Construction)	Lump	10%	59,806	\$59,806
Contingency (25% of Construction)	Lump	25%	149,515	\$149,515
Subtotal				\$807,382

Preconstruction Engineering	10%	\$59,806
Construction Engineering	10%	\$59,806

Total Project Costs \$927,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**
Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **10**
Improvement Type: **Capacity Improvement**
Completion Year: **2050**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

Mustang Way & SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 11
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard & Aviator Ave

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 12
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	35,408	\$354,080
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$19,102
Roadway Excavation	C.Y.	\$11	22,130	\$232,365
HMA Concrete	Ton	\$85	6,174	\$524,813
Untreated Base Course	C.Y.	\$15	5,901	\$88,520
Granular Borrow	C.Y.	\$40	7,377	\$295,067
Curb and Gutter (2.5' width)	L.F.	\$23	8,852	\$199,170
Sidewalk (5' width)	L.F.	\$25	8,852	\$221,300
Drainage	L.F.	\$45	8,852	\$398,340
Right of Way	S.F.	\$2.30	416,044	\$956,902
Mirafi RS 280i fabric	S.F.	\$1	915	\$457
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,290,118
Mobilization (10% of Construction)	Lump	10%	329,012	\$329,012
Contingency (25% of Construction)	Lump	25%	822,529	\$822,529
Subtotal				\$4,441,659

Preconstruction Engineering	10%	\$329,012
Construction Engineering	10%	\$329,012

Total Project Costs	\$5,100,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 13
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	665,957	\$6,659,573
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	193	\$385,265
Roadway Excavation	C.Y.	\$11	487,135	\$5,114,922
HMA Concrete	Ton	\$85	135,911	\$11,552,418
Untreated Base Course	C.Y.	\$15	129,903	\$1,948,542
Granular Borrow	C.Y.	\$40	227,330	\$9,093,195
Curb and Gutter (2.5' width)	L.F.	\$23	133,191	\$2,996,808
Sidewalk (5' width)	L.F.	\$25	133,191	\$3,329,787
Drainage	L.F.	\$45	133,191	\$5,993,616
Right of Way	S.F.	\$2.30	8,391,063	\$19,299,444
Mirafi RS 280i fabric	S.F.	\$1	13,763	\$6,882
Bridge/Culvert	S.F.	\$225	0	\$0
Pedestrian HAWK Signal	Each	\$200,000	1	\$200,000
Construction Cost				\$66,580,451
Mobilization (10% of Construction)	Lump	10%	6,658,045	\$6,658,045
Contingency (25% of Construction)	Lump	25%	16,645,113	\$16,645,113
Subtotal				\$89,883,609

Preconstruction Engineering	10%	\$6,658,045
Construction Engineering	10%	\$6,658,045

Total Project Costs	\$103,200,000
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Overall Assumptions:

HMA Pavement Density (pcf) = **155**
 HMA Thickness (in) = **4**
 Untreated Base Course Thickness (in) = **8**
 Granular Borrow Thickness (in) = **14**
 Roadway Excavation Depth (ft) = **2.5**
 Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **14**
 Improvement Type: **New Road**
 Completion Year: **2050**
 Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Railroad Crossing	Each	\$300,000	1	\$300,000
Construction Cost				\$300,000
Mobilization (10% of Construction)	Lump	10%	30,000	\$30,000
Contingency (25% of Construction)	Lump	25%	75,000	\$75,000
Subtotal				\$405,000

Preconstruction Engineering	10%	\$30,000
Construction Engineering	10%	\$30,000

Total Project Costs	\$465,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 15
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	225,238	\$2,252,382
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	65	\$130,303
Roadway Excavation	C.Y.	\$11	164,758	\$1,729,955
HMA Concrete	Ton	\$85	45,967	\$3,907,226
Untreated Base Course	C.Y.	\$15	43,935	\$659,030
Granular Borrow	C.Y.	\$40	76,887	\$3,075,475
Curb and Gutter (2.5' width)	L.F.	\$23	45,048	\$1,013,572
Sidewalk (5' width)	L.F.	\$25	45,048	\$1,126,191
Drainage	L.F.	\$45	45,048	\$2,027,144
Right of Way	S.F.	\$2.30	2,838,002	\$6,527,404
Mirafi RS 280i fabric	S.F.	\$1	4,655	\$2,327
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$22,451,011
Mobilization (10% of Construction)	Lump	10%	2,245,101	\$2,245,101
Contingency (25% of Construction)	Lump	25%	5,612,753	\$5,612,753
Subtotal				\$30,308,865

Preconstruction Engineering	10%	\$2,245,101
Construction Engineering	10%	\$2,245,101

Total Project Costs	\$34,800,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 16
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	79,840	\$798,400
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	22	\$43,073
Roadway Excavation	C.Y.	\$11	49,900	\$523,950
HMA Concrete	Ton	\$85	13,922	\$1,183,379
Untreated Base Course	C.Y.	\$15	13,307	\$199,600
Granular Borrow	C.Y.	\$40	16,633	\$665,333
Curb and Gutter (2.5' width)	L.F.	\$23	19,960	\$449,100
Sidewalk (5' width)	L.F.	\$25	19,960	\$499,000
Drainage	L.F.	\$45	19,960	\$898,200
Right of Way	S.F.	\$2.30	938,120	\$2,157,676
Mirafi RS 280i fabric	S.F.	\$1	2,063	\$1,031
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$7,418,742
Mobilization (10% of Construction)	Lump	10%	741,874	\$741,874
Contingency (25% of Construction)	Lump	25%	1,854,685	\$1,854,685
Subtotal				\$10,015,301

Preconstruction Engineering	10%	\$741,874
Construction Engineering	10%	\$741,874

Total Project Costs	\$11,500,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granual Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 17
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	40,800	\$408,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$22,011
Roadway Excavation	C.Y.	\$11	25,500	\$267,750
HMA Concrete	Ton	\$85	7,115	\$604,733
Untreated Base Course	C.Y.	\$15	6,800	\$102,000
Granular Borrow	C.Y.	\$40	8,500	\$340,000
Curb and Gutter (2.5' width)	L.F.	\$23	10,200	\$229,500
Sidewalk (5' width)	L.F.	\$25	10,200	\$255,000
Drainage	L.F.	\$45	10,200	\$459,000
Right of Way	S.F.	\$2.30	479,400	\$1,102,620
Mirafi RS 280i fabric	S.F.	\$1	1,054	\$527
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,791,141
Mobilization (10% of Construction)	Lump	10%	379,114	\$379,114
Contingency (25% of Construction)	Lump	25%	947,785	\$947,785
Subtotal				\$5,118,040

Preconstruction Engineering	10%	\$379,114
Construction Engineering	10%	\$379,114

Total Project Costs	\$5,877,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 18
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S road): East of Old Airport Rd to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2026)
Parkstrip	S.F.	\$10	70,400	\$835,440
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	16	\$36,920
Roadway Excavation	C.Y.	\$11	32,593	\$406,117
HMA Concrete	Ton	\$85	9,093	\$917,243
Untreated Base Course	C.Y.	\$15	8,691	\$154,711
Granular Borrow	C.Y.	\$40	10,864	\$515,704
Curb and Gutter (2.5' width)	L.F.	\$23	17,600	\$469,935
Sidewalk (5' width)	L.F.	\$25	17,600	\$522,150
Drainage	L.F.	\$45	17,600	\$939,870
Right of Way	S.F.	\$2.30	677,600	\$1,849,455
Mirafi RS 280i fabric	S.F.	\$1	1,819	\$1,079
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$6,648,622
Mobilization (10% of Construction)	Lump	10%	664,862	\$664,862
Contingency (25% of Construction)	Lump	25%	1,662,155	\$1,662,155
Subtotal				\$8,975,639

Preconstruction Engineering	10%	\$664,862
Construction Engineering	10%	\$664,862

Total Project Costs	\$10,306,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granual Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 19
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	22,400	\$224,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	2	\$3,343
Roadway Excavation	C.Y.	\$11	10,370	\$108,889
HMA Concrete	Ton	\$85	2,893	\$245,933
Untreated Base Course	C.Y.	\$15	2,765	\$41,481
Granular Borrow	C.Y.	\$40	3,457	\$138,272
Curb and Gutter (2.5' width)	L.F.	\$23	5,600	\$126,000
Sidewalk (5' width)	L.F.	\$25	5,600	\$140,000
Drainage	L.F.	\$45	5,600	\$252,000
Right of Way	S.F.	\$2.30	72,800	\$167,440
Mirafi RS 280i fabric	S.F.	\$1	579	\$289
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,447,647
Mobilization (10% of Construction)	Lump	10%	144,765	\$144,765
Contingency (25% of Construction)	Lump	25%	361,912	\$361,912
Subtotal				\$1,954,324

Preconstruction Engineering	10%	\$144,765
Construction Engineering	10%	\$144,765

Total Project Costs	\$2,244,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 20
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	86,140	\$861,401
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	19	\$38,067
Roadway Excavation	C.Y.	\$11	39,880	\$418,737
HMA Concrete	Ton	\$85	11,126	\$945,747
Untreated Base Course	C.Y.	\$15	10,635	\$159,519
Granular Borrow	C.Y.	\$40	13,293	\$531,729
Curb and Gutter (2.5' width)	L.F.	\$23	21,535	\$484,538
Sidewalk (5' width)	L.F.	\$25	21,535	\$538,376
Drainage	L.F.	\$45	21,535	\$969,076
Right of Way	S.F.	\$2.30	829,099	\$1,906,927
Mirafi RS 280i fabric	S.F.	\$1	2,225	\$1,113
Bridge/Culvert	S.F.	\$225	1,200	\$270,000
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$7,125,230
Mobilization (10% of Construction)	Lump	10%	712,523	\$712,523
Contingency (25% of Construction)	Lump	25%	1,781,308	\$1,781,308
Subtotal				\$9,619,061

Preconstruction Engineering	10%	\$712,523
Construction Engineering	10%	\$712,523

Total Project Costs	\$11,045,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 21
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	11,600	\$116,000
Removal of Existing Asphalt	S.Y.	\$4	7,200	\$28,800
Clearing and Grubbing	Acre	\$2,000	3	\$5,126
Roadway Excavation	C.Y.	\$11	5,370	\$56,389
HMA Concrete	Ton	\$85	1,498	\$127,358
Untreated Base Course	C.Y.	\$15	1,432	\$21,481
Granular Borrow	C.Y.	\$40	1,790	\$71,605
Curb and Gutter (2.5' width)	L.F.	\$23	2,900	\$65,250
Sidewalk (5' width)	L.F.	\$25	2,900	\$72,500
Drainage	L.F.	\$45	2,900	\$130,500
Right of Way	S.F.	\$2.30	111,650	\$256,795
Mirafi RS 280i fabric	S.F.	\$1	300	\$150
Bridge/Culvert	S.F.	\$225	1,200	\$270,000
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,221,955
Mobilization (10% of Construction)	Lump	10%	122,195	\$122,195
Contingency (25% of Construction)	Lump	25%	305,489	\$305,489
Subtotal				\$1,649,639

Preconstruction Engineering	10%	\$122,195
Construction Engineering	10%	\$122,195

Total Project Costs	\$1,895,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 22
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	24,800	\$248,000
Removal of Existing Asphalt	S.Y.	\$4	8,267	\$33,067
Clearing and Grubbing	Acre	\$2,000	5	\$10,960
Roadway Excavation	C.Y.	\$11	4,593	\$48,222
HMA Concrete	Ton	\$85	1,281	\$108,913
Untreated Base Course	C.Y.	\$15	1,225	\$18,370
Granular Borrow	C.Y.	\$40	1,531	\$61,235
Curb and Gutter (2.5' width)	L.F.	\$23	6,200	\$139,500
Sidewalk (5' width)	L.F.	\$25	6,200	\$155,000
Drainage	L.F.	\$45	6,200	\$279,000
Right of Way	S.F.	\$2.30	238,700	\$549,010
Mirafi RS 280i fabric	S.F.	\$1	641	\$320
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,651,597
Mobilization (10% of Construction)	Lump	10%	165,160	\$165,160
Contingency (25% of Construction)	Lump	25%	412,899	\$412,899
Subtotal				\$2,229,656

Preconstruction Engineering	10%	\$165,160
Construction Engineering	10%	\$165,160

Total Project Costs	\$2,560,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 23
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2027)
Parkstrip	S.F.	\$10	200,000	\$2,456,477
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	44	\$108,556
Roadway Excavation	C.Y.	\$11	92,593	\$1,194,121
HMA Concrete	Ton	\$85	25,833	\$2,697,008
Untreated Base Course	C.Y.	\$15	24,691	\$454,903
Granular Borrow	C.Y.	\$40	30,864	\$1,516,344
Curb and Gutter (2.5' width)	L.F.	\$23	50,000	\$1,381,769
Sidewalk (5' width)	L.F.	\$25	50,000	\$1,535,298
Drainage	L.F.	\$45	50,000	\$2,763,537
Right of Way	S.F.	\$2.30	1,925,000	\$5,438,027
Mirafi RS 280i fabric	S.F.	\$1	5,167	\$3,173
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$19,549,214
Mobilization (10% of Construction)	Lump	10%	1,954,921	\$1,954,921
Contingency (25% of Construction)	Lump	25%	4,887,303	\$4,887,303
Subtotal				\$26,391,439

Preconstruction Engineering	10%	\$1,954,921
Construction Engineering	10%	\$1,954,921

Total Project Costs	\$30,302,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 24
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (N Wood Rd): N Wood Rd to E 500 N St - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	144,968	\$1,449,678
Removal of Existing Asphalt	S.Y.	\$4	80,538	\$322,151
Clearing and Grubbing	Acre	\$2,000	39	\$78,208
Roadway Excavation	C.Y.	\$11	23,490	\$246,647
HMA Concrete	Ton	\$85	6,554	\$557,069
Untreated Base Course	C.Y.	\$15	6,264	\$93,961
Granular Borrow	C.Y.	\$40	7,830	\$313,202
Curb and Gutter (2.5' width)	L.F.	\$23	36,242	\$815,444
Sidewalk (5' width)	L.F.	\$25	36,242	\$906,048
Drainage	L.F.	\$45	36,242	\$1,630,887
Right of Way	S.F.	\$2.30	1,703,371	\$3,917,754
Mirafi RS 280i fabric	S.F.	\$1	3,745	\$1,873
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$10,332,919
Mobilization (10% of Construction)	Lump	10%	1,033,292	\$1,033,292
Contingency (25% of Construction)	Lump	25%	2,583,230	\$2,583,230
Subtotal				\$13,949,441

Preconstruction Engineering	10%	\$1,033,292
Construction Engineering	10%	\$1,033,292

Total Project Costs	\$16,017,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 25
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane

Costs

Item	Unit	Unit Cost	Quantity	Cost(2027)
Parkstrip	S.F.	\$10	24,000	\$294,777
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$13,027
Roadway Excavation	C.Y.	\$11	11,111	\$143,295
HMA Concrete	Ton	\$85	3,100	\$323,641
Untreated Base Course	C.Y.	\$15	2,963	\$54,588
Granular Borrow	C.Y.	\$40	3,704	\$181,961
Curb and Gutter (2.5' width)	L.F.	\$23	6,000	\$165,812
Sidewalk (5' width)	L.F.	\$25	6,000	\$184,236
Drainage	L.F.	\$45	6,000	\$331,624
Right of Way	S.F.	\$2.30	231,000	\$652,563
Mirafi RS 280i fabric	S.F.	\$1	620	\$381
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,345,906
Mobilization (10% of Construction)	Lump	10%	234,591	\$234,591
Contingency (25% of Construction)	Lump	25%	586,476	\$586,476
Subtotal				\$3,166,973

Preconstruction Engineering	10%	\$234,591
Construction Engineering	10%	\$234,591

Total Project Costs	\$3,637,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 26
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -

Costs

Item	Unit	Unit Cost	Quantity	Cost(2029)
Parkstrip	S.F.	\$10	44,800	\$589,443
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$26,049
Roadway Excavation	C.Y.	\$11	20,741	\$286,535
HMA Concrete	Ton	\$85	5,787	\$647,159
Untreated Base Course	C.Y.	\$15	5,531	\$109,156
Granular Borrow	C.Y.	\$40	6,914	\$363,853
Curb and Gutter (2.5' width)	L.F.	\$23	11,200	\$331,561
Sidewalk (5' width)	L.F.	\$25	11,200	\$368,402
Drainage	L.F.	\$45	11,200	\$663,123
Right of Way	S.F.	\$2.30	431,200	\$1,304,879
Mirafi RS 280i fabric	S.F.	\$1	1,157	\$761
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,690,920
Mobilization (10% of Construction)	Lump	10%	469,092	\$469,092
Contingency (25% of Construction)	Lump	25%	1,172,730	\$1,172,730
Subtotal				\$6,332,742

Preconstruction Engineering	10%	\$469,092
Construction Engineering	10%	\$469,092

Total Project Costs	\$7,271,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 27
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown, north of East Expressway): Eagle Mtn Blvd to Airport Rd -

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	41,862	\$418,617
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	15	\$29,311
Roadway Excavation	C.Y.	\$11	38,276	\$401,902
HMA Concrete	Ton	\$85	10,679	\$907,724
Untreated Base Course	C.Y.	\$15	10,207	\$153,105
Granular Borrow	C.Y.	\$40	12,759	\$510,352
Curb and Gutter (2.5' width)	L.F.	\$23	10,465	\$235,472
Sidewalk (5' width)	L.F.	\$30	10,465	\$313,963
Drainage	L.F.	\$45	10,465	\$470,945
Right of Way	S.F.	\$2.30	638,392	\$1,468,301
Mirafi RS 280i fabric	S.F.	\$1	1,081	\$541
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,910,233
Mobilization (10% of Construction)	Lump	10%	491,023	\$491,023
Contingency (25% of Construction)	Lump	25%	1,227,558	\$1,227,558
Subtotal				\$6,628,815

Preconstruction Engineering	10%	\$491,023
Construction Engineering	10%	\$491,023

Total Project Costs	\$7,611,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 28
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

East Expressway & Project 81 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 29
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (unknown, south of Cory Wride Mem Park): Project 29 above to 5000 North St -

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	68,614	\$686,141
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	15	\$30,322
Roadway Excavation	C.Y.	\$11	31,766	\$333,541
HMA Concrete	Ton	\$85	8,863	\$753,325
Untreated Base Course	C.Y.	\$15	8,471	\$127,063
Granular Borrow	C.Y.	\$40	10,589	\$423,544
Curb and Gutter (2.5' width)	L.F.	\$23	17,154	\$385,954
Sidewalk (5' width)	L.F.	\$25	17,154	\$428,838
Drainage	L.F.	\$45	17,154	\$771,908
Right of Way	S.F.	\$2.30	660,410	\$1,518,944
Mirafi RS 280i fabric	S.F.	\$1	1,773	\$886
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,460,465
Mobilization (10% of Construction)	Lump	10%	546,047	\$546,047
Contingency (25% of Construction)	Lump	25%	1,365,116	\$1,365,116
Subtotal				\$7,371,628

Preconstruction Engineering	10%	\$546,047
Construction Engineering	10%	\$546,047

Total Project Costs	\$8,464,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 30
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	130,081	\$1,300,808
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	29	\$57,485
Roadway Excavation	C.Y.	\$11	60,223	\$632,337
HMA Concrete	Ton	\$85	16,802	\$1,428,179
Untreated Base Course	C.Y.	\$15	16,059	\$240,890
Granular Borrow	C.Y.	\$40	20,074	\$802,968
Curb and Gutter (2.5' width)	L.F.	\$23	32,520	\$731,704
Sidewalk (5' width)	L.F.	\$25	32,520	\$813,005
Drainage	L.F.	\$45	32,520	\$1,463,409
Right of Way	S.F.	\$2.30	1,252,028	\$2,879,664
Mirafi RS 280i fabric	S.F.	\$1	3,360	\$1,680
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$10,352,129
Mobilization (10% of Construction)	Lump	10%	1,035,213	\$1,035,213
Contingency (25% of Construction)	Lump	25%	2,588,032	\$2,588,032
Subtotal				\$13,975,375

Preconstruction Engineering	10%	\$1,035,213
Construction Engineering	10%	\$1,035,213

Total Project Costs	\$16,046,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 31
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (1000 North St): 2000 East St to N Wood Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	42,841	\$428,408
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	9	\$18,932
Roadway Excavation	C.Y.	\$11	19,834	\$208,254
HMA Concrete	Ton	\$85	5,534	\$470,356
Untreated Base Course	C.Y.	\$15	5,289	\$79,335
Granular Borrow	C.Y.	\$40	6,611	\$264,449
Curb and Gutter (2.5' width)	L.F.	\$23	10,710	\$240,979
Sidewalk (5' width)	L.F.	\$25	10,710	\$267,755
Drainage	L.F.	\$45	10,710	\$481,959
Right of Way	S.F.	\$2.30	412,342	\$948,388
Mirafi RS 280i fabric	S.F.	\$1	1,107	\$553
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,409,368
Mobilization (10% of Construction)	Lump	10%	340,937	\$340,937
Contingency (25% of Construction)	Lump	25%	852,342	\$852,342
Subtotal				\$4,602,646

Preconstruction Engineering	10%	\$340,937
Construction Engineering	10%	\$340,937

Total Project Costs	\$5,285,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 32
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown): Wood Road to Project 40

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	280,119	\$2,801,186
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	62	\$123,790
Roadway Excavation	C.Y.	\$11	129,685	\$1,361,688
HMA Concrete	Ton	\$85	36,182	\$3,075,469
Untreated Base Course	C.Y.	\$15	34,583	\$518,738
Granular Borrow	C.Y.	\$40	43,228	\$1,729,127
Curb and Gutter (2.5' width)	L.F.	\$23	70,030	\$1,575,667
Sidewalk (5' width)	L.F.	\$25	70,030	\$1,750,741
Drainage	L.F.	\$45	70,030	\$3,151,335
Right of Way	S.F.	\$2.30	2,696,142	\$6,201,126
Mirafi RS 280i fabric	S.F.	\$1	7,236	\$3,618
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$22,292,487
Mobilization (10% of Construction)	Lump	10%	2,229,249	\$2,229,249
Contingency (25% of Construction)	Lump	25%	5,573,122	\$5,573,122
Subtotal				\$30,094,857

Preconstruction Engineering	10%	\$2,229,249
Construction Engineering	10%	\$2,229,249

Total Project Costs	\$34,554,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 33
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown, west of SR-73): northern border to southern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	52,268	\$522,675
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	12	\$23,098
Roadway Excavation	C.Y.	\$11	24,198	\$254,078
HMA Concrete	Ton	\$85	6,751	\$573,854
Untreated Base Course	C.Y.	\$15	6,453	\$96,792
Granular Borrow	C.Y.	\$40	8,066	\$322,639
Curb and Gutter (2.5' width)	L.F.	\$23	13,067	\$294,005
Sidewalk (5' width)	L.F.	\$25	13,067	\$326,672
Drainage	L.F.	\$45	13,067	\$588,010
Right of Way	S.F.	\$2.30	503,075	\$1,157,073
Mirafi RS 280i fabric	S.F.	\$1	1,350	\$675
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,159,571
Mobilization (10% of Construction)	Lump	10%	415,957	\$415,957
Contingency (25% of Construction)	Lump	25%	1,039,893	\$1,039,893
Subtotal				\$5,615,421

Preconstruction Engineering	10%	\$415,957
Construction Engineering	10%	\$415,957

Total Project Costs	\$6,448,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 34
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (4000 N): along northern border to SR-73

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	22,445	\$224,445
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$9,919
Roadway Excavation	C.Y.	\$11	10,391	\$109,105
HMA Concrete	Ton	\$85	2,899	\$246,422
Untreated Base Course	C.Y.	\$15	2,771	\$41,564
Granular Borrow	C.Y.	\$40	3,464	\$138,546
Curb and Gutter (2.5' width)	L.F.	\$23	5,611	\$126,250
Sidewalk (5' width)	L.F.	\$25	5,611	\$140,278
Drainage	L.F.	\$45	5,611	\$252,501
Right of Way	S.F.	\$2.30	216,028	\$496,865
Mirafi RS 280i fabric	S.F.	\$1	580	\$290
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,786,186
Mobilization (10% of Construction)	Lump	10%	178,619	\$178,619
Contingency (25% of Construction)	Lump	25%	446,546	\$446,546
Subtotal				\$2,411,351

Preconstruction Engineering	10%	\$178,619
Construction Engineering	10%	\$178,619

Total Project Costs	\$2,769,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 35
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Pole Canyon Boulevard): Project 34 to W Lewiston Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	21,668	\$216,677
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$9,575
Roadway Excavation	C.Y.	\$11	10,031	\$105,329
HMA Concrete	Ton	\$85	2,799	\$237,893
Untreated Base Course	C.Y.	\$15	2,675	\$40,125
Granular Borrow	C.Y.	\$40	3,344	\$133,751
Curb and Gutter (2.5' width)	L.F.	\$23	5,417	\$121,881
Sidewalk (5' width)	L.F.	\$25	5,417	\$135,423
Drainage	L.F.	\$45	5,417	\$243,761
Right of Way	S.F.	\$2.30	208,551	\$479,668
Mirafi RS 280i fabric	S.F.	\$1	560	\$280
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,724,362
Mobilization (10% of Construction)	Lump	10%	172,436	\$172,436
Contingency (25% of Construction)	Lump	25%	431,090	\$431,090
Subtotal				\$2,327,888

Preconstruction Engineering	10%	\$172,436
Construction Engineering	10%	\$172,436

Total Project Costs	\$2,673,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 36
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S rd, west of SR-73): Pole Canyon Boulevard to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	35,434	\$354,341
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$15,659
Roadway Excavation	C.Y.	\$11	16,405	\$172,249
HMA Concrete	Ton	\$85	4,577	\$389,037
Untreated Base Course	C.Y.	\$15	4,375	\$65,619
Granular Borrow	C.Y.	\$40	5,468	\$218,729
Curb and Gutter (2.5' width)	L.F.	\$23	8,859	\$199,317
Sidewalk (5' width)	L.F.	\$25	8,859	\$221,463
Drainage	L.F.	\$45	8,859	\$398,634
Right of Way	S.F.	\$2.30	341,054	\$784,423
Mirafi RS 280i fabric	S.F.	\$1	915	\$458
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,819,930
Mobilization (10% of Construction)	Lump	10%	281,993	\$281,993
Contingency (25% of Construction)	Lump	25%	704,982	\$704,982
Subtotal				\$3,806,905

Preconstruction Engineering	10%	\$281,993
Construction Engineering	10%	\$281,993

Total Project Costs	\$4,371,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 37
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown, N/S rd, east of SR-73): Pole Canyon Boulevard to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	29,661	\$296,609
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$13,108
Roadway Excavation	C.Y.	\$11	13,732	\$144,185
HMA Concrete	Ton	\$85	3,831	\$325,651
Untreated Base Course	C.Y.	\$15	3,662	\$54,928
Granular Borrow	C.Y.	\$40	4,577	\$183,092
Curb and Gutter (2.5' width)	L.F.	\$23	7,415	\$166,842
Sidewalk (5' width)	L.F.	\$25	7,415	\$185,380
Drainage	L.F.	\$45	7,415	\$333,685
Right of Way	S.F.	\$2.30	285,486	\$656,617
Mirafi RS 280i fabric	S.F.	\$1	766	\$383
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,360,479
Mobilization (10% of Construction)	Lump	10%	236,048	\$236,048
Contingency (25% of Construction)	Lump	25%	590,120	\$590,120
Subtotal				\$3,186,647

Preconstruction Engineering	10%	\$236,048
Construction Engineering	10%	\$236,048

Total Project Costs	\$3,659,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 38
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Tyson Parkway): Pole Canyon Boulevard to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	26,259	\$262,586
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,604
Roadway Excavation	C.Y.	\$11	12,157	\$127,646
HMA Concrete	Ton	\$85	3,392	\$288,297
Untreated Base Course	C.Y.	\$15	3,242	\$48,627
Granular Borrow	C.Y.	\$40	4,052	\$162,090
Curb and Gutter (2.5' width)	L.F.	\$23	6,565	\$147,704
Sidewalk (5' width)	L.F.	\$25	6,565	\$164,116
Drainage	L.F.	\$45	6,565	\$295,409
Right of Way	S.F.	\$2.30	252,739	\$581,299
Mirafi RS 280i fabric	S.F.	\$1	678	\$339
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,089,716
Mobilization (10% of Construction)	Lump	10%	208,972	\$208,972
Contingency (25% of Construction)	Lump	25%	522,429	\$522,429
Subtotal				\$2,821,117

Preconstruction Engineering	10%	\$208,972
Construction Engineering	10%	\$208,972

Total Project Costs	\$3,240,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 39
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	63,918	\$639,182
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	17	\$34,483
Roadway Excavation	C.Y.	\$11	39,949	\$419,463
HMA Concrete	Ton	\$85	11,146	\$947,387
Untreated Base Course	C.Y.	\$15	10,653	\$159,795
Granular Borrow	C.Y.	\$40	13,316	\$532,651
Curb and Gutter (2.5' width)	L.F.	\$23	15,980	\$359,540
Sidewalk (5' width)	L.F.	\$25	15,980	\$399,489
Drainage	L.F.	\$45	15,980	\$719,079
Right of Way	S.F.	\$2.30	751,038	\$1,727,389
Mirafi RS 280i fabric	S.F.	\$1	1,651	\$826
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,939,283
Mobilization (10% of Construction)	Lump	10%	593,928	\$593,928
Contingency (25% of Construction)	Lump	25%	1,484,821	\$1,484,821
Subtotal				\$8,018,033

Preconstruction Engineering	10%	\$593,928
Construction Engineering	10%	\$593,928

Total Project Costs	\$9,206,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 40
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (unknown W/E rd): Project 33 above to N Wood Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	85,380	\$853,802
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	19	\$37,731
Roadway Excavation	C.Y.	\$11	39,528	\$415,043
HMA Concrete	Ton	\$85	11,028	\$937,403
Untreated Base Course	C.Y.	\$15	10,541	\$158,111
Granular Borrow	C.Y.	\$40	13,176	\$527,038
Curb and Gutter (2.5' width)	L.F.	\$23	21,345	\$480,264
Sidewalk (5' width)	L.F.	\$25	21,345	\$533,626
Drainage	L.F.	\$45	21,345	\$960,527
Right of Way	S.F.	\$2.30	821,784	\$1,890,104
Mirafi RS 280i fabric	S.F.	\$1	2,206	\$1,103
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$6,794,753
Mobilization (10% of Construction)	Lump	10%	679,475	\$679,475
Contingency (25% of Construction)	Lump	25%	1,698,688	\$1,698,688
Subtotal				\$9,172,916

Preconstruction Engineering	10%	\$679,475
Construction Engineering	10%	\$679,475

Total Project Costs	\$10,532,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 41
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (0 St): Cory Wride Hwy to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	141,786	\$1,417,857
Removal of Existing Asphalt	S.Y.	\$4	39,385	\$157,540
Clearing and Grubbing	Acre	\$2,000	38	\$76,491
Roadway Excavation	C.Y.	\$11	55,795	\$585,851
HMA Concrete	Ton	\$85	15,567	\$1,323,186
Untreated Base Course	C.Y.	\$15	14,879	\$223,181
Granular Borrow	C.Y.	\$40	18,598	\$743,937
Curb and Gutter (2.5' width)	L.F.	\$23	35,446	\$797,545
Sidewalk (5' width)	L.F.	\$25	35,446	\$886,161
Drainage	L.F.	\$45	35,446	\$1,595,089
Right of Way	S.F.	\$2.30	1,665,982	\$3,831,759
Mirafi RS 280i fabric	S.F.	\$1	3,663	\$1,831
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$11,640,429
Mobilization (10% of Construction)	Lump	10%	1,164,043	\$1,164,043
Contingency (25% of Construction)	Lump	25%	2,910,107	\$2,910,107
Subtotal				\$15,714,580

Preconstruction Engineering	10%	\$1,164,043
Construction Engineering	10%	\$1,164,043

Total Project Costs	\$18,043,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 42
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (2000 East St): Project 33 above to 500 North St

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	63,444	\$634,436
Removal of Existing Asphalt	S.Y.	\$4	17,623	\$70,493
Clearing and Grubbing	Acre	\$2,000	14	\$28,037
Roadway Excavation	C.Y.	\$11	14,686	\$154,203
HMA Concrete	Ton	\$85	4,097	\$348,279
Untreated Base Course	C.Y.	\$15	3,916	\$58,744
Granular Borrow	C.Y.	\$40	4,895	\$195,813
Curb and Gutter (2.5' width)	L.F.	\$23	15,861	\$356,870
Sidewalk (5' width)	L.F.	\$25	15,861	\$396,522
Drainage	L.F.	\$45	15,861	\$713,740
Right of Way	S.F.	\$2.30	610,644	\$1,404,482
Mirafi RS 280i fabric	S.F.	\$1	1,639	\$819
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,362,439
Mobilization (10% of Construction)	Lump	10%	436,244	\$436,244
Contingency (25% of Construction)	Lump	25%	1,090,610	\$1,090,610
Subtotal				\$5,889,293

Preconstruction Engineering	10%	\$436,244
Construction Engineering	10%	\$436,244

Total Project Costs	\$6,762,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 43
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	32,084	\$320,842
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$14,179
Roadway Excavation	C.Y.	\$11	14,854	\$155,965
HMA Concrete	Ton	\$85	4,144	\$352,258
Untreated Base Course	C.Y.	\$15	3,961	\$59,415
Granular Borrow	C.Y.	\$40	4,951	\$198,051
Curb and Gutter (2.5' width)	L.F.	\$23	8,021	\$180,474
Sidewalk (5' width)	L.F.	\$25	8,021	\$200,527
Drainage	L.F.	\$45	8,021	\$360,948
Right of Way	S.F.	\$2.30	308,811	\$710,265
Mirafi RS 280i fabric	S.F.	\$1	829	\$414
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,553,338
Mobilization (10% of Construction)	Lump	10%	255,334	\$255,334
Contingency (25% of Construction)	Lump	25%	638,335	\$638,335
Subtotal				\$3,447,007

Preconstruction Engineering	10%	\$255,334
Construction Engineering	10%	\$255,334

Total Project Costs	\$3,958,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 44
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	9,468	\$94,676
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	2	\$4,184
Roadway Excavation	C.Y.	\$11	4,383	\$46,023
HMA Concrete	Ton	\$85	1,223	\$103,947
Untreated Base Course	C.Y.	\$15	1,169	\$17,533
Granular Borrow	C.Y.	\$40	1,461	\$58,442
Curb and Gutter (2.5' width)	L.F.	\$23	2,367	\$53,256
Sidewalk (5' width)	L.F.	\$25	2,367	\$59,173
Drainage	L.F.	\$45	2,367	\$106,511
Right of Way	S.F.	\$2.30	91,126	\$209,590
Mirafi RS 280i fabric	S.F.	\$1	245	\$122
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$753,457
Mobilization (10% of Construction)	Lump	10%	75,346	\$75,346
Contingency (25% of Construction)	Lump	25%	188,364	\$188,364
Subtotal				\$1,017,167

Preconstruction Engineering	10%	\$75,346
Construction Engineering	10%	\$75,346

Total Project Costs	\$1,168,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 45
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	19,877	\$198,774
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,784
Roadway Excavation	C.Y.	\$11	9,202	\$96,626
HMA Concrete	Ton	\$85	2,567	\$218,237
Untreated Base Course	C.Y.	\$15	2,454	\$36,810
Granular Borrow	C.Y.	\$40	3,067	\$122,700
Curb and Gutter (2.5' width)	L.F.	\$23	4,969	\$111,810
Sidewalk (5' width)	L.F.	\$25	4,969	\$124,234
Drainage	L.F.	\$45	4,969	\$223,621
Right of Way	S.F.	\$2.30	191,320	\$440,036
Mirafi RS 280i fabric	S.F.	\$1	513	\$257
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,581,889
Mobilization (10% of Construction)	Lump	10%	158,189	\$158,189
Contingency (25% of Construction)	Lump	25%	395,472	\$395,472
Subtotal				\$2,135,550
Preconstruction Engineering			10%	\$158,189
Construction Engineering			10%	\$158,189
Total Project Costs				\$2,452,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 46
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	15,283	\$152,831
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$6,754
Roadway Excavation	C.Y.	\$11	7,076	\$74,293
HMA Concrete	Ton	\$85	1,974	\$167,796
Untreated Base Course	C.Y.	\$15	1,887	\$28,302
Granular Borrow	C.Y.	\$40	2,359	\$94,340
Curb and Gutter (2.5' width)	L.F.	\$23	3,821	\$85,967
Sidewalk (5' width)	L.F.	\$25	3,821	\$95,519
Drainage	L.F.	\$45	3,821	\$171,935
Right of Way	S.F.	\$2.30	147,100	\$338,330
Mirafi RS 280i fabric	S.F.	\$1	395	\$197
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,216,265
Mobilization (10% of Construction)	Lump	10%	121,626	\$121,626
Contingency (25% of Construction)	Lump	25%	304,066	\$304,066
Subtotal				\$1,641,957

Preconstruction Engineering	10%	\$121,626
Construction Engineering	10%	\$121,626

Total Project Costs	\$1,886,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 47
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Parkway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2024)
Parkstrip	S.F.	\$10	14,000	\$154,347
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$6,821
Roadway Excavation	C.Y.	\$11	6,481	\$75,030
HMA Concrete	Ton	\$85	1,808	\$169,460
Untreated Base Course	C.Y.	\$15	1,728	\$28,583
Granular Borrow	C.Y.	\$40	2,160	\$95,276
Curb and Gutter (2.5' width)	L.F.	\$23	3,500	\$86,820
Sidewalk (5' width)	L.F.	\$25	3,500	\$96,467
Drainage	L.F.	\$45	3,500	\$173,640
Right of Way	S.F.	\$2.30	134,750	\$341,685
Mirafi RS 280i fabric	S.F.	\$1	362	\$199
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,228,325
Mobilization (10% of Construction)	Lump	10%	122,833	\$122,833
Contingency (25% of Construction)	Lump	25%	307,081	\$307,081
Subtotal				\$1,658,239

Preconstruction Engineering	10%	\$122,833
Construction Engineering	10%	\$122,833

Total Project Costs	\$1,904,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 48
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Spring Run Parkway): SR-73 to northern border

Costs

Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	40,000	\$458,630
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	9	\$20,268
Roadway Excavation	C.Y.	\$11	18,519	\$222,945
HMA Concrete	Ton	\$85	5,167	\$503,537
Untreated Base Course	C.Y.	\$15	4,938	\$84,931
Granular Borrow	C.Y.	\$40	6,173	\$283,105
Curb and Gutter (2.5' width)	L.F.	\$23	10,000	\$257,979
Sidewalk (5' width)	L.F.	\$25	10,000	\$286,644
Drainage	L.F.	\$45	10,000	\$515,958
Right of Way	S.F.	\$2.30	385,000	\$1,015,291
Mirafi RS 280i fabric	S.F.	\$1	1,033	\$592
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$221,289
Construction Cost				\$3,871,169
Mobilization (10% of Construction)	Lump	10%	387,117	\$387,117
Contingency (25% of Construction)	Lump	25%	967,792	\$967,792
Subtotal				\$5,226,078

Preconstruction Engineering	10%	\$387,117
Construction Engineering	10%	\$387,117

Total Project Costs	\$6,001,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granual Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 49
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown W/E rd just south of norther border): Spring Run Parkway to Project 52

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	14,781	\$147,806
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$6,922
Roadway Excavation	C.Y.	\$11	7,664	\$80,472
HMA Concrete	Ton	\$85	1,604	\$136,314
Untreated Base Course	C.Y.	\$15	1,533	\$22,992
Granular Borrow	C.Y.	\$40	2,299	\$91,968
Curb and Gutter (2.5' width)	L.F.	\$23	5,912	\$133,025
Sidewalk (5' width)	L.F.	\$25	5,912	\$147,806
Drainage	L.F.	\$45	5,912	\$266,051
Right of Way	S.F.	\$2.30	150,762	\$346,753
Mirafi RS 280i fabric	S.F.	\$1	611	\$305
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,380,414
Mobilization (10% of Construction)	Lump	10%	138,041	\$138,041
Contingency (25% of Construction)	Lump	25%	345,103	\$345,103
Subtotal				\$1,863,558

Preconstruction Engineering	10%	\$138,041
Construction Engineering	10%	\$138,041

Total Project Costs \$2,140,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
Granual Borrow Thickness (in) =	9
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 50
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Local Street

Eagle Mountain Transportation Master Plan

New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border

Costs

Item	Unit	Unit Cost	Quantity	Cost(2026)
Parkstrip	S.F.	\$10	34,400	\$408,226
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$18,040
Roadway Excavation	C.Y.	\$11	15,926	\$198,443
HMA Concrete	Ton	\$85	4,443	\$448,198
Untreated Base Course	C.Y.	\$15	4,247	\$75,597
Granular Borrow	C.Y.	\$40	5,309	\$251,991
Curb and Gutter (2.5' width)	L.F.	\$23	8,600	\$229,627
Sidewalk (5' width)	L.F.	\$25	8,600	\$255,141
Drainage	L.F.	\$45	8,600	\$459,254
Right of Way	S.F.	\$2.30	331,100	\$903,711
Mirafi RS 280i fabric	S.F.	\$1	889	\$527
Bridge/Culvert	S.F.	\$225	1,560	\$416,533
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,665,291
Mobilization (10% of Construction)	Lump	10%	366,529	\$366,529
Contingency (25% of Construction)	Lump	25%	916,323	\$916,323
Subtotal				\$4,948,143

Preconstruction Engineering	10%	\$366,529
Construction Engineering	10%	\$366,529

Total Project Costs	\$5,682,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 51
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S road just west of eastern border): SR-73 to northern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	21,265	\$212,648
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$9,959
Roadway Excavation	C.Y.	\$11	11,026	\$115,775
HMA Concrete	Ton	\$85	2,307	\$196,114
Untreated Base Course	C.Y.	\$15	2,205	\$33,079
Granular Borrow	C.Y.	\$40	3,308	\$132,314
Curb and Gutter (2.5' width)	L.F.	\$23	8,506	\$191,383
Sidewalk (5' width)	L.F.	\$25	8,506	\$212,648
Drainage	L.F.	\$45	8,506	\$382,766
Right of Way	S.F.	\$2.30	216,901	\$498,871
Mirafi RS 280i fabric	S.F.	\$1	879	\$439
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,985,996
Mobilization (10% of Construction)	Lump	10%	198,600	\$198,600
Contingency (25% of Construction)	Lump	25%	496,499	\$496,499
Subtotal				\$2,681,094

Preconstruction Engineering	10%	\$198,600
Construction Engineering	10%	\$198,600

Total Project Costs \$3,079,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
 HMA Thickness (in) = **3**
 Untreated Base Course Thickness (in) = **6**
 Granular Borrow Thickness (in) = **9**
 Roadway Excavation Depth (ft) = **2.5**
 Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **52**
 Improvement Type: **New Road**
 Completion Year: **2050**
 Roadway Functional Class: **Local Street**

Eagle Mountain Transportation Master Plan

New Road (Pony Express Parkway) : 1000 N to southern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	46,969	\$469,686
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	16	\$32,887
Roadway Excavation	C.Y.	\$11	42,946	\$450,931
HMA Concrete	Ton	\$85	11,982	\$1,018,460
Untreated Base Course	C.Y.	\$15	11,452	\$171,783
Granular Borrow	C.Y.	\$40	14,315	\$572,611
Curb and Gutter (2.5' width)	L.F.	\$23	11,742	\$264,198
Sidewalk (5' width)	L.F.	\$30	11,742	\$352,264
Drainage	L.F.	\$45	11,742	\$528,397
Right of Way	S.F.	\$2.30	716,271	\$1,647,423
Mirafi RS 280i fabric	S.F.	\$1	1,213	\$607
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,509,246
Mobilization (10% of Construction)	Lump	10%	550,925	\$550,925
Contingency (25% of Construction)	Lump	25%	1,377,311	\$1,377,311
Subtotal				\$7,437,482

Preconstruction Engineering	10%	\$550,925
Construction Engineering	10%	\$550,925

Total Project Costs	\$8,540,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 53
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S road): Mid Valley Road to Project 57

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	19,560	\$195,600
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,644
Roadway Excavation	C.Y.	\$11	9,056	\$95,083
HMA Concrete	Ton	\$85	2,527	\$214,753
Untreated Base Course	C.Y.	\$15	2,415	\$36,222
Granular Borrow	C.Y.	\$40	3,019	\$120,741
Curb and Gutter (2.5' width)	L.F.	\$23	4,890	\$110,025
Sidewalk (5' width)	L.F.	\$25	4,890	\$122,250
Drainage	L.F.	\$45	4,890	\$220,050
Right of Way	S.F.	\$2.30	188,265	\$433,010
Mirafi RS 280i fabric	S.F.	\$1	505	\$253
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,556,630
Mobilization (10% of Construction)	Lump	10%	155,663	\$155,663
Contingency (25% of Construction)	Lump	25%	389,157	\$389,157
Subtotal				\$2,101,450

Preconstruction Engineering	10%	\$155,663
Construction Engineering	10%	\$155,663

Total Project Costs	\$2,413,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 54
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Pole Canyon Boulevard): East Expressway to Project 31 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	24,675	\$246,745
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$14,275
Roadway Excavation	C.Y.	\$11	18,049	\$189,514
HMA Concrete	Ton	\$85	5,036	\$428,031
Untreated Base Course	C.Y.	\$15	4,813	\$72,196
Granular Borrow	C.Y.	\$40	8,423	\$336,914
Curb and Gutter (2.5' width)	L.F.	\$23	4,935	\$111,035
Sidewalk (5' width)	L.F.	\$25	4,935	\$123,373
Drainage	L.F.	\$45	4,935	\$222,071
Right of Way	S.F.	\$2.30	310,899	\$715,068
Mirafi RS 280i fabric	S.F.	\$1	510	\$255
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,459,475
Mobilization (10% of Construction)	Lump	10%	245,948	\$245,948
Contingency (25% of Construction)	Lump	25%	614,869	\$614,869
Subtotal				\$3,320,292

Preconstruction Engineering	10%	\$245,948
Construction Engineering	10%	\$245,948

Total Project Costs	\$3,813,000
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Overall Assumptions:

HMA Pavement Density (pcf) = **155**
 HMA Thickness (in) = **4**
 Untreated Base Course Thickness (in) = **8**
 Granular Borrow Thickness (in) = **14**
 Roadway Excavation Depth (ft) = **2.5**
 Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **55**
 Improvement Type: **New Road**
 Completion Year: **2050**
 Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Pony Express Pkwy to Project 31 above

Costs

Item	Unit	Unit Cost	Quantity	Cost(2028)
Parkstrip	S.F.	\$10	64,000	\$813,585
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	14	\$35,954
Roadway Excavation	C.Y.	\$11	29,630	\$395,493
HMA Concrete	Ton	\$85	8,267	\$893,249
Untreated Base Course	C.Y.	\$15	7,901	\$150,664
Granular Borrow	C.Y.	\$40	9,877	\$502,213
Curb and Gutter (2.5' width)	L.F.	\$23	16,000	\$457,642
Sidewalk (5' width)	L.F.	\$25	16,000	\$508,491
Drainage	L.F.	\$45	16,000	\$915,284
Right of Way	S.F.	\$2.30	616,000	\$1,801,075
Mirafi RS 280i fabric	S.F.	\$1	1,653	\$1,051
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$6,474,700
Mobilization (10% of Construction)	Lump	10%	647,470	\$647,470
Contingency (25% of Construction)	Lump	25%	1,618,675	\$1,618,675
Subtotal				\$8,740,845

Preconstruction Engineering	10%	\$647,470
Construction Engineering	10%	\$647,470

Total Project Costs	\$10,036,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 56
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Parkway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2027)
Parkstrip	S.F.	\$10	44,000	\$540,425
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$23,882
Roadway Excavation	C.Y.	\$11	20,370	\$262,707
HMA Concrete	Ton	\$85	5,683	\$593,342
Untreated Base Course	C.Y.	\$15	5,432	\$100,079
Granular Borrow	C.Y.	\$40	6,790	\$333,596
Curb and Gutter (2.5' width)	L.F.	\$23	11,000	\$303,989
Sidewalk (5' width)	L.F.	\$25	11,000	\$337,766
Drainage	L.F.	\$45	11,000	\$607,978
Right of Way	S.F.	\$2.30	423,500	\$1,196,366
Mirafi RS 280i fabric	S.F.	\$1	1,137	\$698
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,300,827
Mobilization (10% of Construction)	Lump	10%	430,083	\$430,083
Contingency (25% of Construction)	Lump	25%	1,075,207	\$1,075,207
Subtotal				\$5,806,117

Preconstruction Engineering	10%	\$430,083
Construction Engineering	10%	\$430,083

Total Project Costs	\$6,667,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 57
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	204,790	\$2,047,900
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	72	\$143,391
Roadway Excavation	C.Y.	\$11	187,250	\$1,966,126
HMA Concrete	Ton	\$85	52,243	\$4,440,637
Untreated Base Course	C.Y.	\$15	49,933	\$749,001
Granular Borrow	C.Y.	\$40	62,417	\$2,496,668
Curb and Gutter (2.5' width)	L.F.	\$23	51,198	\$1,151,944
Sidewalk (5' width)	L.F.	\$30	51,198	\$1,535,925
Drainage	L.F.	\$45	51,198	\$2,303,888
Right of Way	S.F.	\$2.30	3,123,048	\$7,183,010
Mirafi RS 280i fabric	S.F.	\$1	5,290	\$2,645
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$24,021,135
Mobilization (10% of Construction)	Lump	10%	2,402,113	\$2,402,113
Contingency (25% of Construction)	Lump	25%	6,005,284	\$6,005,284
Subtotal				\$32,428,532

Preconstruction Engineering	10%	\$2,402,113
Construction Engineering	10%	\$2,402,113

Total Project Costs	\$37,233,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 58
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	34,400	\$344,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$15,202
Roadway Excavation	C.Y.	\$11	15,926	\$167,222
HMA Concrete	Ton	\$85	4,443	\$377,683
Untreated Base Course	C.Y.	\$15	4,247	\$63,704
Granular Borrow	C.Y.	\$40	5,309	\$212,346
Curb and Gutter (2.5' width)	L.F.	\$23	8,600	\$193,500
Sidewalk (5' width)	L.F.	\$25	8,600	\$215,000
Drainage	L.F.	\$45	8,600	\$387,000
Right of Way	S.F.	\$2.30	331,100	\$761,530
Mirafi RS 280i fabric	S.F.	\$1	889	\$444
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$2,930,631
Mobilization (10% of Construction)	Lump	10%	293,063	\$293,063
Contingency (25% of Construction)	Lump	25%	732,658	\$732,658
Subtotal				\$3,956,352

Preconstruction Engineering	10%	\$293,063
Construction Engineering	10%	\$293,063

Total Project Costs	\$4,543,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 59
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	25,460	\$254,601
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,251
Roadway Excavation	C.Y.	\$11	11,787	\$123,764
HMA Concrete	Ton	\$85	3,289	\$279,530
Untreated Base Course	C.Y.	\$15	3,143	\$47,148
Granular Borrow	C.Y.	\$40	3,929	\$157,161
Curb and Gutter (2.5' width)	L.F.	\$23	6,365	\$143,213
Sidewalk (5' width)	L.F.	\$25	6,365	\$159,125
Drainage	L.F.	\$45	6,365	\$286,426
Right of Way	S.F.	\$2.30	245,053	\$563,623
Mirafi RS 280i fabric	S.F.	\$1	658	\$329
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$2,219,172
Mobilization (10% of Construction)	Lump	10%	221,917	\$221,917
Contingency (25% of Construction)	Lump	25%	554,793	\$554,793
Subtotal				\$2,995,882

Preconstruction Engineering	10%	\$221,917
Construction Engineering	10%	\$221,917

Total Project Costs	\$3,440,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 60
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2024)
Parkstrip	S.F.	\$10	63,000	\$694,559
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	18	\$40,181
Roadway Excavation	C.Y.	\$11	46,083	\$533,460
HMA Concrete	Ton	\$85	12,857	\$1,204,858
Untreated Base Course	C.Y.	\$15	12,289	\$203,223
Granular Borrow	C.Y.	\$40	21,506	\$948,373
Curb and Gutter (2.5' width)	L.F.	\$23	12,600	\$312,552
Sidewalk (5' width)	L.F.	\$25	12,600	\$347,280
Drainage	L.F.	\$45	12,600	\$625,103
Right of Way	S.F.	\$2.30	793,800	\$2,012,833
Mirafi RS 280i fabric	S.F.	\$1	1,302	\$718
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$212,778
Construction Cost				\$7,135,917
Mobilization (10% of Construction)	Lump	10%	713,592	\$713,592
Contingency (25% of Construction)	Lump	25%	1,783,979	\$1,783,979
Subtotal				\$9,633,488

Preconstruction Engineering	10%	\$713,592
Construction Engineering	10%	\$713,592

Total Project Costs	\$11,061,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 61
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	40,000	\$422,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$22,766
Roadway Excavation	C.Y.	\$11	25,000	\$276,938
HMA Concrete	Ton	\$85	6,975	\$625,483
Untreated Base Course	C.Y.	\$15	6,667	\$105,500
Granular Borrow	C.Y.	\$40	8,333	\$351,667
Curb and Gutter (2.5' width)	L.F.	\$23	10,000	\$237,375
Sidewalk (5' width)	L.F.	\$25	10,000	\$263,750
Drainage	L.F.	\$45	10,000	\$474,750
Right of Way	S.F.	\$2.30	470,000	\$1,140,455
Mirafi RS 280i fabric	S.F.	\$1	1,033	\$545
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,921,229
Mobilization (10% of Construction)	Lump	10%	392,123	\$392,123
Contingency (25% of Construction)	Lump	25%	980,307	\$980,307
Subtotal				\$5,293,659

Preconstruction Engineering	10%	\$392,123
Construction Engineering	10%	\$392,123

Total Project Costs	\$6,078,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 62
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2024)
Parkstrip	S.F.	\$10	25,600	\$282,234
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$12,472
Roadway Excavation	C.Y.	\$11	11,852	\$137,197
HMA Concrete	Ton	\$85	3,307	\$309,869
Untreated Base Course	C.Y.	\$15	3,160	\$52,265
Granular Borrow	C.Y.	\$40	3,951	\$174,218
Curb and Gutter (2.5' width)	L.F.	\$23	6,400	\$158,756
Sidewalk (5' width)	L.F.	\$25	6,400	\$176,396
Drainage	L.F.	\$45	6,400	\$317,513
Right of Way	S.F.	\$2.30	246,400	\$624,795
Mirafi RS 280i fabric	S.F.	\$1	661	\$365
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,246,080
Mobilization (10% of Construction)	Lump	10%	224,608	\$224,608
Contingency (25% of Construction)	Lump	25%	561,520	\$561,520
Subtotal				\$3,032,208

Preconstruction Engineering	10%	\$224,608
Construction Engineering	10%	\$224,608

Total Project Costs	\$3,482,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 63
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	16,000	\$160,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,203
Roadway Excavation	C.Y.	\$11	14,630	\$153,611
HMA Concrete	Ton	\$85	4,082	\$346,942
Untreated Base Course	C.Y.	\$15	3,901	\$58,519
Granular Borrow	C.Y.	\$40	4,877	\$195,062
Curb and Gutter (2.5' width)	L.F.	\$23	4,000	\$90,000
Sidewalk (5' width)	L.F.	\$30	4,000	\$120,000
Drainage	L.F.	\$45	4,000	\$180,000
Right of Way	S.F.	\$2.30	244,000	\$561,200
Mirafi RS 280i fabric	S.F.	\$1	413	\$207
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,876,743
Mobilization (10% of Construction)	Lump	10%	187,674	\$187,674
Contingency (25% of Construction)	Lump	25%	469,186	\$469,186
Subtotal				\$2,533,603

Preconstruction Engineering	10%	\$187,674
Construction Engineering	10%	\$187,674

Total Project Costs	\$2,909,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 64
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works

Costs

Item	Unit	Unit Cost	Quantity	Cost(2026)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	28,622	\$135,864
Clearing and Grubbing	Acre	\$2,000	16	\$37,094
Roadway Excavation	C.Y.	\$11	43,444	\$541,335
HMA Concrete	Ton	\$85	12,121	\$1,222,643
Untreated Base Course	C.Y.	\$15	11,585	\$206,223
Granular Borrow	C.Y.	\$40	20,274	\$962,373
Curb and Gutter (2.5' width)	L.F.	\$23	18,400	\$491,295
Sidewalk (5' width)	L.F.	\$25	18,400	\$545,884
Drainage	L.F.	\$45	18,400	\$982,591
Right of Way	S.F.	\$2.30	9,200	\$25,111
Mirafi RS 280i fabric	S.F.	\$1	1,901	\$1,128
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,151,542
Mobilization (10% of Construction)	Lump	10%	515,154	\$515,154
Contingency (25% of Construction)	Lump	25%	1,287,885	\$1,287,885
Subtotal				\$6,954,581

Preconstruction Engineering	10%	\$515,154
Construction Engineering	10%	\$515,154

Total Project Costs	\$7,985,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 65
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Pony Express Parkway to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$19,268
Roadway Excavation	C.Y.	\$11	20,185	\$211,944
HMA Concrete	Ton	\$85	5,632	\$478,692
Untreated Base Course	C.Y.	\$15	5,383	\$80,741
Granular Borrow	C.Y.	\$40	6,728	\$269,136
Curb and Gutter (2.5' width)	L.F.	\$23	10,900	\$245,250
Sidewalk (5' width)	L.F.	\$25	10,900	\$272,500
Drainage	L.F.	\$45	10,900	\$490,500
Right of Way	S.F.	\$2.30	5,450	\$12,535
Mirafi RS 280i fabric	S.F.	\$1	1,126	\$563
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,081,128
Mobilization (10% of Construction)	Lump	10%	208,113	\$208,113
Contingency (25% of Construction)	Lump	25%	520,282	\$520,282
Subtotal				\$2,809,523

Preconstruction Engineering	10%	\$208,113
Construction Engineering	10%	\$208,113

Total Project Costs	\$3,226,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 66
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

WoodHaven Blvd & Pony Express Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$203,615
Construction Cost				\$203,615
Mobilization (10% of Construction)	Lump	10%	20,362	\$20,362
Contingency (25% of Construction)	Lump	25%	50,904	\$50,904
Subtotal				\$274,880

Preconstruction Engineering	10%	\$20,362
Construction Engineering	10%	\$20,362

Total Project Costs	\$316,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 67
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & East Expressway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2022)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 68
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard & Project 57 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2027)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$237,050
Construction Cost				\$237,050
Mobilization (10% of Construction)	Lump	10%	23,705	\$23,705
Contingency (25% of Construction)	Lump	25%	59,263	\$59,263
Subtotal				\$320,018

Preconstruction Engineering	10%	\$23,705
Construction Engineering	10%	\$23,705

Total Project Costs	\$368,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 69
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Bobby Wren Boulevard & Pony Express Parkway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2022)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 70
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard & Major Street - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2024)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$212,778
Construction Cost				\$212,778
Mobilization (10% of Construction)	Lump	10%	21,278	\$21,278
Contingency (25% of Construction)	Lump	25%	53,194	\$53,194
Subtotal				\$287,250

Preconstruction Engineering	10%	\$21,278
Construction Engineering	10%	\$21,278

Total Project Costs	\$330,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 71
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & Eagle Mountain Boulevard - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	132	\$69
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$203,615
Construction Cost				\$203,684
Mobilization (10% of Construction)	Lump	10%	20,368	\$20,368
Contingency (25% of Construction)	Lump	25%	50,921	\$50,921
Subtotal				\$274,974

Preconstruction Engineering	10%	\$20,368
Construction Engineering	10%	\$20,368

Total Project Costs	\$316,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 72
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard and SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 73
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Lone Tree Parkway & Eagle Mountain Blvd - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 74
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Parkway & Project 57 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 75
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Boulevard & SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 76
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Boulevard & Pony Express Parkway

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 77
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (Cory Wride Freeway): Ranches Parkway to East Expressway- New freeway, frontage roads

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	265	\$529,277
Roadway Excavation	C.Y.	\$11	669,228	\$7,026,892
HMA Concrete	Ton	\$85	186,715	\$15,870,738
Untreated Base Course	C.Y.	\$15	178,461	\$2,676,911
Granular Borrow	C.Y.	\$40	312,306	\$12,492,253
Curb and Gutter (2.5' width)	L.F.	\$23	182,979	\$4,117,022
Sidewalk (5' width)	L.F.	\$25	182,979	\$4,574,469
Drainage	L.F.	\$45	182,979	\$8,234,044
Right of Way	S.F.	\$2.30	91,489	\$210,426
Mirafi RS 280i fabric	S.F.	\$1	18,908	\$9,454
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$55,741,487
Mobilization (10% of Construction)	Lump	10%	5,574,149	\$5,574,149
Contingency (25% of Construction)	Lump	25%	13,935,372	\$13,935,372
Subtotal				\$75,251,007

Preconstruction Engineering	10%	\$5,574,149
Construction Engineering	10%	\$5,574,149

Total Project Costs \$86,400,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**
Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **78**
Improvement Type: **New Road**
Completion Year: **2050**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (1600 West): Aviator Avenue to 4000 North

Costs

Item	Unit	Unit Cost	Quantity	Cost(2024)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$25,218
Roadway Excavation	C.Y.	\$11	26,500	\$306,764
HMA Concrete	Ton	\$85	7,394	\$692,848
Untreated Base Course	C.Y.	\$15	7,067	\$116,862
Granular Borrow	C.Y.	\$40	8,833	\$389,541
Curb and Gutter (2.5' width)	L.F.	\$23	10,600	\$262,940
Sidewalk (5' width)	L.F.	\$25	10,600	\$292,156
Drainage	L.F.	\$45	10,600	\$525,881
Right of Way	S.F.	\$2.30	5,300	\$13,439
Mirafi RS 280i fabric	S.F.	\$1	1,095	\$604
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,626,253
Mobilization (10% of Construction)	Lump	10%	262,625	\$262,625
Contingency (25% of Construction)	Lump	25%	656,563	\$656,563
Subtotal				\$3,545,441

Preconstruction Engineering	10%	\$262,625
Construction Engineering	10%	\$262,625

Total Project Costs	\$4,071,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granual Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 79
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain				
Transportation Master Plan				
New High-T Signal: Ranches Parkway & Campus Drive				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,429
Roadway Excavation	C.Y.	\$11	9,295	\$111,901
HMA Concrete	Ton	\$85	2,593	\$252,737
Untreated Base Course	C.Y.	\$15	2,479	\$42,629
Granular Borrow	C.Y.	\$40	4,338	\$198,935
Curb and Gutter (2.5' width)	L.F.	\$23	2,541	\$65,562
Sidewalk (5' width)	L.F.	\$25	2,541	\$72,847
Drainage	L.F.	\$45	2,541	\$131,125
Right of Way	S.F.	\$2.30	1,271	\$3,351
Mirafi RS 280i fabric	S.F.	\$1	263	\$151
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$221,289
Construction Cost				\$1,108,955
Mobilization (10% of Construction)	Lump	10%	110,895	\$110,895
Contingency (25% of Construction)	Lump	25%	277,239	\$277,239
Subtotal				\$1,497,089
Preconstruction Engineering			10%	\$110,895
Construction Engineering			10%	\$110,895
Total Project Costs				\$1,719,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number:	80
Improvement Type:	Capacity Improvement
Completion Year:	2030
Roadway Functional Class:	Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Cedar Valley Freeway to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	17	\$33,276
Roadway Excavation	C.Y.	\$11	34,860	\$366,034
HMA Concrete	Ton	\$85	9,726	\$826,713
Untreated Base Course	C.Y.	\$15	9,296	\$139,441
Granular Borrow	C.Y.	\$40	11,620	\$464,804
Curb and Gutter (2.5' width)	L.F.	\$23	18,825	\$423,553
Sidewalk (5' width)	L.F.	\$25	18,825	\$470,615
Drainage	L.F.	\$45	18,825	\$847,106
Right of Way	S.F.	\$2.30	9,412	\$21,648
Mirafi RS 280i fabric	S.F.	\$1	1,945	\$973
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,594,162
Mobilization (10% of Construction)	Lump	10%	359,416	\$359,416
Contingency (25% of Construction)	Lump	25%	898,541	\$898,541
Subtotal				\$4,852,119

Preconstruction Engineering	10%	\$359,416
Construction Engineering	10%	\$359,416

Total Project Costs	\$5,571,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 81
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	6,311	\$25,244
Clearing and Grubbing	Acre	\$2,000	1	\$1,118
Roadway Excavation	C.Y.	\$11	2,254	\$23,666
HMA Concrete	Ton	\$85	629	\$53,452
Untreated Base Course	C.Y.	\$15	601	\$9,016
Granular Borrow	C.Y.	\$40	751	\$30,052
Curb and Gutter (2.5' width)	L.F.	\$23	4,057	\$91,284
Sidewalk (5' width)	L.F.	\$25	4,057	\$101,427
Drainage	L.F.	\$45	4,057	\$182,568
Right of Way	S.F.	\$2.30	2,029	\$4,666
Mirafi RS 280i fabric	S.F.	\$1	419	\$210
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$522,701
Mobilization (10% of Construction)	Lump	10%	52,270	\$52,270
Contingency (25% of Construction)	Lump	25%	130,675	\$130,675
Subtotal				\$705,646

Preconstruction Engineering	10%	\$52,270
Construction Engineering	10%	\$52,270

Total Project Costs	\$811,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 82
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	15	\$29,248
Roadway Excavation	C.Y.	\$11	30,641	\$321,733
HMA Concrete	Ton	\$85	8,549	\$726,657
Untreated Base Course	C.Y.	\$15	8,171	\$122,565
Granular Borrow	C.Y.	\$40	10,214	\$408,550
Curb and Gutter (2.5' width)	L.F.	\$23	16,546	\$372,291
Sidewalk (5' width)	L.F.	\$25	16,546	\$413,657
Drainage	L.F.	\$45	16,546	\$744,582
Right of Way	S.F.	\$2.30	8,273	\$19,028
Mirafi RS 280i fabric	S.F.	\$1	1,710	\$855
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,159,165
Mobilization (10% of Construction)	Lump	10%	315,916	\$315,916
Contingency (25% of Construction)	Lump	25%	789,791	\$789,791
Subtotal				\$4,264,872

Preconstruction Engineering	10%	\$315,916
Construction Engineering	10%	\$315,916

Total Project Costs	\$4,897,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 83
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	4,467	\$20,485
Clearing and Grubbing	Acre	\$2,000	0	\$379
Roadway Excavation	C.Y.	\$11	667	\$8,026
HMA Concrete	Ton	\$85	186	\$18,127
Untreated Base Course	C.Y.	\$15	178	\$3,058
Granular Borrow	C.Y.	\$40	311	\$14,268
Curb and Gutter (2.5' width)	L.F.	\$23	1,200	\$30,957
Sidewalk (5' width)	L.F.	\$25	1,200	\$34,397
Drainage	L.F.	\$45	1,200	\$61,915
Right of Way	S.F.	\$2.30	600	\$1,582
Mirafi RS 280i fabric	S.F.	\$1	124	\$71
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$193,267
Mobilization (10% of Construction)	Lump	10%	19,327	\$19,327
Contingency (25% of Construction)	Lump	25%	48,317	\$48,317
Subtotal				\$260,910
Preconstruction Engineering			10%	\$19,327
Construction Engineering			10%	\$19,327
Total Project Costs				\$300,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number:	84
Improvement Type:	Capacity Improvement
Completion Year:	2030
Roadway Functional Class:	Major Arterial - 126' - Five Lanes

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Ranches Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	1,222	\$5,605
Clearing and Grubbing	Acre	\$2,000	0	\$253
Roadway Excavation	C.Y.	\$11	444	\$5,351
HMA Concrete	Ton	\$85	124	\$12,085
Untreated Base Course	C.Y.	\$15	119	\$2,038
Granular Borrow	C.Y.	\$40	207	\$9,512
Curb and Gutter (2.5' width)	L.F.	\$23	400	\$10,319
Sidewalk (5' width)	L.F.	\$25	400	\$11,466
Drainage	L.F.	\$45	400	\$20,638
Right of Way	S.F.	\$2.30	200	\$527
Mirafi RS 280i fabric	S.F.	\$1	41	\$24
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$77,819
Mobilization (10% of Construction)	Lump	10%	7,782	\$7,782
Contingency (25% of Construction)	Lump	25%	19,455	\$19,455
Subtotal				\$105,055
Preconstruction Engineering			10%	\$7,782
Construction Engineering			10%	\$7,782
Total Project Costs				\$121,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number:	85
Improvement Type:	Capacity Improvement
Completion Year:	2030
Roadway Functional Class:	Major Arterial - 126' - Five Lanes

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	2,233	\$10,243
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	333	\$4,013
HMA Concrete	Ton	\$85	93	\$9,064
Untreated Base Course	C.Y.	\$15	89	\$1,529
Granular Borrow	C.Y.	\$40	156	\$7,134
Curb and Gutter (2.5' width)	L.F.	\$23	600	\$15,479
Sidewalk (5' width)	L.F.	\$25	600	\$17,199
Drainage	L.F.	\$45	600	\$30,957
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	62	\$36
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$95,653
Mobilization (10% of Construction)	Lump	10%	9,565	\$9,565
Contingency (25% of Construction)	Lump	25%	23,913	\$23,913
Subtotal				\$129,131
Preconstruction Engineering			10%	\$9,565
Construction Engineering			10%	\$9,565
Total Project Costs				\$149,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number:	86
Improvement Type:	Capacity Improvement
Completion Year:	2030
Roadway Functional Class:	Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Cedar Valley Freeway to Project 31

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	151	\$302,561
Roadway Excavation	C.Y.	\$11	350,520	\$3,680,460
HMA Concrete	Ton	\$85	97,795	\$8,312,582
Untreated Base Course	C.Y.	\$15	93,472	\$1,402,080
Granular Borrow	C.Y.	\$40	116,840	\$4,673,600
Curb and Gutter (2.5' width)	L.F.	\$23	140,208	\$3,154,680
Sidewalk (5' width)	L.F.	\$25	140,208	\$3,505,200
Drainage	L.F.	\$45	140,208	\$6,309,360
Right of Way	S.F.	\$2.30	70,104	\$161,239
Mirafi RS 280i fabric	S.F.	\$1	14,488	\$7,244
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$31,509,006
Mobilization (10% of Construction)	Lump	10%	3,150,901	\$3,150,901
Contingency (25% of Construction)	Lump	25%	7,877,251	\$7,877,251
Subtotal				\$42,537,158

Preconstruction Engineering	10%	\$3,150,901
Construction Engineering	10%	\$3,150,901

Total Project Costs	\$48,839,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 87
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

East Expressway & Eagle Mountain Blvd - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 88
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (East Expressway): Eagle Mountain Blvd to Southern Border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	75	\$150,596
Roadway Excavation	C.Y.	\$11	196,659	\$2,064,917
HMA Concrete	Ton	\$85	54,868	\$4,663,763
Untreated Base Course	C.Y.	\$15	52,442	\$786,635
Granular Borrow	C.Y.	\$40	65,553	\$2,622,117
Curb and Gutter (2.5' width)	L.F.	\$23	53,770	\$1,209,825
Sidewalk (5' width)	L.F.	\$30	53,770	\$1,613,100
Drainage	L.F.	\$45	53,770	\$2,419,650
Right of Way	S.F.	\$2.30	26,885	\$61,836
Mirafi RS 280i fabric	S.F.	\$1	5,556	\$2,778
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$15,595,217
Mobilization (10% of Construction)	Lump	10%	1,559,522	\$1,559,522
Contingency (25% of Construction)	Lump	25%	3,898,804	\$3,898,804
Subtotal				\$21,053,543

Preconstruction Engineering	10%	\$1,559,522
Construction Engineering	10%	\$1,559,522

Total Project Costs	\$24,173,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 89
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

East Expressway & Bobby Wren Blvd - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 90
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 91
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Blvd & Mid Valley Road - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 92
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Mid Valley Road & East Expressway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 93
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

East Expressway & Project 66 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 94
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

East Expressway & 5000 North - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 95
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & Eagle Park Entry Road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 96
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Blvd & East Expressway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 97
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & Rachel Way

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
----------------------------	------------------

Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 98
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

4000 North & SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
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Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
----------------------------	------------------

Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 99
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
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Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
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Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
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Total Project Costs	\$300,000
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Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
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Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
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Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
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Total Project Costs	\$300,000
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Project Parameters:

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Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

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Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
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Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

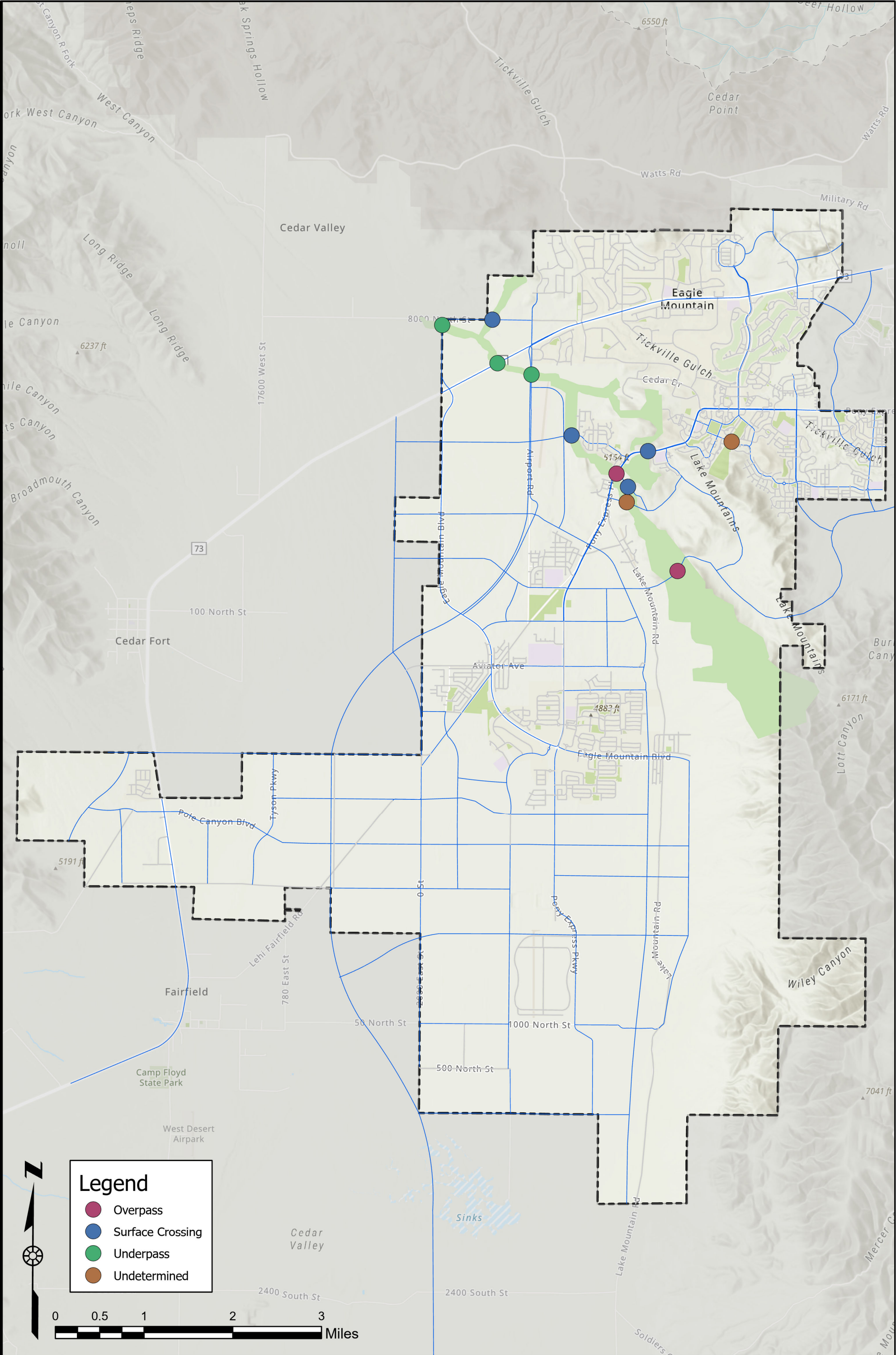
Project Parameters:

Project Number: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal



APPENDIX C: WILDLIFE CORRIDOR CONFLICT MAP





Q:\2020\UT-2843-2012 Eagle Mountain Master Transportation Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 2/8/2023 8:53 AM, shirine.eller



Horrocks.

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

Wildlife Corridor Conflict Areas
Eagle Mountain Transportation Master Plan

DATE	2/8/2023
DRAWN	
Figure App.	



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 22, 2025**

TITLE:	Moderate Income Housing Element Update
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	n/a
APPLICANT:	City initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
n/a	n/a

PUBLIC HEARING

No

PREPARED BY

Elizabeth Fewkes, Planner

PRESENTED BY

Elizabeth Fewkes

RECOMMENDATION:

n/a

BACKGROUND:

Due to recent amendments to Utah Code 10-9a-403, specifically those adopted in House Bill 37, Staff will provide an overview of changes to the State's moderate income housing standards. HB 37 expands and refines the list of strategies municipalities may adopt and introduces updated implementation and annual reporting expectations.

While Eagle Mountain City's current moderate-income housing plan remains compliant, these new strategies may offer enhanced opportunities to align with local land use priorities, expand housing options for residents, and meet State reporting expectations. Staff is seeking feedback from the Planning Commission on whether the General Plan should be amended to incorporate any of the new standards or strategies.

ITEMS FOR CONSIDERATION:

n/a

PLANNING COMMISSION ACTION/RECOMMENDATION:

n/a

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 22, 2025**

TITLE:	n/a
ITEM TYPE:	Minutes
FISCAL IMPACT:	n/a
APPLICANT:	n/a

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
n/a	n/a

PUBLIC HEARING

No

PREPARED BY

Heather Lamb, Planning
Secretary

PRESENTED BY

RECOMMENDATION:

n/a

BACKGROUND:

n/a

ITEMS FOR CONSIDERATION:

n/a

PLANNING COMMISSION ACTION/RECOMMENDATION:

n/a

ATTACHMENTS:

1. 4.8.2025 DRAFT PC MEETING MINUTES



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

April 8, 2025, at 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Commissioners Jason Allen, Rod Hess, Robert Fox, Brent Strong, and Craig Whiting; and Alternate Commissioner Bryan Free.

CITY STAFF PRESENT: Brandon Larsen; Planning Director; Marcus Draper, City Attorney; David Stroud, Senior Planner; Steven Lehmitz, Planner; Heather Lamb, Planning Secretary; Elizabeth Fewkes, Planner; and Finn Kofoed, Assistant City Manager; and John Magness, Policy Analyst

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

Commissioner Allen called the meeting to order at 5:33 p.m.

1. Discussion Items

1. A. TRAINING - Real Estate Procedures and Financing

1.B. CONCEPT PLAN - Golf Course Tuff Shed Garage (CNCP 25-1, aka PLGA-25-5)

- During the March 10, 2020, Planning Commission meeting, it was determined that the golf course would need to provide at least 159 parking stalls to meet the Open Space Master Plan recommendations. This was not completed as of April 8, 2025; there are roughly 140 parking stalls currently. The Planning Commission seemed favorable toward the proposed Tuff Shed Garage with the recommendation that the minimum remaining parking stalls be completed, some of which would be ADA-compliant, and striped before the installation of the Tuff Shed Garage.

Commissioner Allen adjourned the work session at 6:31 p.m.

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

2. Commissioner Allen called the policy session to order at 6:36 p.m.

3. Pledge of Allegiance

Commissioner Allen led the Pledge of Allegiance.

4. Declaration of Conflicts of Interest

None.

5. Approval of Meeting Minutes

5. A.

MOTION: Commissioner Whiting moved to approve the minutes of the March 25, 2025, Planning Commission Meeting, with the correction of Item 7. A “second motion” to make Commissioner Bryan Free a “yes” vote. Commissioner Strong seconded the Motion.

Jason Allen	Yes
Robert Fox	Abstain
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

6. Status Report

Planning Director Brandon Larsen reviewed the planning items discussed and voted upon during the City Council meeting.

7. Action and Advisory Items

7. A. ORDINANCE / PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17 Amendments.

Presentation Summary, Presented by Policy Analyst, John Magness; A proposal to enact an ordinance amending Title 17 Chapter 80.120 Exempt Signs by replacing existing language about the size and placement of political signs with more specific language about the size, placement, location, and timing of political signs (i.e.. pertaining to election campaigns, candidates etc.)

Discussion Summary: Review and comparison of Title 17 Chapter 80.120 as it is written now to what is being proposed.

Commissioner Allen opened the public hearing at 6:46 p.m. As there were no comments, he closed the hearing at 6:46 p.m.

MOTION: Commissioner Hess moved to forward a positive recommendation of Item 7. A. Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17 Amendments, with the recommendations of: Commissioner Allen seconded the motion.

- 1) Item 2 -iii: be updated to say Signs placed on city-owned or leased property where permitted shall be removed within 5 days after the election,
- 2) Item 2 – sub-sections to be listed as A-H and not listed as I, ii, iii, iv, or v;
- 3) Item 2C – be updated to state 60 days from the date of the applicant's filing date.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Not Voting - Alternate

The motion passed with a unanimous vote.

7.B. SITE PLAN - Panda Express

Presentation Summary, Presented by Planner, Steven Lehmitz; a proposed Site Plan application for a Panda Express restaurant, located at 4180 N Pony Express Parkway (Parcel #: 59:044:0112).

Discussion summary: There was no discussion on Item 7. B.

Commissioner Allen opened the public hearing at 7:02 p.m. As there were no comments, he closed the hearing at 7:02 p.m.

MOTION: Commissioner Whiting moved to forward a positive recommendation to the City Council of Item 7.B., a Site Plan for Panda Express. Commissioner Fox seconded the motion.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Not Voting - Alternate

The motion passed with a unanimous vote.

7. C. HOME BUSINESS EXCEPTIONS/PUBLIC HEARING - Muhlestein Microschool

Presentation Summary, Presented by Planner, Steven Lehmitz; a proposed petition for a review of exceptions to home business license standards for the purpose of operating a microschool located at 9383 N. Canyon Wash Drive (Parcel # 36:713:0047).

Applicant's Statements Summary Points; Misty Muhlestein:

- Possible Number of Employees: not more than 6,
- The school start and school end times are generally the same time for all students,
- Most of the time, multiple kids/students are from one family.

Discussion Summary Points:

- A microschool that has more than 16 students is not a home business per the State code.

Commissioner Allen opened the public hearing at 7:28 p.m. As there were no comments, he closed the hearing at 7:28 p.m.

MOTION: Commissioner Fox moved to forward to a positive recommendation to the City Council on Item 7. C. Home Business Exceptions- Muhlestein Microschool, with the recommendations stated by the Staff, Commissioner Allen seconded the motion.

- 1)The applicant may use the entirety of the accessory structure and garage, but only one-third of the floor of the primary dwelling,
- 2) No more than 6 employees may be working at one time,
- 3)Traffic generation shall not exceed 16 clients (students) per hour and 32 per day.
- 4) and, added to the recommendation, is to be able to hold outdoor activities.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	No
Craig Whiting	Yes
Bryan Free	Not Voting - Alternate

The motion passed with a 4-1 vote.

7.D. SITE PLAN - Harmony MF1 Elevations

Presentation Summary, Presented by Senior Planner, David Stroud; Request for Site Plan amendment approval of the townhome elevations in Harmony Phase A, MF1 subdivision (see parcel # 59:045:0144) at Delta Street and Reichert Street. The primary change is eliminating the detached garages and attaching the garages to the main dwelling unit.

Applicant's Statements Summary Points, Cameron Spencer, Flagship Homes:

- The primary difference is that the detached garage is removed, and the garage is now contained within the structure.
- The Site Plan adds 165 sq. feet to the residence

Discussion Summary Points: There was no discussion on this Item, 7.D.

Commissioner Allen opened the public hearing at 7:50 p.m. As there were no comments, he closed the hearing at 7:50 p.m.

MOTION: Commissioner Whiting moved to forward a positive recommendation to the City Council of Item 7.D. Site Plan - Harmony MF1 Elevations. Commissioner Allen seconded the motion.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Not Voting - Alternate

The motion passed with a unanimous vote.

8. Discussion Items

9. Next Scheduled Meeting

The next Planning Commission meeting is scheduled for April 22, 2025.

10. Adjournment

MOTION: Commissioner Whiting moved to adjourn the meeting at 7:54 p.m. Commissioner Allen seconded the motion.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Not Voting - Alternate

The motion passed with a unanimous vote.

The meeting was adjourned at 7:54 p.m.

Approved by the Planning Commission on

Brandon Larsen
Planning Director



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 22, 2025**

TITLE:	Towns at Brylee Farms Site Plan Amendment
ITEM TYPE:	Site Plan
FISCAL IMPACT:	n/a
APPLICANT:	Ross Holliday

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designations: Neighborhood Residential 3 and Employment Center/Campus Zone: Residential - Tier III	About 10 Acres

PUBLIC HEARING

Yes

PREPARED BY

Steven Lehmitz, Planner

PRESENTED BY

Steven Lehmitz

RECOMMENDATION:

Staff recommends that the Planning Commission consider the comments provided in this report and determine if the Applicant is compliant with the City's multifamily architectural design standards.

BACKGROUND:

Brylee Estates/Farms is located at the northwest corner of the Eagle Mountain Boulevard and Aviator Avenue intersection. The "Towns at Brylee Farms" (Phase B) is on the north end of the project. On November 6, 2024, the City Council approved the Development Agreement for the Towns at Brylee Farms that reinstated the preliminary plat and allowed the project to continue development. Part of the Agreement requires the developer to construct at least 40 three-story townhomes with garages no less than 600 square feet. The remaining units will be two-stories with typical garages. The original site plan approval was for three-story townhomes and the introduction of two-story units necessitates a Site Plan Amendment. The Applicant is proposing updated elevations for approval.

ITEMS FOR CONSIDERATION:

EMMC 17.72.030 Site design.

A. Building Location -- 2. All of the proposed townhome buildings front the streets on which they are located. There will be building sides that face streets. No entrances are provided on those facades and the walls could be considered blank in some areas.

C. Multifamily Parking/Garages -- Garages are located on the front facade. They are not staggered or set back. However, it is very difficult to set garages back on townhomes and the City has historically not strictly enforced this standard.

EMMC 17.72.040 Architectural standards.

A. Architectural Style/Theme -- Complies

B. Main Entrance -- Complies

C. Roof Design -- Complies

D. Building Articulation -- Complies

E. Architectural Detailing -- 2. Multifamily townhome buildings shall incorporate a majority (9/17) of the following architectural detailing: decorative shutters, **bay windows**, **popouts**, **trellis or arbor structures**, **porches**, **decorative gables**, dormer windows, exposed timbers, balconies, **columns**, turrets, **decorative trim** and moldings, detailed grilles and railings, **architectural lighting**, decorative masonry pattern, window grids, and **decorative doors** and windows. All sides of a building shall include the chosen details, where applicable.
-- Staff identified 9 (bolded) architectural details on the proposed elevations. However, Staff feels that the included landscape trellis structures should not count as they won't be attached to the buildings. If that detail doesn't count, then the applicant must provide at least one additional architectural element.

F. Building Materials -- Complies

G. Building Color -- Complies

H. Multifamily Garage Doors -- See the comment for EMMC 17.72.030(C).

I. Lighting -- Complies

K. Mechanical Equipment -- Not shown how mechanical equipment will be screened, though the applicant states that it will happen.

** Note: Townhome buildings will have 4 to 7 units.

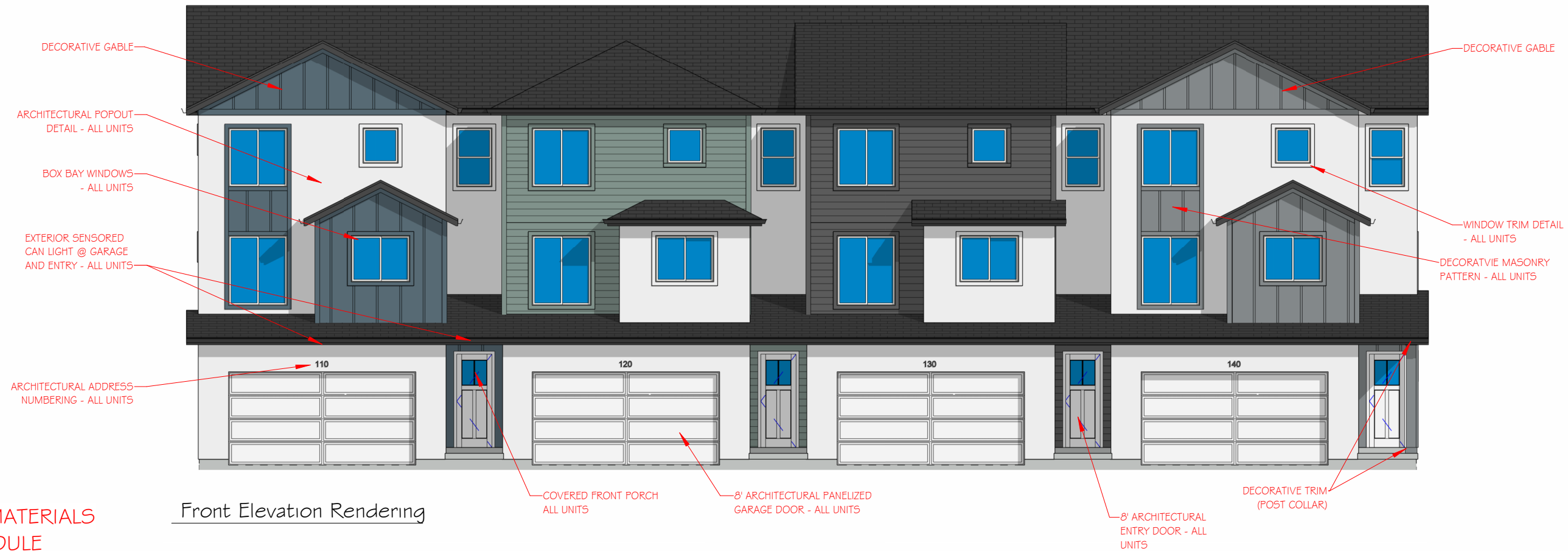
PLANNING COMMISSION ACTION/RECOMMENDATION:

n/a

ATTACHMENTS:

1. Elevations - Towns at Brylee Farms
2. Approved Final Plat - Towns at Brylee Farms Phase B Plat 3

FINAL ELEVATION APPROVAL



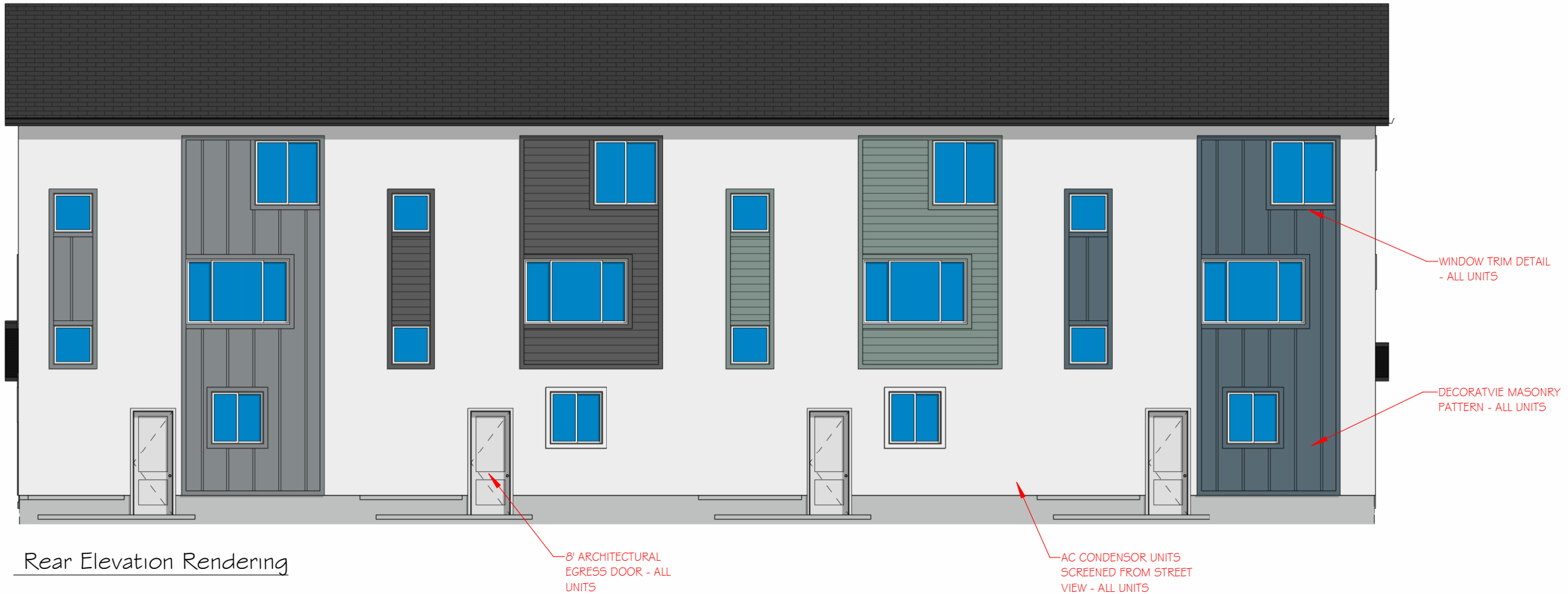
Front Elevation Rendering

EXTERIOR MATERIALS SCHEDULE

LAP SIDING SF =	1,086
BOARD & BATTEN SF=	1,276
STUCCO SF=	5,387
FOUNDATION PLASTER SF =	435

EXTERIOR MATERIALS CALCULATION

TOTAL EXTERIOR SF:	7,753
30% SIDING REQUIREMENT SF:	2,326
TOTAL SIDING SF:	2,362
CURRENT SIDING % OF TOTAL:	30%



Rear Elevation Rendering



TIMBER VALLEY DESIGN

THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, DUPLICATED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM ELEMENT HOMES LLC.

THESE DRAWINGS ARE AVAILABLE FOR LIMITED REVIEW AND EVALUATION BY CLIENTS, CONSULTANTS, CONTRACTORS, GOVERNMENT AGENCIES, VENDORS, AND OFFICE PERSONNEL ONLY IN ACCORDANCE WITH THIS NOTICE.

BRYLEE FARMS
TOWNHOMES 3 STORY
4 PLEX ELEVATIONS

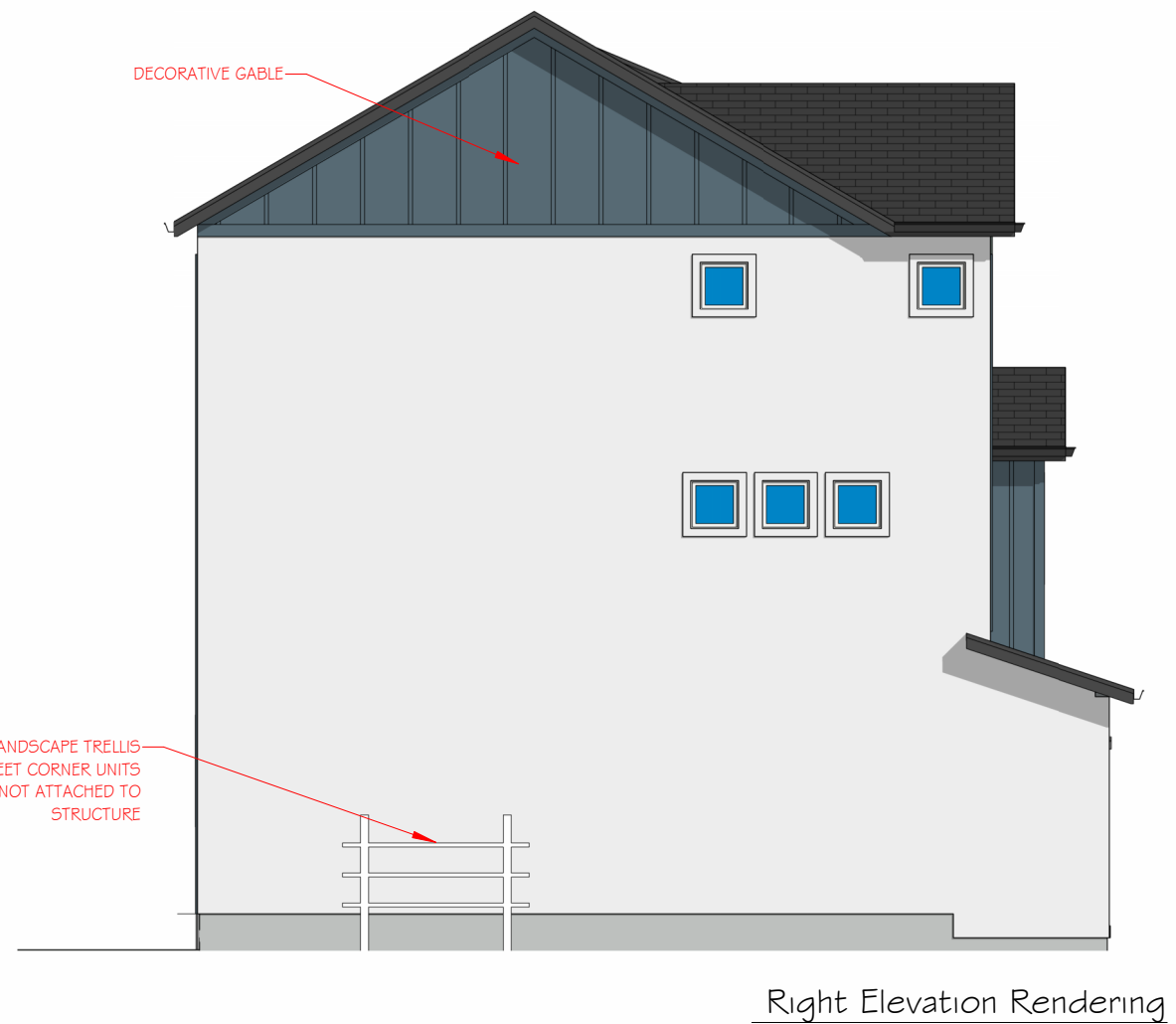
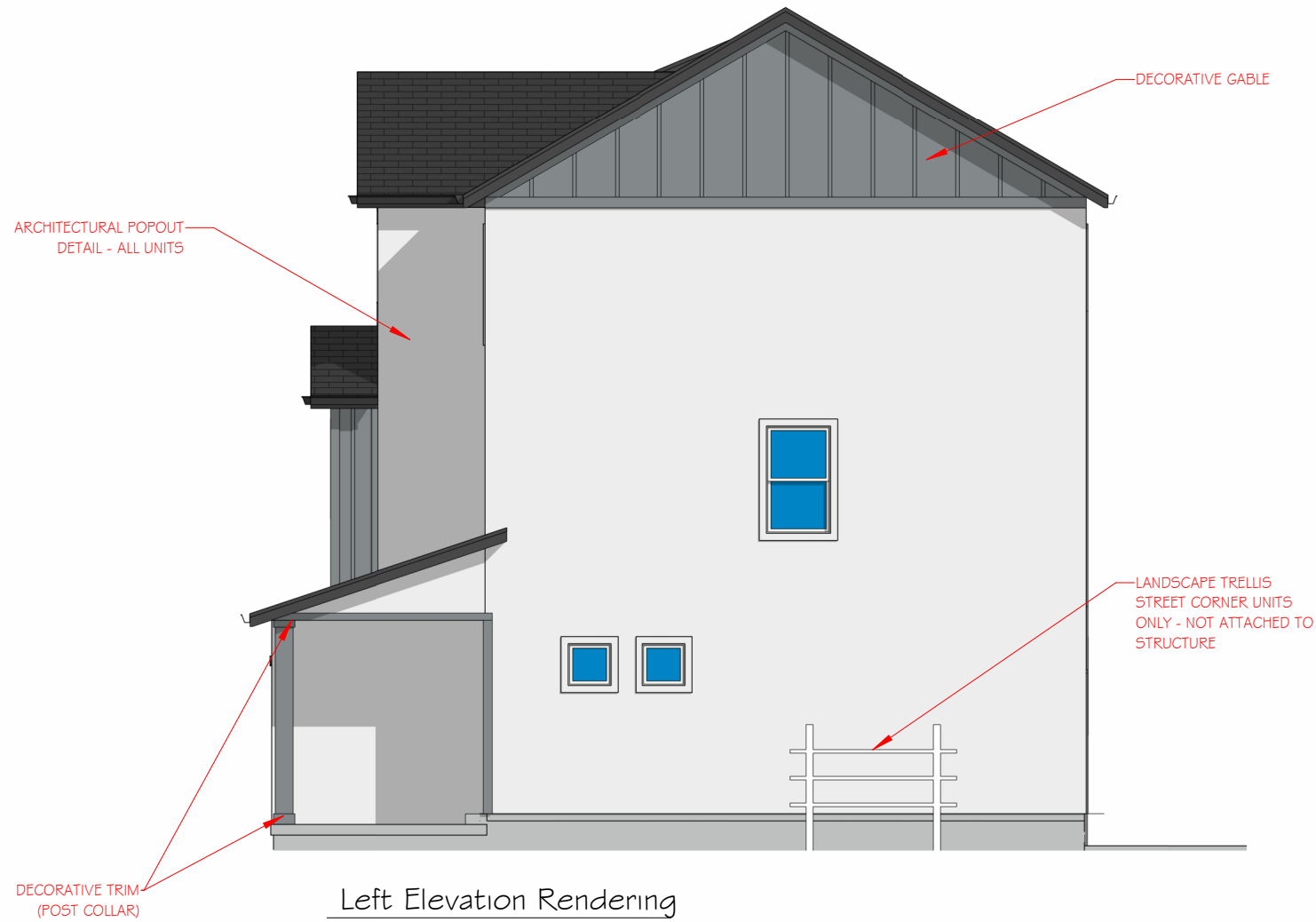
04/10/2025

BRYLEE FARMS

TOWNHOMES

FRONT/REAR
ELEVATIONS
RENDERINGS

A2.3



TIMBER VALLEY
DESIGN

THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, DUPLICATED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM ELEMENT HOMES LLC.

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BRYLEE FARMS
TOWNHOMES 3 STORY
4 PLEX ELEVATIONS

04/10/2025

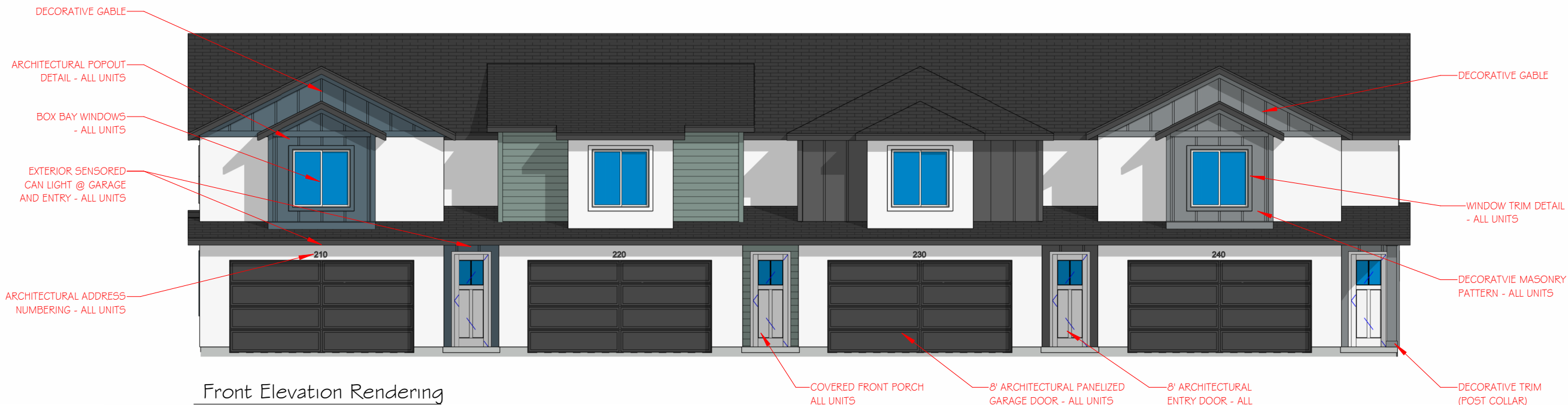
BRYLEE FARMS

TOWNHOMES

SIDE
ELEVATIONS
RENDERINGS

A2.4

FINAL ELEVATION APPROVAL



Front Elevation Rendering

EXTERIOR MATERIAL SCHEDULES

BOARD AND BATTEN SF: 1,379
LAP SIDING SF: 297
STUCCO SF: 3,254

EXTERIOR MATERIAL CALCULATION

TOTAL EXTERIOR SF: 4,930
30% SIDING REQUIREMENT SF: 1,479
TOTAL SIDING SF: 1,676
CURRENT SIDING % OF TOTAL: 33%



Rear Elevation Rendering



TIMBER VALLEY
DESIGN

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BRYLEE FARMS
TOWNHOMES 2 STORY
4 PLEX ELEVATIONS

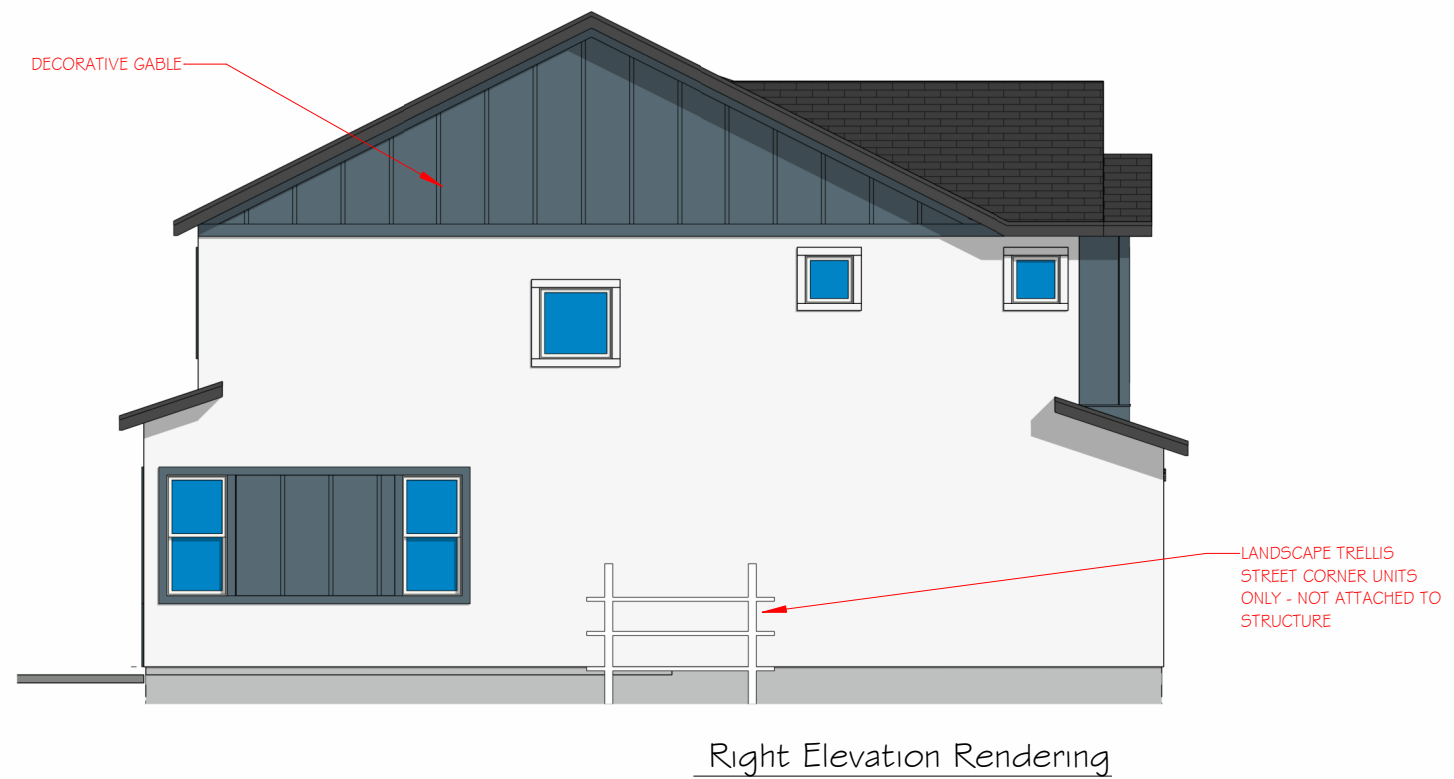
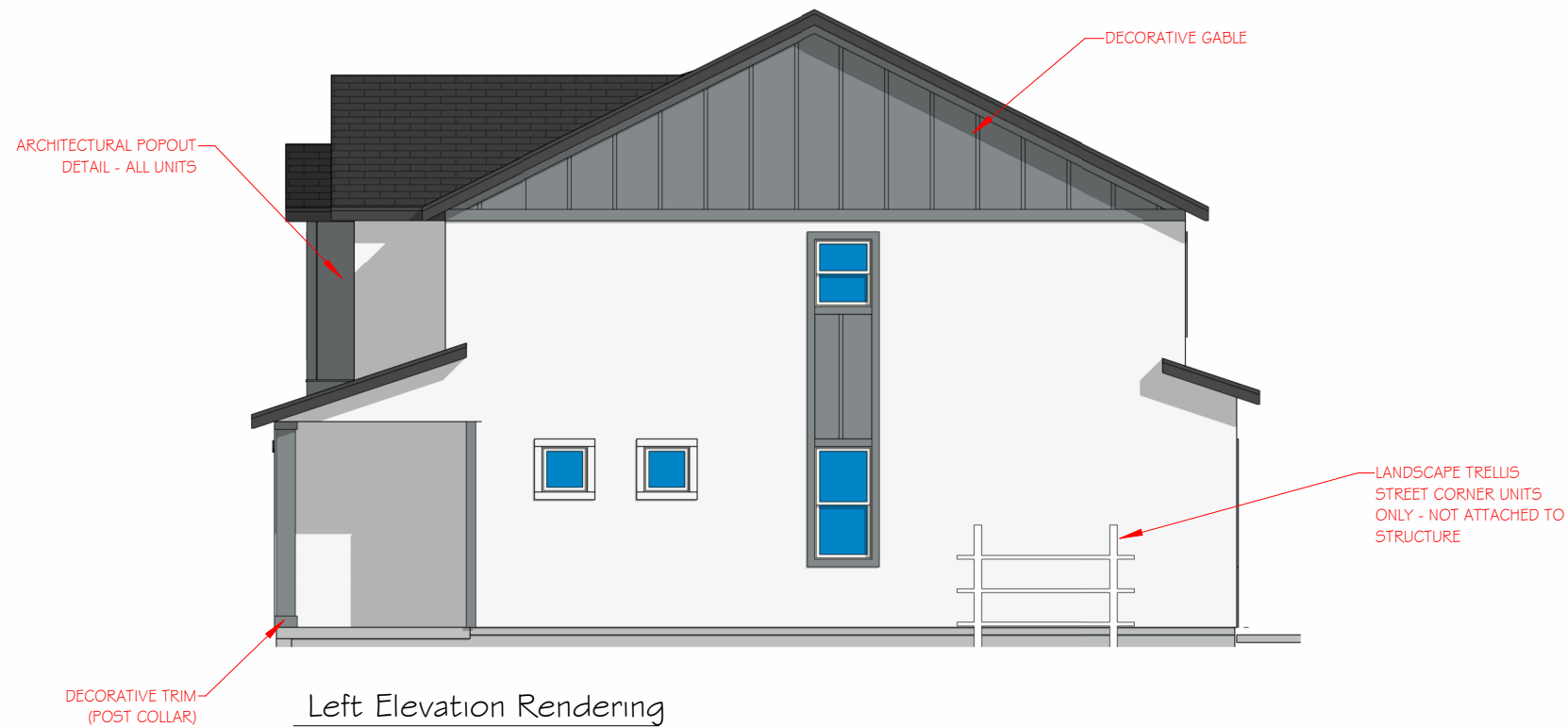
04/10/2025

BRYLEE FARMS

TWNHOMES
2-STORY

FRONT/REAR
ELEVATIONS
RENDERINGS

A2.3



TIMBER VALLEY
DESIGN

THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, DUPLICATED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM ELEMENT HOMES LLC.

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BRYLEE FARMS
TOWNHOMES 2 STORY
4 PLEX ELEVATIONS

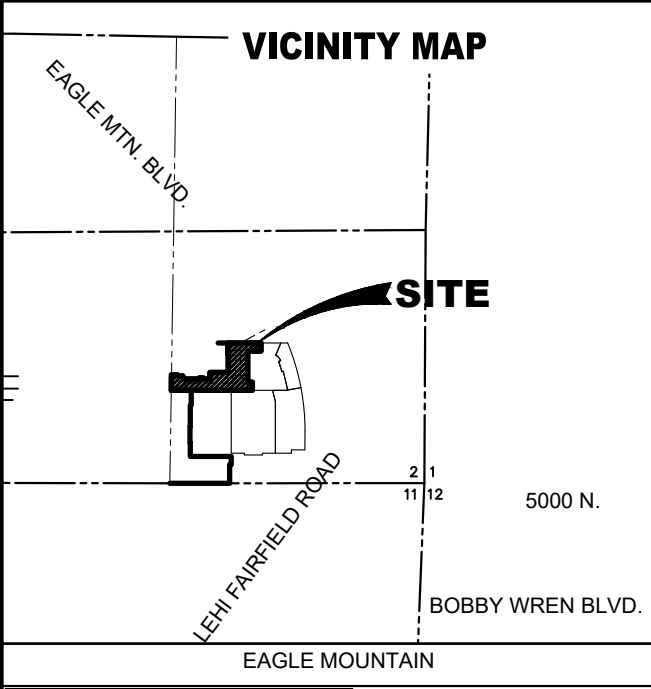
04/10/2025

BRYLEE FARMS

TWNHOMES
2-STORY

SIDE
ELEVATIONS
RENDERINGS

A2.4

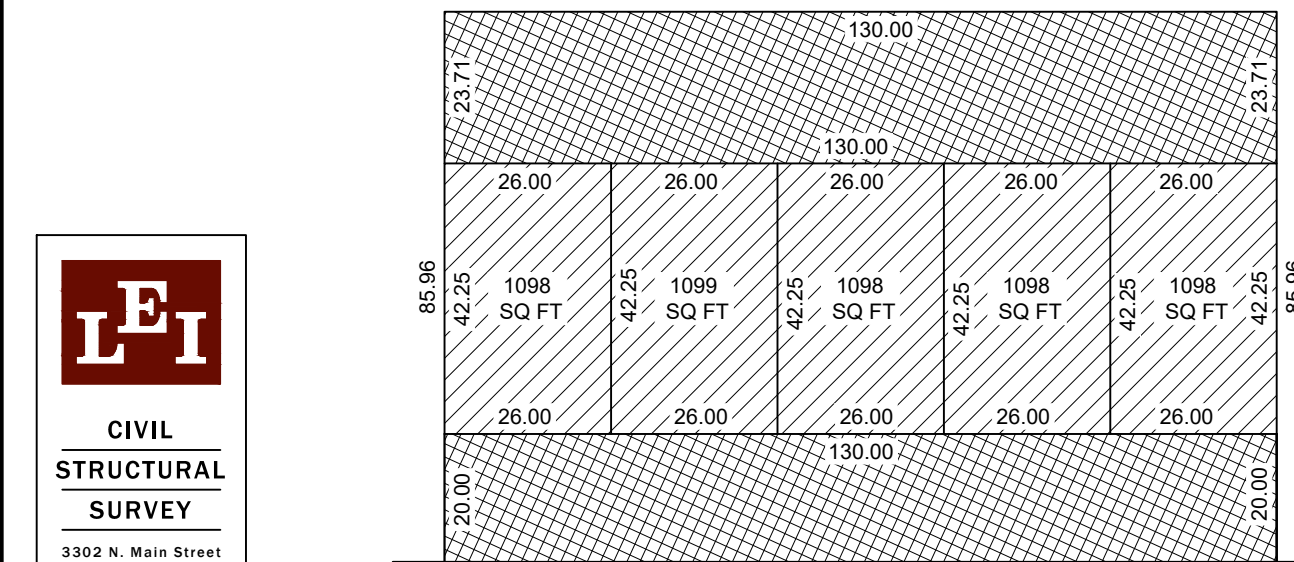
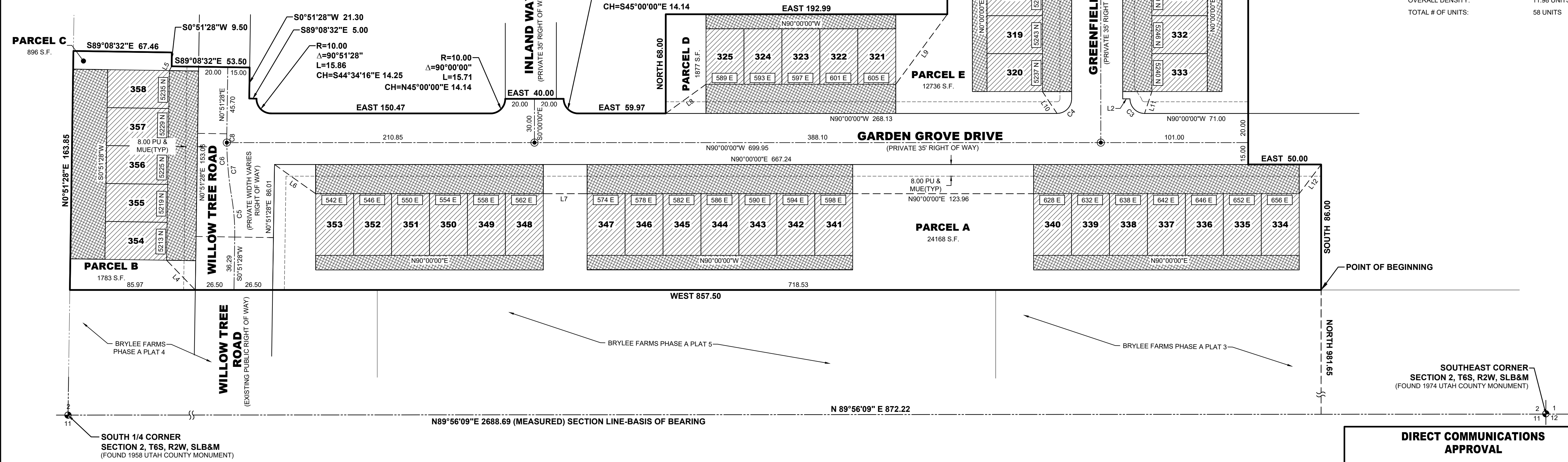


LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S11°18'36"W	20.40
L2	S89°59'59"E	5.00
L3	S0°00'00"E	5.00
L4	N44°00'18"W	28.35
L5	S27°40'46"W	3.32
L6	N54°39'21"W	34.57
L7	N90°00'00"E	30.04
L8	S54°04'08"W	34.08
L9	N36°24'16"E	59.64
L10	S33°41'24"E	18.03
L11	S18°26'06"W	15.81
L12	N36°56'55"E	25.03
L13	S0°00'00"E	20.00
L14	N0°00'00"E	20.00
L15	N45°00'01"E	14.14
L16	N18°26'06"W	15.81
L17	S36°50'37"E	24.99
L18	N90°00'00"E	20.01

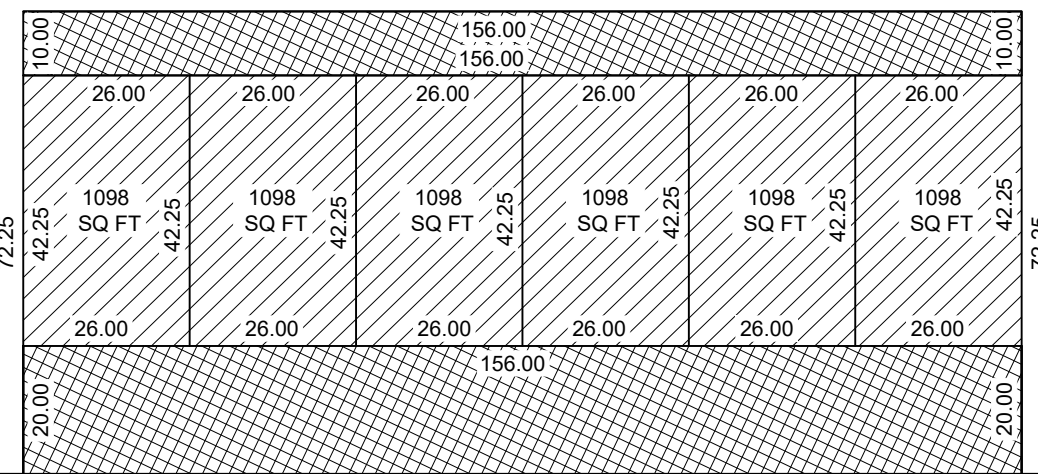
CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	10.00	90°00'00"	15.71	N45°00'00"W 14.14
C2	15.00	90°00'00"	23.56	N45°00'00"E 21.21
C3	10.00	90°00'00"	15.71	N45°00'00"W 14.14
C4	10.00	90°00'00"	15.71	N45°00'00"E 14.14
C5	150.00	10°30'33"	27.51	S4°23'48"E 27.47
C6	237.50	10°30'33"	43.56	S4°23'48"E 43.50
C7	237.50	9°02'54"	37.51	N5°07'38"W 37.47
C8	237.50	1°27'39"	6.06	N0°07'39"E 6.06

NOTES:

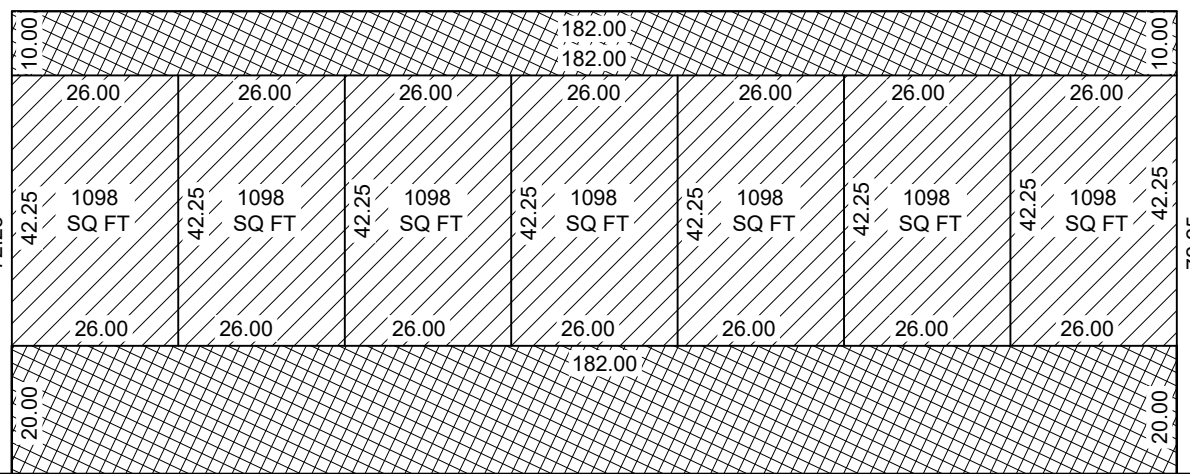
1. TYPE II MONUMENT (ALUMINUM CAP AND REBAR) TO BE SET. #5 REBAR & CAP TO BE SET AT ALL LOT CORNERS. NAIL AND BRASS WASHER TO BE SET IN TOP OF CURB @ PROJECTION OF SIDE LOT LINES.
2. ALL SITE PLANS SUBMITTED WITH BUILDING PERMIT APPLICATION SHALL SHOW THE LOCATION OF UTILITY CONNECTIONS. NO WATER METERS ALLOWED IN DRIVEWAYS.
3. ALL COMMON AREAS SHALL BE DEDICATED TO THE TOWNS AT BRYLEE FARMS OWNERS SUB ASSOCIATION.
4. ALL PRIVATE ROADWAY AREAS TO BE PUBLIC UTILITY AND MUNICIPAL UTILITY EASEMENTS.



5 PLEX
LOTS 354-358



6 PLEX
LOTS 348-353



7 PLEX
LOTS 334-347

THE TOWNS AT BRYLEE FARMS
PHASE B PLAT 3

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH,
RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
EAGLE MOUNTAIN, UTAH

FIELDSTONE CONSTRUCTION AND
MANAGEMENT SERVICES INC.

EMPYRE MULE INC.

LEGEND	
	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINES
	PROPOSED LOT LINE
	PROPOSED MONUMENT
	EXISTING MONUMENT
	LIMITED COMMON AREA
	PRIVATE AREA
	COMMON AREA

SURVEYOR'S CERTIFICATE

I, CHAD A. POULSEN, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 501182 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF UTAH STATE CODE. I FURTHER CERTIFY BY AUTHORITY OF THE OWNER(S), THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17, OF SAID CODE, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS, AND THE SAME HAS, OR WILL BE, CORRECTLY SURVEYED, STAKED, AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN, LOCATED IN EAGLE MOUNTAIN, UTAH, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE TOWNS AT BRYLEE FARMS SUBDIVISION PHASE B, PLAT "2", ENTRY NUMBER 127877-2021, ACCORDING TO THE OFFICIAL PLAT THEREOF IN THE OFFICE OF THE UTAH COUNTY RECORDER, LOCATED N89°56'09"E ALONG THE SECTION LINE 872.22 FEET AND NORTH 981.65 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN; THENCE ALONG THE NORTH LINE OF BRYLEE FARMS SUBDIVISION PHASE A, PLAT "3", ENTRY NUMBER 90148-2021 AND BRYLEE FARMS SUBDIVISION PHASE A, PLAT "4", ENTRY NUMBER 43827-2022 AND BRYLEE FARMS SUBDIVISION PHASE A, PLAT "5", ENTRY NUMBER 3414-2023, ACCORDING TO THE OFFICIAL PLAT THEREOF IN THE OFFICE OF THE UTAH COUNTY RECORDER, WEST 857.50 FEET TO THE QUARTER SECTION LINE; THENCE ALONG SAID QUARTER SECTION LINE N00°51'28"E 163.85 FEET; THENCE S89°08'25"E 67.46 FEET; THENCE S00°51'28"W 9.50 FEET; THENCE S89°08'32"E 53.50 FEET; THENCE S00°51'28"W 21.30 FEET; THENCE S89°08'32"E 5.00 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 15.86 FEET WITH A RADIUS OF 10.00 FEET THROUGH A CENTRAL ANGLE OF 90°51'28", CHORD: S44°34'16"E 14.25 FEET; THENCE EAST 150.47 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 15.71 FEET WITH A RADIUS OF 10.00 FEET THROUGH A CENTRAL ANGLE OF 90°00'00", CHORD: N45°00'00"E 14.14 FEET; THENCE EAST 40.00 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 15.71 FEET WITH A RADIUS OF 10.00 FEET THROUGH A CENTRAL ANGLE OF 90°00'00", CHORD: S45°00'00"E 14.14 FEET; THENCE EAST 59.97 FEET; THENCE NORTH 68.00 FEET; THENCE EAST 192.99 FEET; THENCE NORTH 190.00 FEET; THENCE WEST 4.38 FEET; THENCE NORTH 121.00 FEET; THENCE EAST 351.00 FEET TO THE NORTHWEST CORNER OF SAID THE TOWNS AT BRYLEE FARMS SUBDIVISION PHASE B, PLAT "2"; THENCE ALONG SAID SUBDIVISION THE FOLLOWING FIVE (5) COURSES: SOUTH 86.00 FEET; THENCE WEST 140.48 FEET; THENCE SOUTH 328.00 FEET; THENCE EAST 50.00 FEET; THENCE SOUTH 86.00 FEET TO THE POINT OF BEGINNING.

CONTAINS: ±4.84 ACRES
210,840 SQ. FT.

DATE	SURVEYOR (See Seal Below)
OWNERS DEDICATION	
KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS, EASEMENTS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC, PURSUANT TO UTAH CODE 10-9A-604(D), THE OWNER(S) HEREBY CONVEYS THE COMMON AREA, AS INDICATED HEREON, TO THE TOWNS AT BRYLEE FARMS OWNERS SUB ASSOCIATION, WITH A REGISTERED ADDRESS OF 134 W 13100 SOUTH, SUITE 200 DRAPER, UT 84020.	
IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, A.D. 20 _____	
STATE OF UTAH	S.S.
COUNTY OF _____	ON THE _____ DAY OF _____, A.D. 20 _____, PERSONALLY APPEARED BEFORE ME
	THE SIGNER(S) OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.
ACKNOWLEDGMENT	
NOTARY PUBLIC FULL NAME: _____	
COMMISSION NUMBER: _____	
MY COMMISSION EXPIRES: _____	
A NOTARY PUBLIC COMMISSIONED IN UTAH	
ACCEPTANCE BY LEGISLATIVE BODY	
THE _____ OF _____ 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 _____ DAY OF _____, A.D. 20 _____	
APPROVED BY _____	ATTEST _____
ENGINEER (See Seal Below)	CLERK-RECORDER (See Seal Below)
ENBRIDGE GAS UTAH ACCEPTANCE	
QUESTAR GAS COMPANY DBA ENBRIDGE GAS UTAH, HEREBY APPROVES THIS PLAT SOLELY FOR THE PURPOSE 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 ACKNOWLEDGMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS 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 _____ DAY OF _____, 20 _____	
BY: _____	
TITLE: _____	

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.

DIRECT COMMUNICATIONS _____ DATE _____

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. §17-27a-603(a)(vi) 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 OR 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.

ROCKY MOUNTAIN POWER _____ DATE _____

PHASE B PLAT "3"

THE TOWNS AT
BRYLEE FARMS

SUBDIVISION

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH,
RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN, UTAH

SCALE: 1" = 40'			
SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	COUNTY-RECORDER SEAL
This form approved by Utah County and the municipalities therein.			

SHEET 1 OF 1

LEI #18-0021



CIVIL
STRUCTURAL
SURVEY

2992 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lel-eng.com
www.lel-eng.com



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 22, 2025**

TITLE:	Natural Open Space and Wildlife Habitat Management Plan
ITEM TYPE:	Presentation
FISCAL IMPACT:	TBD
APPLICANT:	Todd Black

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
A planned part of the future City's General Plan.	1000+

PUBLIC HEARING

Yes

PREPARED BY

Todd Black, Wildlife
Biologist/Environmental Planner

PRESENTED BY

Todd Black

RECOMMENDATION:

Advance with a positive recommendation to the City Council for [their] final approval of the Plan.

BACKGROUND:

The Open Space Plan, which has been in development for some time, is now before the Planning Commission and City Council for formal adoption. Todd/Nate received several comments from selected Staff, the Planning Commission and the City Council -- along with community groups. We've incorporated those comments/changes/recommendations [where appropriate] and presented them to CC as a discussion item on April 15th.

ITEMS FOR CONSIDERATION:

Approval of "Open Space Plan"

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission reviewed this plan a few weeks ago as a discussion item. They now have opportunity to provide any final comments, questions, and we will be asking the Commission to give a favorable recommendation to move this forward to City Council for final approval on May 20th. It was presented to the City Council on the 15th of April.

ATTACHMENTS:

1. EMC Open Space Management Plan - 4-16-25-Draft

Eagle Mountain City Natural Open Space & Wildlife Habitat Management Plan

2025



面

Prepared for

City of Eagle Mountain City, Utah
Planning Department
3726 E Campus Dr., Suites H
Eagle Mountain, UT 84005

**Prepared by**

Nathan Shumway
Environmental Planning Intern.
Nshumway@eaglemountain.gov

Todd Black
Wildlife Biologist &
Environmental Planner.
Tblack@eaglemountain.gov

With Support from

Eagle Mountain Nature and Wildlife Alliance
<https://www.emwildlife.org>
PO Box 400, Cedar Valley, UT 84013

TABLE OF CONTENTS

Executive Summary	7
INTRODUCTION.....	8
Purpose and Need.....	8
Coordination with other Plans.....	9
Timeline of Plan Development.....	10
Goals	11
Definitions	11
METHODS–DATA COLLECTION	13
Data Gathering Methods.....	13
Community Engagement	13
NATURAL OPEN SPACE MANAGEMENT AREAS.....	14
Overview	14
Adjacent Land Ownership.....	14
PHYSICAL FEATURES.....	15
Soil Profile	15
Water Resources.....	15
BIOLOGICAL RESOURCES	15
Vegetation and Habitat Types	15
Noxious Weeds.....	17
Wildlife & Wildlife Habitat.....	18
Recreation Resources	18
Fire Risk Abatement	19
Resource Management Plan.....	21
Resource Management Issues	22
Site-Specific Management Strategies.....	22
Critical Mule Deer Migration Corridor.....	26
Tickville Gulch Management Area	29

Utility Right-of-Way	33
Natural Parks	35
Mountain Ranches Bike Park	38
Pedestrian Corridors.....	42
Detention Pond Management Areas.....	45
Utility Areas: City Water Tanks, Well Sites, & Evaporation Ponds.....	51
Goats for Ecological Management of Noxious Weed	53
References.....	55
APPENDICES	57

List of Tables

Table 1: Summary of Plant Communities.....	16
Table 2: Noxious Weeds	17
Table 4: Resource mgmt. Issues	22
Table 6: Migration Corridor mgmt. Actions	26
Table 7: Tickville mgmt. Actions	28
Table 8: Utility Right-of-Way mgmt. Actions	32
Table 9: Wildlife Overlay Zones mgmt. Actions	35
Table 10: Mountain Ranches Bike Park mgmt. Actions	38
Table 11: Pedestrian Corridors mgmt. Action	41
Table 12: Detention Ponds mgmt. Actions.....	43
Table 13: Utility Areas mgmt. Actions	49

List of Figures

1. Eagle Mountain Open Space Overview	12
2. Home Ignition Zone	21
3. Migration Corridor Overview	24
4. Migration Corridor MGMT Area	25
5. Tickville Gulch MGMT Area	27
6. Utility Right-of-Way MGMT Area 1	29
7. Utility Right-of-Way MGMT Area 2	30
8. Natural Parks	34
9. Mountain Ranches Bike Park	38
10. Pedestrian Corridors 1	40
11. Pedestrian Corridors 2	41
12. Detention Ponds	43
13. Utility Areas Overview	45
14. Utility Areas Water Tanks	46
15. Utility Areas Well Sites	47
16. Utility Areas Evaporation Ponds.....	48

List of Appendices

A. Mule Deer Migration Corridor	56
B. Landfire Data	57
C. Cedar Valley Water Sheds	58
D. Eagle Mountain Recreation Resources	59
E. Noxious Weed Treatment Strategies	60
F. Public Survey Results	72

Executive Summary

Eagle Mountain City's Natural Open Space & Wildlife Habitat Management Plan (2025) establishes a framework for the stewardship, restoration, and sustainable use of over 1,000 acres of publicly owned natural open space. Developed in response to the city's rapid growth and increasing development pressure, this plan provides the strategic direction necessary to protect native ecosystems, enhance wildlife corridors, reduce wildfire risk, and support community recreation for future generations.

Rooted in the best ecological practices and informed by local data collection, stakeholder engagement, and community surveys, the plan emphasizes conservation, connectivity, and community resilience. It is aligned with broader city planning goals, particularly the [2020 Parks, Trails, and Open Space Master Plan](#) and the [2018 General Plan](#), both of which prioritize the preservation of scenic beauty, open space amenities, and habitat for wildlife.

Key objectives include:

- Preserving wildlife habitat and migration corridors, with a focus on the mule deer population and native flora and fauna.
- Mitigating wildfire risks via fuel reduction, green strips, and partnerships with fire agencies.
- Enhancing public access through thoughtful recreational design while protecting sensitive ecological zones.

The plan introduces a series of site-specific management strategies, prioritized by urgency and scale, covering areas like detention ponds, pedestrian corridors, natural parks, and utility ROWs. It also proposes innovative programs such as goat grazing for noxious weed management and collaborative trail stewardship initiatives.

This plan marks a significant step forward in Eagle Mountain City's commitment to environmental stewardship, adaptive management, and community well-being. By integrating ecological management with local values and municipal planning, it ensures that Eagle Mountain's natural landscapes remain a defining and enduring feature of the city's identity.

Natural Open Space & Wildlife Habitat Management Plan. Eagle Mountain City, Utah

March 2025

INTRODUCTION

Purpose and Need

Eagle Mountain City is experiencing rapid population growth, having increased by more than 30% between 2020 and 2023 ([US Census 2024](#)), with population predictions indicating continued expansion in the coming decades. As one of Utah's fastest-growing communities, this growth brings increased demand for housing, infrastructure, and recreational opportunities. With additional residents comes a rise in the use and expectation of public areas and natural open spaces. These areas will experience increased visitation and recreational use, along with heightened public interest in maintaining access to scenic, ecological, and recreational amenities. While this increased use supports community health and quality of life, it also places added pressure on native landscapes, wildlife habitats, and the ecosystem services they provide. Without proactive planning and coordinated management, these areas may become degraded over time, compromising their ecological integrity and long-term value to the community.

This Natural Open Space & Wildlife Habitat Management Plan, hereafter referred to as the Plan, provides a clear framework to guide the responsible stewardship of Eagle Mountain City's native open space areas. It outlines the strategies and actions necessary to manage these spaces in a way that supports both ecological function and

community needs. The plan emphasizes the critical role of wildlife and their habitats in maintaining watershed health, biodiversity, and the city's natural character. It is designed to ensure that natural resource protection and land stewardship efforts keep pace with urban growth, and that future generations can continue to benefit from the city's open space network.

More specifically, this plan is intended to:

1. Document existing conditions and resource management issues on these areas, including those that affect wildlife habitats.
2. Identify and prioritize actions and strategies to address resource management concerns and maintain the overall integrity of natural resources, ensuring continued support for local wildlife and wildlife habitat.

Coordination with other Plans

This Plan aligns with existing citywide planning efforts. In particular, it supports and advances the goals set forth in the 2020 Eagle Mountain City Parks, Trails, and Open Space Master Plan and the 2018 Eagle Mountain City General Plan.

2020 Eagle Mountain City Parks, Trails, & Open Space Master Plan

The 2020 Parks, Trails, and Open Space Master Plan serves as an update to the 2011 version, developed in response to Eagle Mountain's rapid growth. Its primary purpose is to establish a long-term vision for enhancing and maintaining the city's parks, trail systems, and open spaces to meet the evolving needs of a growing community.

A key focus of the 2020 plan is the preservation of natural, cultural, and historic features, including hillsides, ridgelines, wildlife corridors, and other ecologically significant areas. This current management plan directly supports those objectives by outlining specific strategies for conserving the city's most sensitive and natural resources and key open spaces.

2018 Eagle Mountain City General Plan

The 2018 Eagle Mountain City General Plan also provides a foundational framework for this management plan. In particular, it emphasizes the importance of creating "Meaningful Open Space and Amenities", supported by two core guidelines:

1. Preserve Eagle Mountain's scenic beauty, vistas, and wildlife habitat.
2. Invest in beautifying parks and open space areas.

In Part Two of the General Plan—Implementation Goals, Strategies, and Objectives—the following directive further reinforces the relevance of this management plan:

“Protect the open space and natural areas valued by Eagle Mountain residents for scenery, public health, city character, and wildlife habitat values.”

This plan responds to that directive by providing a detailed framework for the long-term stewardship of natural open space and wildlife habitat, ensuring that these values remain integral to the city’s future development and identity.

Timeline of Plan Development

The development of Eagle Mountain City's Open Space Management Plan has been a collaborative effort aimed at creating a sustainable and strategic approach to managing the city's natural open spaces. Key milestones in the planning process include:

- **January 2024 – Partnership with Utah State University (USU):** Eagle Mountain City partnered with Landscape Architecture and Environmental Planning Department at Utah State University to develop a strategy for drafting and implementing an Open Space Management Plan. This partnership provided research support and helped establish a framework for managing the city’s open spaces effectively.
- **October 2024 – Establishment of the Open Space Division:** The City Council approved the creation of an Open Space Division under the Parks and Recreation Department. This new division was tasked with overseeing the management, maintenance, and conservation of city-owned open spaces, ensuring a dedicated focus on environmental stewardship and recreation planning.
- **April 2025 – Presentation of Draft Plan to Planning Commission and City Council:** A draft of the Open Space Management Plan was presented to the Eagle Mountain City Planning Commission and City Council for review. This stage allowed for initial feedback and recommendations before finalizing the plan for adoption and implementation.

Future steps will involve continued refinement of the plan based on community input, city leadership direction, and best management practices, ensuring a long-term vision for Eagle Mountain’s open spaces.

Goals

The primary goal of this Plan is to establish a strategic framework for the conservation, restoration, and sustainable management of Eagle Mountain City's natural areas. This plan prioritizes the protection of native ecosystems, enhancement of wildlife habitats, and maintenance of ecological connectivity of these habitats to support biodiversity. Additionally, it seeks to balance environmental stewardship with responsible outdoor recreation by implementing science-based management strategies, ensuring that these spaces continue to provide ecological, recreational, and community benefits for future generations.

Objectives of the Natural Open Space and Wildlife Management Plan:

- **Outline actions and strategies and monitoring protocols** tailored to the unique needs of Eagle Mountain City's natural areas.
- **Preserving wildlife habitat** to support biodiversity and ensure natural environments for native species.
- **Maintain the structural and functional integrity** of these spaces so they continue fulfilling essential ecological and recreation roles, including habitat corridors and outdoor recreation opportunities.
- **Foster a balanced and sustainable relationship** between people and nature through focused management.
- **Implement adaptive management practices** to ensure open space parcels are progressing toward improved ecological health and resilience over time.

Definitions

- **Natural Open Space**—also referred to as “unimproved” or “undeveloped” open spaces under Eagle Mountain's zoning and as “conservation open space” in the [2020 Parks, Trails, and Open Space Plan](#)—denotes publicly owned parcels preserved in their natural state. Characterized by native vegetation, undisturbed ecosystems, and minimal human alteration, these areas are managed to protect ecological features such as plant communities, individual flora, and fauna, as well as wildlife habitats while providing opportunities for passive recreation, education, mitigation, and conservation. By designating land as a natural open space, Eagle Mountain City seeks to preserve its natural heritage, support biodiversity, and maintain the overall ecological health of the

watershed, (HUC 54 Cedar Valley).

- **Improved and Developed Open Space**—generally referred to as “open space” in Eagle Mountain City’s zoning and “recreation open space” in the 2020 Parks, Trails, and Open Space Plan—refers to land that has been intentionally developed or altered for public use and enjoyment, incorporating landscaping, infrastructure, and amenities that enhance its functionality, accessibility, and aesthetic appeal. Unlike Native Open Space, which is preserved in its natural state, Improved Open Space is actively managed and maintained to support a variety of recreational, social, and community activities. It often includes features such as manicured lawns, walking paths, playgrounds, sports fields, and picnic areas, making it an integral part of Eagle Mountain City’s community fabric. Areas of improved open space will not be addressed in this plan and all goals, actions, and strategies are addressed in the Parks Trails and Open Space plan of 2020.

Assets: refer to the physical resources owned, managed, or maintained by Eagle Mountain City to support municipal functions and services. These assets can be categorized into three primary types:

- **Buildings:** City-owned structures such as offices, maintenance facilities, and other buildings that support city operations and services.
- **Equipment:** Tools, vehicles, and machinery necessary for maintaining infrastructure, open space areas, and city services (e.g., maintenance vehicles, landscaping tools, monitoring equipment).
- **Open Space Property:** City-owned parks, natural open spaces, utility corridors, and designated conservation lands that require management for recreation, habitat conservation, or infrastructure protection.

Objectives: are the specific, measurable goals that guide the implementation of the management plan. They define what the city aims to achieve through its policies, programs, and management efforts.

Strategies: Strategies outline the broad approaches or methods that will be used to achieve the stated objectives. They provide direction on how the city will implement policies, manage resources, and address challenges over the long term. Strategies are less specific than actions but serve as guiding principles for decision-making.

Tasks: Tasks are detailed, actionable steps that implement each strategy. They describe who is responsible, the timeline, necessary resources, and performance indicators.

Tasks are the operational components of the plan and will be tracked using the city’s asset tracking software (© OpenGov).

METHODS—DATA COLLECTION

Data Gathering Methods

To develop an informative and effective Plan, data gathering was conducted using two primary methods: site visits and in-person interviews with management professionals. Site visits were undertaken across open space parcels in Eagle Mountain to assess current conditions, identify existing challenges, and evaluate opportunities for improvement. These field assessments provided firsthand observations of vegetation health, wildfire risks, ecological problems, and accessibility concerns.

In addition to site visits, in-person interviews were conducted with city professionals from multiple departments to gain insights into the challenges of open space management. These discussions provided valuable information on resource constraints, funding concerns, maintenance priorities, and coordination efforts among city entities. The combination of on-the-ground assessments and expert input ensured a comprehensive understanding of Eagle Mountain’s open space management needs.

Community Engagement

Public Survey

During the summer of 2024, a public survey was administered to Eagle Mountain residents, yielding 1,059 responses. The primary purpose of this survey was to gauge the importance of open spaces within the community, identify which areas residents frequent, understand how they access these spaces, determine their reasons for visiting, and assess visitation frequency. The feedback gathered from this survey has been instrumental in shaping community engagement strategies and ensuring that the open space management plan aligns with public needs and priorities. Results from this survey can be viewed in the appendix section of this plan ([See Open Space Survey](#)).

Resident Employee Interviews

A series of interviews was conducted with residents who also serve as employees of Eagle Mountain City. These individuals offered a distinct perspective on open space management by drawing on their dual roles—both as community members and as professionals responsible for overseeing and maintaining these areas. Their insights proved to be invaluable for understanding how open spaces are used, the

challenges associated with managing them, and the opportunities that exist for improving their long-term stewardship. Through these conversations, the plan was able to integrate on-the-ground knowledge of daily operations with a resident-focused viewpoint, ultimately enhancing the relevance and practicality of the open space management strategies.

NATURAL OPEN SPACE MANAGEMENT AREAS

Overview

Natural open space in Eagle Mountain City consists of more than 1000 acres of land. These areas include the following types of open space:

- **Wildlife Corridors**
- **Natural Washes including Tickville Gulch**
- **Utility Rights-of-Way (ROW)**
- **Natural Parks**
- **Detention and Retention Ponds**
- **Pedestrian Corridors**
- **City Utility Sites**

Adjacent Land Ownership

Eagle Mountain is in northwestern Utah County, Utah, within the western foothills of the Cedar Valley. The city is geographically positioned between two significant public land areas managed by the Bureau of Land Management (BLM). To the east, The Lake Mountains Range dominates the landscape, with its rugged terrain and open space, serving as a critical area for outdoor recreation and habitat conservation. To the west, the Oquirrh Mountains form a natural boundary, also managed by the BLM, providing a mix of undeveloped landscapes and historical mining sites. Directly north of Eagle Mountain lies Camp Williams, a vast military training ground operated by the U.S. Department of Defense and Utah Army National Guard, restricting public access, and shaping land use patterns in the region.

Natural open space is located throughout the city as well. In the north portion of the city there are several areas that are likely to be natural parks and zoned as wildlife overlay zones. These wildlife overlay zones lie between the North Bench community and Camp Williams. Running south from Camp Williams is Tickville Gulch. Tickville Gulch is an undeveloped perennial stream drainage that originates within Camp

Williams, where its upper drainage area collects seasonal runoff and precipitation from the Oquirrh Mountains. From there, it flows southeast through Eagle Mountain before eventually reaching Saratoga Springs. And emptying into Utah Lake. Tickville Gulch passes through residential and commercial areas as well as city parks.

Other natural parks exist in the Ranches Gateway neighborhoods. Adjacent to these parcels are residential parcels as well as land owned by the BLM and State Institute of Trust Lands (SITLA).

Running north to south in Eagle Mountain city is a utility right-of-way (ROW) that provides access to power, gas, and communication lines. There are strict development restrictions within the ROW. The ROW passes through Eagle Mountain City Boundaries, into SITLA and BLM owned land and then back into Eagle Mountain.

Through out Eagle Mountain City, there are certain privately-owned parcels zoned as wildlife overlay zones that remain under private management. The city does not have direct management authority over these private lands; meaning, conservation efforts, habitat protection, and land use decisions in these areas are determined by the respective landowners. However, the city can encourage responsible stewardship and explore partnerships to align private land management with broader conservation goals where feasible.

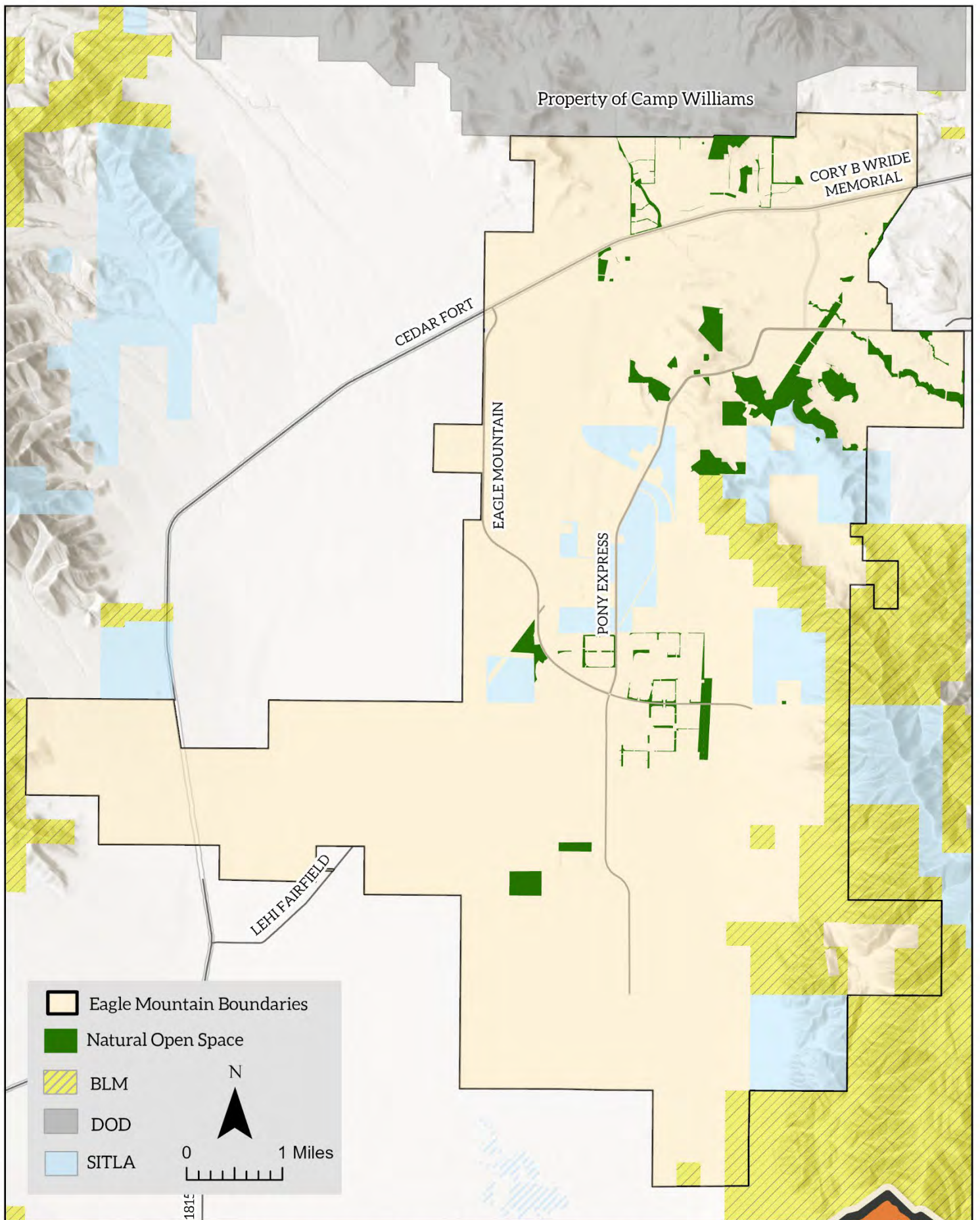


Figure 1. Natural Open Space & Wildlife Habitat Overview

Natural Open Space Management Plan | Eagle Mountain City | 2025



PHYSICAL FEATURES

Soil Profile

Eagle Mountain City sits atop predominantly well-drained, alkaline soils characteristic of the semiarid Central Basin and Range region. These soils often exhibit loamy to sandy textures and may include deposits derived from ancient lakebeds, such as those of Lake Bonneville. Although generally suitable for native vegetation, they can be prone to erosion and compaction—particularly on slopes or where human recreation is intense. Proper soil management, including erosion control measures, is essential to maintaining soil stability.

Water Resources

Eagle Mountain City is an arid municipality with no permanent bodies of water or perennial streams within city boundaries. However, the city is influenced by three distinct watersheds: the Dry Creek–Jordan River Watershed, the Tickville Gulch Watershed, and the Mannon Canyon–Fremont Canyon Watershed ([see Watersheds in Appendix](#)). These watersheds play a crucial role in shaping the landscape, as they occasionally transport water through Eagle Mountain during heavy storms or seasonal snow melt. While not a consistent water source, these intermittent flows contribute to erosion patterns, vegetation growth, and water management considerations within the city's open spaces.

BIOLOGICAL RESOURCES

Vegetation and Habitat Types

Eagle Mountain is situated in the semiarid desert of the Great Basin Ecosystem, characterized by low annual precipitation, cold winters, and high temperature variability. Vegetation across this high-desert landscape typically includes sagebrush such as (*Artemisia, tridentata* spp.) and various bunch grasses that are adapted to the scarcity of water. In addition, pinyon pine (*Pinus, monophylla*), juniper (*Juniperus, osteosperma* and *Juniperus, scopulorum*), rabbitbrush (*Ericameria, nauseosa* spp.), sagebrush (*Artemisia, tridentata*), and mountain mahogany (*Cercocarpus ledifolius* Nutt.) can be found throughout the area, each having evolved specific traits—like deep root systems or resinous leaves—to cope with the region's arid conditions and temperature extremes. This blend of hardy species shapes the ecological framework of Eagle Mountain, influencing everything from soil stability and erosion control to wildlife habitat and water availability. (see https://en.wikipedia.org/wiki/Great_Basin_Desert)

Table 1. Summary of Plant Communities

Habitat Type	Approximate Acres
Inter-Mountain Mixed Sagebrush Shrubland	7,448
Pinyon Pine & Juniper Woodland	1,822
Semi-Desert Grassland	80.5
Inter-Mountain Curl Leaf Mahogany Woodland	75

Inter-Mountain Mixed Sage Brush Shrub Lands

The Sagebrush Shrubland community is the dominant native plant community in Eagle Mountain City and can be found throughout all open space categories occurring on both hillsides and valley floors. This community is dominated by Wyoming big sagebrush (*Artemisia, tridentata*) and less prevalent shrub species including rubber rabbitbrush (*Ericameria, nauseosa*), black greasewood, (*Sarcobatus vermiculatus*) and four-wing saltbush (*Atriplex, canescens*). This community is relatively undisturbed except for impacts from invasive weeds, fires, and existing recreation trails.

Pinyon Pine & Juniper Woodlands

The pinyon pine & Juniper woodlands generally occur on hillsides within the Wildlife Overlay open spaces as well as the Utility ROW. This community is dominated by an overstory of pinyon pine (*Pinus, monophylla*) and Rocky Mountain juniper (*Juniperus, scopulorum*). Other prevalent shrub species include big sagebrush (*Artemisia, tridentata*), mountain mahogany (*Cercocarpus, montanus*), and antelope bitterbrush (*Purshia, tridentata*). Herbaceous understory cover is sparse in this community and is dominated by Sandberg bluegrass (*Poa, secunda*), blue bunch wheatgrass (*Pseudoroegneria, spicata*), and western wheatgrass (*Pascopyrum, smithii*). This community is relatively undisturbed except for impacts from existing trails.

Semi-Desert Grasslands

A semi-desert grassland is generally found in the lower elevation valleys and consists of arid drought resistant bunchgrass like blue grama (*Bouteloua, gracilis*) and galleta (*Pleuraphis, rigida*), interspersed with scattered shrubs like big sagebrush (*Artemisia, tridentata*) and four-wing saltbush (*Atriplex, canescens*).

Inter-mountain Curl Leaf Mahogany Woodlands

This plant community is dominated by the Curl-leaf Mountain Mahogany (*Cercocarpus, ledifolius* Nutt.) shrub or small tree, typically found in the arid, higher elevation regions in Cedar Valley. It is characterized by its dense, twisted branches,

small leathery leaves that curl under, and distinctive long, feathery, plume-like fruit, and typically grows on dry rocky slopes and dry, well-drained soils with minimal vegetation due to its high drought tolerance; this woodland provides critical habitat for wildlife particularly mule deer (*Odocoileus, hermionus*) in this harsh environment. [See *landfire.gov*](#)

Noxious Weeds

A critical component of this plan focuses on vegetation management, particularly controlling noxious weeds. In Eagle Mountain, these species are identified in compliance with the State of Utah’s official noxious weed list, pursuant to Utah Noxious Weed Act ([Utah Code 4-17-101](#) et seq.) and Utah Administrative [Code R-68-9-3](#). Additionally, this plan incorporates local regulations established under Eagle Mountain City Code 8.07.020, titled “Weeds and Other Refuse.” By adhering to both state-recognized guidelines and local ordinances, the city ensures its weed management efforts align with broader regulatory and conservation goals of the county and state.

Table 2. Noxious Weeds

Common Name	Scientific Name	UT State Classification	Treatment Notes
Bur Buttercup	<i>Ceratocephala, testiculata</i>	(not classified)	USU Extension
Cheatgrass	<i>Bromus tectorum</i>	(not classified)	USU Extension
Field Bindweed (Wild Morning Glory)	<i>Convolvulus</i> spp.	Class 3	USU Extension
Jim Hill Mustard	<i>Sisymbrium, altissimum</i>	(not classified)	MSU Extension
Annual Kochia	<i>Kochia, scoparia</i>	(not classified)	USU Extension
Phragmites (Common Reed)	<i>Phragmites, australis</i>	Class 3	USU Extension
Puncturevine (Goat Head)	<i>Tribulus, terrestris</i>	Class 3	USU Extension
Russian Olive	<i>Elaeagnus, angustifolia</i>	Class 4	USU Extension
Russian Thistle	<i>Salsola, tragus</i>	(not classified)	USU Extension
Scotch Thistle (Cotton Thistle)	<i>Onopordum, acanthium</i>	Class 3	USU Extension
Spotted Knap Weed	<i>Centaurea, stoebe</i>	Class 2	USU Extension
Tamarisk (Saltcedar)	<i>Tamrix, ramosissima</i>	Class 3	USU Extension

[State of Utah Noxious Weeds List](#)

[2025 State of Utah Noxious Weeds List](#)

[Eagle Mountain City Code 8.07.020](#)

Wildlife & Wildlife Habitat

General Wildlife

Eagle Mountain City has demonstrated a strong and ongoing commitment to protecting wildlife, habitat, and especially the migratory paths of its mule deer herd. Since 2018, collaborative efforts between residents, conservation groups, and government agencies have resulted in significant investments in habitat protection and mitigation. One of the most important outcomes is the establishment of the Wildlife Corridor Overlay Zone, detailed in [Chapter 17.49](#) of the city code. This regulatory tool protects a critical mule deer migration route, recognizing its ecological value for both wildlife and the broader landscape.

By preserving large areas of open space and habitat, the city supports local wildlife populations while also enhancing residents' access to natural areas. These spaces offer recreational opportunities, support mental and physical well-being, and strengthen the community's connection to nature.

The city's ability to expand wildlife overlay zones as conditions change allows for flexible, adaptive management. This approach ensures the city can respond to future conservation needs while balancing growth and development. Integrating habitat protections into the [General Plan](#) and the [Parks Trails and Open Space plan](#) signals a long-term commitment to conservation as a core part of land use planning.

This strategy reflects a clear understanding that healthy ecosystems support biodiversity, enrich community life, and help preserve the unique natural character of Eagle Mountain City.

Recreation Resources

Eagle Mountain City provides numerous opportunities for outdoor recreation, with trails serving as the primary recreational amenity within its open space areas (see [Appendix Item: Recreation Resources](#)). Hiking and mountain biking are popular activities, particularly in and around the Mountain Ranch Bike Park, which features a network of trails. Beyond the bike park, many trails extend across city-owned open space and continue onto adjacent BLM, SITLA, and private lands. However, while

many trails are well-established through frequent use, the majority remain unofficial and lack formal designation and await an official off-road trails plan anticipated to be released in 2026.

Fire Risk Abatement

Eagle Mountain City is in a high desert environment where wildfire risk is a growing concern due to dry conditions, caused by rising temperatures and more frequent droughts, as well as rapid urban expansion, and the presence of flammable vegetation (see [Land Fire Map](#)). Climate change is expected to exacerbate wildfire risks by increasing the frequency of high-temperature days, reducing soil moisture levels, and altering vegetation composition. Given that the city does not have a formal wildfire management plan, proactive measures must be taken to reduce fuel loads, implement strategic firebreaks, and utilize fire as a vegetation management tool. This section outlines wildfire risk abatement strategies that will be taken by the Open Space Division in collaboration with the Unified Fire Authority (UFA) as well as Utah Fire Forestry and State Lands (UFFSL) and describes how controlled fire will be used to mitigate invasive weed proliferation.

According to [Utah State Code 65-8-202.5](#), a municipality shall abate the public nuisance caused by wildfire on forest, range, watershed, and wildland urban interface land within the boundaries of the municipality if the land is: (a) privately owned; or (b) owned by the municipality.

Wildfire Risk Abatement Strategies - Collaboration with UFA & UFFSL

Eagle Mountain City will work closely with the UFA and UFFSL to develop and implement wildfire risk reduction strategies. This partnership will focus on:

- Conducting wildfire risk assessments for city-owned open space.
- Identifying high-risk areas requiring immediate intervention.
- Establishing fuel load reduction strategies tailored to Eagle Mountain.

Reducing Fuel Loads Near Homes

Mitigating wildfire risk requires reducing flammable vegetation in open spaces near residential areas. Key tasks include:

- Removing dead vegetation, dry grass, and noxious weeds near structures.
- Promoting the use of fire-resistant plants and materials along property lines.
- Utilizing prescribed grazing as a method to control overgrowth (see Goats for Ecological Management of Noxious Weeds)

Green Strips and Fuel Breaks

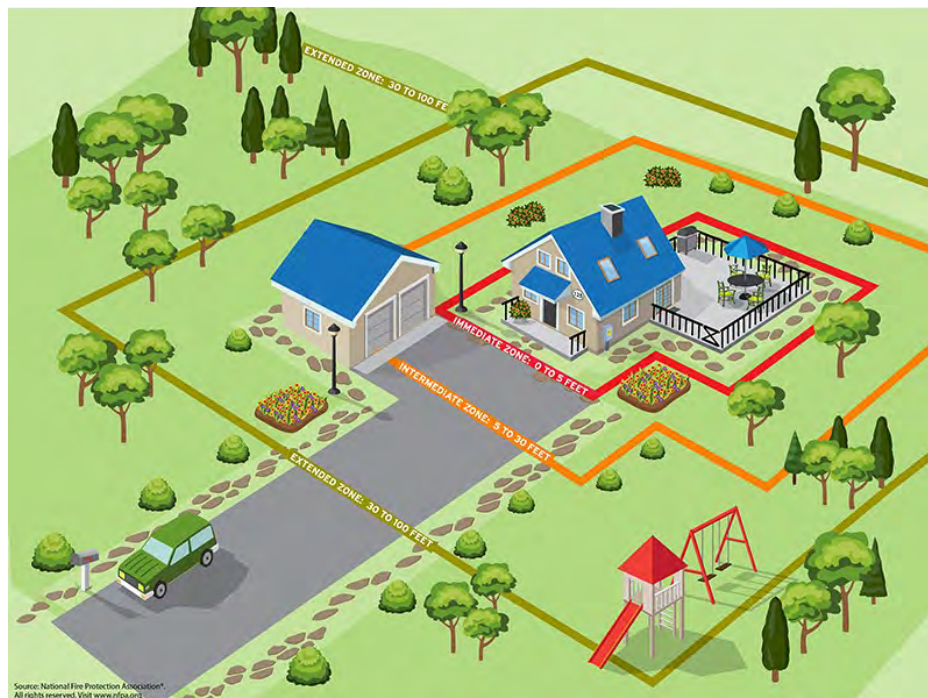
Strategic placement of green strips and fuel breaks will be essential in minimizing fire spread and protecting structures. The city will implement the following fire mitigation measures:

Wildlife Corridors and Fencing: Creating green strips along wildlife corridors and city-installed wildlife fencing to serve as firebreaks. Green strips will include fire-resistant grasses and forbs such as:

- **Crested Wheatgrass** (*Agropyron cristatum*): A fire-resistant grass that stabilizes soil and reduces fuel load.
- **Falcata and Ranger Alfalfa** (*Medicago sativa var. falcata*): A drought-tolerant plant that will stay green in hot dry summers.
- **Forage Kochia** (*Bassia prostrata*): A highly fire-resistant plant that can be used in green strips and along property lines.

Recommended Fuel Break Widths

According to best practices, set by the [National Fire Protection Association](#), fuel breaks should be at least **5 to 30 feet wide** in intermediate zones with lower fuel loads such as residential and **30-100 feet wide** in the extended zones with high-risk open spaces containing higher fuel loads such as conifer trees.



(Figure #2 Home Ignition Zone - National Fire Protection Association)

Fire as a Vegetation Management Tool - Targeting Invasive Species with Prescribed Burns

Noxious weeds pose a significant threat to native ecosystems and fire safety. For example, Phragmites, an aggressive invasive species found throughout storm water drainage areas and detention ponds in Eagle Mountain. The city will integrate prescribed fire as part of a broader management strategy to control noxious weeds and reduce the risk of wildfire hazards. Controlled burns will:

- Reduce noxious weed biomass, limiting their ability to spread.
- Facilitate native vegetation recovery by opening space for desired plant species.
- Enhancing wildlife habitat by improving plant diversity.

Historical Wildfire Incidents in Eagle Mountain

Eagle Mountain has experienced several significant wildfires in recent years due to a combination of human activity and the region's dry climate. Past wildfires have demonstrated the urgent need for proactive fire management strategies. Implementing fuel breaks and noxious species control will help mitigate future fire risks and protect both natural and developed areas.

- **2012 Dump Wildfire:** A bullet hit an explosive target, sparking the fire. Federal costs for suppression and rehabilitation were over \$1.78 million.
- **2020 & 2024 Lone Tree Brush Fire:** A brush fire broke out, and residents were advised to evacuate if their homes were threatened. Residents raised concerns about emergency communication and public land maintenance.

Resource Management Plan

Implementing this management plan will involve identifying and prioritizing tasks to ensure effective stewardship of the city's natural resources. These prioritized tasks should be reviewed annually to establish yearly work programs, considering budget and staffing limitations. While many tasks will be executed within the initial years, others may require a longer time to complete. Some actions will be ongoing, while others will be short-term or long-term, requiring considerable time and effort.

Resource Management Issues

Table 3. Resource Management Issues

Resource Management Needs
Vegetation Management • Noxious Weeds - Invasive and noxious weed species pose a continual threat to the quality and diversity of native habitats in Eagle Mountain City, necessitating ongoing monitoring and management efforts.
Recreation Management • Unauthorized Recreation - Unauthorized recreation and access to Tickville Gulch and other natural open spaces have led to erosion, the creation of informal trails, and damage to vegetation.
Habitat Management • Mule Deer Migration Corridor Enhancement - Eagle Mountain City is experiencing rapid growth leading to more difficult migration for mule deer and other wildlife species across the city.

Site-Specific Management Strategies

Timing recommendations are defined as follows:

- **ST** (short-term tasks) – Should be completed within 1 year.
- **LT** (long-term tasks) – Should be initiated or completed within 5-10 years.
- **O** (ongoing tasks) – Should be completed on an ongoing annual basis indefinitely.

Priority recommendations are defined as follows:

- **H (high-priority tasks)** – Should be accomplished first. These management actions are considered extremely important to the protection of resource values.
- **M (medium-priority tasks)** – Considered important but not urgent and meets a combination of other objectives.
- **L (low-priority tasks)** – Important but not crucial to resource protection needs. Low-priority management actions do not have to be completed in the immediate future and primarily fulfill a specific resource objective

Jump to

- [Critical Mule Deer Migration Corridor](#)
- [Tickville Gulch Management Area](#)
- [Utility Right-of-Way](#)
- [Natural Parks](#)
- [Bike Park](#)
- [Pedestrian Corridors](#)
- [Detention Pond Management Areas](#)
- [City Utility Sites](#)

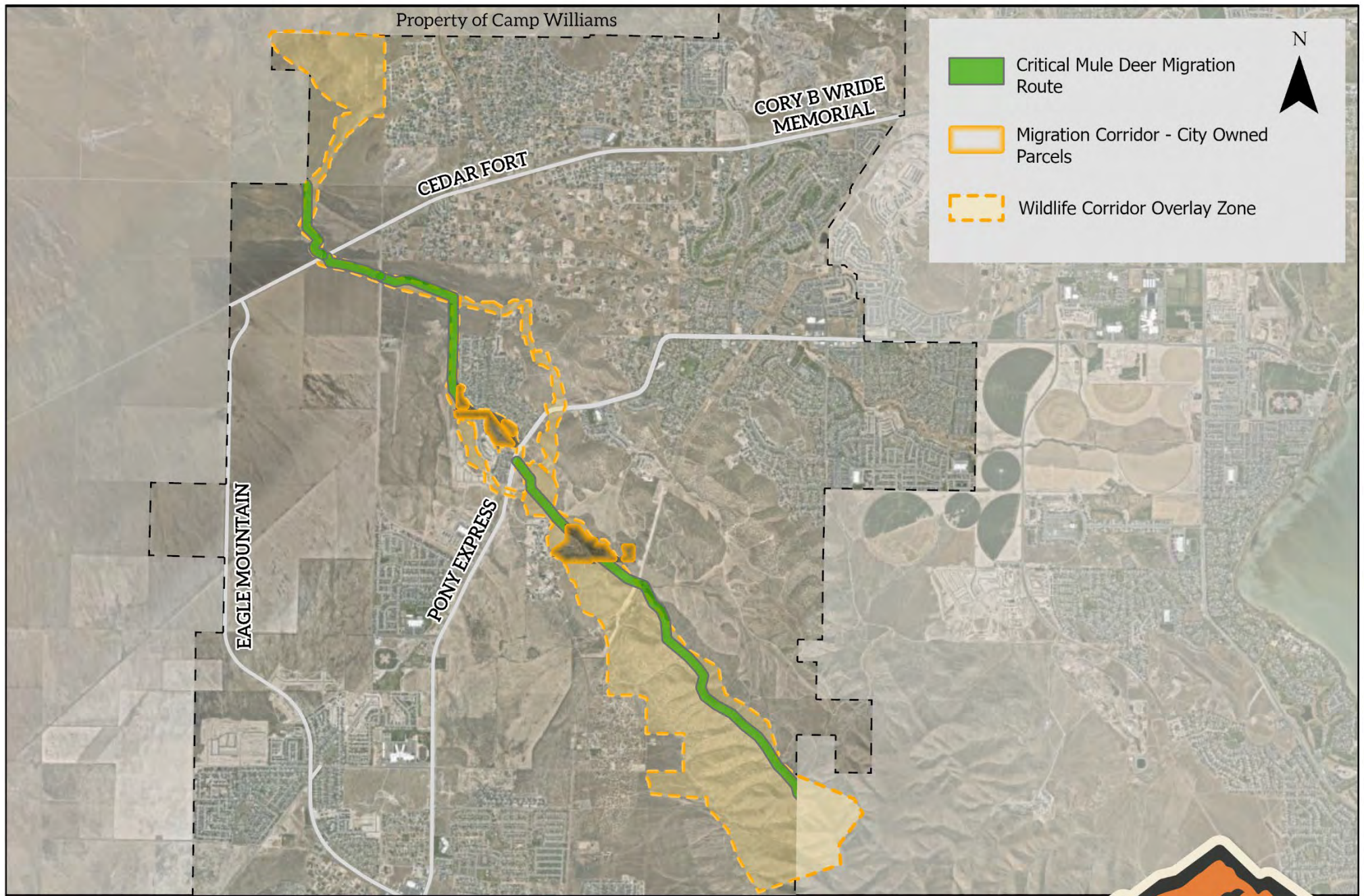


Figure 3. Migration Corridor Management Area Overview

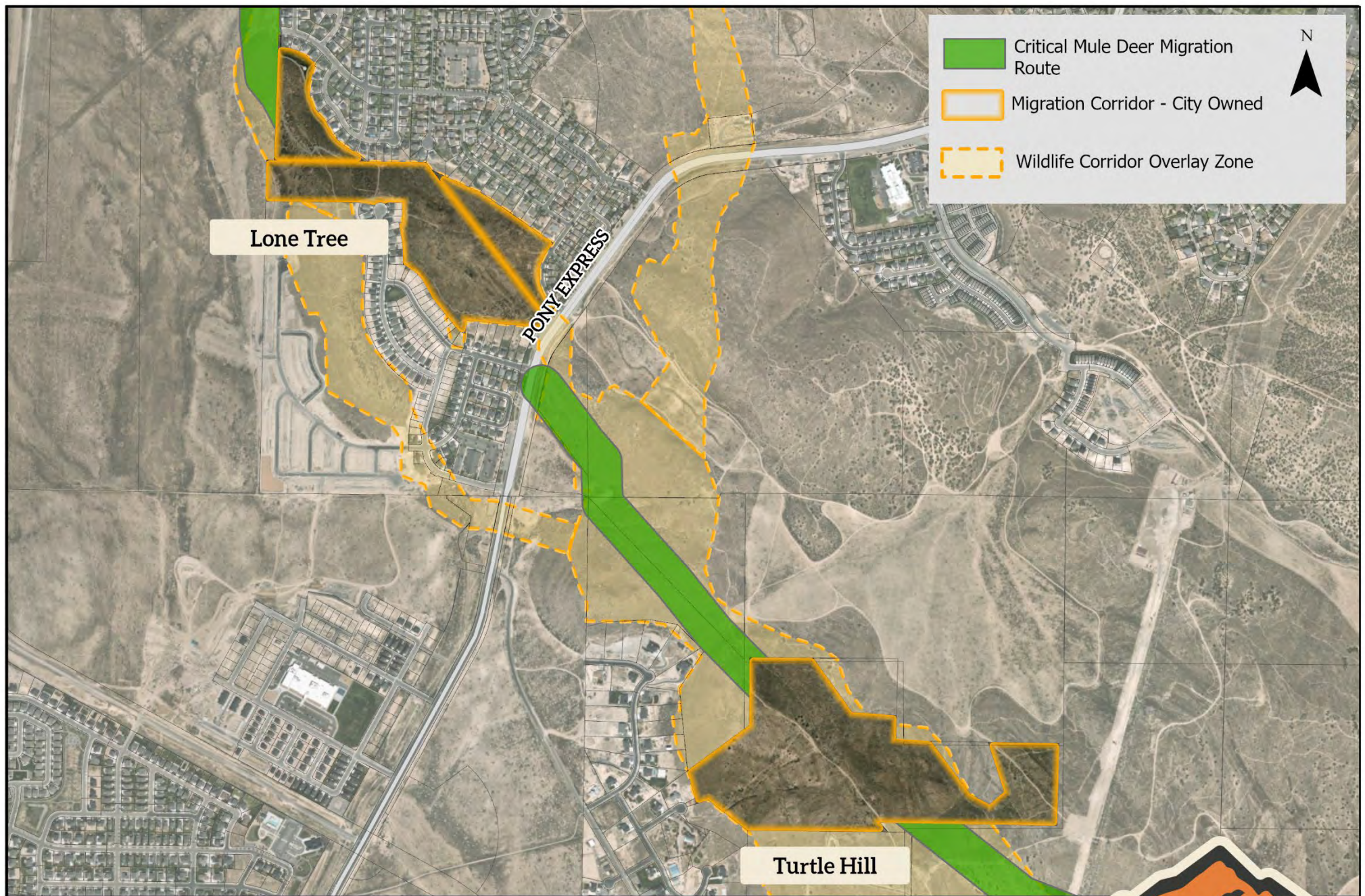


Figure 4. Migration Corridor Management Area

Critical Mule Deer Migration Corridor

Overview: Eagle Mountain City has established a critical mule deer migration corridor to ensure the safe and natural movement of mule deer (*Odocoileus hemionus*) and other wildlife species between critical habitats. This corridor, identified by the Utah Division of Wildlife Resources (DWR) in 2018 and referenced in the Utah State Wildlife Migration Initiative under Secretarial Order 3362, accommodates approximately 2,000 migrating mule deer each year ([see Migration Corridors](#)). Spring migration typically occurs between March 15 and April 30, while fall migration happens between December 1 and January 15. Crucially, knowledge of these migration routes is passed from mother to offspring, perpetuating established pathways across generations. The corridor is a collaborative effort involving Eagle Mountain City, the Utah Division of Wildlife Resources, the Bureau of Land Management, the Utah Department of Transportation, and private organizations such as the Eagle Mountain Nature and Wildlife Alliance and the Mule Deer Foundation. By preserving efforts it helps to provide necessary access to food, shelter, breeding grounds, and other resources, thereby mitigating the impacts of urban development on wildlife populations and ensuring continued ecological connectivity in fragmented landscapes.

Currently, the city owns 97.7 acres of land within this migration corridor, split between 4 parcels (see figure 4 above).

[Wildlife Migration Initiative: Secretarial Order 3362](#)

Secondary Purpose: The mule deer migration corridor offers residents recreational opportunities by incorporating a non-motorized, single-track trail system which will run alongside or through this enclosed corridor.

Current Issues: Noxious weeds, particularly Russian thistle (*Salsola tragus*), and elevated wildfire risk threatening adjacent private property

Management Objectives

- 1 – Assess and determine current conditions (ecological state) of all city-owned parcels located within the designated mule deer migration corridor.
 - 2 – Make a visual assessment to determine if the sites are in poor, fair, good, or excellent condition.
 - 3 – Upon making a designation of condition, work to implement various strategies and tasks using best management practices to improve habitat quality and ecological function within the corridor.
- The goal is to move each area toward a higher/better ecological condition (see below). Note that these actions/tasks may be modified over the duration of this plan. This actions/task list will be incorporated into © OpenGov such that they can be reported on and tracked over time.

Table 4. Migration Corridor Management Tasks

Management Tasks	Timing	Priority
Vegetation & Wildlife Habitat Management		
Fuel Management		
Maintain fire break between corridor and adjacent property boundaries.		
Recreation & Visitor Management		
Observe that Deer fence is secure, especially around public access points.		



Figure 5. Tickville Gulch Management Area

Tickville Gulch Management Area

Overview: Tickville Gulch is a natural perennial stormwater drainage pathway that temporarily conveys stormwater runoff during and immediately after substantial precipitation events. This system is critical for managing stormwater in Eagle Mountain City where the water flow is intermittent, helping to prevent localized flooding, erosion, and sedimentation in downstream water bodies. Currently, Eagle Mountain city owns and manages 81.2 acres of land within Tickville Gulch (see figure 5 above).

Secondary Purposes: Tickville Gulch remains entirely undeveloped, forming a continuous greenway through Eagle Mountain City, with only a few interruptions from road crossings. This natural corridor provides additional habitat connectivity and functions as a secondary wildlife corridor across the city.

Current Issues:

Tickville Gulch faces several challenges that undermine its ecological function and stormwater management role. Unauthorized and improper recreation is a major concern, as it leads to significant bank erosion, disrupting the integrity of the drainage pathway and flow of water. Additionally, the spread of invasive weed species, specifically phragmites, Russian olive, and salt cedar tamarisk, throughout the gulch compromises native vegetation, potentially altering water flow dynamics and diminishing the area's ecological function. Encroachment from adjacent residential backyards further exacerbates these issues by reducing the available natural corridor and increasing the potential for habitat fragmentation. Addressing these challenges and mitigating these issues is essential to preserve Tickville Gulch's capacity to manage stormwater effectively and serve as a vital wildlife corridor for Eagle Mountain City.

Management Objectives

- 1 – Assess and determine current conditions (ecological state) of all city-owned lands within the Tickville Gulch Management Area.
- 2 – Make a visual assessment to determine if the sites are in poor, fair, good, or excellent condition.
- 3 – Upon making a designation of condition, work to implement various strategies and actions/tasks using best management practices to improve ecological health, stabilize banks, and restore the gulch's stormwater and wildlife corridor functions. The goal is to move each area toward a higher/better ecological condition (see below). Note that these tasks may be modified over the duration of this plan. This actions/task list will be incorporated into © OpenGov such that they can be reported on and tracked over time.

Table 5. Tickville Gulch Management Tasks

Management Tasks	Timing	Priority
Vegetation & Wildlife Habitat Management		
Assess current condition of open space parcels in and immediately adjacent to Tickville Gulch.	2025-2026	H
Monitor / Survey the entire length of the Tickville Gulch three times a year (after spring runoff, after summer storm season, after first frost), identifying sites garbage, erosion, invasive plant species, and unpermitted recreation.		
Removal of all invasive species within and on surrounding land of Tickville Gulch.		
Seek funding opportunities to address ecological health and safety issues.		
For bank stabilization, transplant and seed native vegetation within and on banks of the wash's length.		
Fuel Management		
Assess current conditions of open space parcels in regards to their fuel type, fuel loads, and ecological condition.		
Recreation & Visitor management		
To prevent further erosion, permanent obstruction of all recreational activity from within the wash. This will require the installation of gates and barricades at all Tickville entrances.		

Future Opportunities

- [Tickville Gulch Natural Park Concept Plan](#)



Figure 6. Utility Right-of-Way Management Areas

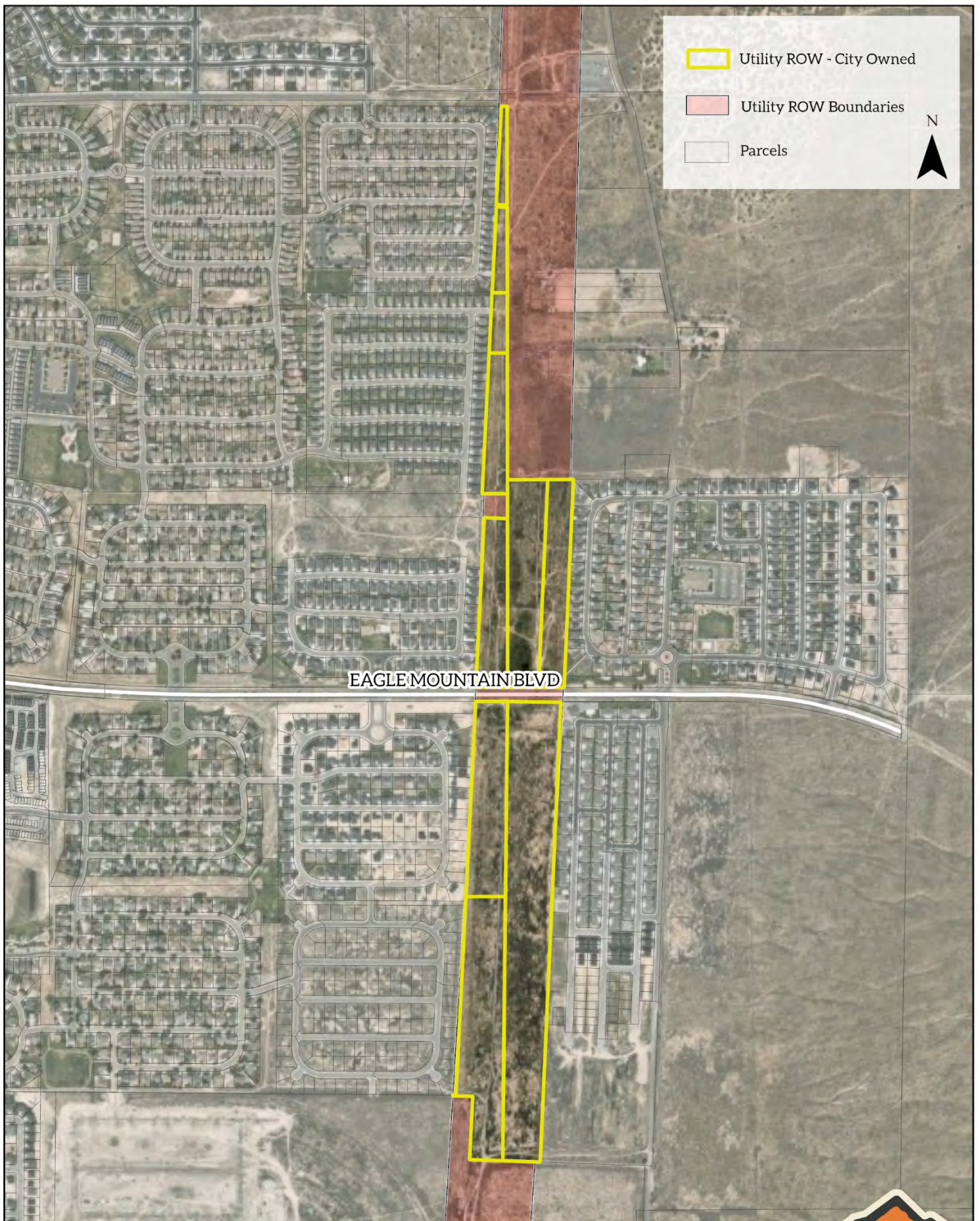


Figure 7. Utility Right-of-Way Management Area

Utility Right-of-Way

Overview: A utility right-of-way (ROW) is a legally designated strip of land that provides utility companies with the right to access, construct, operate, and maintain utility infrastructure such as power lines, pipelines, water lines, sewer lines, and communication cables. These right-of-ways are established through an easement, which grants the utility company the necessary legal rights to use the land while allowing the city to retain ownership of the property. Utility rights-of-way are essential for the efficient and reliable delivery of utility services while ensuring safety and accessibility for maintenance and repair operations. Currently, the city owns and manages 112.4 acres of land within a utility ROW (see figure 6 & 7 above).

Primary Purpose: The primary purpose of the Utility ROW in Eagle Mountain City is to support the installation, operation, and long-term maintenance of critical public utility infrastructure. This includes ensuring access for utility providers to perform inspections, repairs, upgrades, and emergency response activities. The ROW is managed to maintain the functionality and reliability of essential utilities lines such as electricity, gas, and telecommunications.

Secondary Purposes: Additionally, a Utility ROW serves as a break in development, allowing for wildlife habitat, fuel breaks, and native vegetation to grow. The ROW also serves as a travel corridor for active and motorized recreation travel on official trails.

Current Issues: The Utility ROW currently faces several issues from a management perspective, including large patches of invasive weeds, homeowner encroachment, unpermitted recreational use, garbage dumping, and fire hazards along property lines.

Management Objectives

1-assess and determine current conditions (ecological state) of all natural/native ROW open spaces within the city., 2-make a visual assessment to determine if the sites are in poor, fair, good or excellent conditions. 3-upon making a designation of condition, work to implement various strategies and actions/task using best management practices to implement upon these areas and make improvements to move areas to a higher/better ecological condition (see below). Note these actions/tasks are likely to be modified over the duration of this plan. These actions/task list will be incorporated into © OpenGov such that they can be reported on and tracked over time. 

Table 6. Utility ROW Management Tasks

Management Tasks	Timing	Priority
Vegetation		
Assess current conditions of open space ROW parcels	2025-2026	H
Determine management strategies/best management practices to move to desired condition.	2025-2026	H
Fuel		
Identify problem areas with noxious weeds	2025-2030	M
Create a 10' fire break between city owned sections of the ROW and adjacent private property	2025-2030	H
Recreation & Visitor -		
Gate and fence or block all unauthorized vehicle entry points to the utility ROW	2035	L
Designate official trails within the ROW – close unofficial trails	2026	M

Future Opportunities for the Utility ROW

Eagle Mountain City recognizes the potential for the utility right-of-way (ROW) to serve multiple community needs beyond its primary function of supporting infrastructure. Thoughtful planning and management of this space could provide valuable recreational, transportation, and public safety benefits while minimizing conflicts between different land uses. Future opportunities for utilizing the ROW include:

- **Paved Multi-Use Commuter Trail & Fire Break:** A paved commuter trail could extend the length of the city within the ROW, offering a dedicated route for pedestrians and cyclists. This trail would also serve as a strategic fire break, reducing wildfire risks by creating a buffer between ROW vegetation and adjacent private properties. To prevent conflicts with motorized recreation, this paved trail would be designed as a separate, non-motorized corridor.
- **Regional trail system.** Work with The Mountain Association of Governments (MAG) to work towards a connecting regional trail system. A grant has been awarded to the City to start in 2027 towards this effort.
- **Unpaved Motorized Recreation Trail:** A double-track dirt trail could be established within the ROW to accommodate motorized off-road recreational vehicles. Wherever feasible, this trail would align with the existing unpaved utility access road, minimizing new ground disturbance while providing a designated route for riders exiting the city's boundaries.
- **Semi-Truck Parking Areas:** Eagle Mountain City is exploring options for designated overnight parking for residents who own semi-trucks. Sections of the ROW with minimal wildlife

habitat value could be evaluated for potential use as truck parking areas, helping to address community demand while ensuring environmental and safety considerations are met.

- **Community Stewardship & Volunteer Projects:** The ROW presents opportunities for community engagement through volunteer-based projects. The city will explore ways to integrate ROW improvements, such as habitat restoration, trail maintenance, and fire mitigation efforts, into broader open space initiatives. These projects will be coordinated through city programs and local volunteer groups, aligning with general open space management guidelines.

By incorporating these future opportunities, the ROW can evolve into a multifunctional corridor that balances infrastructure needs with recreation, safety, and community benefits.

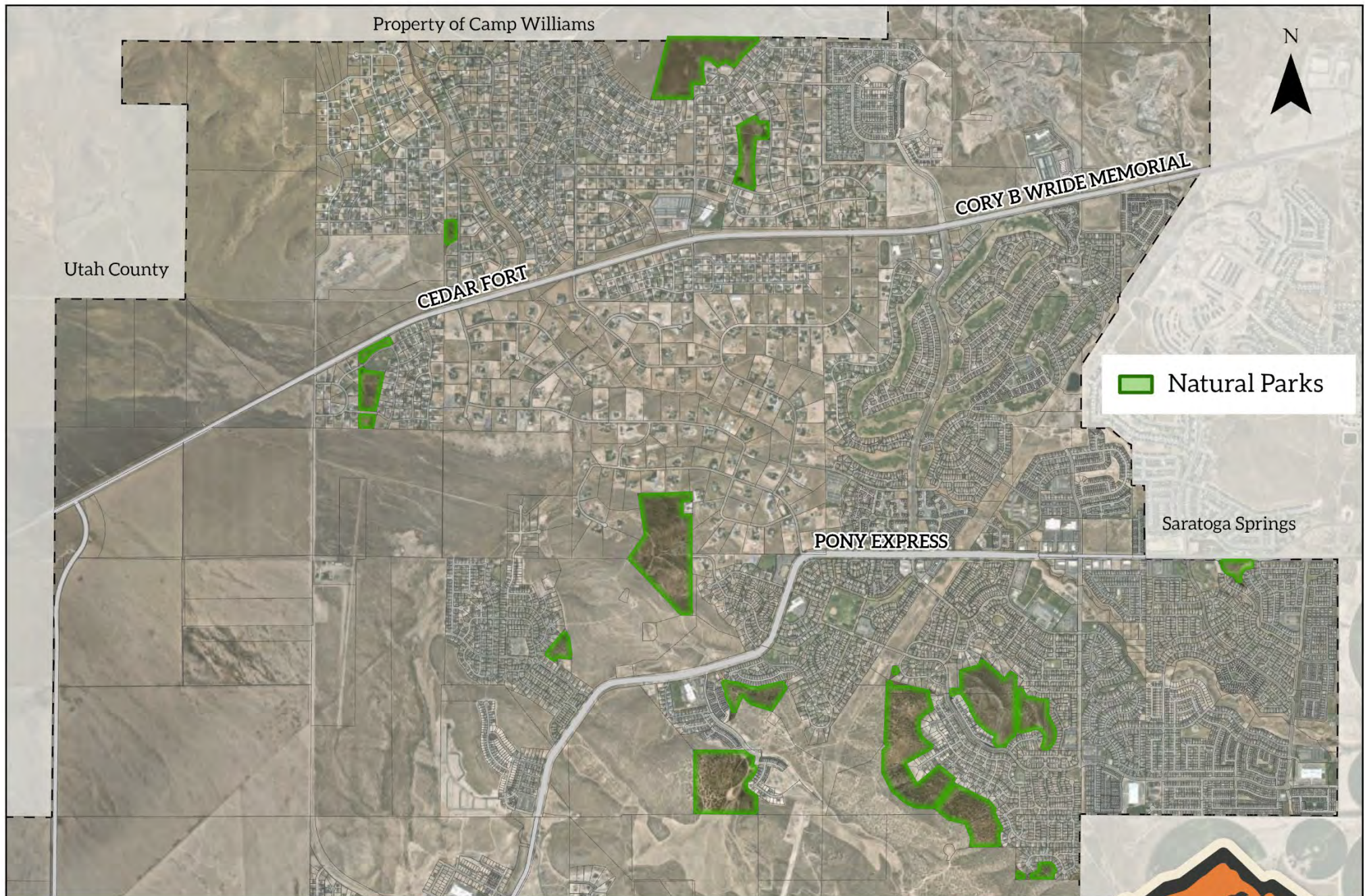


Figure 8. Natural Parks Management Area

Natural Parks

Overview: Natural Parks in Eagle Mountain City are a specialized type of land designation designed to protect and manage areas that are critical for wildlife, such as habitats, migration corridors, and breeding grounds. The primary purpose of these natural park areas is to ensure that land use activities within these areas are conducted in a manner that minimizes disruption to wildlife and preserves the ecological function of these sites. By imposing specific land use restrictions and development controls within these zones, Eagle Mountain can balance the needs of wildlife conservation with those of urban development, contributing to the overall sustainability and biodiversity of the city. Currently the natural park system in Eagle Mountain City encompasses 360.4 acres of land across 29 parcels (see figure 8 above).

Primary Purpose: Wildlife Habitat. The majority of the Natural Park parcels are protected from development due to Eagle Mountain City's Mountain top and hillside slope ordinance (Code [15.80.020](#)).

Secondary Purpose: Recreation areas

Current Issues: Natural Parks in Eagle Mountain face several challenges that compromise their effectiveness as protected habitats. One major concern is the heightened wildfire risk, which is exacerbated by dense vegetation that extends up to residential property lines. Additionally, there is significant encroachment through property-take from the city. Addressing these issues is essential to preserve the integrity of wildlife habitats and maintain the balance between urban development and environmental sustainability.

Management Objectives

Create educational and recreational access to all city-owned natural parks.

- Removal of all invasive plant species from within the natural parks.
- Create a fire break that is at least 10ft wide, between all city-owned parcels and adjacent private properties.
- Gate and fence or block all unpermitted vehicle entry points to the natural parks.
- Designate official city trails within the natural parks – close any unofficial trails.

Table 7. Natural Parks Management Tasks

Management Tasks	Timing	Priority
Vegetation Management		
Assess current condition of open space/potential natural park parcels	2025-2026	H
Uses various methods (BMPs) to removal invasive plant species from within the natural park open areas such as; burning, herbicides, grazing, and mowing.	2025-2035	H
Recreation & Visitor Management		
Designate official city trails with the natural parks – close any unofficial trails	2026	M

Future Opportunities: Many of the parcels in the wildlife overlay category exist on steep hillsides and are protected by Eagle Mountain’s Mountain top and slope development ordinance. Therefore, an opportunity exists to create single track trail network across these hillsides.

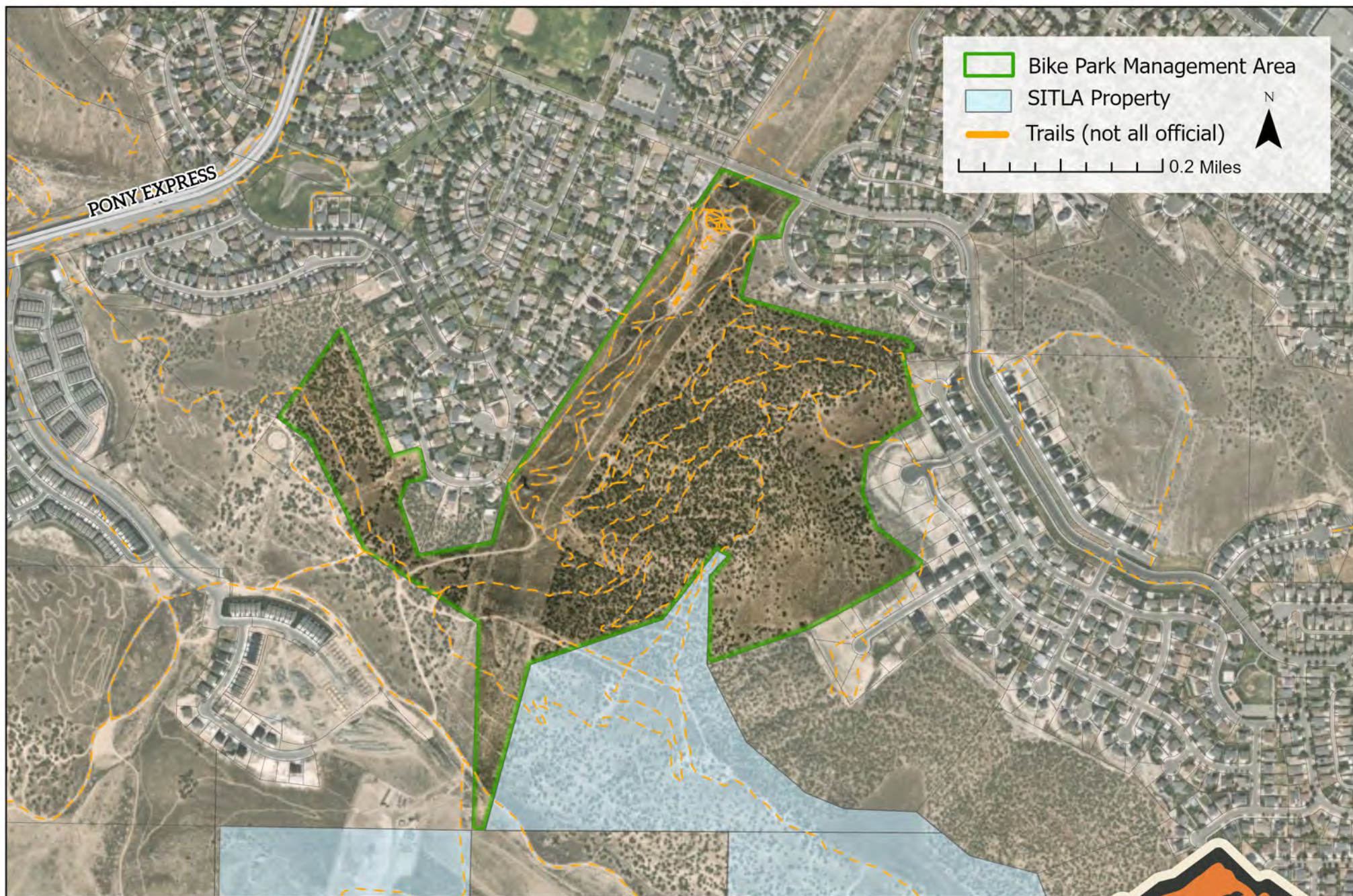


Figure 9. Mountain Ranches Bike Park Management Area

Mountain Ranches Bike Park

Overview: Mountain Ranches Bike Park is an important outdoor asset within the city and holds cultural significance to the community of Eagle Mountain. The Park is located within the Utility Right-of-Way (ROW) corridor that moves through the Ranches Neighborhood. The majority of the bike park is contained within a 62-acre city-owned parcel (see figure 9 above) with trails extending into BLM and SITLA land boarding to the south.

Primary Purpose: The primary purpose of this site is to serve as right-of-way for the utility lines that move through the city boundaries. The utilities on this site include buried gas lines as well as overhead power and telephone lines. Due to building restrictions imposed by the ROW as well as Eagle Mountain’s Mountain top and slope development ordinance (Code [15.80.020](#)), the site of Mountain Ranches Bike Park is undevelopable. This has allowed the site to be utilized for outdoor recreation purposes. On occasion, utility infrastructure needs to be serviced, in these situations the utilities take precedence over all other uses on the site.

Current Issues:

Management Objectives

- 1 – Assess and determine current conditions (ecological state) of all city-owned land within the Mountain Ranches Bike Park.
- 2 – Make a visual assessment to determine if the site is in poor, fair, good, or excellent condition.
- 3 – Upon making a designation of condition, work to implement various strategies and actions/tasks using best management practices to improve ecological function, focusing specifically on vegetation management, invasive species control, wildlife habitat preservation, and wildfire risk abatement. The goal is to move the site toward a higher/better ecological condition (see below).

Trail management within the park will be overseen by the [Lake Mountain Trails Association](#), in partnership with Eagle Mountain City. Their continued stewardship is essential to maintaining this important community recreation asset. Note that management actions/tasks may be modified over the duration of this plan. All actions will be incorporated into © OpenGov such that they can be reported on and tracked over time.

Table 8. Eagle Mountain Bike Park Management Tasks

Management Tasks	Timing	Priority
Vegetation Management		
Assess current condition of open space/potential natural park parcels	2025-2026	H
Recreation & Visitor Management		

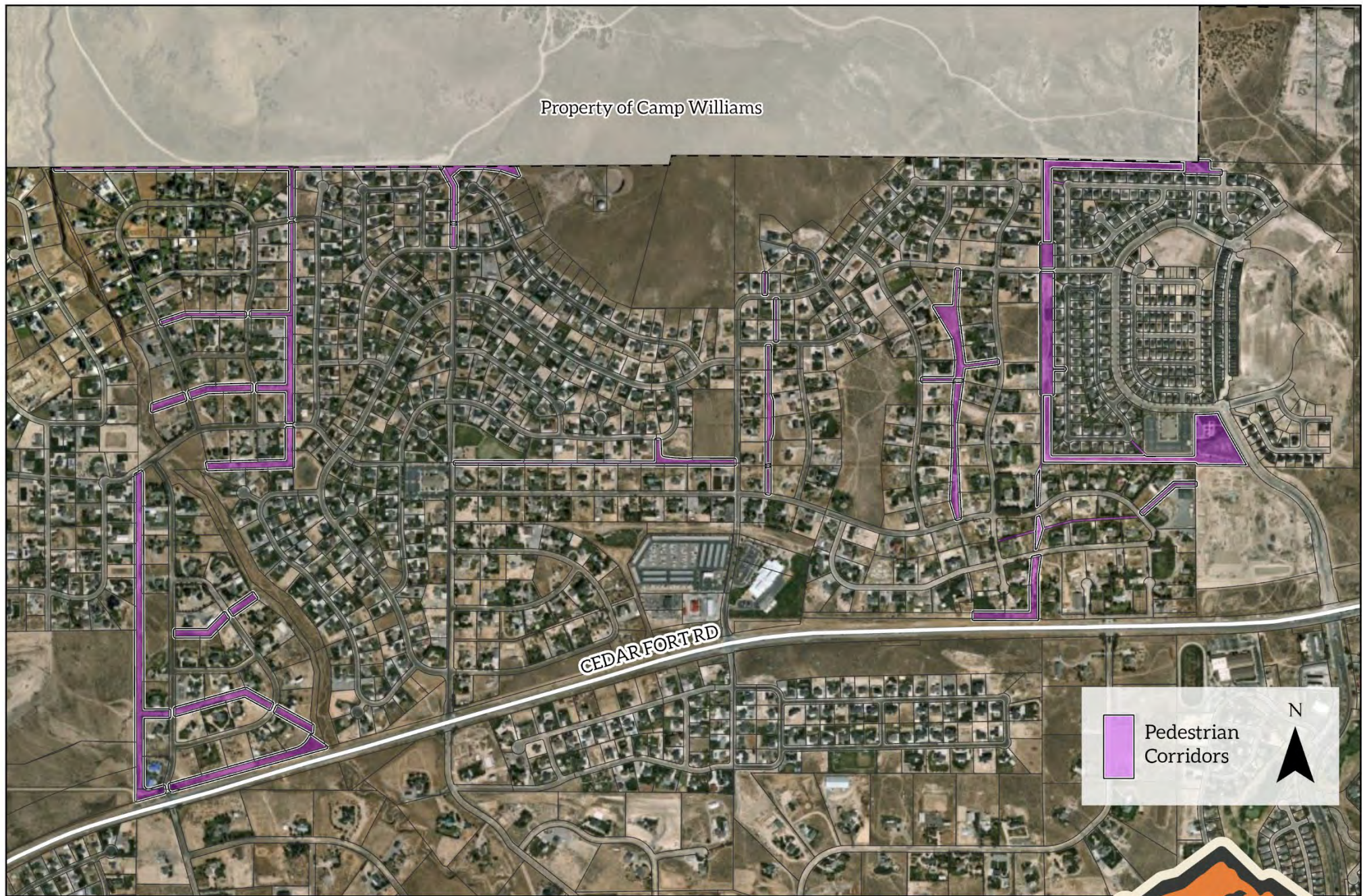


Figure 10. Pedestrian Corridors Management Area

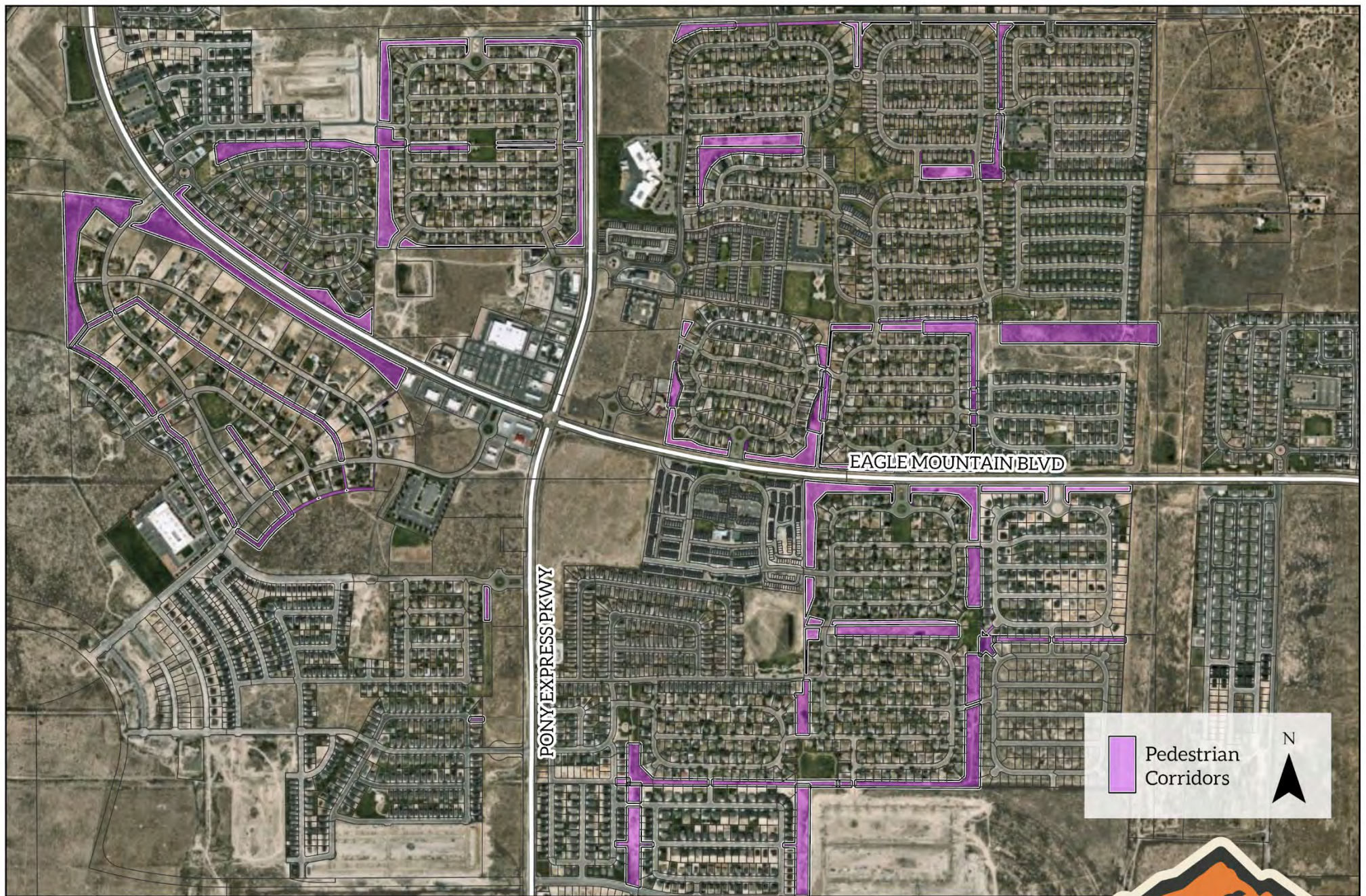


Figure 11. Pedestrian Corridors Management Area

Pedestrian Corridors

Overview: Eagle Mountain City's pedestrian corridors are designated areas of natural or semi-natural open space that links parks, green spaces, and other natural habitats within an urban or suburban landscape. Many of these pedestrian corridors contain paved shared use paths that are designed to accommodate non-motorized users. Pedestrian corridors enhance the urban environment by creating continuous green pathways that support both wildlife movement and human recreation, contributing to the overall ecological health and livability of the city. Additionally, open space pedestrian corridors help preserve the continuity of natural landscapes, mitigate the effects of urban fragmentation, and enhance the aesthetic appeal of the urban environment. Currently the total of all of these pedestrian corridors equal 118.8 acres of land.

Area Descriptions:

Current Issues: Issues facing the pedestrian corridors in Eagle Mountain City include lack of proper signage, invasive weeds, unpermitted recreational access, public dumping, and encroachment. For residents with backyards adjacent to corridors, the city will be offering leasing options for non-permanent landscaping and sheds.

Management Objectives

- 1 – Assess and determine current conditions (ecological state) of all city-owned pedestrian access corridors.
- 2 – Make a visual assessment to determine if the sites are in poor, fair, good, or excellent condition.
- 3 – Upon making a designation of condition, work to implement various strategies and actions/tasks using best management practices to manage invasive weeds, improve corridor aesthetics, and enhance ecological function and user experience. The goal is to move each corridor toward a higher/better ecological condition (see below). These actions/tasks may be modified over the duration of this plan. All actions will be incorporated into © OpenGov such that they can be reported on and tracked over time.

Table 9. Connecting Corridors Management Tasks

Management Tasks	Timing	Priority
Vegetation Management		
Assess current condition of pedestrian corridor parcels	2025-2026	H
Eradicate all invasive weed species.		
Access & Signage Management		
Install wayfinding signage at all corridor entrances informing the public of directions as well as city ordinances and permitted recreation uses.		
Gate and fence all corridor entrances leading to additional open space parcels, obstructing unpermitted motor vehicle entry.		

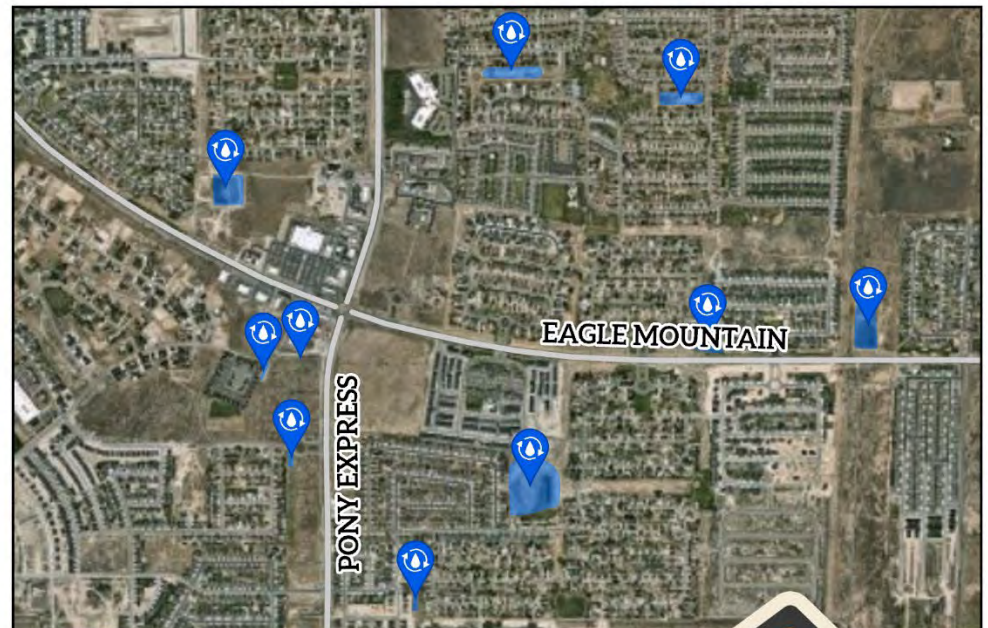
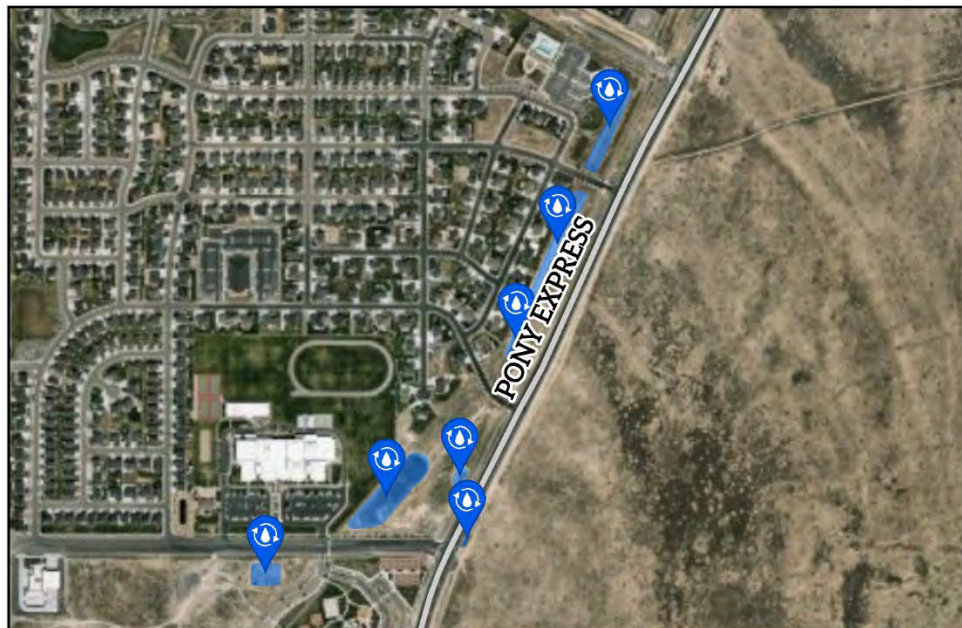
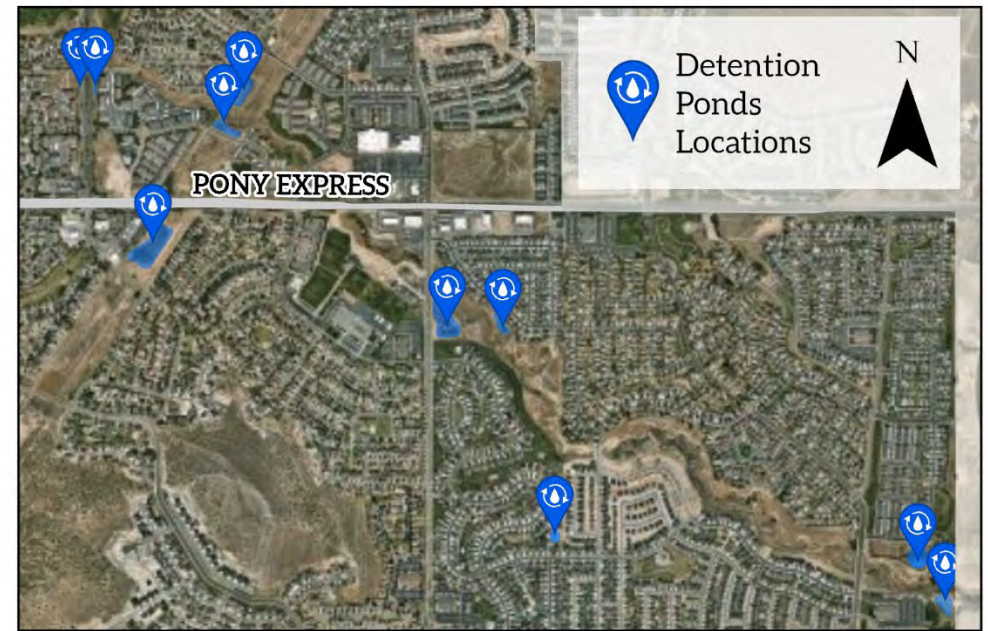


Figure 12. Undeveloped Detention Pond Management Areas

Detention Pond Management Areas

Overview: Detention ponds are engineered basins designed to temporarily store, evaporate, and manage stormwater runoff during and after storm events. The primary purpose of a detention pond is to reduce peak runoff rates, mitigating flood risks by releasing stored water at a controlled rate through evaporation or into downstream water bodies or stormwater systems. Unlike retention ponds, detention ponds are designed to dry out between storms and do not maintain a permanent pool of water.

Area Descriptions: Eagle Mountain City manages numerous detention ponds, many of which are considered undeveloped, meaning the pond’s basins are compacted soil rather than concrete or graveled. The undeveloped detention ponds also contain vegetative buffers that both protect against basin erosion and filter water pollution. The vegetative buffers create an overlap in jurisdiction between the Storm Water department and the Open Space department. The Storm Water Department is tasked with guaranteeing the ponds fulfill the intended purpose of collecting, holding, and discharging stormwater. The Open Space division is tasked with reducing invasive and noxious weeds and preserving habitat throughout Eagle Mountain City. For management of the detention ponds, the Open Space division will work closely with the Storm Water Department.

Current Issues: Many detention ponds in Eagle Mountain City are host and vectors to invasive and noxious weeds, shrubs, and trees. Other issues include unauthorized recreation, erosion, and public dumping.

Management Objectives:

- 1 – Assess and determine current conditions (ecological state) of all city-managed detention ponds that fall under Open Space oversight.
- 2 – Make a visual assessment to determine if the sites are in poor, fair, good, or excellent condition.
- 3 – Upon making a designation of condition, work to implement various strategies and tasks using best management practices to address invasive species, stabilize soils, and support the dual functions of habitat preservation and stormwater management. The goal is to move each pond site toward a higher/better ecological condition (see below). Note that these actions/tasks may be modified over the duration of this plan. All actions will be incorporated into © OpenGov such that they can be reported on and tracked over time.

Table 10. Detention Pond Management Tasks

Management Tasks	Timing	Priority
Vegetation Management		
Assess current condition of Detention Pond Management Areas.	2025-2026	H
Utility & Parameter Management		
Gate and fence perimeters of all undeveloped detention ponds to obstruct unauthorized recreation and motor vehicle entry.		



Figure 13. Utility Sites Management Area Overview

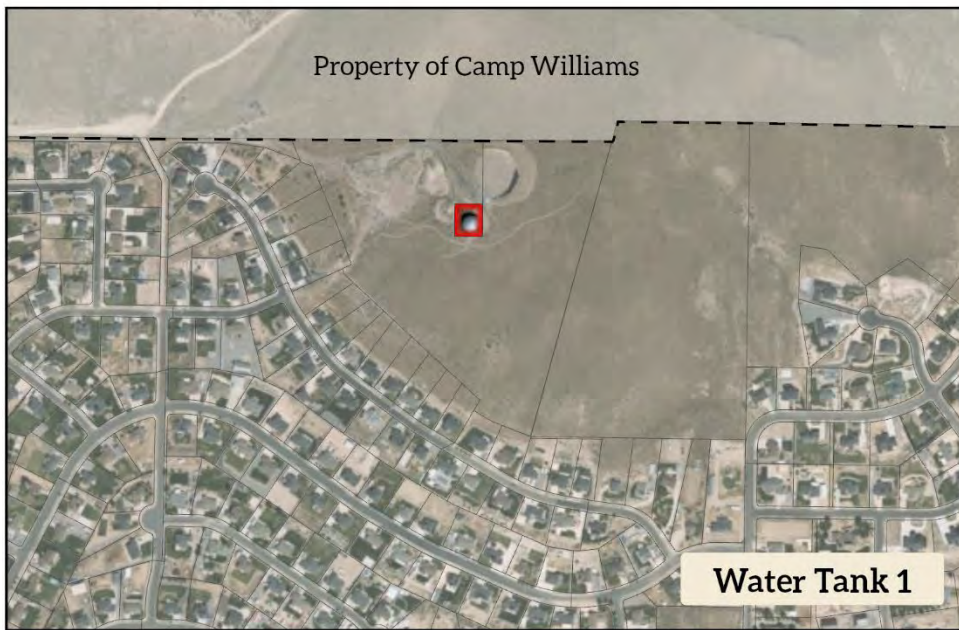


Figure 14. Water Tanks Utility Management Area



Figure 15. Well Sites Utility Management Area



Figure 16. Evaporation Ponds Utility Management Area

Utility Areas: City Water Tanks, Well Sites, & Evaporation Ponds

Overview: Utility Sites form a critical component of Eagle Mountain City's infrastructure, supporting both the municipal water supply and wastewater management systems. This section focuses on three key utility types: **water tanks, well sites, and evaporation ponds**. Together, encompassing 360.4 acres of natural open space, these utility sites play a vital role in ensuring the reliable operation of essential services while safeguarding public health and environmental quality. Effective management of these areas requires coordination across multiple city departments to ensure best management practices (BMPs) are applied. To enhance efficiency and avoid duplication of effort, the city will use OpenGov software to track management tasks, maintenance activities, and ecological stewardship efforts.

Water Tank Site Overview: Water tanks serve as storage facilities that maintain a consistent supply of potable water, stabilize system pressure, and provide emergency reserves. Currently there are seven water tanks, split between five sites in Eagle Mountain City. These sites are small city-owned parcels, all located on slopes and hillsides, and contain either buried or above ground water tanks that store water for future residential use. These water tanks include a fenced off perimeter. These management areas are accessible by dirt roads and are adjacent to private property.

City Wells Site Overview. The well site typically includes a drilled well, a pump system, and associated infrastructure to withdraw, treat, and deliver groundwater to the city's water distribution system. These sites are critical components of a city's water supply network, providing a reliable source of potable water for residential, commercial, and industrial use.

Evaporation Pond Overview: A city utility evaporation pond is an engineered basin designed for the disposal of wastewater through the process of natural evaporation. The pond allows for the concentration and eventual removal of wastewater, often from treatment processes, stormwater runoff, or industrial effluents, by harnessing natural evaporative forces.

Utility Areas Current Issues: While the land surrounding Eagle Mountain City's utility sites—such as water tanks and well sites—is classified as natural open space, it is not actively managed for ecological health. These areas are primarily composed of native vegetation and undisturbed soil, maintaining characteristics of a natural landscape. However, the disturbed ground created by utility infrastructure, construction activities, and maintenance access routes has made these sites highly susceptible to invasive weed infestations. Without proactive management, invasive species can rapidly establish, outcompeting native plants, degrading habitat quality, and increasing long-term maintenance challenges. These unmanaged conditions not only threaten local biodiversity but may also create infrastructure and maintenance concerns. Addressing invasive weed control through coordinated management strategies is essential to maintaining the ecological integrity of these utility sites while ensuring their continued function within the city's infrastructure network.

Management Objectives:

- 1 – Assess and determine current conditions (ecological state) of all city-owned utility sites, including areas surrounding water tanks, wells, and evaporation ponds.
- 2 – Make a visual assessment to determine if the sites are in poor, fair, good, or excellent condition.
- 3 – Upon making a designation of condition, work to implement various strategies and actions/tasks using best management practices to reduce invasive species, stabilize disturbed ground, and preserve the native landscape surrounding utility infrastructure. The goal is to move each site toward a higher/better ecological condition (see below). These efforts will be tracked and managed through © OpenGov to improve transparency, reduce duplication, and ensure long-term stewardship. Note that actions/tasks may be modified over the duration of this plan.

Table 11. City Utility Sites Management Tasks

Management Tasks	Timing	Priority
Vegetation Management		
Assess condition of open space / utility site parcels	2025-2026	H
Eradicate all invasive plant species from Water Tank Management areas.		
Keep the water tank entry area free of all vegetation and debris.		
Plant native trees and shrubs in open space around fenced areas to provide bank stabilization and to beautify the area.		
Create and manage pollinator gardens.		
Utility & Parameter Management		
Create 3ft wide foot paths all the way around fenced area on both inside and outside to allow for tank maintenance and to maintain integrity of fence.		
Stretch fences to perimeter city property to prevent improper use of city property		
Control the spread of problematic animal species such as voles.		

Future Opportunities: An opportunity exists to create pollinator gardens around the fenced areas of the water tanks and within some of the larger fenced enclosures. An additional opportunity exists to introduce wetland vegetation around evaporation ponds. Vegetation can provide wildlife habitat as well as beautify the surrounding area.

Goats for Ecological Management of Noxious Weed

A major issue facing Eagle Mountain City's natural open space parcels is the persistent spread of invasive plant species. Traditional management techniques, such as mowing and herbicide application, require significant labor, fuel, and chemical inputs. An effective and sustainable alternative is targeted goat grazing, which can help control invasive plants while reducing reliance on mechanical and chemical treatments. Goats are well-suited for this role, as they consume a wide variety of vegetation, including problematic invasive species.

How It Works

Goat grazing would be implemented through a rotational grazing system, following these key steps:

1. **Site Preparation:** Before goats arrive, the Open Space Division will install a temporary electric fence around the designated grazing area to ensure containment and prevent overgrazing.
2. **Grazing Period:** The goats will remain in the enclosed area for 4-7 days, depending on vegetation density and site conditions. During this period, goats will consume invasive species, naturally suppressing their growth.
3. **Next Site Setup:** While grazing occurs, a second containment area will be prepared at the next treatment site. Once the first site is completed, the goat owner will transport the herd to the next location.
4. **Follow-Up Weed Control:** After goats have defoliated invasive plants, the Open Space Division will apply targeted herbicide treatments to remaining plant stems to limit regrowth. Additional chemical treatments or reseeding with native plant species may be conducted depending on seasonal conditions.
5. **Ongoing Monitoring:** Treated areas will be monitored over time to assess regrowth, measure effectiveness, and determine if additional grazing cycles are needed.



Benefits of Goat Grazing

Utilizing goats for invasive plant management offers numerous ecological, economic, and operational advantages, including:

- **Reduction in fuel usage** – Decreases reliance on gas-powered mowing and mechanical removal.

- **Lower labor costs** – Reduces man-hours spent on mowing, weeding, and herbicide application.
- **Supports local agriculture** – Provides economic opportunities for local farmers and livestock owners.
- **Improves soil health** – Goat feces naturally fertilize the soil, enhancing organic matter content and soil structure.
- **Selective grazing** – Unlike mowing, goats target specific invasive species while leaving many native plants intact.
- **Reduces fire risk** – By controlling dry, combustible plant material, goats help lower wildfire hazards in open space areas.

Considerations & Management Best Practices

While goat grazing is a valuable tool, its effectiveness depends on proper management and site conditions. To maximize success:

- **Repeated grazing cycles may be necessary** – Many invasive species require **multiple defoliation cycles** before they are fully suppressed.
- **Grazing timing is critical** – Best results occur when grazing happens **before invasive plants go to seed**, limiting their ability to spread.
- **Monitoring prevents overgrazing** – Overuse can damage desirable plant species and soil structure, requiring careful scheduling and rotation.

By integrating targeted grazing into the city's noxious weed management strategy, Eagle Mountain City can reduce chemical inputs, support ecological restoration, and improve the health of its open spaces.

Goat Grazing Study Overview (2025–2028)

Eagle Mountain City is launching a three-year experimental study (2025–2028) to assess the effectiveness of goat grazing as a sustainable method for invasive weed management across various city-owned open spaces, including detention ponds, utility rights-of-way, and native open space parcels. The study will implement a rotational grazing system at 21 selected sites (covering approximately 60 acres) and will evaluate the impacts of goat grazing on weed suppression, soil health, and ecosystem resilience. The research will follow a structured methodology, including pre- and post-grazing ecological assessments, rotational stocking of 50–75 goats per site, and post-treatment evaluations to measure vegetation recovery and invasive species reduction. The study also incorporates public education initiatives, volunteer engagement, and collaborations with conservation organizations and academic institutions to refine grazing strategies over time. The outcomes of this project will help determine the viability of integrating targeted goat grazing into

Eagle Mountain City’s long-term open space management plan while reducing reliance on mechanical and chemical weed control methods.

References

Population Data

[United States Census Bureau, Quick Facts: Eagle Mountain City](#)

Noxious Weeds

[State of Utah Noxious Weeds List](#)

[2025 State of Utah Noxious Weeds List](#)

[Eagle Mountain City Code 8.07.020](#)

[A Well-Designed Goat Grazing Plan Can Reduce Noxious Weeds – USU Extension](#)

Fire Management

[Preparing homes for Wildfire, National Fire Protection Agency](#)

[Wildfire History Tracker – USU Extension](#)

Wildlife and Wildlife Habitat

[Wildlife Migration Initiative: Secretarial Order 3362](#)

[Utah State Code 65-8-202.5](#)

[Landfire.gov](#)

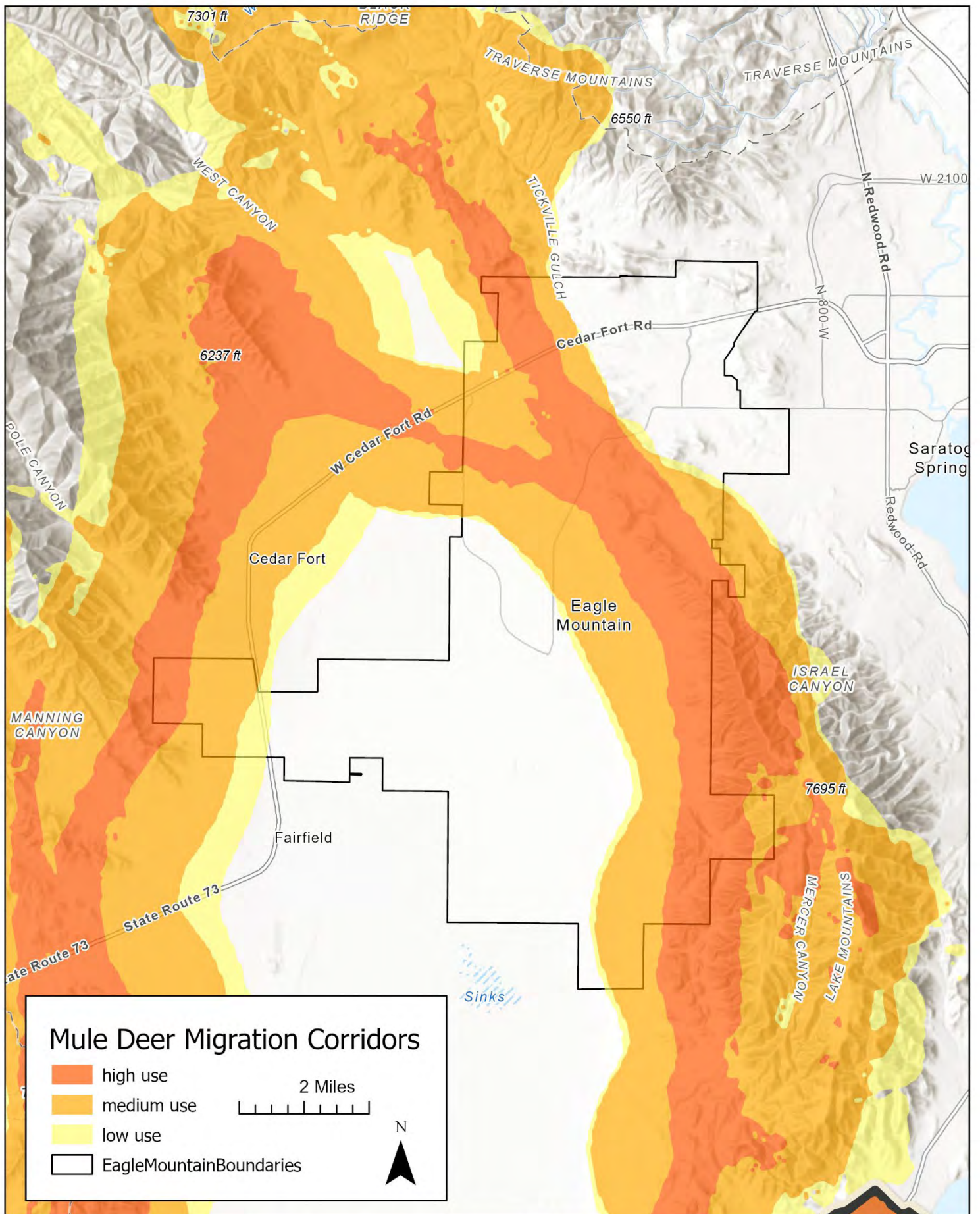
[Landscape Plants for Eagle Mountain, Utah](#)

Soil Data

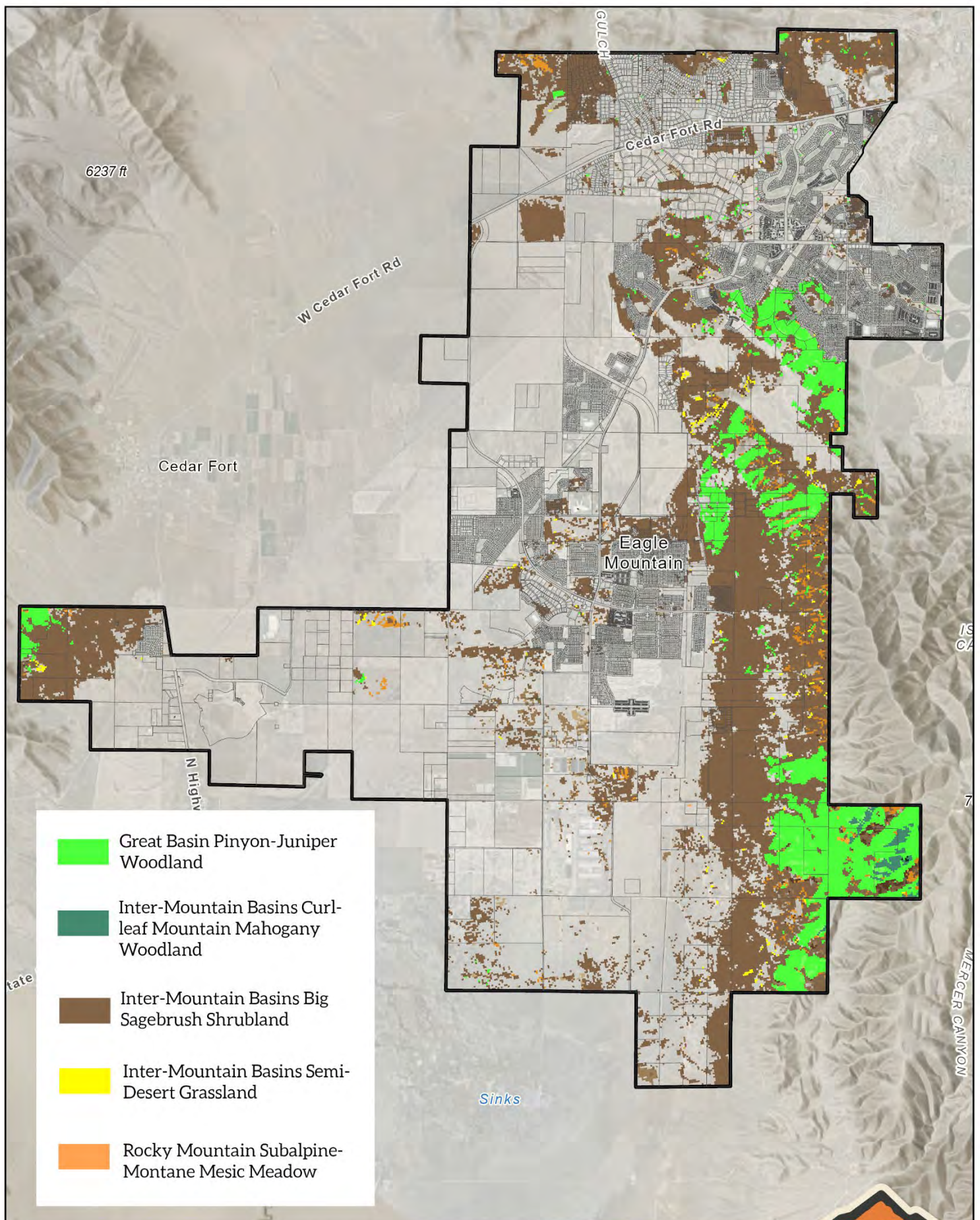
[Soils of Utah](#)

[Landscape Plants for Eagle Mountain, Utah](#)

APPENDICES



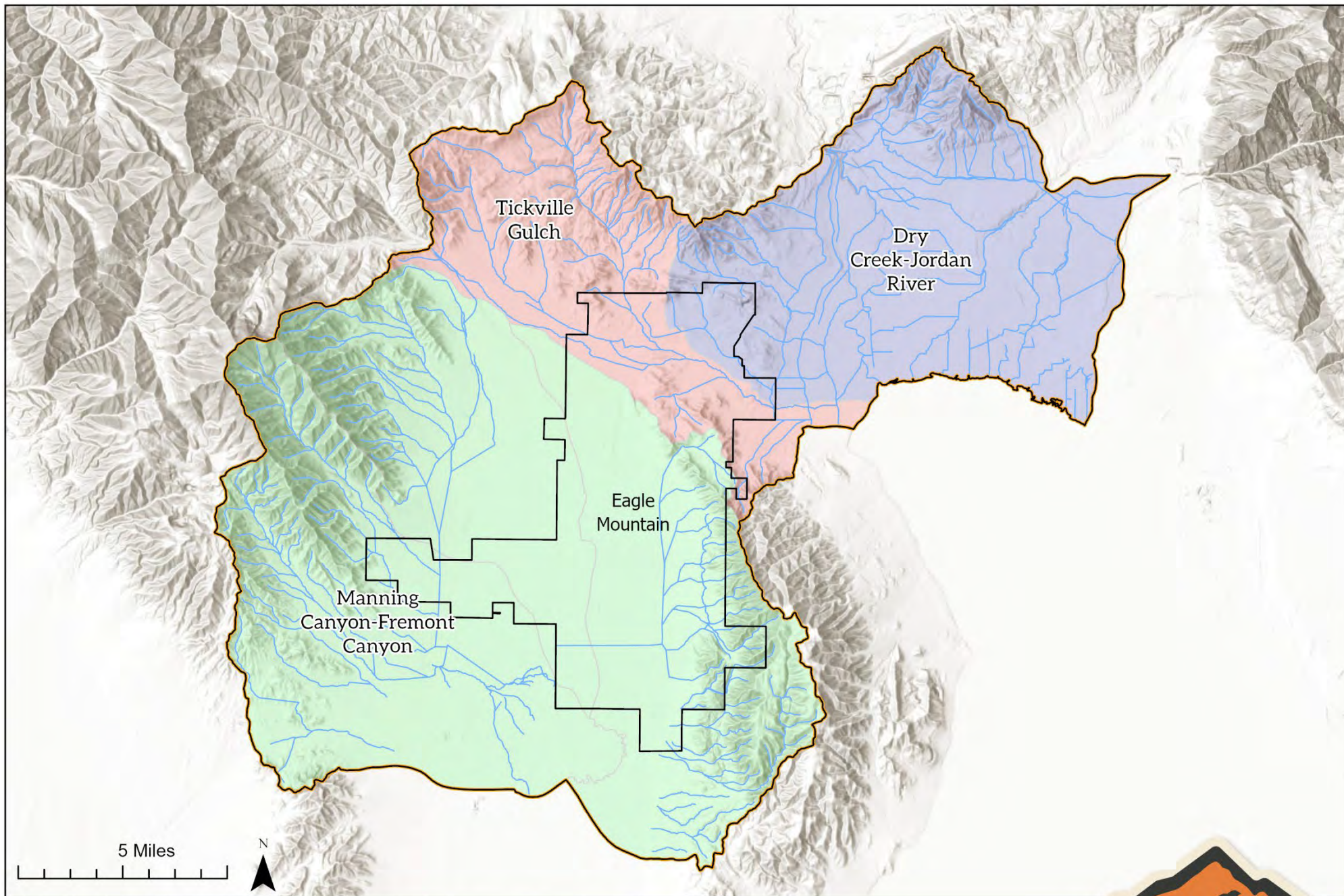
Appendix A. Mule Deer Migration Corridors Near Eagle Mountain City



Appendix B. Land Fire Data - Vegetation Communities

Natural Open Space Management Plan | Eagle Mountain City

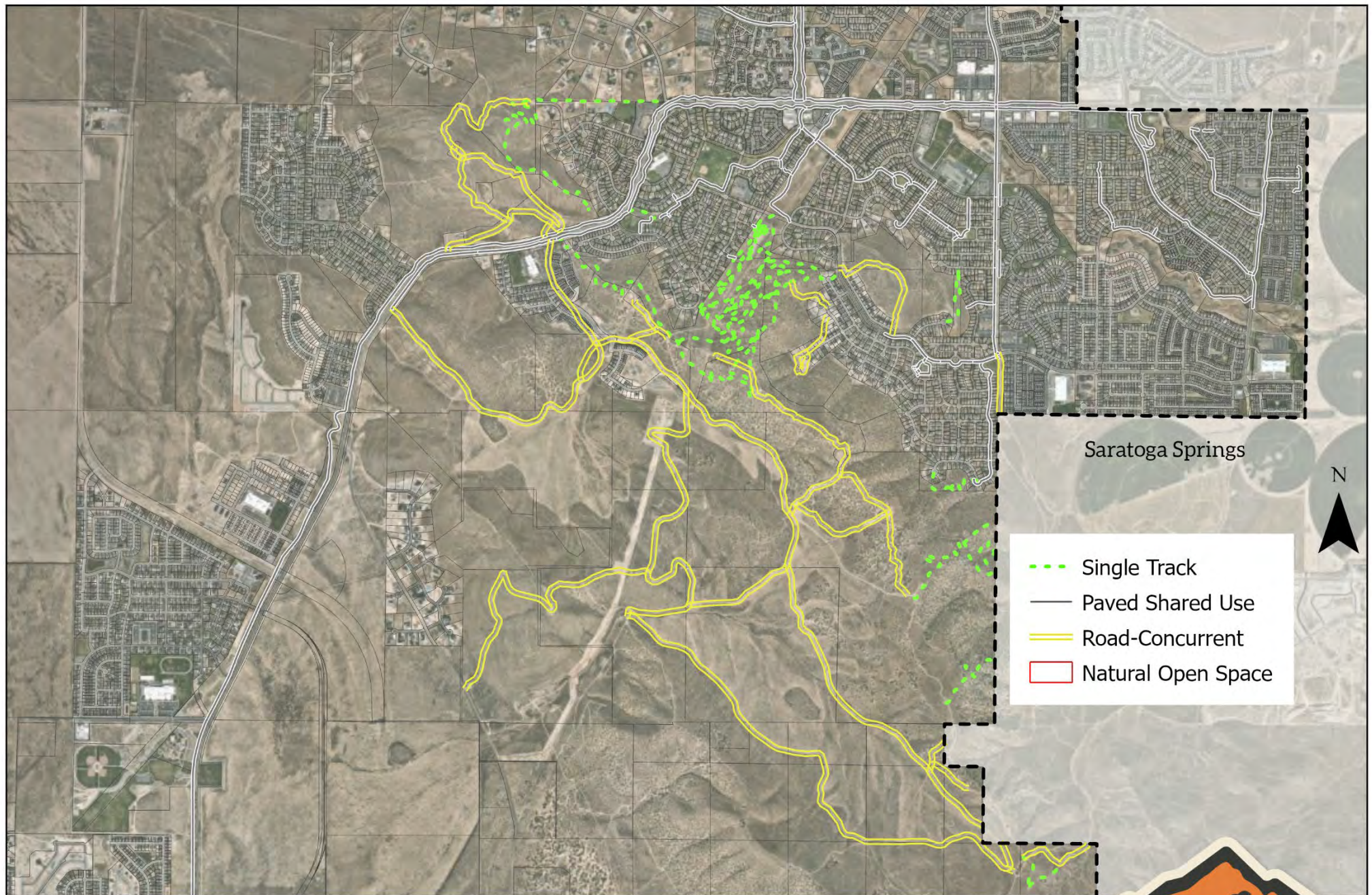




Appendix C. Cedar Valley Region Watersheds

Natural Open Space Management Plan | Eagle Mountain City | 2025





Appendix D. Recreation Resources

Natural Open Space Management Plan | Eagle Mountain City | 2025



Appendix E - Noxious Weed Removal BMPs

Bur Buttercup (*Ceratocephala, testiculata*)



(Bur buttercup lateral habit - USDA Forest Service, Wikimedia Commons)



(Bur buttercup -Bonnie Million, National Park Service, Bugwood.org)

1. Prevention & Early Detection

- Hand-pull plants before seed maturation to prevent reseeding.
- Monitor disturbed areas for early infestations.

2. Mechanical & Cultural Control

- Shallow tillage or hoeing is effective for young plants but must be repeated.
- Apply a 3-inch mulch layer in planting beds to suppress seed germination.

3. Chemical Control

- Apply post-emergent broadleaf herbicides to actively growing plants for effective control.

4. Long-Term Management

- Monitor and remove new growth annually to prevent reinfestation.
- Combine multiple control methods for sustained suppression.

Cheatgrass (*Bromus tectorum*)



(Cheatgrass growth habit - Chris Evans, University of Illinois, Bugwood.org)



(Cheatgrass growth habit - Tom Heutte, USDA Forest Service, Bugwood.org)



(Cheatgrass seeds (K. George and James Sebastian, Colorado State University, Bugwood.org)

1. Prevention & Early Detection

- Hand-pull plants before seed maturation to prevent reseeding.
- Maintain healthy plant cover to reduce establishment in disturbed areas.

2. Mechanical & Cultural Control

- Apply a 3-inch mulch layer in planting beds to suppress seed germination.

3. Chemical Control

- Post-emergent herbicides (e.g., glyphosate, imazapic) should be applied to actively growing plants before seed set.

4. Long-Term Management

- Monitor and remove new growth annually to prevent reinfestation.
- Replant treated areas with competitive native grasses to suppress cheatgrass regrowth.

Field Bindweed / Wild Morning Glory (*Convolvulus* spp)



(Field bindweed growth habit - Howard F. Schwartz, Colorado State University, Bugwood.org)



(Field bindweed leaves - Robert Videki, Bugwood.org)



(Field bindweed flowers - Phil Westra, Colorado State University, Bugwood.org)

1. Prevention & Early Detection

- Monitor and remove plants early before seed maturation.
- Prevent soil disturbance, which encourages root spread.

2. Mechanical Control

- Frequent hand-pulling reduces seed spread but does not eliminate underground roots.
- Repeated mechanical removal of aboveground growth depletes energy reserves but requires persistence.

3. Chemical Control

- Apply post-emergent systemic herbicides (e.g., glyphosate, 2,4-D) to actively growing plants.
- Multiple applications are often required to target underground structures.

4. Long-Term Management

- Monitor treated areas regularly and re-treat as needed.
- Encourage competitive vegetation to suppress regrowth.

Jim Hill Mustard (*Sisymbrium, altissimum*)



(Mary Ellen (Mel) Harte, Bugwood.org)



(Mary Ellen (Mel) Harte, Bugwood.org)

1. Prevention & Early Detection

- Monitor disturbed areas (grasslands, roadsides, streambanks) for early infestations.
- Establish and maintain perennial vegetation to outcompete mustard.

2. Mechanical Control

- Hand-pull plants before seed production to prevent spread.
- Mowing can reduce seed production but must be timed before seeds mature.
- Tillage and cultivation can control mustard in suitable areas before seed set.

3. Chemical Control

- Apply herbicides to young, actively growing plants for best control.
- Selective herbicides: 2,4-D, dicamba work well on small plants.
- Metsulfuron (Escort): Effective pre- or post-emergence for long-term control.

4. Long-Term Management

- Reduce soil disturbances to prevent establishment.
- Monitor and re-treat infested areas as needed.

Annual Kocha (*Kochia, scoparia*)



(Annual kochia growth habit - Leslie J. Mehrhoff, University of Connecticut, Bugwood.org)



(Annual kochia flowers - Pedro Tenorio Lezama, Bugwood.org)

1. Prevention & Early Detection

- Hand-pull plants before they set seed to prevent spread.
- Apply a 3-inch mulch layer in planting beds to suppress seed germination.

2. Mechanical Control

- Shallow tillage or hoeing is effective for young plants but must be repeated as needed.

3. Chemical Control

- Post-emergent herbicides should be applied directly to actively growing plants for best control.

4. Long-Term Management

- Monitor treated areas annually to prevent reinfestation.
- Combine multiple control methods for sustained suppression.

Phragmites (*Phragmites, australis*)



(Phragmites stand at the USU Botanical Center ponds at Kaysville, Utah. extension.usu.edu)



(Phragmites stand at the USU Botanical Center ponds at Kaysville, Utah. extension.usu.edu)

1. Prevention & Early Detection

- Monitor wetland and riparian areas for early infestations.
- Limit soil disturbance and nutrient runoff, as these conditions favor Phragmites growth.
- Maintain water depths above 12 inches or fully dry soils to reduce establishment.

2. Mechanical Control

- Mowing or cutting can reduce growth but must be done weekly from mid-summer to late fall.
- Cut below the waterline (3–5 inches) to drown rhizomes when possible.
- Remove and properly dispose of plant material to prevent regrowth from stems or seeds.

3. Chemical Control

- Apply herbicides (glyphosate or imazapyr) from July to October before a killing frost.
- Use aquatic-approved formulations (e.g., Rodeo, AquaNeat, Aquastar, or Habitat).
- Best method: Spray the leaves directly or apply via cut-stem injection.

4. Long-Term Management

- Plan for a multi-year approach, as control may take 2–3 years or more.
- Remove dead plant material after herbicide treatment to promote native plant regrowth.
- Monitor treated areas annually and apply follow-up treatments as needed.

Puncturevine / Goat Head (*Tribulus, terrestris*)



(Puncturevine - Howard F. Schwartz, Colorado State University, Bugwood.org)



(Puncturevine seedling - Phil Westra, Colorado State University, Bugwood.org)



(Puncturevine burrs - Forest and Kim Starr, Starr Environmental, Bugwood.org)

1. Prevention & Early Detection

- Hand-pull plants before seed maturation; rake or sweep up fallen burrs to prevent spread.
- Reduce soil compaction through aeration, as Puncturevine thrives in compacted soil.

2. Mechanical & Cultural Control

- Apply a 3-inch mulch layer in planting beds to suppress seed germination.
- Regularly monitor disturbed areas where Puncturevine is likely to establish.

3. Chemical Control

- Pre-emergent herbicides: Apply before seeds germinate to prevent new growth.
- Post-emergent herbicides: Directly target young seedlings in planting beds.

4. Long-Term Management

- Monitor treated areas regularly to prevent re-establishment.
- Integrate multiple control methods for sustained suppression.

Russian Olive (*Elaeagnus, angustifolia*)



(Russian Olive at Intermountain Herbarium.
extension.usu.edu)

1. Prevention & Early Detection

- Monitor riparian areas and lowland fields to prevent early infestations.
- Avoid planting Russian olive in windbreaks or landscaping to prevent spread.

2. Mechanical Control

- Cutting alone is ineffective; regrowth will occur unless treated.
- Mowing seedlings can slow the spread but does not eliminate established trees.
- Girdling (removing bark around the trunk) can weaken trees but is slow acting.
- Bulldozing removes trees but disturbs soil, promoting regrowth.

3. Chemical Control

- Best method: Cut trees and immediately apply herbicide to stumps (glyphosate or triclopyr) to prevent regrowth.
- Burning stumps after cutting may improve control but should be used cautiously.

4. Long-Term Management

- Monitor treated areas annually to prevent resprouting.
- Replant native riparian vegetation to restore habitat and prevent reinvasion.

Russian Thistle (*Salsola, tragus*)



(Photo courtesy of Mary Ellen (Mel) Harte,
<https://www.forestryimages.org/>)



(Phil Westra, Colorado State University,
Bugwood.org)

1. Prevention & Early Detection

- Monitor and remove young plants before they mature and produce seeds.
- Minimize soil disturbance and maintain healthy vegetation cover to reduce establishment.

2. Mechanical Control

- Hand-pulling: Effective on small plants.
- Tillage: Light tillage disrupts seedlings but must be repeated.
- Mowing: Only effective before flowering to prevent regrowth and seed dispersal.

3. Chemical Control

- Best applied in spring when plants are actively growing.
- Selective herbicides: 2,4-D, dicamba for broadleaf control.
- Non-selective herbicides: Glyphosate kills all vegetation; best for spot treatments.
- Organic options: Acetic acid or clove oil but require multiple applications.

4. Long-Term Management

- Prevent seed dispersal by collecting and properly disposing of mature plants.
- Restore treated areas with native grasses to prevent reinfestation.
- Monitor yearly and adjust control strategies as needed.

Scotch Thistle (*Onopordum, acanthium*)

1. Prevention & Early Detection

- Monitor disturbed areas and remove young rosettes before they mature.
- Prevent seed production; each plant can produce up to 40,000 seeds that remain viable for years.
- Maintain healthy vegetation cover to reduce establishment.

2. Mechanical Control

- Hand-pulling & digging: Effective on young plants; remove entire taproot.
- Mowing: Must be before flowering to prevent seed dispersal; may require repeated cuttings.
- Tillage: Useful in open areas but must be repeated to prevent regrowth.

3. Chemical Control

- Best applied in early spring or late fall to seedlings and rosettes.
- Effective herbicides include:
 - Aminopyralid, metsulfuron, clopyralid – Best for selective control.
 - Dicamba + 2,4-D mix – Effective before bolting.
 - Glyphosate – Non-selective; best for spot treatments.

4. Cultural & Biological Control

- Maintain native grasses to outcompete thistle.
- Avoid overgrazing, which weakens desirable plant cover.
- No widely effective biological control exists, but goats can graze young plants.

5. Long-Term Management

- Monitor treated areas annually and remove seedlings.
- Integrate multiple methods (mechanical, chemical, and cultural) for long-term success.

Spotted Knap Weed (*Centaurea, stoebe*)



(Rob Routledge, Sault College, Bugwood.org)



(Rob Routledge, Sault College, Bugwood.org)

1. Prevention & Early Detection

- Monitor and remove rosettes before they bolt and seed.
- Avoid soil disturbance, which encourages knapweed establishment.

2. Mechanical Control

- Hand-pulling: Effective for small patches if the entire root is removed.
- Mowing: Reduces seed production but must be repeated annually.

3. Chemical Control

- Best applied in spring or early fall at the rosette stage.
- Selective herbicides: Clopyralid, aminopyralid, picloram for long-term control.
- Glyphosate: Effective for spot treatments but non-selective.

4. Biological Control

- Introduce weevils and beetles that target seeds and roots:
 - *Larinus minutus*, *Cyphocleonus achates* reduce seed production and weaken plants.

5. Long-Term Management

- Replant treated areas with competitive native grasses to prevent regrowth.
- Monitor yearly and adjust strategies as needed.

Tamarisk / Salt Cedar (*Tamarix ramosissima* Ledeb)



(Steve Dewey, Utah State University, Bugwood.org)



(Steve Dewey, Utah State University, Bugwood.org)

1. Prevention & Early Detection

- Monitor riparian areas for early infestations, as Saltcedar rapidly colonizes disturbed soils.
- Avoid planting Saltcedar for erosion control or windbreaks due to its high-water consumption and invasive nature.

2. Mechanical Control

- Cutting alone is ineffective; regrowth occurs unless combined with herbicide treatment.
- Burning, drought, or flooding do not effectively kill Saltcedar.

3. Chemical Control

- Apply herbicide (e.g., triclopyr or imazapyr) directly to cut stumps to prevent regrowth.
- Foliar spraying is effective but must be done carefully to avoid non-target damage.

4. Long-Term Management

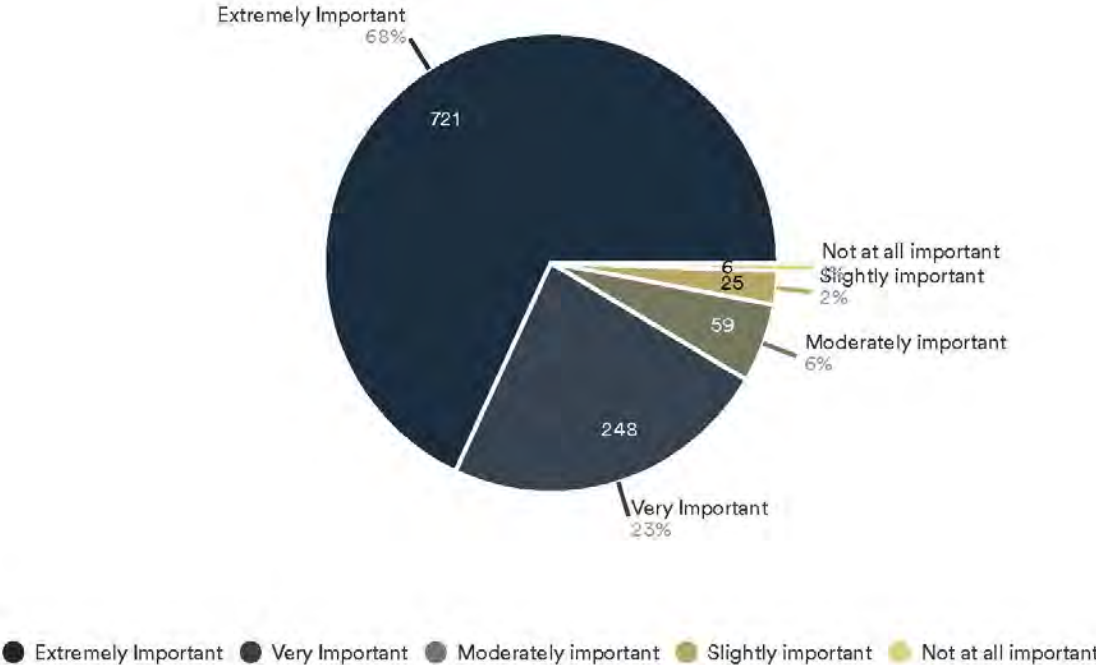
- Monitor and retreat regrowth annually, as complete eradication requires multiple treatments.
- Restore treated sites with native riparian vegetation to prevent reinfestation.

Eagle Mountain 2024 Open Space Survey



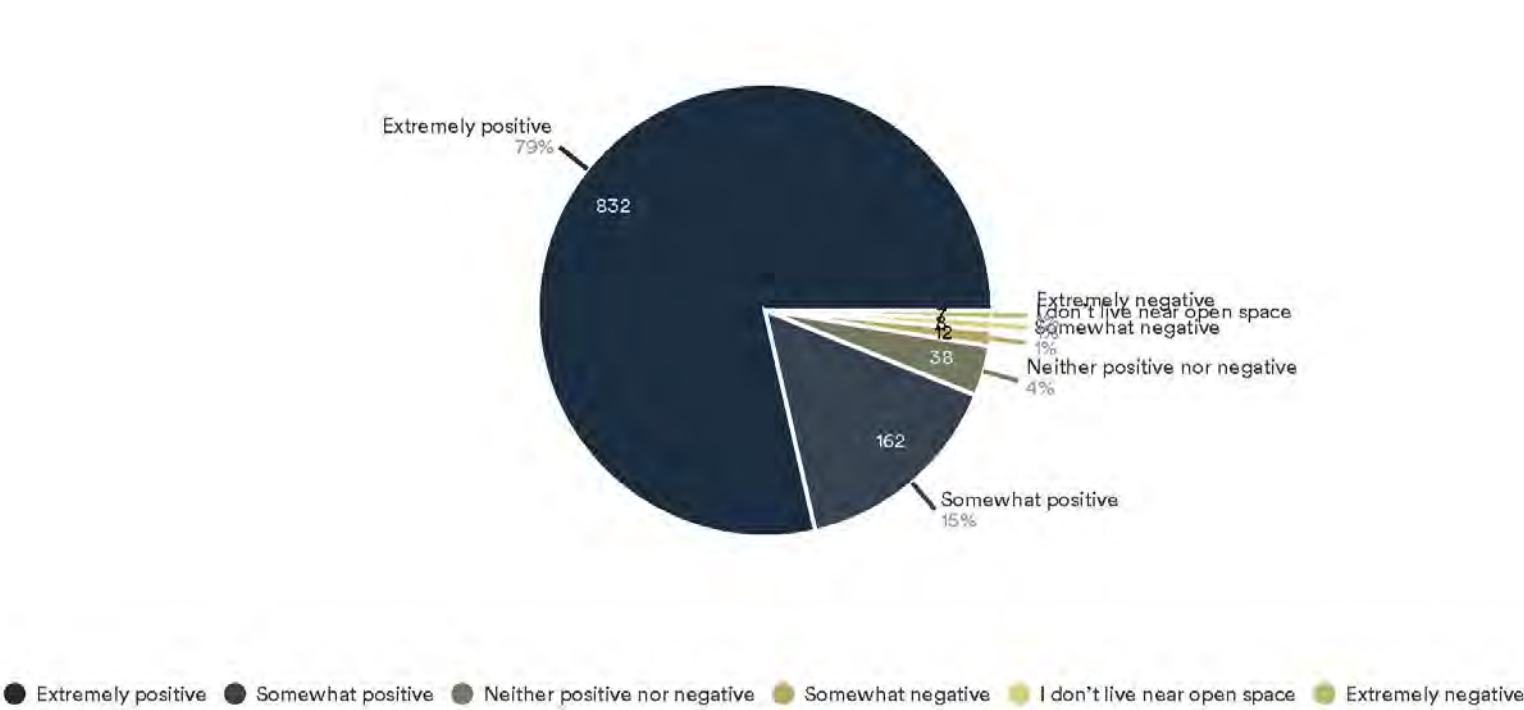
How important is open space to you?

1059 Responses



Does proximity to open space have a positive or negative impact on your household's quality of life?

1059 Responses



What type of transportation do you use to access open space areas?

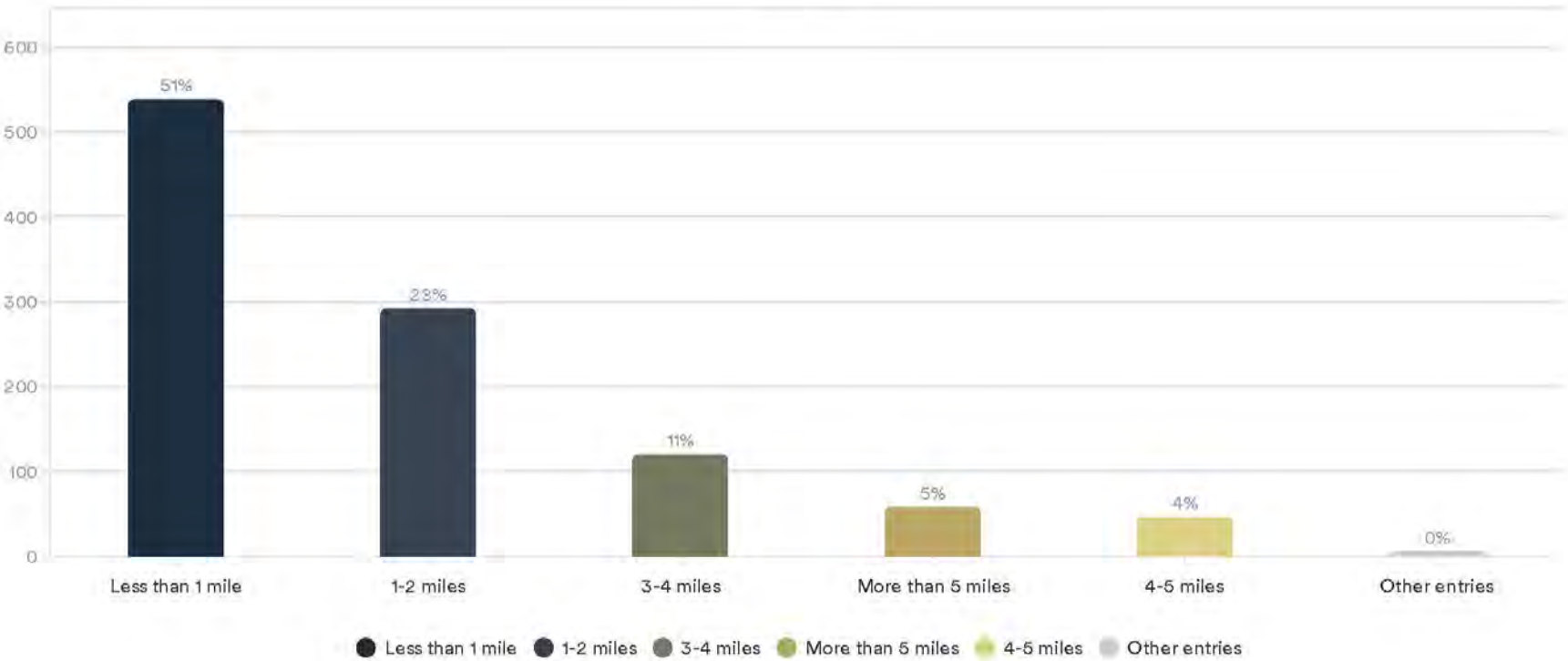
1055 Responses



Data	Response	%
On foot	400	38%
Car	317	30%
Dirt bike / four-wheeler	145	14%
Bicycle	143	14%
Horseback	33	3%
Other entries	17	2%

How far do you have to travel to access open space areas?

1056 Responses



What types of open space do you visit the most? Select Two

2470 Responses- 1 Empty

Data	Response	%
Improved city parks with grass and amenities	624	25%
Natural open space areas (natural parks)	488	20%
Paved running/walking/biking trails	477	19%
Public Land (Bureau of Land Management or State Institutional Trust La...	416	17%
Unpaved running/walking/biking trails	409	17%
Golf Course	56	2%

Best Response

Improved city parks with grass and amenities

25%

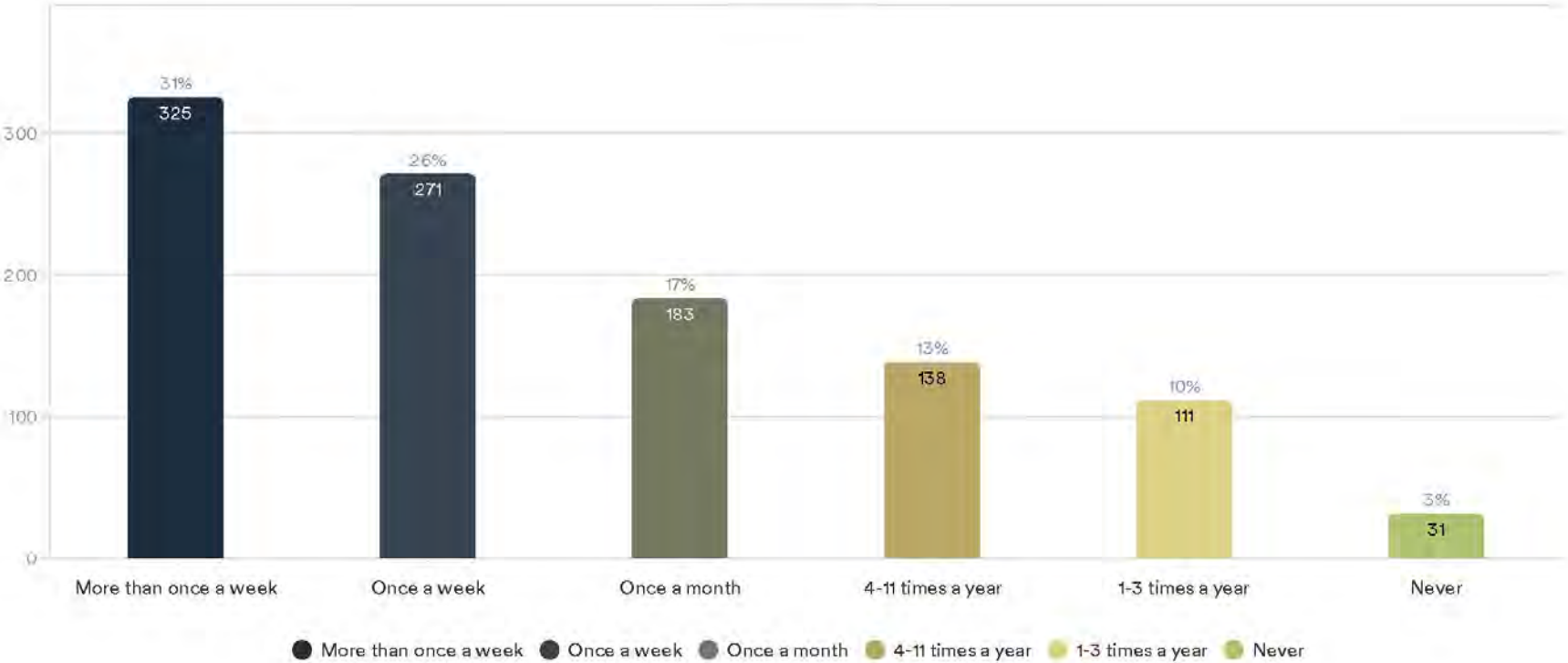
Percentage

2470

Responses

How often do you visit city owned natural open space areas?

1059 Responses



What natural open spaces do you visit? Select up to Three

2392 Responses- 1 Empty

Best Response

Lake Mountain

27%

Percentage

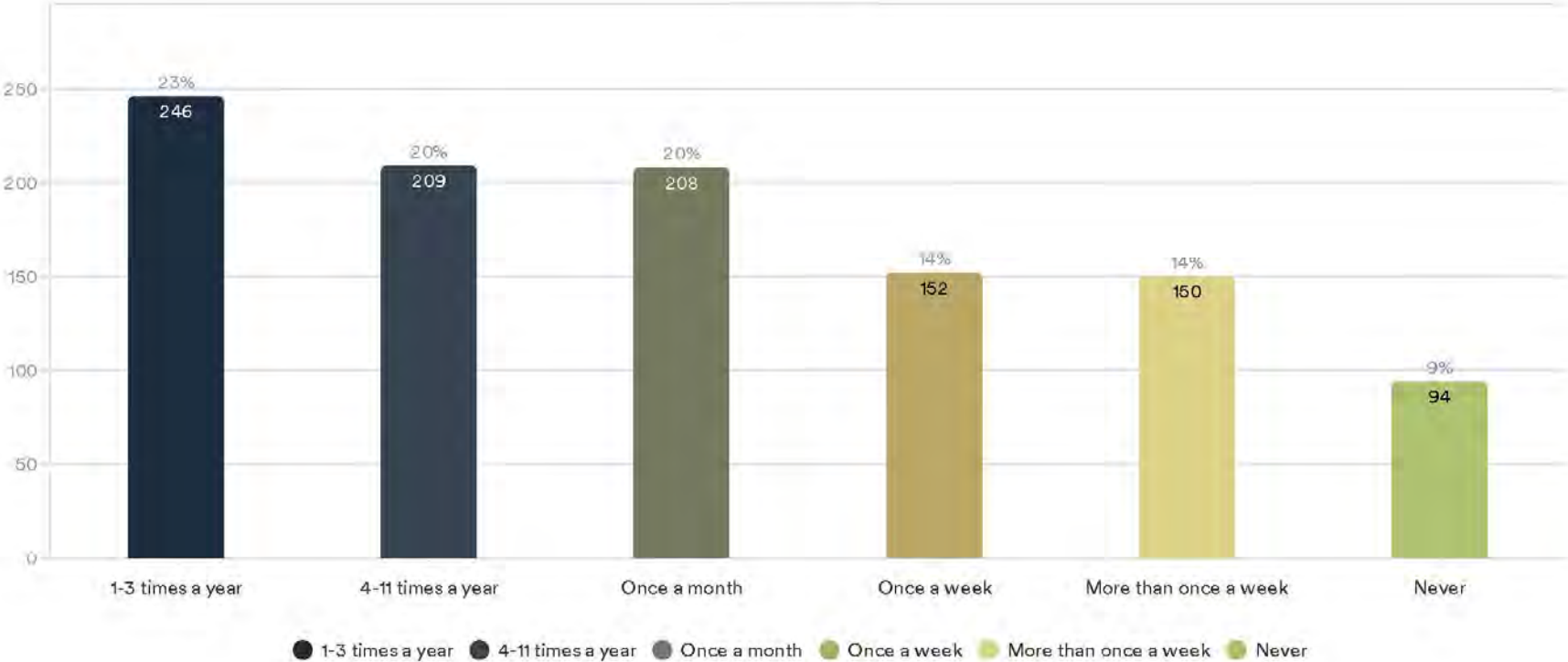
2392

Responses

Data	Response	%
Lake Mountain	648	27%
BLM land within city limits	561	23%
Eagle Mountain Bike Park	394	16%
Turtle Peak	303	13%
Tickville Gulch	210	9%
Three Warriors Petroglyph	125	5%
None	13	1%
Other entries	40	2%

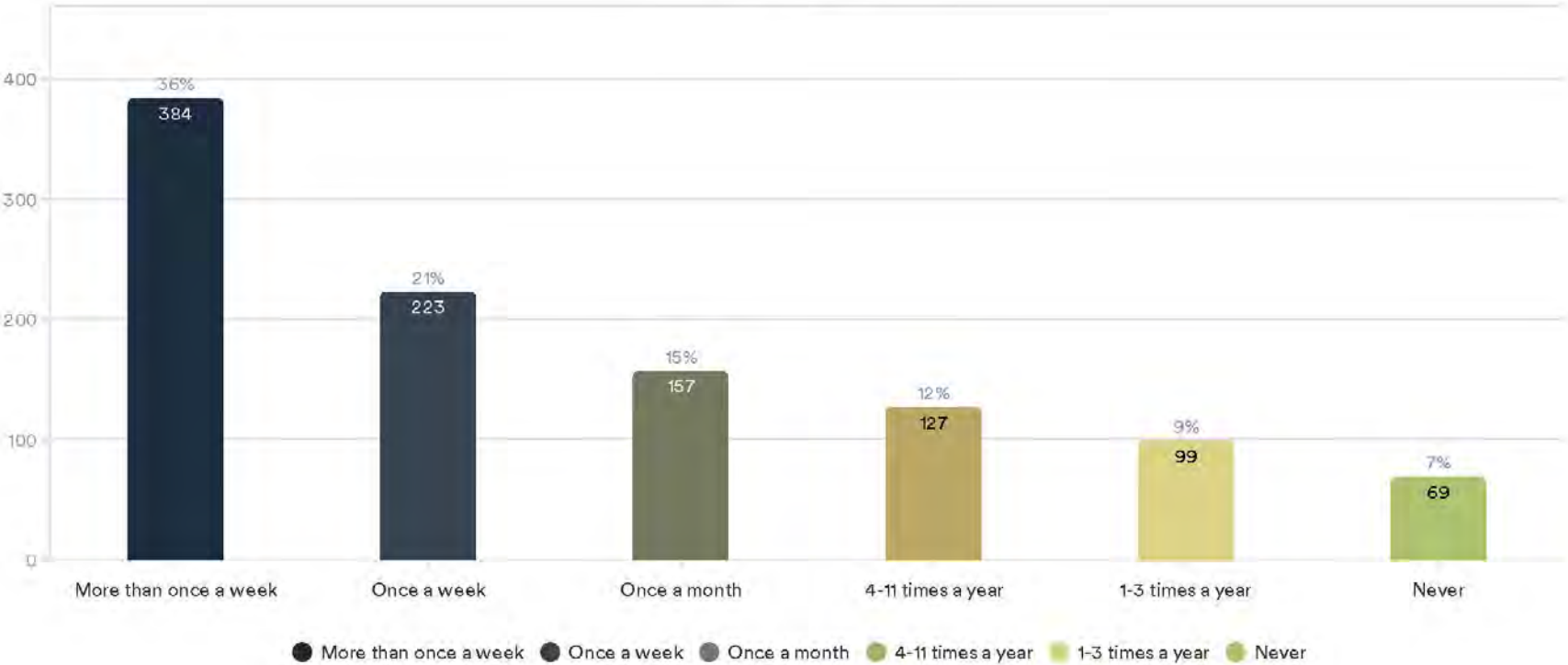
How often do you visit nearby Public Lands (Bureau of Land Management / State Institutional Trust Lands) - See Image Below

1059 Responses



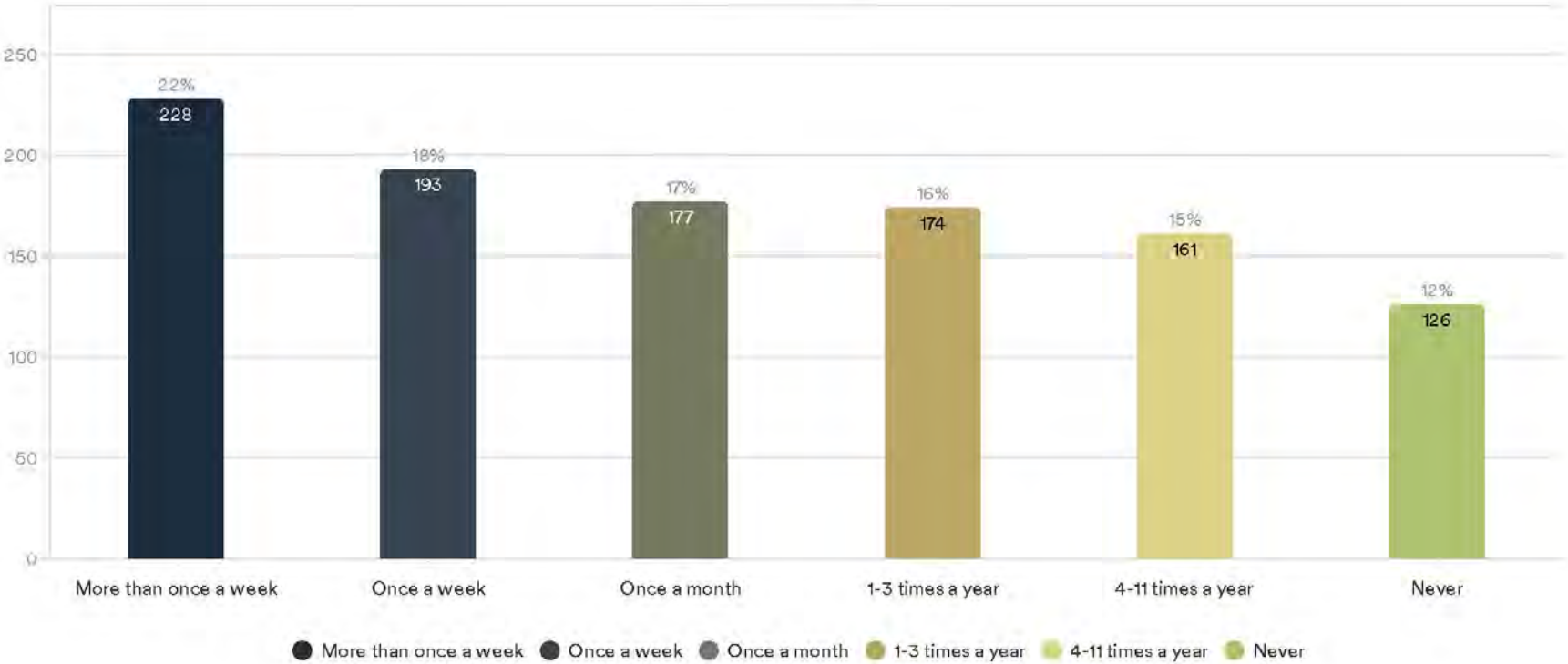
How often do you use paved running / biking trails?

1059 Responses



How often do you use unpaved running / biking trails?

1059 Responses



Do you visit open space for any of the following reasons? Select your top 3

3174 Responses

Best Response

To enjoy nature

30%

Percentage

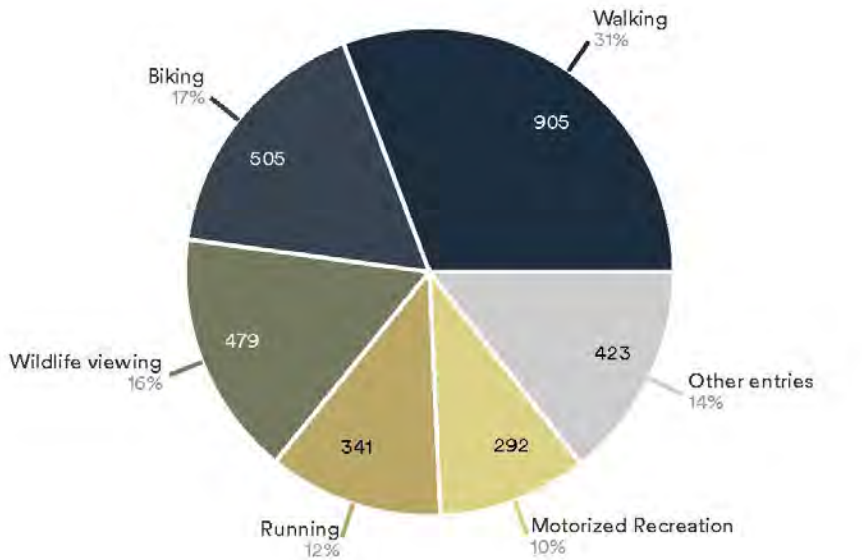
3174

Responses

Data	Response	%
To enjoy nature	967	30%
For recreation	901	28%
To get exercise	866	27%
To enjoy the company of others	271	9%
For education / to learn about nature	87	3%
For spiritual / religious reasons	61	2%
Other entries	21	1%

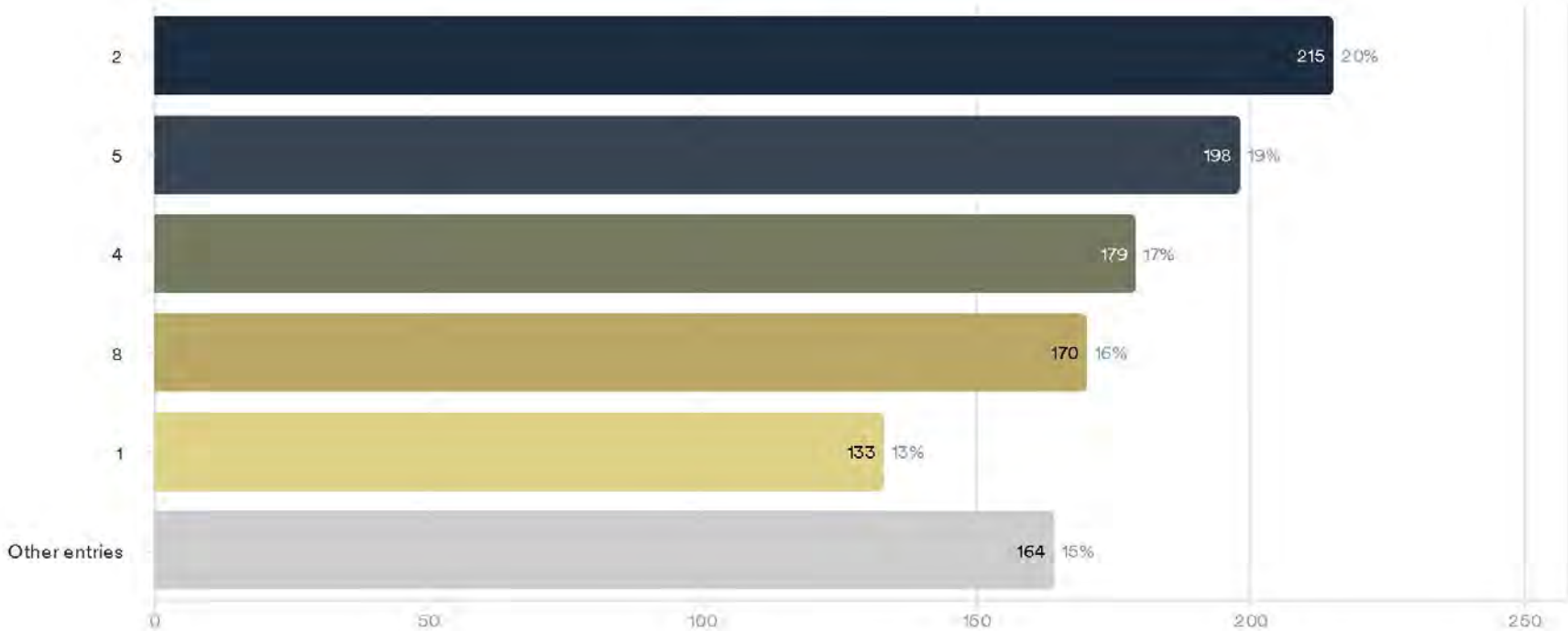
Do you visit open space for any of the following activities? Select your top 3

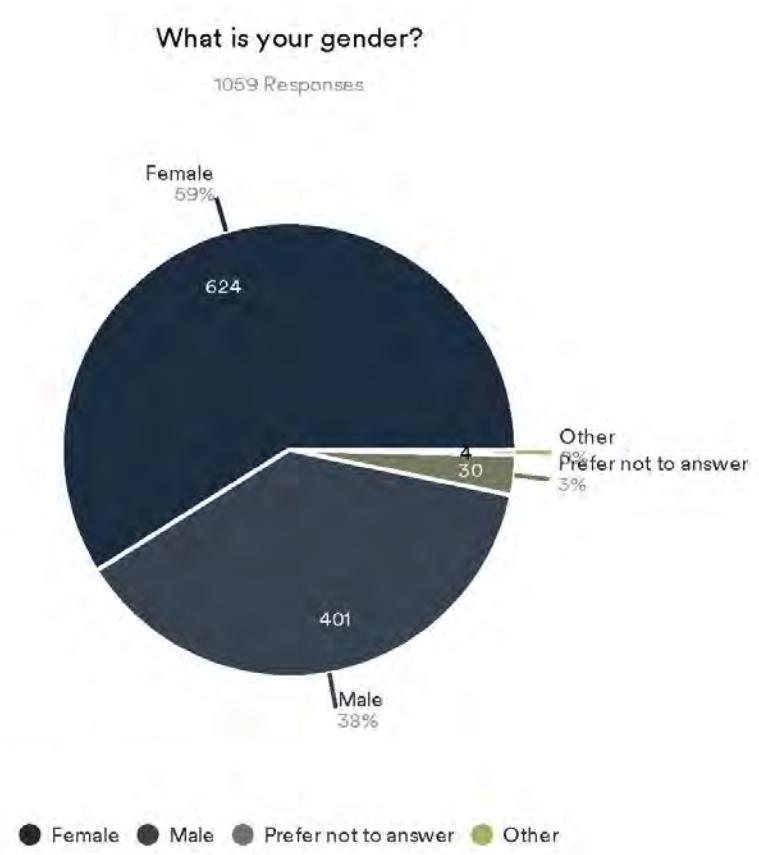
2945 Responses



Which general area in Eagle Mountain City do you live? See Map Below

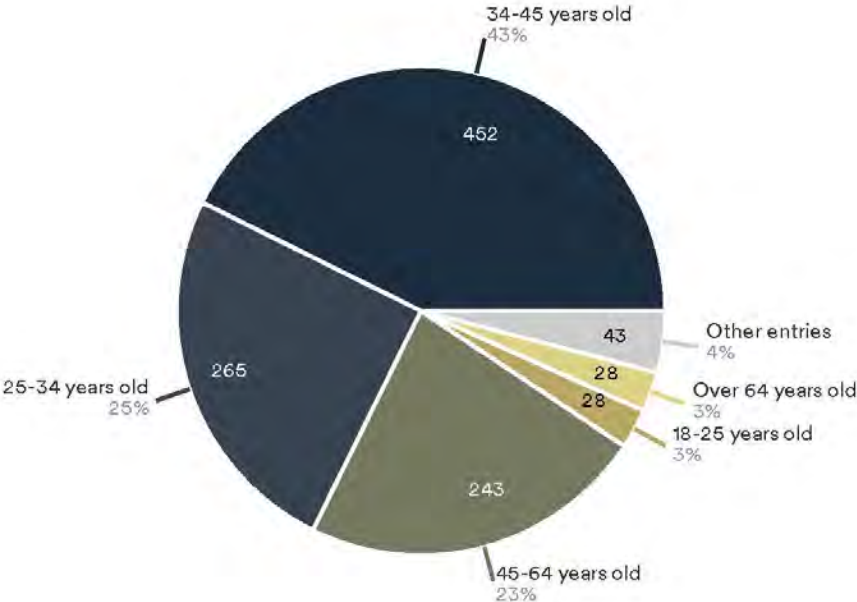
1059 Responses





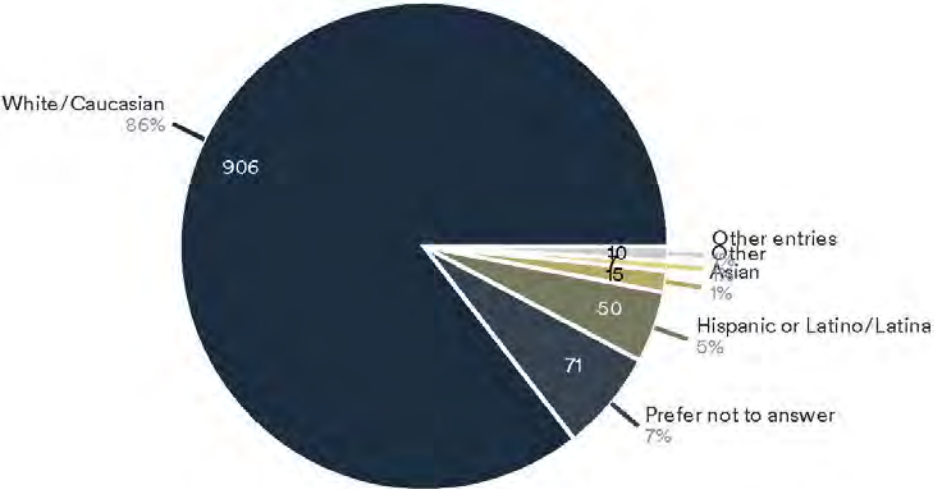
What age group do you belong to?

1059 Responses



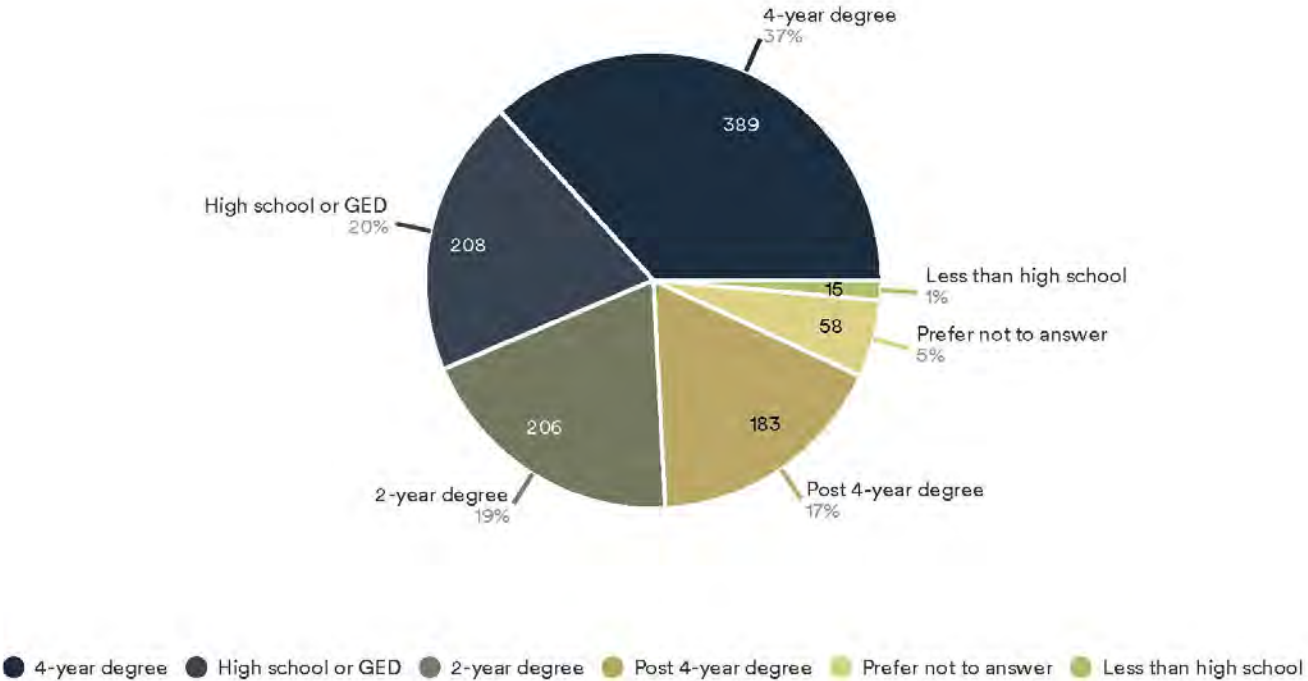
What category best describes your race or ethnicity?

1059 Responses



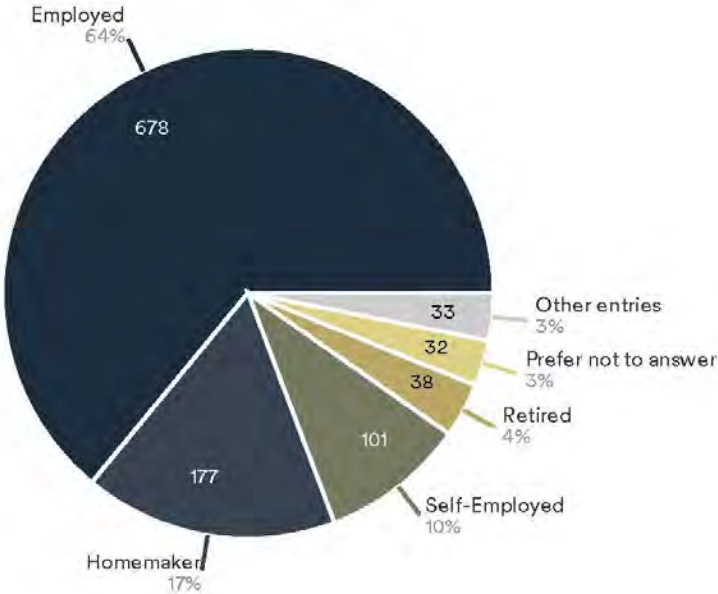
What is the highest level of education you have received?

1059 Responses



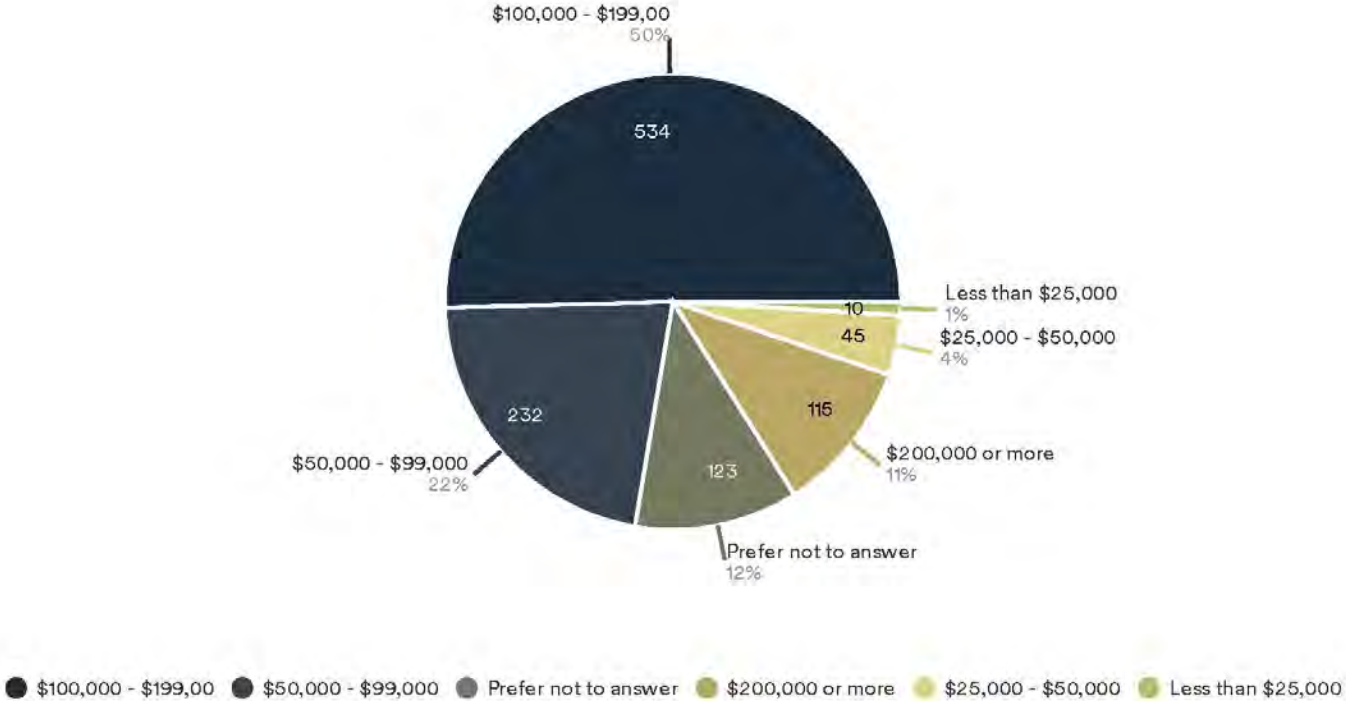
Which of the following best describes your employment status?

1059 Responses



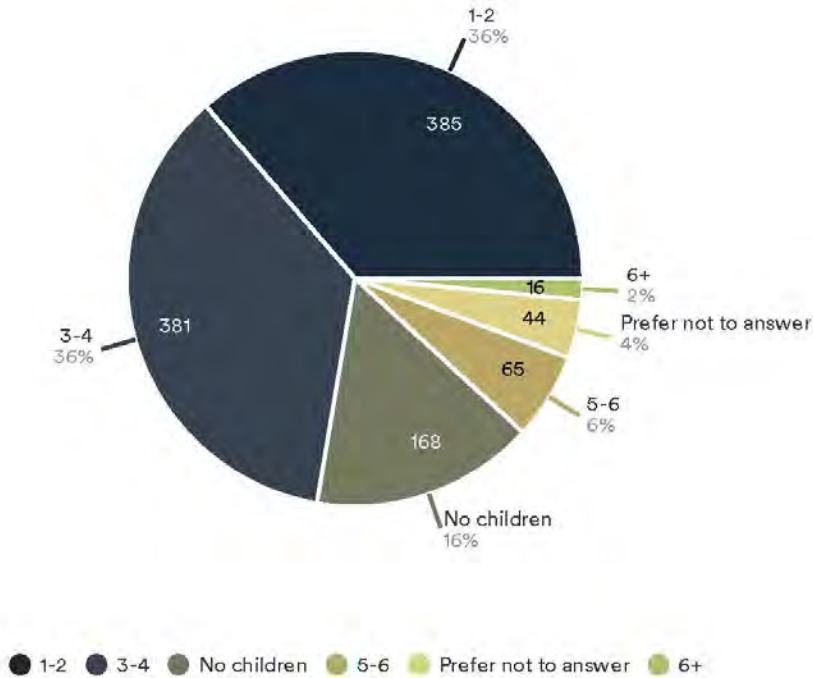
Which category best represents your household's annual gross income?

1059 Responses



How many children, if any, live in your household?

1059 Responses



Report End

Eagle Mountain 2024 Open Space Survey



