



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

JUNE 24, 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 - Future Land Use Map (FLUM)

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. June 10, 2025 Planning Commission Minutes

6. STATUS REPORT

7. ACTION AND ADVISORY ITEMS

7.A. ORDINANCE/PUBLIC HEARING - Transportation Master Plan/IFFP

BACKGROUND: *(Presented by Assistant City Engineer, David Salazar)* Eagle Mountain City has contracted with Horrocks Engineering to update the Transportation Master Plan and IFFP. With the tremendous growth in the City, it is important to review and update the Plan and associated IFFP.

7.B. ANIMAL MANAGEMENT PLAN/PUBLIC HEARING - Richards Animal Management Plan

BACKGROUND: *(Presented by Planner, Ashley Swensen)* A proposed Animal Management Plan by Ashley Richards for her property located at 18423 W Carter Cir. Parcel #: 55:158:0009.

7.C. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 16.05.260, Table 6.10.080, and creating Chapter 6.15 for establishing standards for alternative animal management plans. It also amends Table 17.05.200(a), 17.65.050, 17.65.100, 17.70.040, and 17.105.050.

BACKGROUND: *(Presented by Planner, Steven Lehmitz)* A proposal to amend EMMC Chapter 6.05.260, Table 6.10.080, and create Chapter 6.15 for establishing standards for alternative animal management plans. It also amends Table 17.05.200(a), 17.65.050, 17.65.100, 17.70.040, and 17.105.050 to remove exceptions to home

business license and accessory dwelling unit standards, as well as eliminating public hearings for variances and land use appeals pursuant to UCA 10-9a-701(5).

RECOMMENDATION: Table hearing item to the July 08, 2025 Planning Commission meeting.

7.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.55.040 E.

BACKGROUND: (*Presented by Senior Planner, Robert Hobbs*) A proposal to amend Title 17.55.040.E regarding parking lot proximity to uses by specifying a minimum distance between a parking lot and the building which it serves; and, 17.55.100 regarding shared parking by reducing the amount of shared parking allowed between businesses, making the City Council the approval authority for shared parking arrangements, to require a users' maintenance agreement with any approved shared parking agreement, and, to provide standards affecting approval of shared parking agreements.

7.E. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.35.050 Drive-Thru Lanes.

BACKGROUND: (*Presented by Senior Planner, Robert Hobbs*) A proposal to amend Title 17.35.050 regarding drive-thru lanes to refer to standards in 17.55.130, to amend 17.55 by adding a new subsection 130 "Drive-Thru Regulations", preserving existing and setting forth new standards for drive-thrus (primarily by requiring minor escape lanes) and deleting 17.75.069 "Restaurant with drive-through services" in its entirety.

7.F. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17 and 10.030 Structure Definition.

BACKGROUND: (*Presented by Senior Planner, Robert Hobbs*) A proposal to amend Title 17, Chapter 10.030 by adding a definition for a "structure", and, Title 17.25.040 the "Residential Development Standards Table" to better clarify that structures housing livestock are to be kept 50' from neighboring residences and 6' from all other structures in the RA1, RA2, RD1, RD2 and FR Zones, and, that structures housing livestock shall be kept 6' away from all structures (including neighboring residences) in the R1, R2, R3, RC, MF1 and MF2 Zones. Also, to amend footnote number 3 under the Table to specify that setback(s) for structures not requiring a building permit shall not be required -- save for those that house livestock.

7.G. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17 and 10.030 Definitions.

BACKGROUND: (*Presented by Senior Planner, Robert Hobbs*) A proposal to amend Title 17, Chapter 10.030.Definitions by revising the definition of "lot frontage" and adding one for "Property width" for a "structure", and, Title 17.25.040 the "Residential Development Standards Table" by denoting that townhouse lots in the MF-1 and MF-2 zones require street frontage to be buildable and that apartments in those zones also require street frontage, but may have their parking areas accessed via service drives.

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
JUNE 24, 2025**

TITLE:	DISCUSSION - Future Land Use Map (FLUM)
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

RECOMMENDATION:

N/A

BACKGROUND:

The Future Land Use Map (FLUM) is a key component of the City's General Plan. It visually represents the community's long-term vision for land use patterns, illustrating how different areas of the city are intended to develop over time. While the FLUM is not regulatory in nature, it serves as a guiding framework for decision-making related to growth, zoning amendments, and infrastructure investment.

GSBS and Planning staff have been working to prepare a draft Future Land Use Map (FLUM) update as part of the City's overall General Plan update. The draft FLUM is being brought to the meeting to get feedback from the Council to facilitate further refining of the document.

The FLUM is one of the most dynamic elements of the General Plan. Unlike narrative components that may remain static for several years, the FLUM is often reviewed and updated more frequently to reflect changing conditions, development trends, and evolving community goals. It provides critical context for evaluating proposed land use changes and ensuring consistency with the City's broader planning objectives.

It's important to distinguish the FLUM from the zoning map:

- Zoning maps regulate what can happen now under current law.
- The FLUM guides what could happen in the future, subject to policy decisions and zoning updates.

Together with the Land Use Element and other components of the General Plan, the FLUM plays a foundational role in shaping the City's growth and development strategy.

ITEMS FOR CONSIDERATION:

This is the first of three (3) meetings at which Planning would like to discuss the FLUM with Council. The Planning Department anticipates bringing the document back to the City Council at the July 1st and 15th meetings for further discussion, with adoption of the plan taking place on July 15, 2025. The schedule is subject to change.

The proposed FLUM is scheduled for the Planning Commission meeting on June 24, 2025.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Presentation (1)
2. Future Land Use Map (1)



DRAFT Future Land Use Map



Our Process



- City Council Meeting #1
 - This map shows what is on the ground, as well as inferences from what we heard preferred City Council Direction is.
 - Discuss options and changes
- City Council Meeting #2
 - Look how decisions in Meeting #1 are reflected on the map
 - Additional Changes
- City Council Meeting #3
 - Consensus Building



Emerging Themes-City Council



1. Variety and balance of Land Uses



2. Creating destination areas



3. Housing and access to services



4. Parks, Trails, and Open Space identity



5. Establishing a cohesive framework

FLUM Key Takeaways:

- A greater focus on parks and open space and business development rather than housing
- Creating a variety of destination areas
- Improved Traffic Flow





DISCLAIMER:

- This is not your final map.
- Map intent is to show scenarios and bring discussion of options.
- Discussion of ideas is encouraged.



DISCLAIMER:

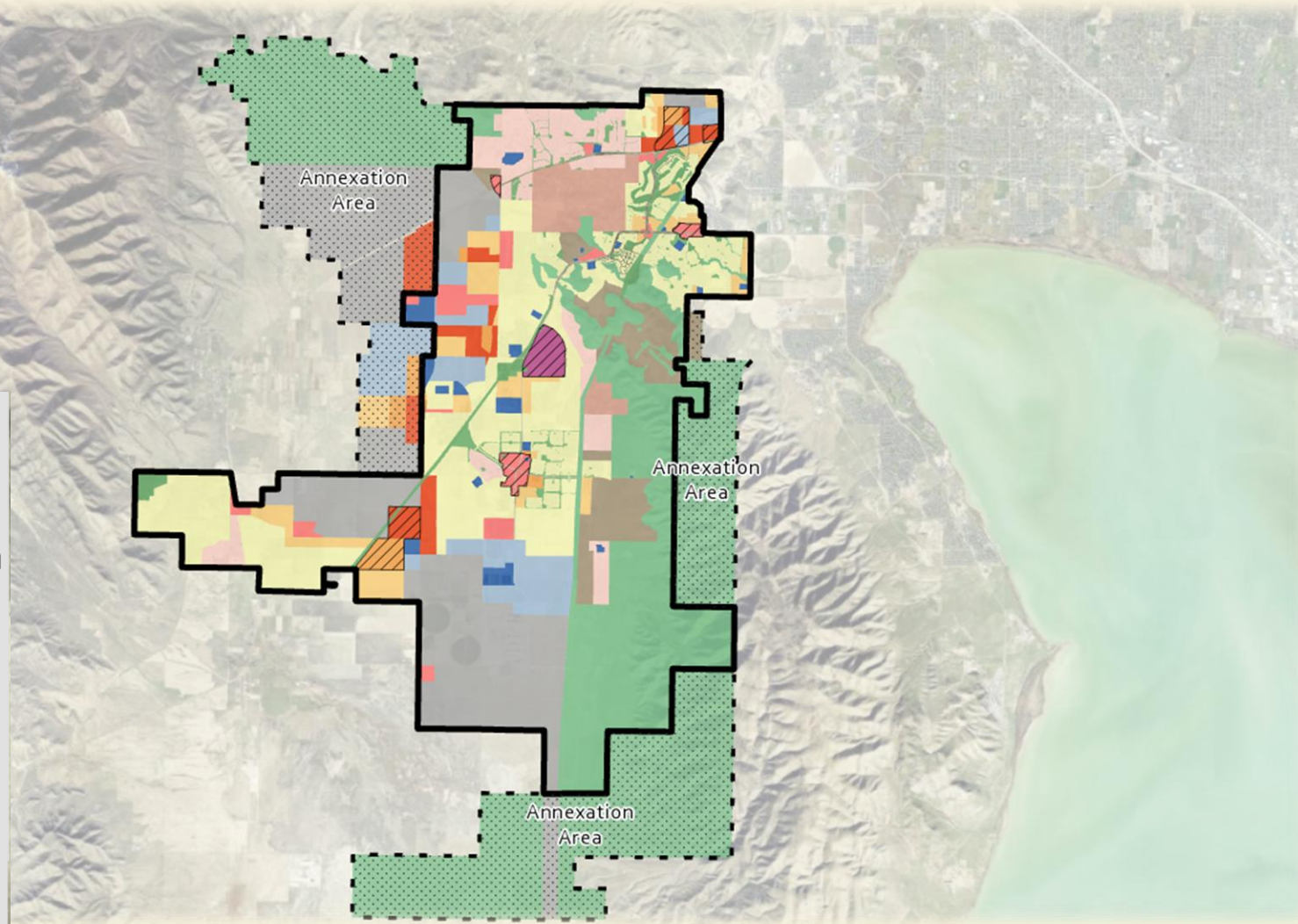
- Colors are not final and can be changed.
- Background and level-of detail is not final and can be changed.



DISCLAIMER:

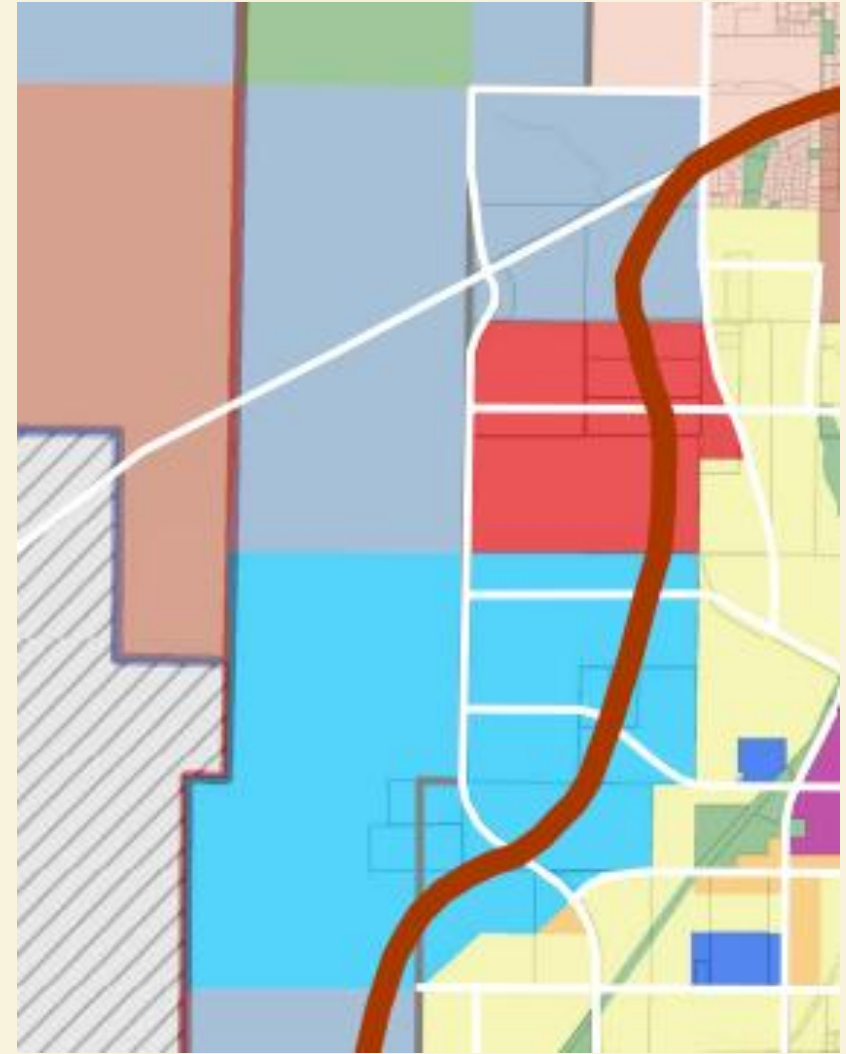
- Ledged is a basic GIS export
- We are showing the basic FLUM without zooming into different areas
- These are the basic formats right now because changes are anticipated. A more finalized map will be presented at City Council Meeting #2 or #3 (depending on amount of changes).

DRAFT FLUM:



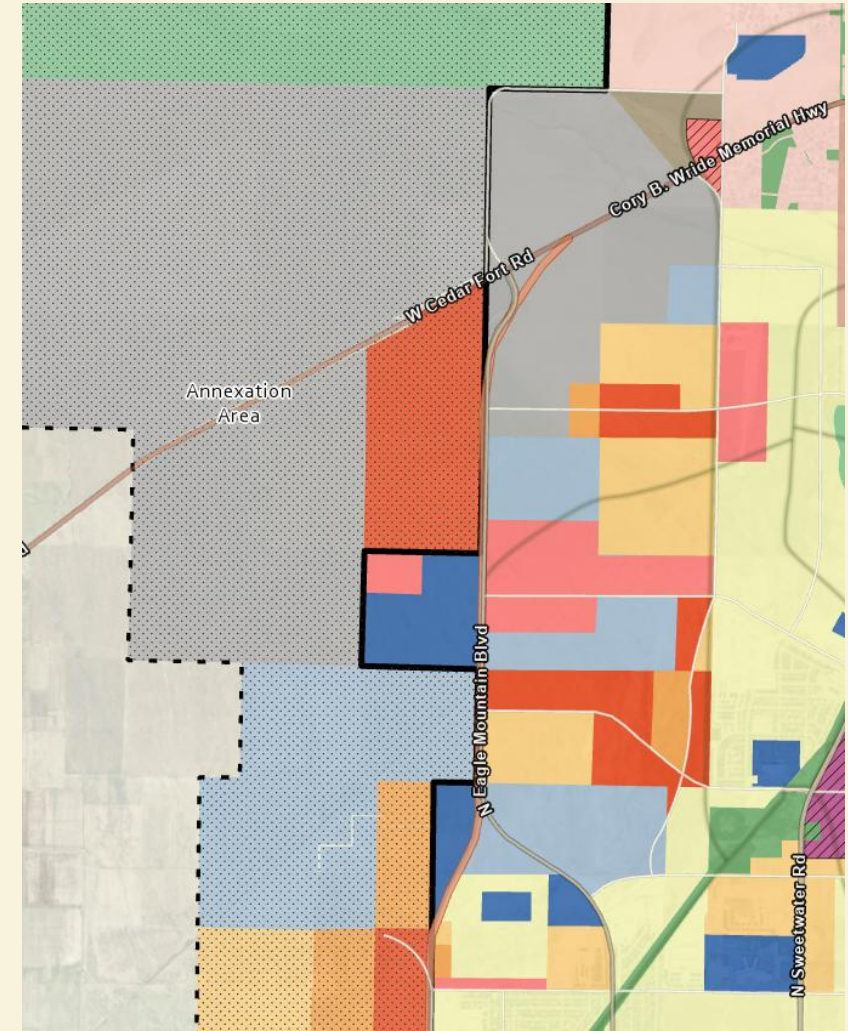
Zooming in-Before:

- Original thoughts:
 - Land uses had too much bulk acreage
 - Was a catch-all area
 - Could be an area for a satellite campus
- Conditions that have changed:
 - Annexation
 - Location of the Highway was moved
 - Housing



Zooming in-After:

- Methodology:
 - Worked with Transportation to see what areas would be best for interchanges
 - Looked at what land uses would work best with hospitals, airports, and satellite campuses
 - Removal of airport
 - Too close to housing
 - Less supportive services
 - Movement of airport to Annexation Area for more supportive land uses



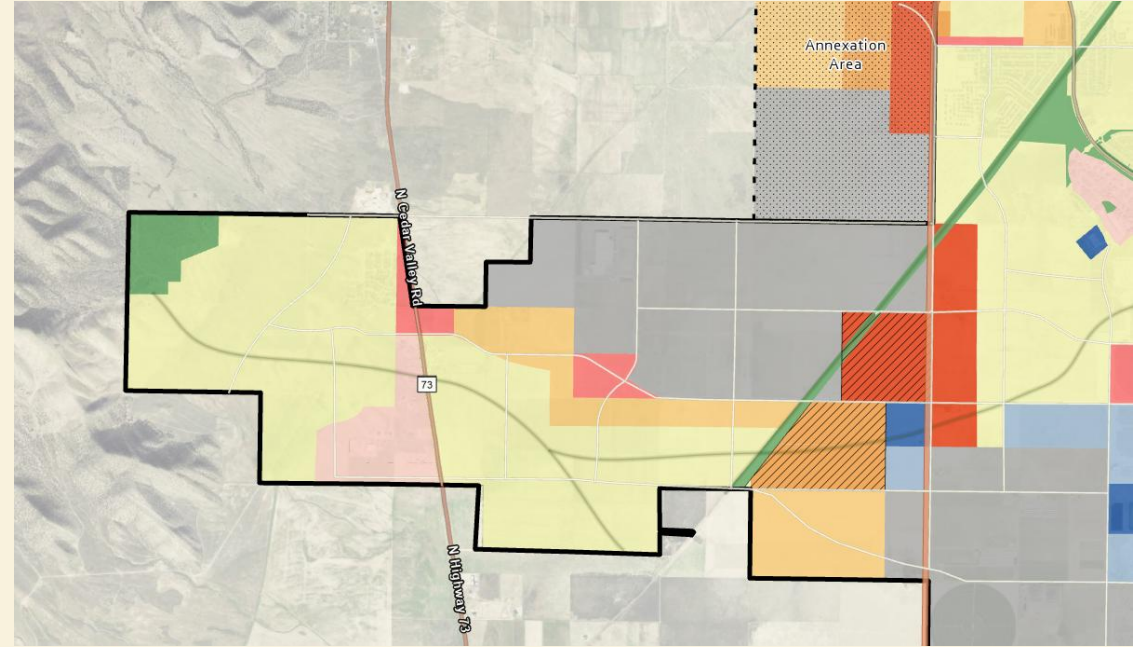
Zooming in-Before:

- Original thoughts:
 - Service/Housing Distribution is off
- Conditions that have changed:
 - Highway Location
 - Data Center Land Purchase
 - Annexation
 - Additional 1-acre housing



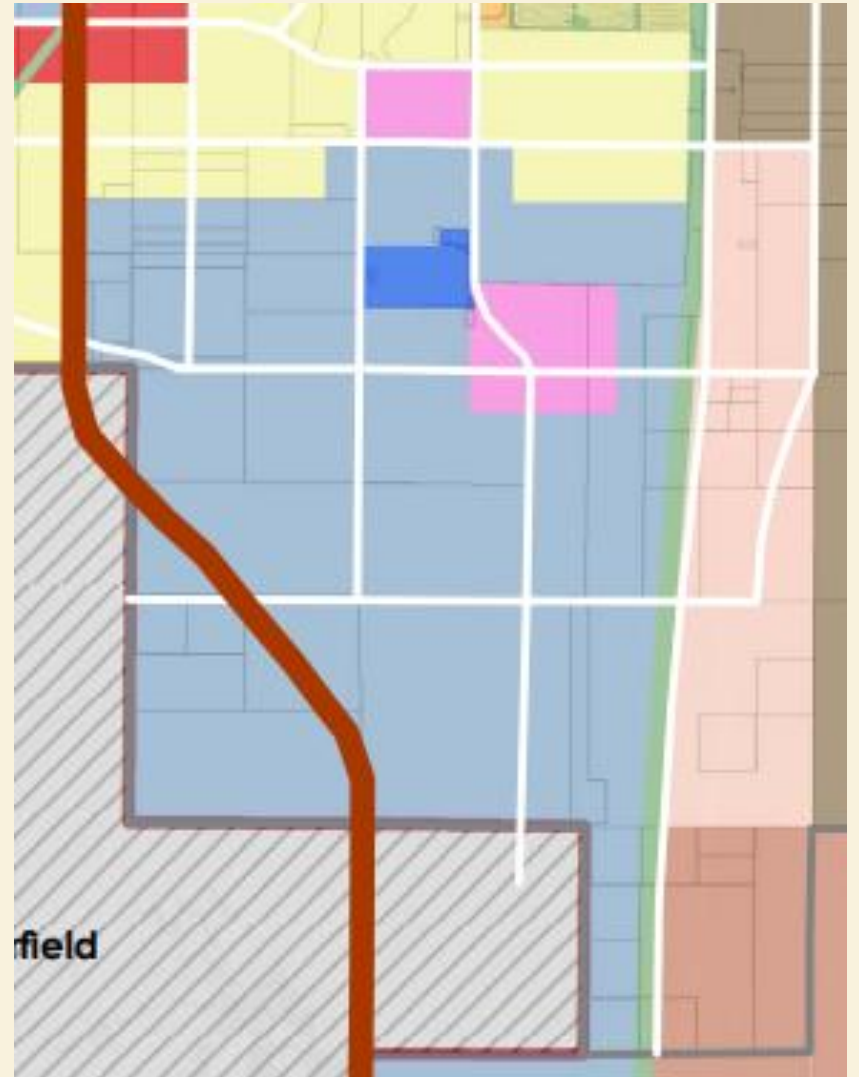
Zooming in-After:

- Methodology:
 - See what areas remain outside MDA
 - Create a hub for southeast residents
 - Look at where interchanges are planned for supportive land uses



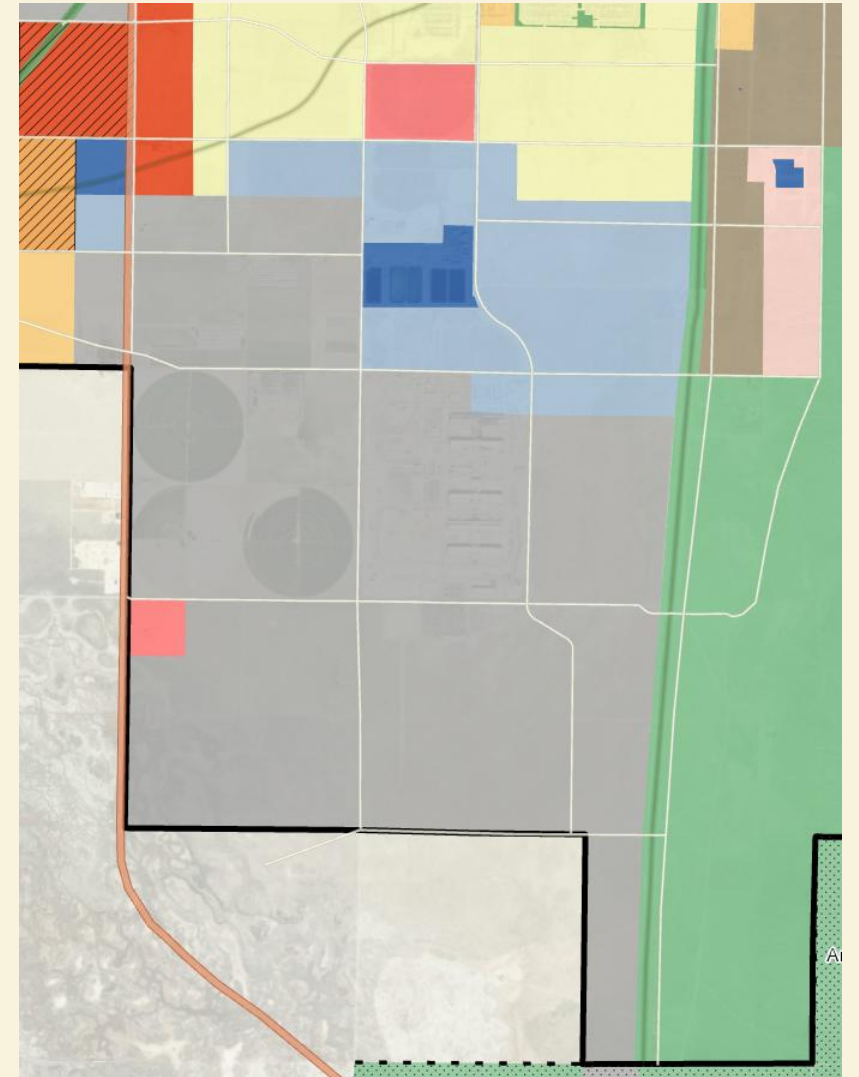
Zooming in-Before:

- Original thoughts:
 - Is area too large?
 - Housing/Industrial Buffering and viability question looking onto industrial land
- Conditions that have changed:
 - Highway Location
 - Data Center Land Purchase



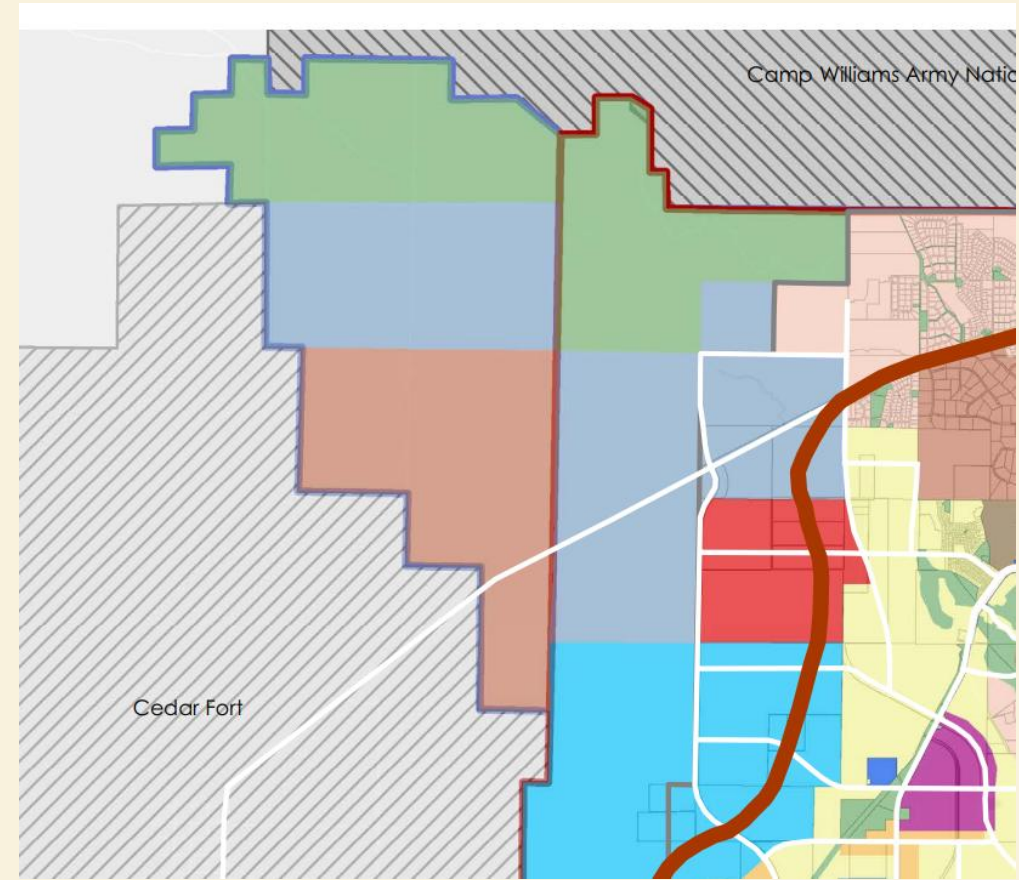
Zooming in-After:

- Methodology:
 - Industrial land to be buffered by business park
 - If this FLUM is thought of in a 20-year timeframe—housing is not prioritized here yet
 - Services added for exchange



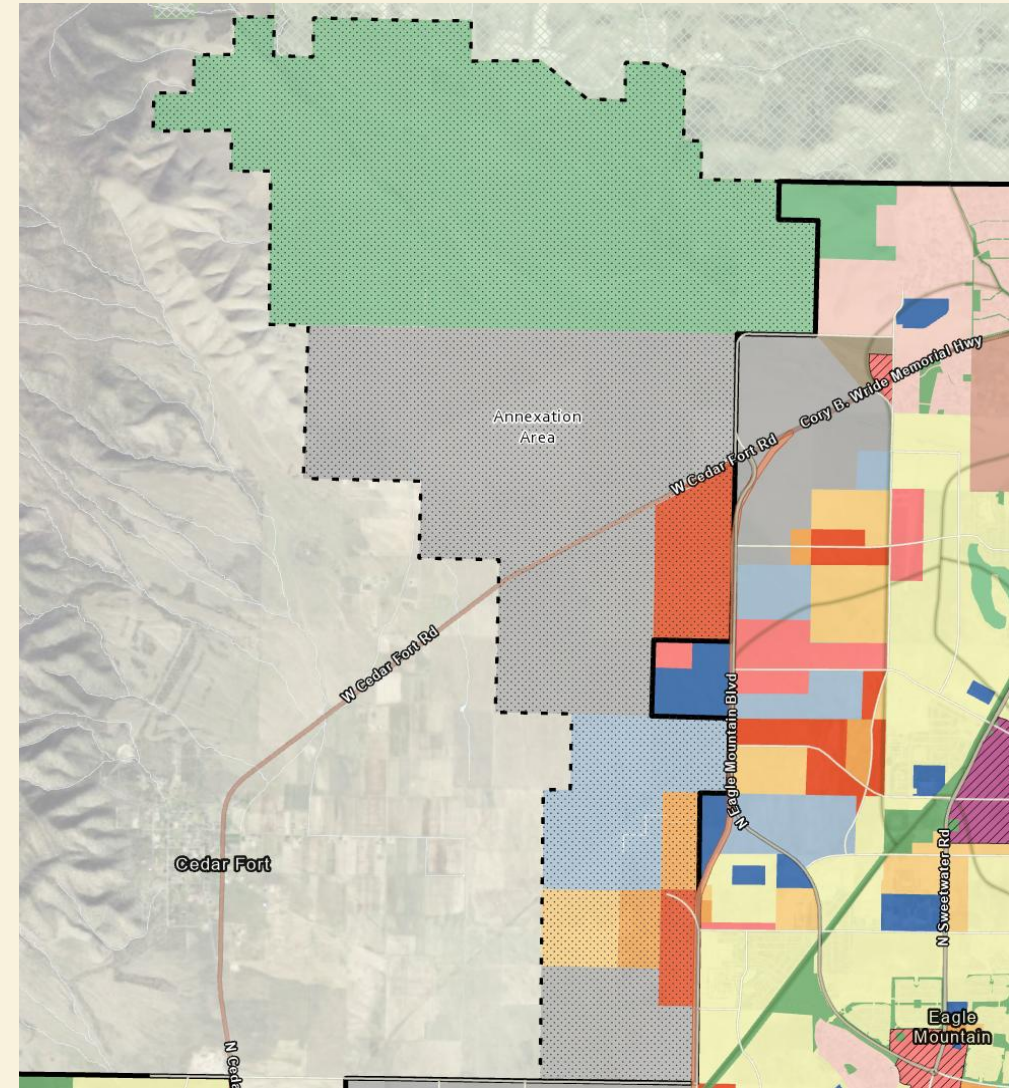
Zooming in-Before:

- Original thoughts:
 - Large land masses
 - What else can be here?
- Conditions that have changed:
 - Highway Location
 - Annexations and land purchases



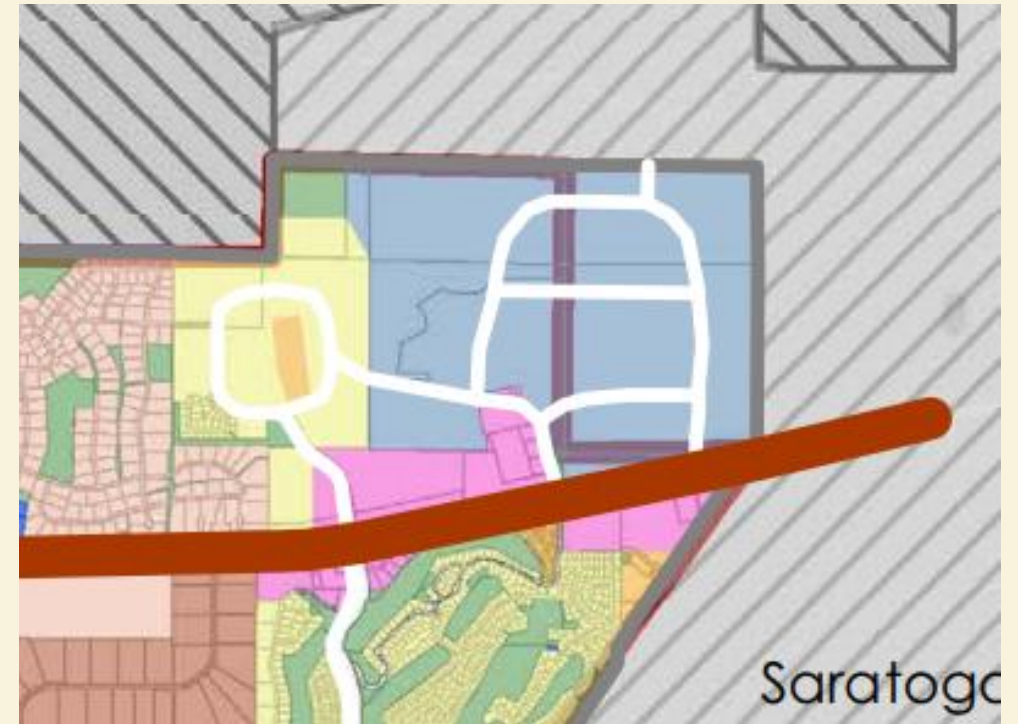
Zooming in-After:

- Focus on Recreation, Open Space, Agriculture
 - Rodeo Grounds
 - Lake Mountains Connections
- Potential Commercial Airport
 - The FAA strongly recommends avoiding new residential development with commercial or industrial buffering in high-noise zones
 - The FAA requires cities to enforce height restrictions
- Camp Williams Restrictions
- Additional housing needed for transportation impact of highway



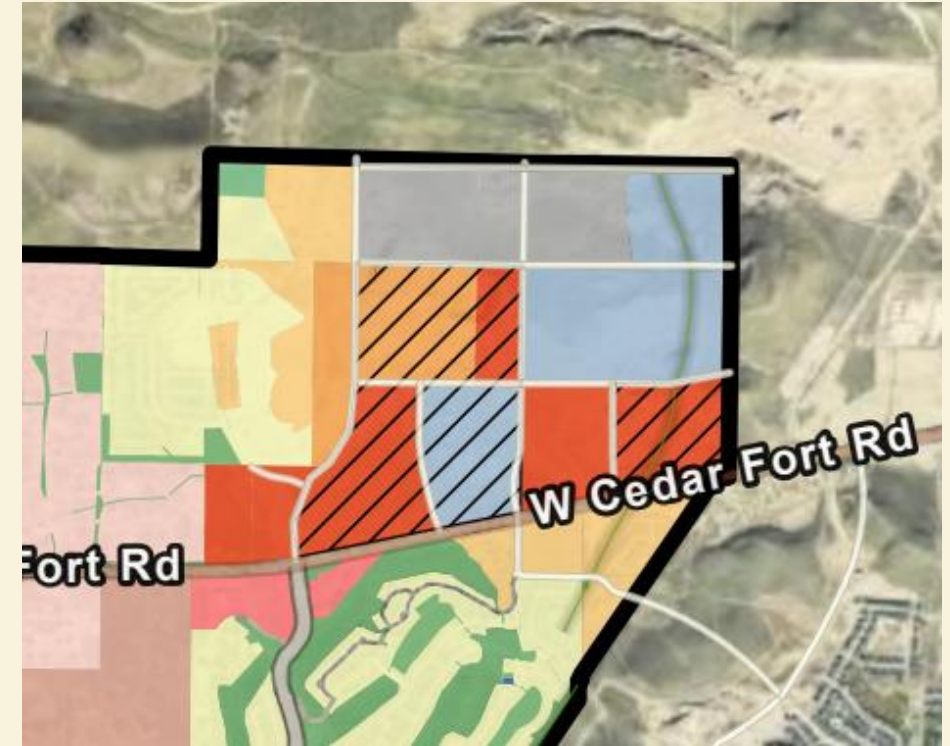
Zooming in-Before:

- Original thoughts:
 - Area set to be done with current land use in the next few years
 - Saratoga Springs Gateway
- Conditions that have changed:
 - Walmart addition
 - Townhomes addition



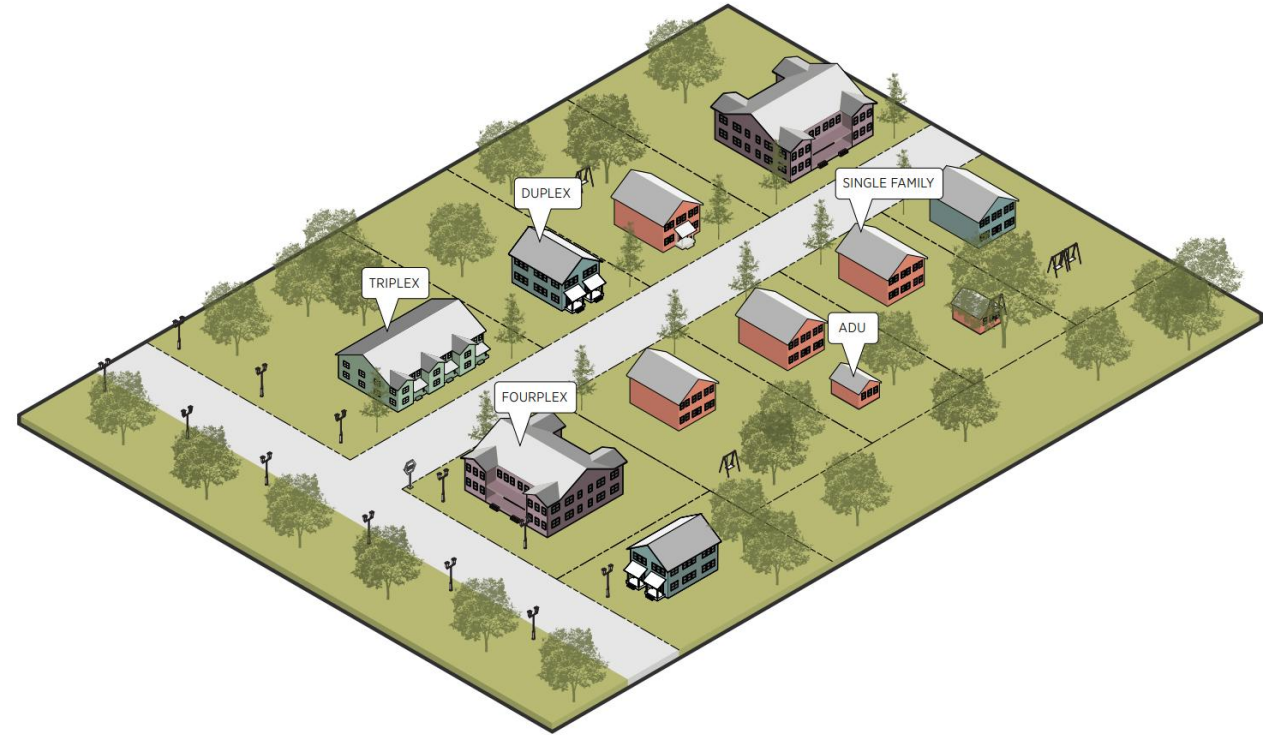
Zooming in-After:

- Methodology:
 - Master Development Plan for the Area
 - Gateway to/from Saratoga Springs
 - Additional Commercial for Saratoga Spring residents to go to as well
 - Potential for satellite campus



Other City Council Priorities:

- Housing Type Distribution/
Sprinkling
 - We found that the way the Council has described their vision cannot be done through the physical map--this approach has been detailed in the land use designations



Land Use Designations



1. Description



2. Priorities



3. Product Types

Open Space-Unimproved

- The **unimproved open space** designation is intended to support the native, undisturbed areas that support wildlife, provide quiet escapes from urban noise, and require minimal maintenance. Unpaved trails ensure accessibility and reinforce the city's outdoor recreation identity while safeguarding ecological resilience and recreational assets.
- Priorities:
 1. Preserve wildlife corridors and support the presence of diverse wildlife
 2. Safeguard rural character through quiet natural spaces that contrast with urban noise
 3. Protect truly native, undisturbed open spaces to limit costly maintenance needs
 4. Expand network of unpaved trails providing opportunities for all user groups
 5. Reinforce EM's outdoor recreation identity and expand access to natural lands
- Product Types:
 - Open Space, OHV trails, Hiking, Mountain Biking Trails, Equestrian Trails, Dry Farming



Parks-Improved

- The **Parks** designation includes areas intended to provide a wide range of recreational opportunities, amenities, and activities. Parks support active and passive recreation, enhance community health, and serve as focal points for community gatherings.
- Priorities:
 1. Connect parks and neighborhoods through the trail system
 2. Accommodate programmed events and community gatherings
 3. Provide a range of recreation opportunities and unique attractions for kids and teenagers
- Product Types:
 - Neighborhood, Community, and Regional Parks, Rodeo Grounds

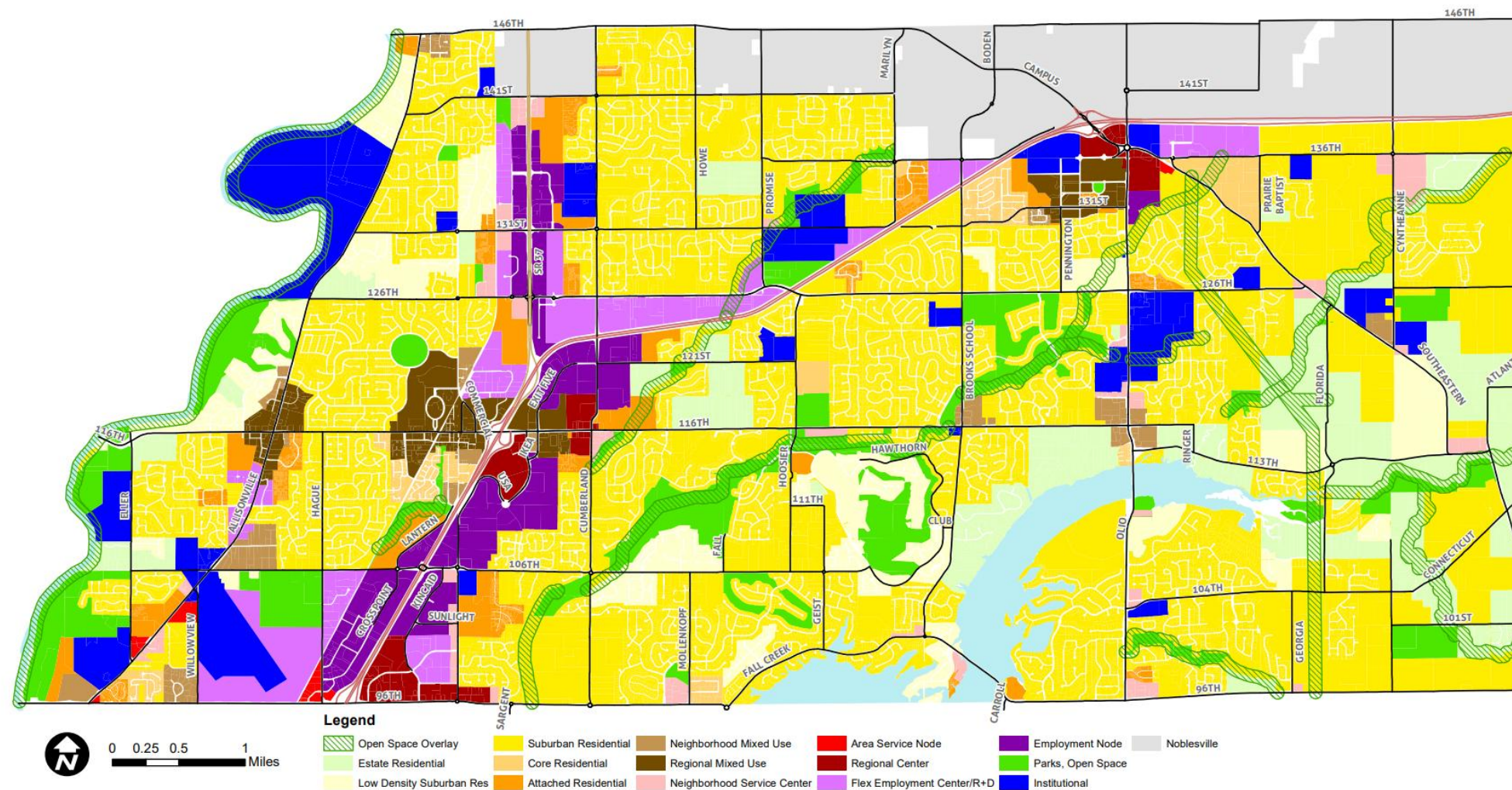


Trail Connector Overlay

- The **Trail Connector Overlay** is a designated area on the future land use map that emphasizes the importance of connecting and expanding the trail network to enhance recreation and movement in the City.
- Priorities:
 1. Connect neighborhoods together
 2. Provide recreation opportunities throughout the city
 3. Retain rural feeling and open space in developed areas
 4. Connect recreationally to other cities
 5. Connect to other recreation elements both throughout the city and regionally
- Product Types:
 - Paved trail, unpaved trails



FUTURE LAND USE 2040



Regional Commercial

- The **Regional Commercial** designation supports larger scale commercial/retail centers with convenient vehicular access from major transportation corridors.
- Priorities:
 1. Provide shopping and entertainment experiences
 2. Increase local retail options for goods and services
 3. Enable efficient movement of goods and people
- Product Types:
 - Big box retail, wholesale grocery, family entertainment uses, restaurants



Community Commercial

- The **Community Commercial** designation supports a mix of retail and office uses that cater to the needs of nearby neighborhoods and the broader community. This land use is intended to increase local job opportunities for both entry-level positions in retail and hospitality and professional roles in services and business operations
- Priorities:
 1. Support the growth of businesses in Eagle Mountain
 2. Increase the number of entry-level employment opportunities for teenagers and young adults
 3. Attract professional services to operate in Eagle Mountain
- Product Types:
 - Gym and other recreational facilities, post office, professional services (dental, law, real estate, etc), restaurants, family entertainment uses



Business Park

- The **Business Park** designation attracts businesses that provide diverse job opportunities and contribute to the city's economic growth. Developments within this designation should prioritize high-quality site design and compatibility with surrounding uses.
- Priorities:
 1. Air and light pollution effects are minimized and thoughtfully considered
 2. Is an economic anchor
 3. Ensure power and water infrastructure can accommodate future needs
- Product Types:
 - Research and Development, Flex Office, Distribution, Industrial/business park, warehousing and logistics



Light Industrial

- The **Light Industrial** designation is tailored for uses such as data centers, power generation facilities, and other infrastructure-focused industries. It supports development that requires substantial utility resources while ensuring operations are efficient and have minimal impact on surrounding areas.
- Priorities:
 1. Promote energy-efficient operations, renewable energy integration, and sustainable design practices to minimize environmental impact
 2. Incorporate appropriate buffers, landscaping, and site design to mitigate potential noise, light, or visual impacts on adjacent land uses
- Product Types:
 - Specialized Industrial Uses (data centers), energy production



Institutional

- The **Institutional** category encompasses both public and private facilities that serve educational and employment needs of the community. This designation is intended to foster long-term, high-quality job growth and developing a well-rounded workforce.
- Priorities:
 1. Ensure K-12 schools can effectively accommodate community growth
 2. Develop local talent through higher education opportunities
 3. Provide high quality and long-lasting job opportunities
- Product Types:
 - Hospital, medical campus, K-12 facilities, Higher Education Facilities, Civic Facilities



Neighborhood Nodes

- The **Neighborhood Node** designation emphasizes a balanced mix of local commerce, essential services, and community-focused spaces. Designed to reflect the values and identity of a rural community, this area will provide a central point for residents to shop, work, and gather without compromising the character of the surroundings. Developments will prioritize traditional architecture, modest building heights of two to three stories, and a thoughtful blend of uses that ensure accessibility and convenience for all. The Neighborhood Node serves as a modern yet approachable extension of the area's heritage, supporting growth while preserving its small-town atmosphere.
- Priorities:
 1. Preserve community character through architectural design and quality building materials
 2. Provide diversity and choices for those who want more connectivity
 3. Promote local businesses within Eagle Mountain
 4. Incorporate park space into the design through trail connections, landscaping, natural features, and gathering spaces
- Product Types:
 - Cottage retail, small scale office, outdoor retail industry, sit-down restaurants, boutique hotel, clustered housing



Town Center

- The **Town Center** designation is a compact, walkable area that serves as the community's commercial and civic hub. Drawing from the natural surroundings and recreation-focused character of Eagle Mountain, the street layout is inspired by the flow of trails, with shared streets that prioritize pedestrians while allowing vehicle access. A central plaza provides open space and mountain views, surrounded by small-scale commercial uses such as dining, retail, and community gathering spaces.
- Priorities:
 1. Creating a community cultural hub
 2. Supporting local businesses and economic viability
 3. Integrating nature and outdoor recreation
 4. Creating a year-round, multi-use destination
 5. Constructing a city hall to better serve the needs of City residents
- Product Types:
 - Civic Uses, commercial, mixed-use buildings, community gathering spaces



Foothill Residential

- The **Foothill Residential** designation is intended for low-density residential development located along foothills or hillsides, offering residential view lots that emphasize the preservation of natural features. Lot sizes must be a minimum of 1/4 acre, with the majority of lots 1/2 acre or larger. Development should be sensitively sited to protect contiguous open space, ridgelines, hillsides, working agricultural land, and wildlife habitat. Subdivision layouts should incorporate usable open space and provide public access to trails or adjacent open lands.
- Priorities:
 1. Preserve natural and visual resources
 2. Include buffer zones and minimize fencing or barriers that disrupt wildlife movement
 3. Use flexible lot arrangements that follow topography and avoid sensitive environmental areas
 4. Maintain natural drainage patterns and incorporate low-impact stormwater strategies
- Product Types:
 - Single family housing, ADUs, Cottage-Court, Duplexes, Cluster Development only with preservation of wildlife corridors and sensitive environmental areas



Rural Density One

- **Rural Density One** areas are intended for very low-density, large-lot residential development that preserves a rural character and lifestyle. Lot sizes range from 2.5 to 5 acres and typically support homes with animal rights. Infrastructure in these areas is rural or semi-rural in nature, and residents must agree to a rural level of public services unless additional infrastructure is privately funded, installed, and maintained.
- **Priorities:**
 1. Support uses such as small-scale agriculture, equestrian facilities, and livestock to reflect the area's rural identity
 2. Maintain natural landscapes and minimize environmental disturbance
 3. Require private funding and long-term maintenance plans for any upgraded infrastructure beyond the rural standard
- **Product Types:**
 - Single family housing, ADUs



Rural Density Two

- **Rural Density Two** areas support low-density residential development on medium to large lots, ranging from 0.5 to 2.5 acres. These areas offer a balance between rural living and residential convenience, with semi-rural infrastructure such as limited street lighting, rural road design, and basic public services. The character remains spacious and open, while allowing for a broader range of lot sizes and residential flexibility.
- **Priorities:**
 1. Support land use patterns that preserve viewsheds, natural features, and open space corridors
 2. Encourage design elements like natural landscaping, minimal curb infrastructure, and rural-style fencing to reflect the area's setting
 3. Promote flexible lot configurations that support accessory uses like gardens, ADUs, or animal enclosures, where allowed
- **Product Types:**
 - Single family housing, ADUs



Neighborhood Residential One

- **Neighborhood Residential One** areas are intended for residential neighborhoods with a variety of lot sizes, generally achieving 2 to 4 dwelling units per acre. These areas prioritize high-quality neighborhood design, with an emphasis on a trail network, cohesive streetscapes, and access to open space and community amenities.
- **Priorities:**
 1. Ensure a cohesive street network with sidewalks, trails, and pedestrian connections to parks and schools
 2. Include landscaping, street trees, and open space features that enhance the neighborhood environment
 3. Encourage a mix of lot sizes and housing types (e.g., traditional single-family, small-lot homes) to accommodate different household needs
 4. Promote visual interest and avoid monotonous subdivision patterns
- **Product Types:**
 - Single family housing, ADUs



Neighborhood Residential Two

- **Neighborhood Residential Two** areas are intended for moderate-density residential neighborhoods, primarily consisting of attached single-family homes (such as townhomes) and detached homes on small lots of 0.25 acres or less. Densities typically range from 4 to 12 dwelling units per acre. These areas may include small-scale commercial uses at the edges and public spaces such as parks, schools, or recreation centers to support neighborhood needs.
- **Priorities:**
 1. Provide a range of housing options within a single neighborhood
 2. Include landscaping, street trees, and open space features that enhance the neighborhood environment
 3. Ensure livability through quality design that prioritize front-facing homes, active streetscapes, and appropriate transitions to adjacent land uses
- **Product Types:**
 - Single family housing, small-lot single family, ADUs, duplexes, mansion-home, triplexes, 4-plexes, townhomes



Neighborhood Residential Three

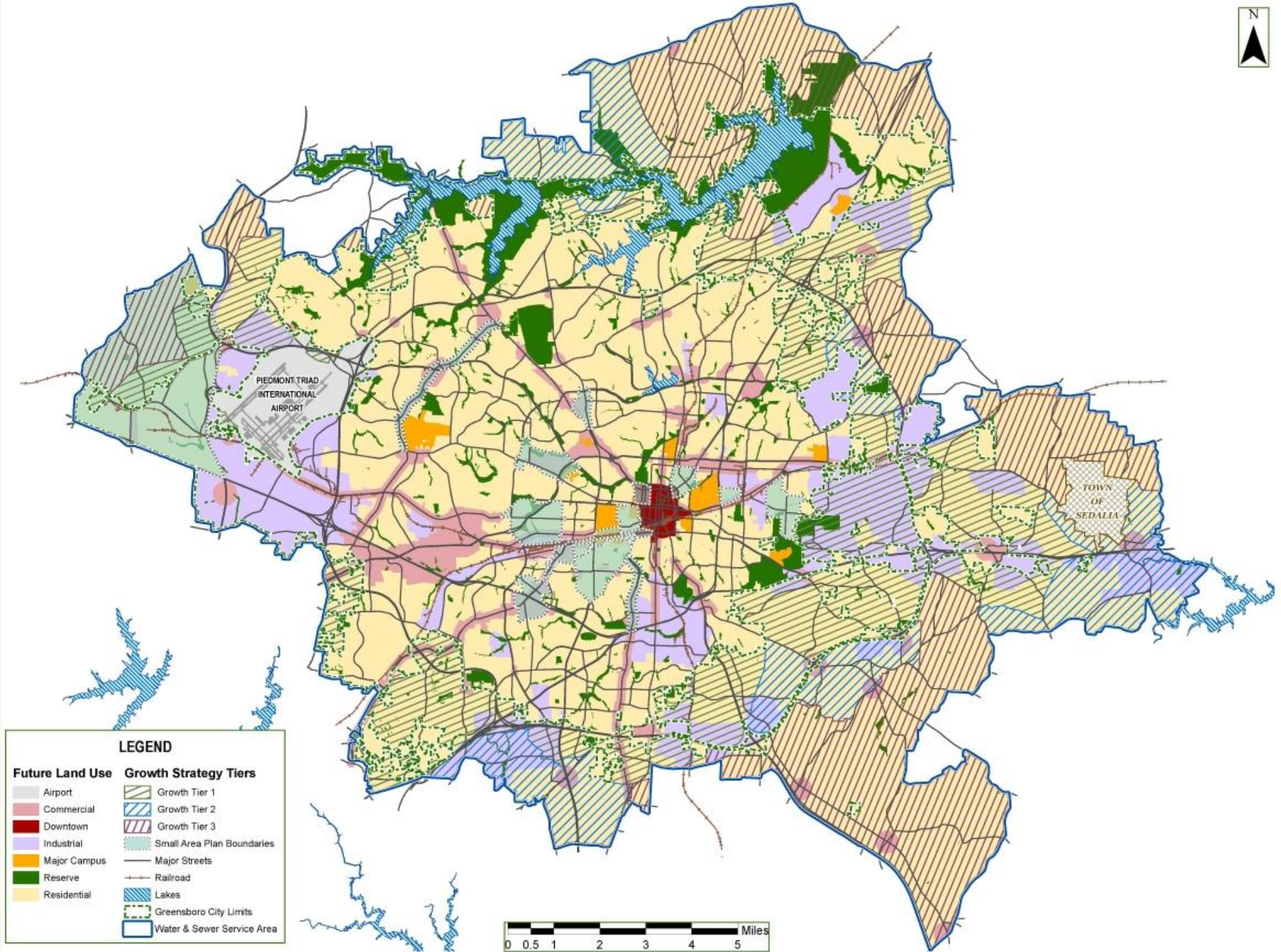
- **Neighborhood Residential Three** areas are intended for higher-density residential development, consisting of attached single-family or multi-family structures such as condominiums, apartment buildings (typically with 8 or more units per structure), or clustered developments with a mix of housing forms. These areas support a minimum density of 8 dwelling units per acre and are designed to provide a variety of housing options in a compact, efficient layout.
- **Priorities:**
 1. Support diverse housing options
 2. Manage building height, massing, and orientation to reduce impacts on adjacent lower-density areas
 3. Incorporate high-quality open space and amenities
 4. Promote home-ownership opportunities
 5. Foster aesthetically pleasing structures through architectural standards
- **Product Types:**
 - Duplexes, mansion-home, triplexes, 4-plexes, townhomes, small-scale apartments, live-work units

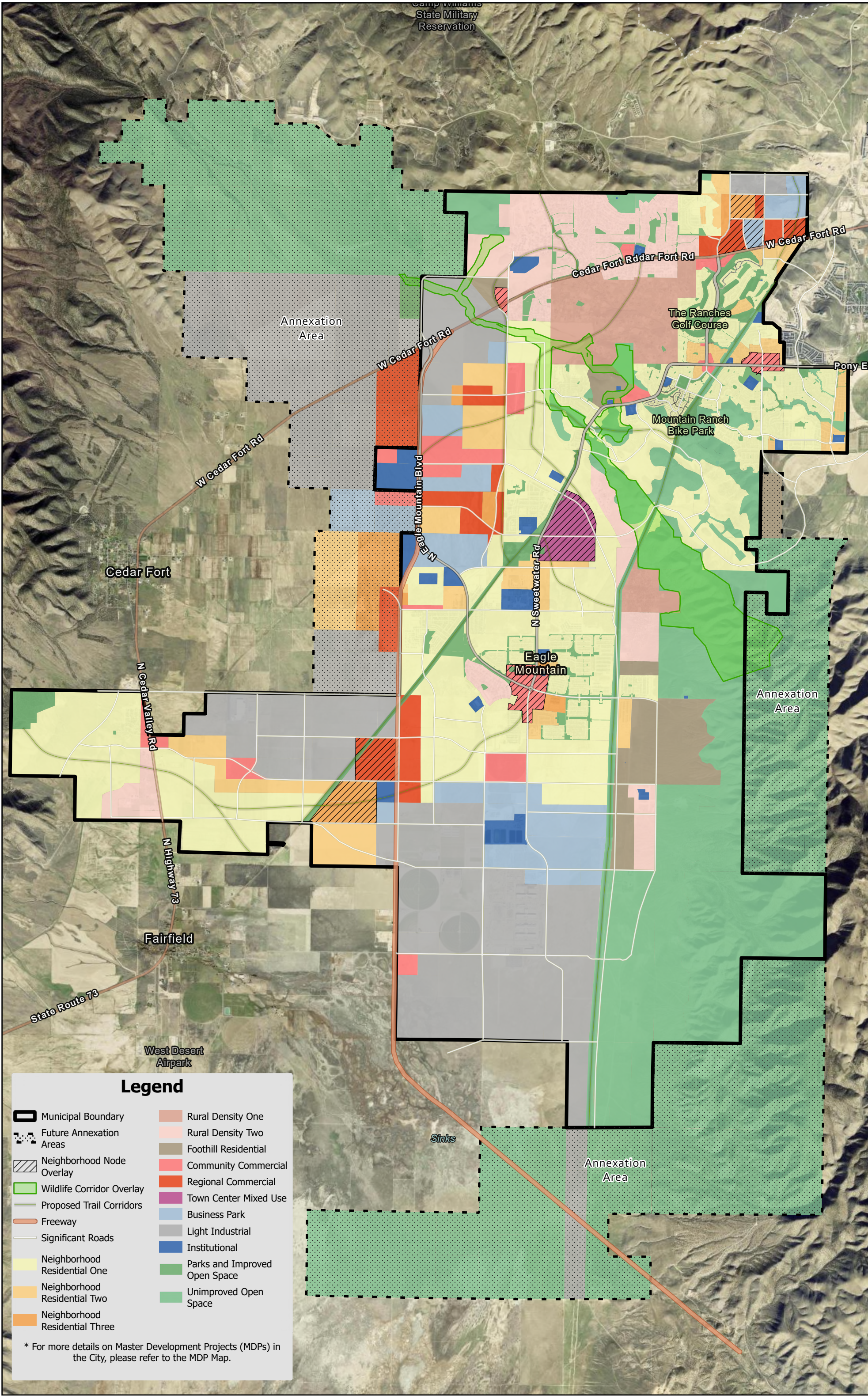


FLUM Idea: Growth Tiers

- A Growth Tier would signal where development should occur
 - Based on infrastructure and funding needs
- Developers wanting to develop in a later growth tier would have to ensure certain parameters. For example:
 - Providing or funding infrastructure
 - Building services at the same time or before housing







Legend

	Municipal Boundary		Rural Density One
	Future Annexation Areas		Rural Density Two
	Neighborhood Node Overlay		Foothill Residential
	Wildlife Corridor Overlay		Community Commercial
	Proposed Trail Corridors		Regional Commercial
	Freeway		Town Center Mixed Use
	Significant Roads		Business Park
	Neighborhood Residential One		Light Industrial
	Neighborhood Residential Two		Institutional
	Neighborhood Residential Three		Parks and Improved Open Space
			Unimproved Open Space

* For more details on Master Development Projects (MDPs) in the City, please refer to the MDP Map.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	June 10, 2025 Planning Commission hearing minutes
ITEM TYPE:	Minutes
FISCAL IMPACT:	N/A
APPLICANT:	N/A

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

PUBLIC HEARING

No

PREPARED BY

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. 6.10.2025 PC Meeting Minutes Draft, to PC, 6.18.25



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

June 10, 2025, 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, and Craig Whiting; and Alternate Commissioner Bryan Free. Commissioner Strong – Excused.

CITY STAFF PRESENT: Brandon Larsen, Planning Director; Benajmin Reeves, City Manager; Marcus Draper, City Attorney; David Stroud, Senior Planner; Steven Lehmitz, Planner; Megan Green, Planning Secretary; Heather Lamb, Planning Secretary and Elizabeth Fewkes, Planner.

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

Commissioner Allen called the meeting to order at 5:31 p.m.

1. Discussion Items

1. A. DISCUSSION ITEM – General Plan Part 2

- Deadline for Planning Commission to review General Plan Part II Chapters: June 24, 2025
- Part II includes the following draft chapters: Housing, Moderate-Income Housing, Environmental Stewardship, and Parks and Open Space
- FLUM (Future Land Use Map) will be an item of discussion with CC. Then the draft will be brought back to PC for review.

Commissioner Allen adjourned the work session at 6:24 p.m.

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

2. Commissioner Allen called the policy session to order at 6:33 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. May 27, 2025 Minutes

MOTION: Commissioner Whiting moved to approve the minutes with the correction of the meeting adjourned at 6:36 p.m. and not 7:36 p.m. Commissioner Hess seconded the motion.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	Excused
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. An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits.

Presentation Summary Points: Presented by Senior Planner, David Stroud: A proposed amendment defining Athletic Facility Signs and adopting standards for such signs.

Commented [GU1]: Bold these Subjects

Discussion Summary Points:

- **Signs** on fences surrounding schools and athletic facilities from businesses and/or sponsors that have donated to a sports league or maintenance of the facility.
- The proposed amendment would classify this type of sign as exempt from sign permit approval.

Commented [GU2]: I would use the bullet points, just looks better

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

MOTION:

Commissioner Hess moved to recommend approval to the City Council of 7. A. Athletic Facility Signs, with two recommendations. First, under the definition 17.80.160 to include: a sign attached to a fence surrounding and immediately adjacent to an athletic facility can be facing the interior or exterior of the athletic facility. Second, 17.80.120(R) to include: all signs must be attached to the fence, scoreboard, or bleachers and may not extend above the fence, scoreboard, or bleachers. Commissioner Allen seconded the motion, with the changes noted.

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

The motion passed with a unanimous vote.

7. B. An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 10.10 RV Parking.

Presentation Summary Points: Presented by Senior Planner, David Stroud. A proposed amendment regarding the parking of RVs and similar vehicles.

Discussion Summary Points:

- Does this requirement apply to vehicles behind fences?

- Do these requirements only apply to residential and agricultural zones?
- Are they using the vehicle for commercial use and/or business?
- Is there a minimum lot size?

Commissioner Allen opened the public hearing at 6:59 p.m. As there were no comments, he **closed** the hearing at 6:59 p.m.

Commented [GU3]: Don't forget to delete the other statements when using this one - don't forget to add the time he closed the hearing

MOTION: Commissioner Whiting moved to recommend approval to the City Council of 7. B. with the addition that 1-2 vehicles/RVs, not titled to the owner, may be parked on the property as long as it meets all other requirements. Commissioner Allen seconded the motion.

Jason Allen	Yes
Robert Fox	No
Rod Hess	Yes
Brent Strong	Excused
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a 4 to 1 vote.

7. C. An Ordinance of Eagle Mountain City, Utah, Approving the Fourth Amendment to Porter's Crossing Master Development Agreement.

Presentation Summary Points: Presented by Planner, Steven Lehmitz for the purpose of rezoning Parcel No. 58:034:0584 from Open Space to R1. The property is located between 4011 E. St. Andrews Drive and 4002 E. Gazelle Run.

Discussion Summary Points: SK Hart is looking to rezone a parcel that is approximately 1/3 acre in the Porter's Crossing Development from Open Space to R1. Due to changes brought about by prior amendments to the Master Development Plan, this parcel is no longer necessary for the development to meet its open space requirements. The parcel is unimproved and is located between 2 homes. It is essentially just a vacant lot. This amendment to the MDP in conjunction with the MDA amendment would allow the unimproved vacant lot to be developed into a single-family home.

Approval of this application must include adoption of a resolution by the Council,

Applicant's Statements Summary Points: SK Hart/Bret Simpson, owner of Pony Express Land Development was present. They are working to clean up an open parcel. This got left out of 3 previous amendments. All open space for dwelling units in the master development agreement was reconciled. The property owner paid a total of \$697,000 because of a lack of open space. But with the new open space and paid cash, it has been satisfied. This is the last piece to take care of.

This Item was not a Public Hearing.

MOTION: Commissioner Hess moved to recommend approval to the City Council of Item 7. C. Commissioner Allen seconded the motion.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	Excused
Craig Whiting	Yes

Bryan Free **Yes**
The motion passed with a unanimous vote.

7.D. An Ordinance of Eagle Mountain City, Utah, Approving the Fourth Amendment to Porter's Crossing Master Development Plan.

Presentation Summary Points: Presented by Planner, Steven Lehmitz, for the purpose of rezoning Parcel No. 58:034:0584 from Open Space to R1. The property is located between 4011 E. St. Andrews Drive and 4002 E. Gazelle Run.

Discussion Summary Points: This is for a Rezone. Item 7. C. and 7. D. were discussed together.

Applicant's Statements Summary Points: SK Hart/ Bret Simpson discussion points located in item 7. C.

Commissioner Allen opened the public hearing at 7:25 p.m. As there were no comments, he closed the hearing at 7.25 p.m.

MOTION: *Commissioner Whiting moved to recommend approval to the City Council of Item 7D
Commissioner Hess seconded the motion.*

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

The motion passed with a unanimous vote.

7. E. Transportation Master Plan/IFFP

Presentation Summary Points: Presented by Assistant City Engineer, David Salazar. Eagle Mountain City has contracted with Horrocks Engineering to update the Transportation Master Plan and IFFP. With the tremendous growth in the City, it is important to review and update the Plan and associated IFFP.

Discussion Summary Points: Tabled until next Planning Commission meeting, June 24, 2025.

Commissioner Allen opened the public hearing at 7:26 p.m.

MOTION: *Commissioner Allen moved to table consideration of the Transportation Master Plan/IFFP
and the Public Hearing to be left open until the June 24, 2025, Planning Commission
meeting. Commissioner Whiting seconded the motion.*

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

The motion passed with a unanimous vote.

8. Discussion Items

- Follow up on Code Workshops in July. (Senior Overlay, Commercial Park, Nightly Rentals)

9. Next Scheduled Meeting

- The next Planning Commission meeting is scheduled for June 24, 2025.

10. Adjournment

MOTION: *Commissioner Hess moved to adjourn the meeting at 7:29 p.m. Commissioner Whiting seconded the motion.*

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

The motion passed with a unanimous vote.

The meeting was adjourned at 7:29 p.m.

Approved by the Planning Commission on June 24, 2025

Brandon Larsen
Planning Director



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	Transportation Master Plan/IFFP
ITEM TYPE:	Master Development Plan
FISCAL IMPACT:	N/A
APPLICANT:	City Initiated

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

PUBLIC HEARING

Yes

PREPARED BY

David Salazar, Assistant City
Engineer

PRESENTED BY

David Salazar

RECOMMENDATION:

Staff recommends that the Planning Commission approve the update to the Transportation Master Plan and IFFP.

BACKGROUND:

N/A

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Eagle Mountain IFFP.6.18.2025
2. EAGLE MOUNTAIN TMP-Final 6.18.2025



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

I certify that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid; or
 - d. existing deficiencies documented as such and not meant for inclusion in impact analysis.
2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. Complies in each relevant respect with the Impact Fees Act

This certification is made with the following limitations:

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

Shane Eller, P.E.



Transportation Impact Fee Facilities Plan Summary

Introduction

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

Existing Level of Service

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

Future Demand

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

Project Cost Attributable to Future Demand

Utilizing the TMP growth projections, a 10-year Capital Facilities Plan was created outlining the projects necessary to maintain adequate LOS throughout the City. This includes existing improvements as well as new roadways based on projected new development. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2025-2035 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic. Of the **\$316,115,000** required from Eagle Mountain to build the expected roadway projects from 2025-2035, **\$84,752,000** is eligible to be paid using impact fees. All project costs included in the IFFP are based on 2025 costs.



Table of Contents

Impact Fee Facilities Plan Certification (11-36a-306)	i
Transportation Impact Fee Facilities Plan Summary	ii
Introduction	ii
Existing Level of Service	ii
Future Demand	ii
Project Cost Attributable to Future Demand.....	ii
Table of Contents.....	iii
List of Figures	iv
List of Tables	iv
Impact Fee Facilities Plan.....	1
Introduction	1
Existing Level of Service (11-36a-302.1.a.i)	1
Intersection Standards	2
Trips	2
System Improvements and Project Improvements.....	3
Proposed Level of Service (11-36a-302.1.a.ii)	3
Existing Capacity to Accommodate Future Growth (11-36a-302.1.a.iii)	3
Demands Placed on Facilities by New Development (11-36a-302.1.a.iv)	4
Existing Roadway Network Conditions.....	4
Infrastructure Required to Meet Demands of New Development (11-36a-302.1.a.v)	11
Project Cost Attributable to 10-Year Growth	16
Proposed Means to Meet Demands of New Development (11-36a-302.2)	27
Federal Funding	28
State/County Funding	28
City Funding	29
Interfund Loans	30
Developer Dedications and Exactions	30
Developer Impact Fees	30



Impact Fee Facilities Plan

June 18, 2025

Necessity of Improvements to Maintain Level of Service	30
10 Year Capital Facilities Plan Cost Summary	31
IFFP Cost Estimates	32

List of Figures

Figure 1: Traffic Count Locations	6
Figure 2: Existing Functional Classification	7
Figure 3: Existing Level of Service	8
Figure 4: 2035 No Build Level of Service	10
Figure 5: 10-Year Capital Facilities Plan	15

List of Tables

Table 1: Capacity Criteria in Vehicles per Day at LOS D	2
Table 2: Existing and 2035 Excess Capacity/Deficiency Calculations on Existing Roadways	4
Table 3: Impact Fee Facilities Plan Project Funding Sources	11
Table 4: Pass-Through Traffic Cost Reduction Calculation	16
Table 5: Excess Capacity Cost Reduction Calculations	18
Table 6: Existing User Share Cost Reduction Calculation	21
Table 7: Proportion of Projects Attributed to New Development	23
Table 8: Cost Attributable to Growth	25



Impact Fee Facilities Plan

Introduction

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

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

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

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

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

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



Impact Fee Facilities Plan

June 18, 2025

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

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

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

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

Intersection Standards

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

Trips

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

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



Impact Fee Facilities Plan

June 18, 2025

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

System Improvements and Project Improvements

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

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

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

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

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

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

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

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



Impact Fee Facilities Plan

June 18, 2025

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

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

Road Name	Existing Capacity	Existing Volume	Excess Capacity/Deficiency	Excess Capacity/Deficiency %	2035 Capacity (Projects Included)	2035 Volume	2035 Excess Capacity/Deficiency	2035 Excess Capacity/Deficiency %
Cory Wride Highway: Ranches Pkwy to Old Airport Road	17,500	13,400	4,500	31%	32,800	31,000	1,800	5%
Pony Express Pkwy	36,300	32,800	3,500	11%	50,500	50,000	500	1%
Eagle Mountain Blvd: SR-73 to Mid Valley Rd	12,100	4,300	7,800	64%	32,800	2,200	30,600	93%
Pole Canyon Blvd	7,500	4,000	3,500	47%	9,300	31,200	21,900	70%
Ranches Pkwy	30,000	31,200	1,200	4%	50,500	40,700	9,800	19%
Mid Valley Road: Sheps Ridge Rd to Pony Express Pkwy	12,100	2,300	9,800	81%	13,400	11,900	1,500	11%
Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway	12,100	6,000	6,100	50%	13,400	7,200	6,200	46%

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

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

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

Existing Roadway Network Conditions

Conversions of Growth and Development Projections to Trip Generations

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



Impact Fee Facilities Plan

June 18, 2025

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

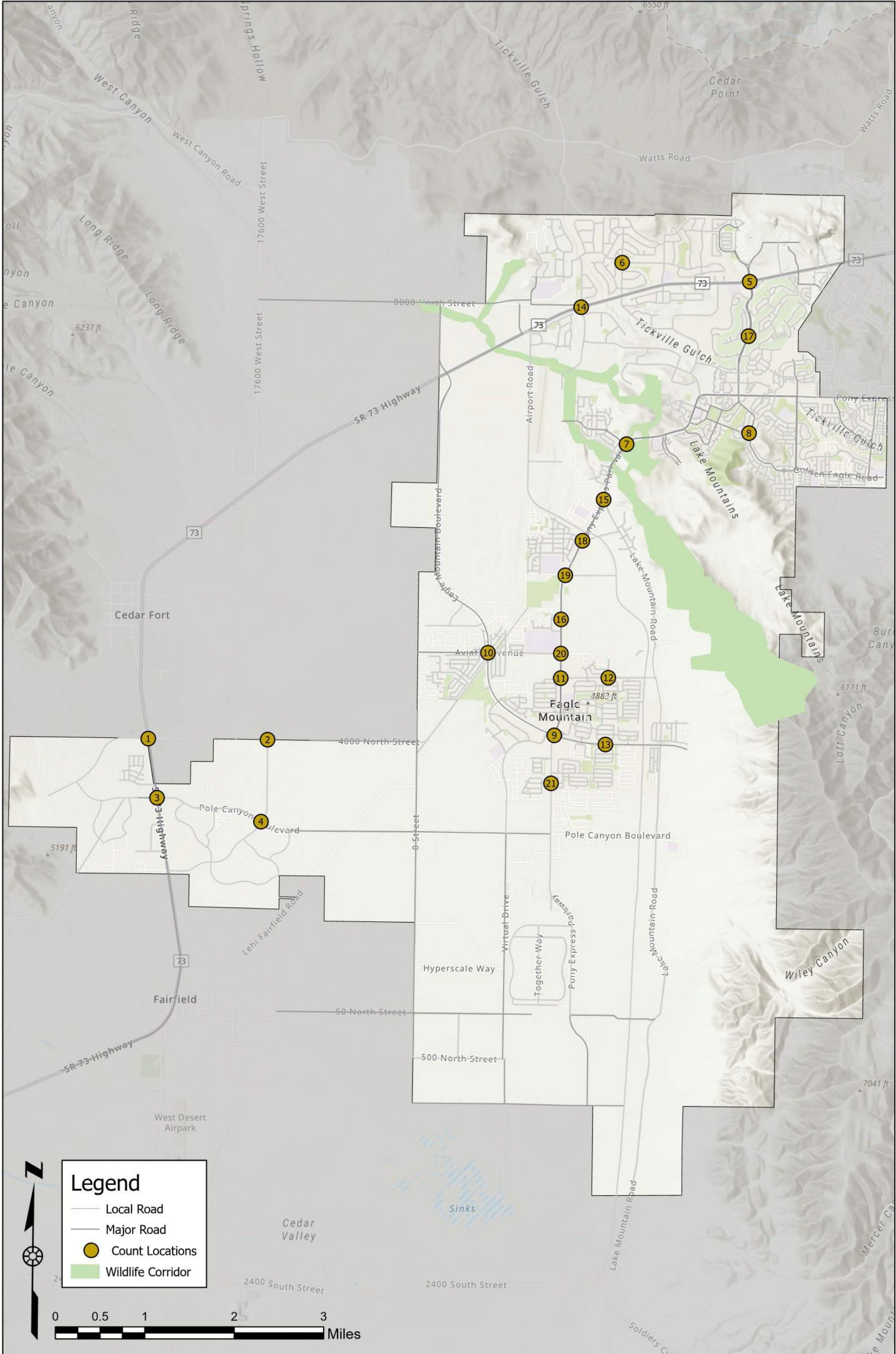
The MAD TDM was calibrated to fit existing traffic conditions in Eagle Mountain City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and included annual average daily traffic (AADT) volumes as defined in Traffic on Utah Highways. On City owned roadways,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

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

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

Existing Functional Classification and Level of Service

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



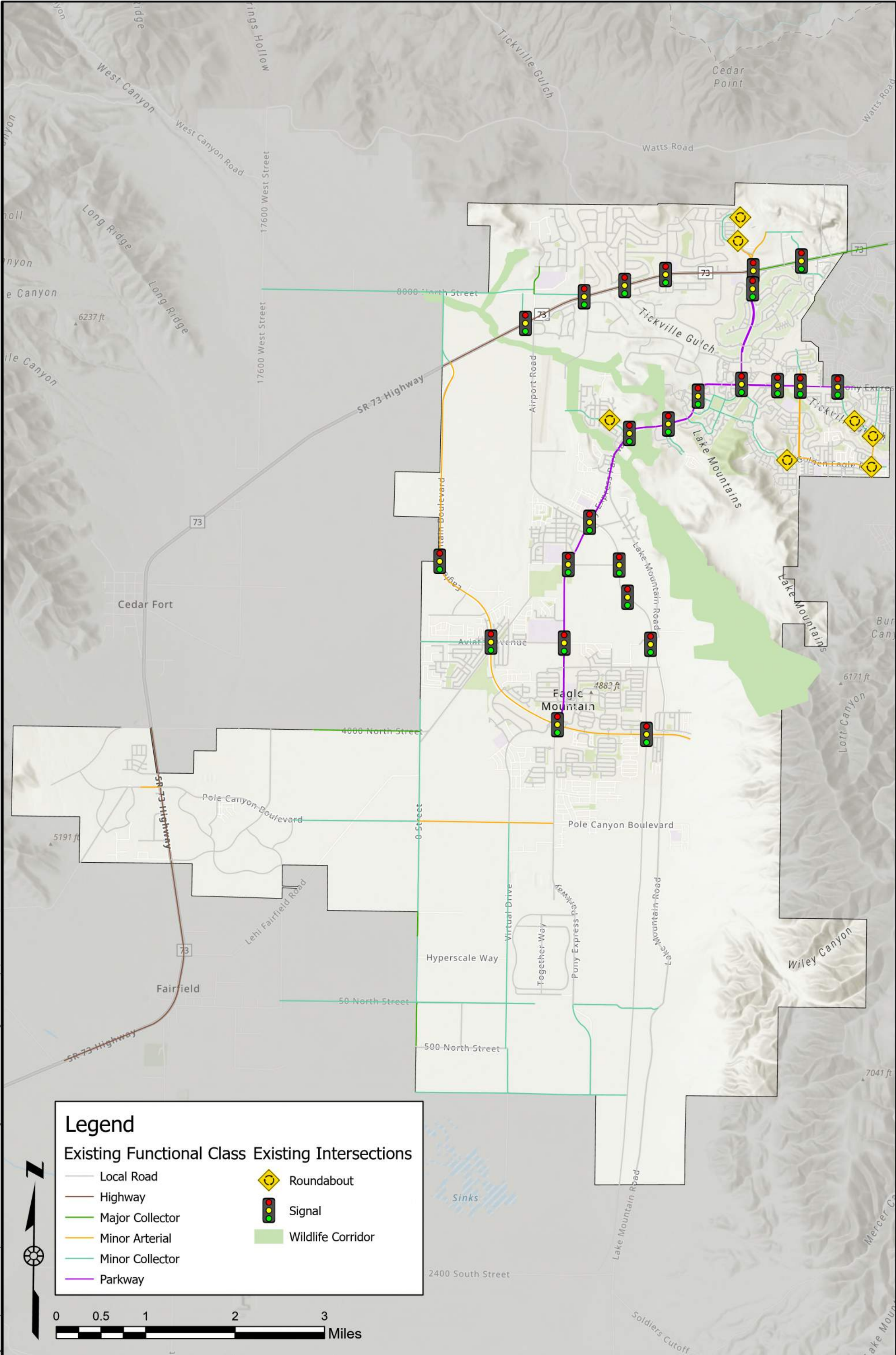
CU2025UT-10591-25 Eagle Mtn Transportation Master Plan/Project Data/GIS/Horrocks/Pro/UT-2843-2012 Eagle Mountain MTP/UT-2843-2012 Eagle Mountain MTP.aprx, 6/18/2025 3:09 PM, shane ellor



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

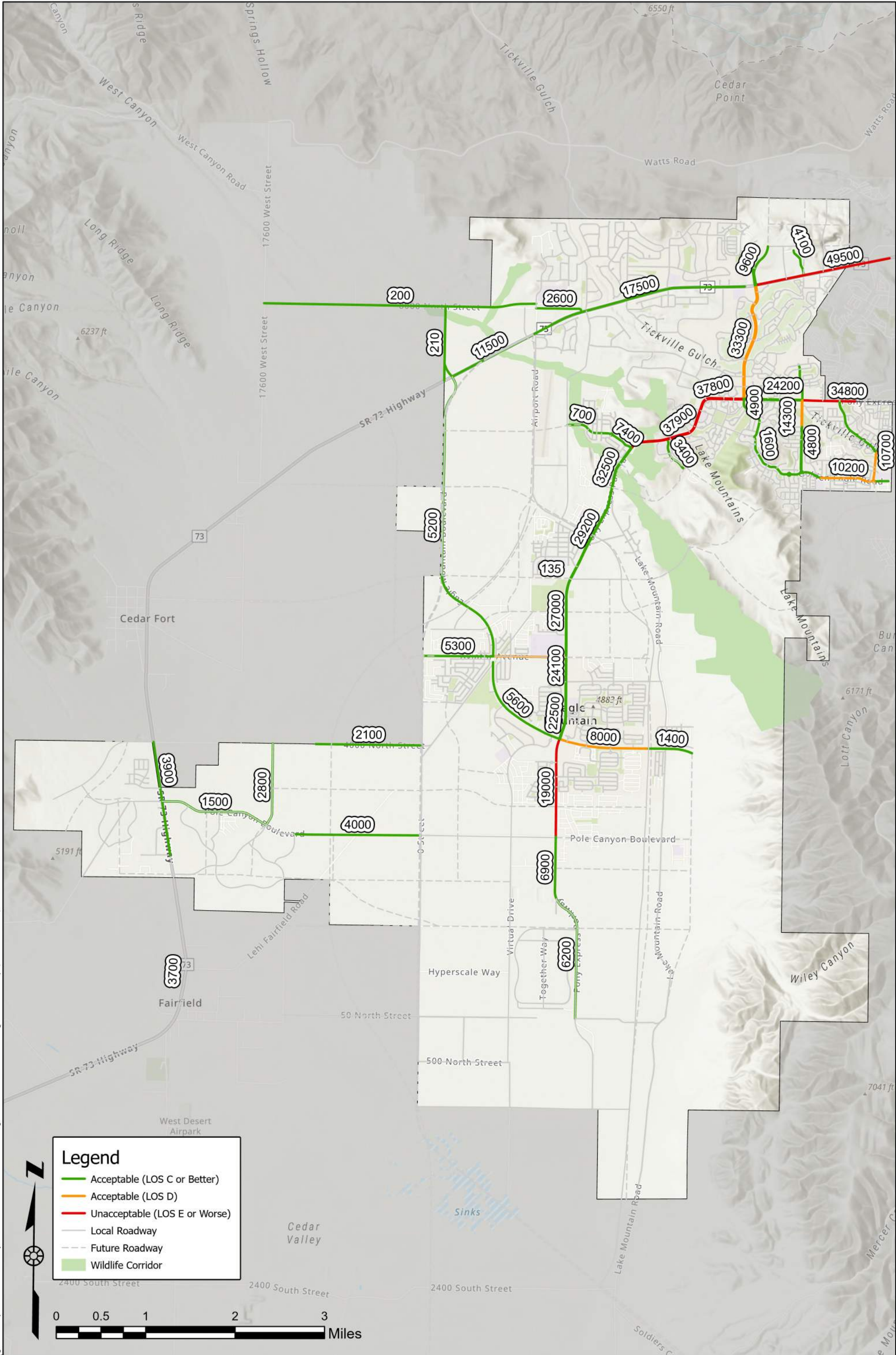
Count Location Map
Eagle Mountain Impact Fee Facilities Plan

DATE	6/17/2025
DRAWN	
Figure 1	



C:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 6/18/2025 3:27 PM, shane ellis

CU2025UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 6/18/2025 3:28 PM, shane ellor





Impact Fee Facilities Plan

June 18, 2025

Mitigations to Existing Capacity Deficiencies

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

Roadway Segments at or below LOS E:

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

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

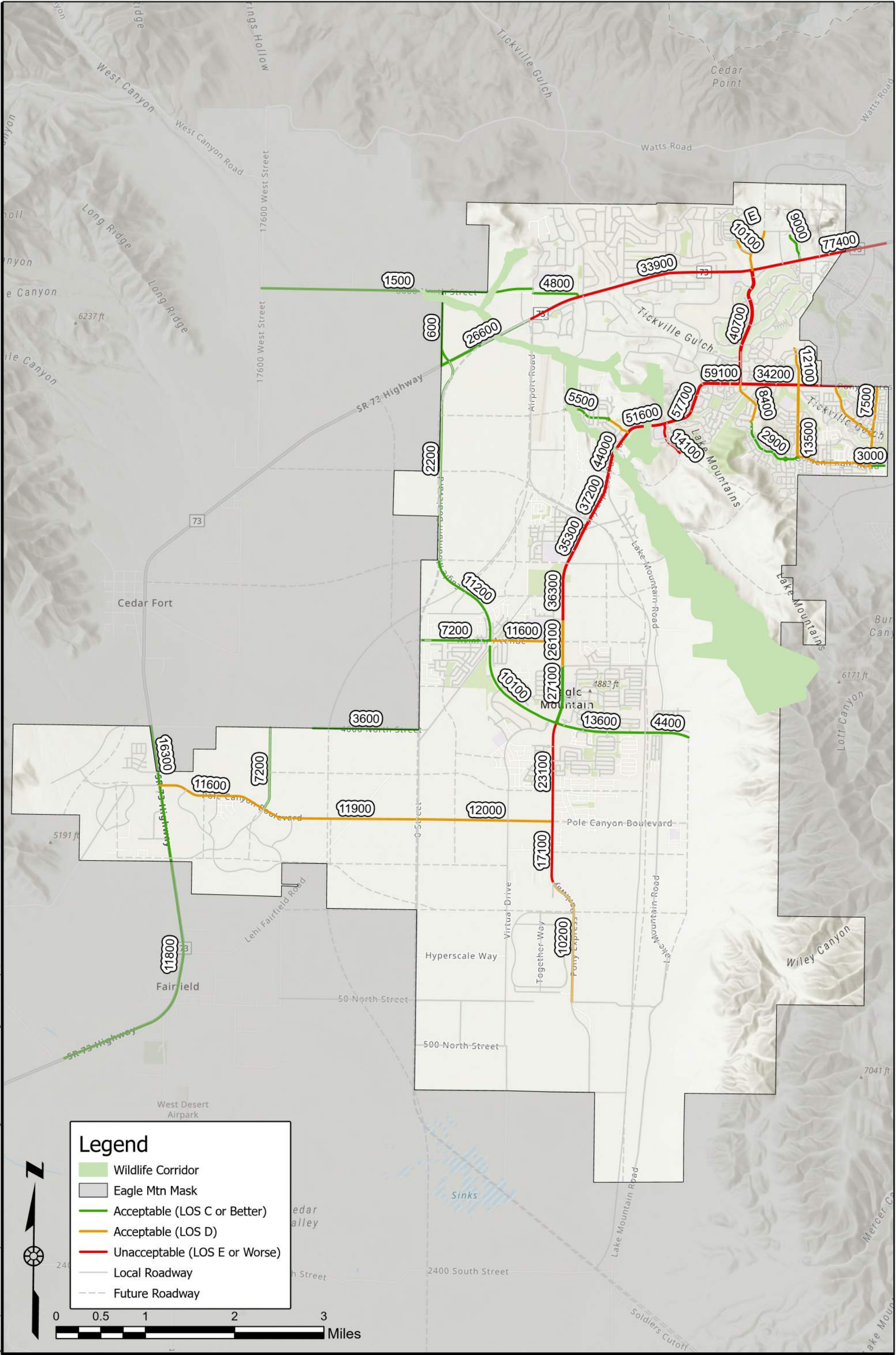
Future Roadway Network Conditions

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

No Build Level of Service

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

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



Legend

- Wildlife Corridor
- Eagle Mtn Mask
- Acceptable (LOS C or Better)
- Acceptable (LOS D)
- Unacceptable (LOS E or Worse)
- Local Roadway
- Future Roadway





Impact Fee Facilities Plan

June 18, 2025

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

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

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

Table 3: Impact Fee Facilities Plan Project Funding Sources

Project	Location	Total Price	Funding Source	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	\$36,000,000	MAG/Other Funds	7%	\$2,438,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	\$459,000,000	UDOT	0%	\$0
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	\$475,000,000	UDOT	0%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	\$69,400,000	MAG/Other Funds	7%	\$4,699,000
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	\$6,114,000	Eagle Mountain	100%	\$6,114,000
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	\$51,292,000	Eagle Mountain	100%	\$51,292,000
11	Cory B Wride & Mustang Way - New Signal	\$620,000	Eagle Mountain	100%	\$620,000
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	\$367,238	Eagle Mountain	100%	\$367,238
16	New Road (Mid Valley Road): East Expressway to Redwood Road - New 4-lane expressway	\$86,200,000	MAG/Other Funds	7%	\$5,836,000



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Total Price	Funding Source	Eagle Mountain %	Eagle Mountain Total
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	\$10,194,000	Eagle Mountain	100%	\$10,194,000
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	\$30,521,000	Eagle Mountain	100%	\$30,521,000
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	\$4,080,000	Eagle Mountain	100%	\$4,080,000
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road – New 2-lane road	\$7,574,000	Eagle Mountain	100%	\$7,574,000
35	NPA 1 & 34.2: Project 34.2 to SR-73	\$1,647,000	Firefly	0%	\$0
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	\$1,736,000	Firefly	0%	\$0
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	\$2,040,000	Firefly	0%	\$0
37	NPA 4 & 5 Road: Project 36.1 to Project 109	\$4,039,000	Firefly	0%	\$0
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	\$4,746,000	Firefly	0%	\$0
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	\$4,104,000	Firefly	0%	\$0
41	Bobby Wren Extension: Existing to East Expressway	\$2,113,000	Eagle Mountain	100%	\$2,113,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	\$3,348,000	Eagle Mountain	100%	\$3,348,000
47	New Road (unknown E/W road): Project 48 to Project 49	\$2,916,000	Eagle Mountain	100%	\$2,916,000
48	New Road (unknown N/S road): Project 134 to northern boundary	\$3,922,000	Eagle Mountain	100%	\$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	\$9,686,000	Eagle Mountain	100%	\$9,686,000
50	New Road (unknown N/S road): SR-73 to Project 137	\$2,056,000	Eagle Mountain	100%	\$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	\$2,260,000	Eagle Mountain	100%	\$2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	\$10,933,000	Eagle Mountain	100%	\$10,933,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	\$6,796,000	Eagle Mountain	100%	\$6,796,000
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	\$3,510,000	Firefly	0%	\$0
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	\$10,935,000	Firefly	0%	\$0
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	\$2,639,000	Firefly	0%	\$0
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	\$8,112,000	Firefly	0%	\$0
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	\$10,565,000	Eagle Mountain	100%	\$10,565,000
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	\$9,248,000	Eagle Mountain	100%	\$9,248,000
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$3,785,000	Eagle Mountain	100%	\$3,785,000
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	\$20,257,000	Eagle Mountain	100%	\$20,257,000



Impact Fee Facilities Plan

June 18, 2025

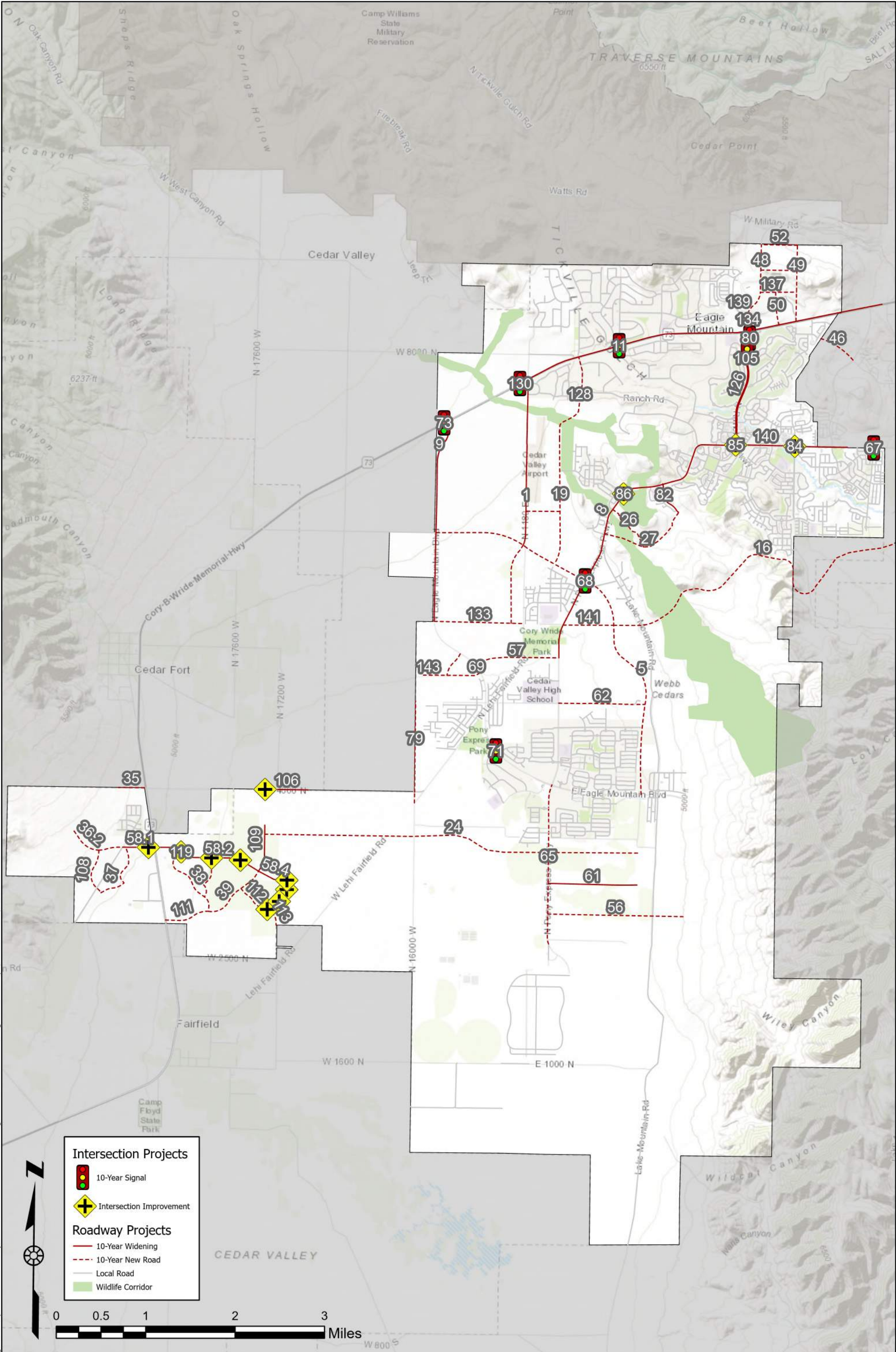
Project	Location	Total Price	Funding Source	Eagle Mountain %	Eagle Mountain Total
68	Pony Express Pkwy & East Expressway - New signal	\$620,000	Eagle Mountain	100%	\$620,000
69	Eagle Mountain Blvd & Project 57 - New signal	\$620,000	Eagle Mountain	100%	\$620,000
71	Eagle Mountain Blvd & Major Street - New signal	\$354,769	Eagle Mountain	100%	\$354,769
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	\$3,012,029	Eagle Mountain	100%	\$3,012,029
73	Eagle Mountain Blvd and SR-73 - New signal	\$620,000	UDOT	0%	\$0
79	New Road (1600 West): Aviator Avenue to 4000 North	\$8,983,000	Eagle Mountain	100%	\$8,983,000
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$3,320,000	Eagle Mountain	100%	\$3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$930,000	Eagle Mountain	100%	\$930,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$348,000	Eagle Mountain	100%	\$348,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$110,100	Eagle Mountain	100%	\$110,100
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	\$3,142,000	Firefly	0%	\$0
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	Firefly	0%	\$0
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	\$2,555,000	Firefly	0%	\$0
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	Firefly	0%	\$0
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	Firefly	0%	\$0
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	Firefly	0%	\$0
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	Firefly	0%	\$0
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	\$1,876,000	Firefly	0%	\$0
115	NPA 12 & CPA Road: Project 126 to Project 127	\$1,232,000	Firefly	0%	\$0
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	\$775,000	Eagle Mountain	100%	\$775,000
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	\$13,236,000	Eagle Mountain	100%	\$13,236,000
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	\$8,299,000	Eagle Mountain	100%	\$8,299,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	Eagle Mountain	100%	\$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	\$620,000	Eagle Mountain	100%	\$620,000
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	\$11,050,334	Eagle Mountain	100%	\$11,050,334
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	\$18,000,000	Eagle Mountain	100%	\$18,000,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	Eagle Mountain	100%	\$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	Eagle Mountain	100%	\$4,577,000



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Total Price	Funding Source	Eagle Mountain %	Eagle Mountain Total
139	New Road (Spring Run Parkway): Realignment	\$940,000	Eagle Mountain	100%	\$940,000
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	\$4,708,000	Eagle Mountain	100%	\$4,708,000
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	\$32,500,000	Eagle Mountain	100%	\$434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	Eagle Mountain	100%	\$2,047,000
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	\$4,601,000	Eagle Mountain	100%	\$4,601,000
	Total	\$1,499,210,000			\$316,115,000



C:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/18/2025 2:46 PM, share.dell



Impact Fee Facilities Plan

June 18, 2025

Project Cost Attributable to 10-Year Growth

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

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

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

Pass-Through Reduction

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

Table 4: Pass-Through Traffic Cost Reduction Calculation

Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	32,800	500	2%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	40	1%
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	19,400	180	1%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	32,800	10	1%
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	17,700	10	1%
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	20,700	-	0%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
11	Cory B Wride & Mustang Way - New Signal	-	-	0%
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	12,100	20	1%
16	New Road (Mid Valley Road): East Expressway to Redwood Road - New 4-lane expressway	32,800	5,810	18%
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	12,100	10	1%
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	12,100	-	0%
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	-	0%
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road – New 2-lane road	12,100	-	0%
35	NPA 1 & 34.2: Project 34.2 to SR-73	12,100	110	1%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	40	1%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	40	1%
37	NPA 4 & 5 Road: Project 36.1 to Project 109	12,100	20	1%
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	12,100	20	1%
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	12,100	-	0%
41	Bobby Wren Extension: Existing to East Expressway	12,100	-	0%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	12,100	-	0%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	5	1%
48	New Road (unknown N/S road): Project 134 to northern boundary	15,100	-	0%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	-	0%
50	New Road (unknown N/S road): SR-73 to Project 137	12,100	-	0%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	-	0%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	12,100	-	0%
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	12,100	-	0%
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	23,700	20	1%
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	23,700	20	1%
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	23,700	-	0%
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	23,700	-	0%
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	12,100	-	0%
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	13,400	-	0%
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	13,400	-	0%
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	1,300	-	0%
68	Pony Express Pkwy & East Expressway - New signal	-	-	0%
69	Eagle Mountain Blvd & Project 57 - New signal	-	-	0%
71	Eagle Mountain Blvd & Major Street - New signal	-	-	0%
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	-	-	0%
73	Eagle Mountain Blvd and SR-73 - New signal	-	-	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	1,300	-	0%
80	New High-T Signal: Ranches Pkwy & Campus Drive	-	-	0%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	-	-	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	-	-	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	-	-	0%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	12,100	40	1%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	30	1%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	12,100	40	1%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	40	1%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	10	1%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	10	1%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	10	1%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	12,100	70	1%
115	NPA 12 & CPA Road: Project 126 to Project 127	12,100	70	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	-	-	0%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	19,300	310	2%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	12,100	170	2%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	1,300	-	0%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	-	-	0%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	20,700	-	0%
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	12,100	20	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	100	1%
137	New Road (unknown E/W road): Project 48 to Project 49	15,100	-	0%
139	New Road (Spring Run Parkway): Realignment	12,100	10	1%
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	17,700	10	1%
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	15,100	-	0%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	15,100	-	0%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	-	0%

Excess Capacity Reduction

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

Table 5: Excess Capacity Cost Reduction Calculations

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	32,800	32,800	11,900	20,900	64%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	12,100	3,610	8,490	70%
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	32,800	19,400	31,000	1,800	9%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	32,800	32,800	15,910	16,890	51%
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	50,500	17,700	50,000	500	3%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	32,800	20,700	2,200	30,600	100%
11	Cory B Wride & Mustang Way - New Signal	-	-	-	-	0%
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	12,100	12,100	2,200	9,900	82%
16	New Road (Mid Valley Road): East Expressway to Redwood Road - New 4-lane expressway	32,800	32,800	10,200	22,600	69%
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	12,100	12,100	5,100	7,000	58%
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	12,100	12,100	6,300	5,800	48%
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	12,100	1,000	11,100	92%
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road – New 2-lane road	12,100	12,100	3,800	8,300	69%
35	NPA 1 & 34.2: Project 34.2 to SR-73	12,100	12,100	10,720	1,380	11%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	12,100	4,450	7,650	63%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	12,100	4,450	7,650	63%
37	NPA 4 & 5 Road: Project 36.1 to Project 109	12,100	12,100	2,000	10,100	83%
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	12,100	12,100	2,200	9,900	82%
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	12,100	12,100	360	11,740	97%
41	Bobby Wren Extension: Existing to East Expressway	12,100	12,100	1,600	10,500	87%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	12,100	12,100	5,000	7,100	59%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	12,100	800	11,300	93%
48	New Road (unknown N/S road): Project 134 to northern boundary	15,100	15,100	9,900	5,200	34%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	13,400	9,200	4,200	31%
50	New Road (unknown N/S road): SR-73 to Project 137	12,100	12,100	1,000	11,100	92%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	12,100	1,000	11,100	92%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	12,100	12,100	1,400	10,700	88%
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	12,100	12,100	2,080	10,020	83%
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	31,200	23,700	9,300	21,900	92%
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	31,200	23,700	9,300	21,900	92%
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	31,200	23,700	9,300	21,900	92%
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	31,200	23,700	8,300	22,900	97%
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	12,100	12,100	5,500	6,600	55%
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	13,400	13,400	4,400	9,000	67%
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	13,400	13,400	4,500	8,900	66%
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	13,400	1,300	10,200	3,200	100%
68	Pony Express Pkwy & East Expressway - New signal	-	-	-	-	0%
69	Eagle Mountain Blvd & Project 57 - New signal	-	-	-	-	0%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
71	Eagle Mountain Blvd & Major Street - New signal	-	-	-	-	0%
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	-	-	-	-	0%
73	Eagle Mountain Blvd and SR-73 - New signal	-	-	-	-	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	13,400	1,300	2,800	10,600	100%
80	New High-T Signal: Ranches Pkwy & Campus Drive	-	-	-	-	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	-	-	-	-	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	-	-	-	-	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	-	-	-	-	0%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	12,100	12,100	3,610	8,490	70%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	12,100	3,000	9,100	75%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	12,100	12,100	3,720	8,380	69%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	12,100	4,320	7,780	64%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	12,100	1,480	10,620	88%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	12,100	1,460	10,640	88%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	12,100	1,460	10,640	88%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	12,100	12,100	6,500	5,600	46%
115	NPA 12 & CPA Road: Project 126 to Project 127	12,100	12,100	6,500	5,600	46%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	-	-	-	-	0%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	50,500	19,300	40,700	9,800	51%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	12,100	12,100	5,100	7,000	58%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	13,400	1,300	11,900	1,500	100%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	-	-	-	-	0%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	32,800	20,700	11,200	21,600	100%
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	12,100	12,100	1,800	10,300	85%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	15,100	10,000	5,100	34%
137	New Road (unknown E/W road): Project 48 to Project 49	15,100	15,100	200	14,900	99%
139	New Road (Spring Run Parkway): Realignment	12,100	12,100	800	11,300	93%
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	50,500	17,700	30,500	20,000	40%
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	15,100	15,100	-	15,100	100%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	12,100	-	12,100	100%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	12,100	-	12,100	100%

Existing User Share for New Construction Projects

For all roadways in the roadway system, a portion of the traffic volume would be used by the existing roadway users, regardless of future development. For existing roadways, the existing user share is the



Impact Fee Facilities Plan

June 18, 2025

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

Table 6: Existing User Share Cost Reduction Calculation

Project	Location	Added Capacity	Existing User Volume	Existing User %
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	32,800	328	1%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	121	1%
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	19,400	194	1%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	32,800	328	1%
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	17,700	177	1%
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	20,700	207	1%
11	Cory B Wride & Mustang Way - New Signal	0	0	0%
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	0	0	0%
16	New Road (Mid Valley Road): East Expressway to Redwood Road - New 4-lane expressway	32,800	0	0%
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	12,100	121	1%
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	12,100	121	1%
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	121	1%
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road – New 2-lane road	12,100	121	1%
35	NPA 1 & 34.2: Project 34.2 to SR-73	12,100	121	1%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	121	1%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	121	1%
37	NPA 4 & 5 Road: Project 36.1 to Project 109	12,100	121	1%
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	12,100	121	1%
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	12,100	121	1%
41	Bobby Wren Extension: Existing to East Expressway	12,100	121	1%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	12,100	121	1%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	12	1%
48	New Road (unknown N/S road): Project 134 to northern boundary	15,100	151	1%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	134	1%
50	New Road (unknown N/S road): SR-73 to Project 137	12,100	121	1%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	121	1%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	12,100	121	1%
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	12,100	121	1%
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	23,700	237	1%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Added Capacity	Existing User Volume	Existing User %
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	23,700	237	1%
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	23,700	237	1%
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	23,700	237	1%
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	12,100	121	1%
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	13,400	134	1%
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	13,400	134	1%
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	1,300	13	1%
68	Pony Express Pkwy & East Expressway - New signal	0	0	0%
69	Eagle Mountain Blvd & Project 57 - New signal	0	0	0%
71	Eagle Mountain Blvd & Major Street - New signal	0	0	0%
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	0	0	0%
73	Eagle Mountain Blvd and SR-73 - New signal	0	0	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	13,400	134	1%
80	New High-T Signal: Ranches Pkwy & Campus Drive	0	0	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	0	0	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	0	0	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	0	0	0%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	12,100	121	1%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	121	1%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	12,100	121	1%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	121	1%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	121	1%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	121	1%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	121	1%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	12,100	121	1%
115	NPA 12 & CPA Road: Project 126 to Project 127	12,100	121	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	0	0	0%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	19,300	193	1%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	12,100	121	1%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	1,300	13	1%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	0	0	0%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	20,700	207	1%
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	15,100	151	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	151	1%
137	New Road (unknown E/W road): Project 48 to Project 49	12,100	121	1%
139	New Road (Spring Run Parkway): Realignment	32,800	328	1%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Added Capacity	Existing User Volume	Existing User %
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	17,700	177	1%
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	15,100	151	1%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	121	1%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	121	1%

Proportion Attributable to Growth Summary and Costs

Impact fees can only be collected for the proportion of the added capacity that is used by new development that is projected to occur through 2035. **Table 7** is a summary table that accounts for all cost reductions attributed to existing deficiencies, existing user share, pass-through, and excess capacity.

Table 7: Proportion of Projects Attributed to New Development

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	1%	2%	64%	33%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	1%	1%	70%	28%
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	22%	1%	9%	68%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	1%	1%	51%	47%
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	21%	1%	3%	75%
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	1%	0%	100%	0%
11	Cory B Wride & Mustang Way - New Signal	1%	0%	0%	99%
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	1%	1%	82%	16%
16	New Road (Mid Valley Road): East Expressway to Redwood Road - New 4-lane expressway	0%	18%	69%	13%
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	1%	1%	58%	40%
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	1%	0%	48%	51%
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	1%	0%	92%	7%
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road – New 2-lane road	1%	0%	69%	30%
35	NPA 1 & 34.2: Project 34.2 to SR-73	1%	1%	11%	87%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	1%	1%	63%	35%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	1%	1%	63%	35%
37	NPA 4 & 5 Road: Project 36.1 to Project 109	1%	1%	83%	15%
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	1%	1%	82%	16%
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	1%	0%	97%	2%
41	Bobby Wren Extension: Existing to East Expressway	1%	0%	87%	12%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	1%	0%	59%	40%
47	New Road (unknown E/W road): Project 48 to Project 49	1%	1%	93%	5%
48	New Road (unknown N/S road): Project 134 to northern boundary	1%	0%	34%	65%
49	New Road (unknown N/S road): SR-73 to northern border	1%	0%	31%	68%
50	New Road (unknown N/S road): SR-73 to Project 137	1%	0%	92%	7%
52	New Road (unknown E/W road): Project 48 to Project 136	1%	0%	92%	7%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	1%	0%	88%	11%
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	1%	0%	83%	16%
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	1%	1%	92%	6%
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	1%	1%	92%	6%
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	1%	0%	92%	7%
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	1%	0%	97%	2%
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	0%	0%	55%	44%
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	1%	0%	67%	32%
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	1%	0%	66%	33%
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	1%	0%	100%	0%
68	Pony Express Pkwy & East Expressway - New signal	1%	0%	0%	99%
69	Eagle Mountain Blvd & Project 57 - New signal	0%	0%	0%	99%
71	Eagle Mountain Blvd & Major Street - New signal	1%	0%	0%	99%
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	1%	0%	0%	99%
73	Eagle Mountain Blvd and SR-73 - New signal	1%	0%	0%	99%
79	New Road (1600 West): Aviator Avenue to 4000 North	1%	0%	100%	0%
80	New High-T Signal: Ranches Pkwy & Campus Drive	1%	0%	0%	99%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	1%	0%	0%	99%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	1%	0%	0%	99%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	1%	0%	0%	99%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	1%	0%	70%	28%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	1%	1%	75%	23%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	1%	1%	69%	29%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	1%	1%	64%	34%
111	Tyson Parkway: SR-73 to East Loop Road	1%	1%	88%	10%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	1%	1%	88%	10%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	1%	1%	88%	10%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	1%	1%	46%	52%



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
115	NPA 12 & CPA Road: Project 126 to Project 127	1%	1%	46%	52%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	1%	1%	0%	99%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	1%	0%	51%	46%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	1%	2%	58%	39%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	1%	2%	100%	0%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	1%	0%	0%	99%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	1%	0%	100%	0%
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	0%	0%	85%	13%
134	New Road (unknown N/S road): SR-73 to Project 137	1%	1%	34%	64%
137	New Road (unknown E/W road): Project 48 to Project 49	1%	1%	99%	0%
139	New Road (Spring Run Parkway): Realignment	1%	1%	93%	5%
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	17%	0%	83%	0%
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	1%	1%	100%	0%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	1%	1%	100%	0%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	1%	1%	100%	0%

Using the proportion attributed to future growth in [Table 7](#), the cost attributable to future growth is calculated in [Table 8](#). Of the **\$316,115,000** required by Eagle Mountain for roadway improvements, **\$84,752,000** is eligible to be paid using impact fees. All project costs in [Table 8](#) are the 2025 project costs. All assumptions, rates, and specific project costs are found in [IFFP Cost Estimates](#).

Table 8: Cost Attributable to Growth

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	\$36,000,000	\$2,438,000	33%	\$805,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	\$459,000,000	\$0	28%	\$0
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	\$475,000,000	\$0	68%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	\$69,400,000	\$4,699,000	47%	\$2,209,000
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	\$13,387,000	\$13,387,000	75%	\$10,040,000
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	\$51,292,000	\$51,292,000	0%	\$0
11	Cory B Wride & Mustang Way - New Signal	\$620,000	\$620,000	99%	\$614,000
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	\$367,238	\$367,238	16%	\$59,000
16	New Road (Mid Valley Road): East Expressway to Redwood Road - New 4-lane expressway	\$86,200,000	\$5,836,000	13%	\$759,000



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	\$10,194,000	\$10,194,000	40%	\$4,078,000
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	\$30,521,000	\$30,521,000	51%	\$15,566,000
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	\$4,080,000	\$4,080,000	7%	\$286,000
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road – New 2-lane road	\$7,574,000	\$7,574,000	30%	\$2,272,000
35	NPA 1 & 34.2: Project 34.2 to SR-73	\$1,647,000	\$0	87%	\$0
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	\$1,736,000	\$0	35%	\$0
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	\$2,040,000	\$0	35%	\$0
37	NPA 4 & 5 Road: Project 36.1 to Project 109	\$4,039,000	\$0	15%	\$0
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	\$4,746,000	\$0	16%	\$0
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	\$4,104,000	\$0	2%	\$0
41	Bobby Wren Extension: Existing to East Expressway	\$2,113,000	\$2,113,000	12%	\$254,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	\$3,348,000	\$3,348,000	40%	\$1,339,000
47	New Road (unknown E/W road): Project 48 to Project 49	\$2,916,000	\$2,916,000	5%	\$146,000
48	New Road (unknown N/S road): Project 134 to northern boundary	\$3,922,000	\$3,922,000	65%	\$2,549,000
49	New Road (unknown N/S road): SR-73 to northern border	\$9,686,000	\$9,686,000	68%	\$6,586,000
50	New Road (unknown N/S road): SR-73 to Project 137	\$2,056,000	\$2,056,000	7%	\$144,000
52	New Road (unknown E/W road): Project 48 to Project 136	\$2,260,000	\$2,260,000	7%	\$158,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	\$10,933,000	\$10,933,000	11%	\$1,203,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	\$6,796,000	\$6,796,000	16%	\$1,087,000
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	\$3,510,000	\$0	6%	\$0
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	\$10,935,000	\$0	6%	\$0
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	\$2,639,000	\$0	7%	\$0
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	\$8,112,000	\$0	2%	\$0
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	\$10,565,000	\$10,565,000	44%	\$4,649,000
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	\$9,248,000	\$9,248,000	32%	\$2,959,000
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$3,785,000	\$3,785,000	33%	\$1,249,000
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	\$20,257,000	\$20,257,000	0%	\$0
68	Pony Express Pkwy & East Expressway - New signal	\$620,000	\$620,000	99%	\$614,000
69	Eagle Mountain Blvd & Project 57 - New signal	\$620,000	\$620,000	99%	\$614,000
71	Eagle Mountain Blvd & Major Street - New signal	\$354,769	\$354,769	99%	\$351,000
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	\$3,012,029	\$3,012,029	99%	\$2,982,000
73	Eagle Mountain Blvd and SR-73 - New signal	\$620,000	\$0	99%	\$0
79	New Road (1600 West): Aviator Avenue to 4000 North	\$8,983,000	\$8,983,000	0%	\$0
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$3,320,000	\$3,320,000	99%	\$3,287,000



Impact Fee Facilities Plan

June 18, 2025

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$930,000	\$930,000	99%	\$921,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$348,000	\$348,000	99%	\$345,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$110,100	\$110,100	99%	\$109,000
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	\$3,142,000	\$0	28%	\$0
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	\$0	23%	\$0
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	\$2,555,000	\$0	29%	\$0
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	\$0	34%	\$0
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	\$0	10%	\$0
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	\$0	10%	\$0
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	\$0	10%	\$0
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	\$1,876,000	\$0	52%	\$0
115	NPA 12 & CPA Road: Project 126 to Project 127	\$1,232,000	\$0	52%	\$0
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	\$775,000	\$775,000	99%	\$767,000
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	\$13,236,000	\$13,236,000	46%	\$6,089,000
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	\$8,299,000	\$8,299,000	39%	\$3,237,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	\$4,285,921	0%	\$0
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	\$620,000	\$620,000	\$99%	\$614,000
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	\$11,050,334	\$11,050,334	0%	\$0
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	\$18,000,000	\$18,000,000	13%	\$2,340,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	\$5,350,000	64%	\$3,424,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	\$4,577,000	0%	\$0
139	New Road (Spring Run Parkway): Realignment	\$940,000	\$940,000	5%	\$47,000
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	\$4,708,000	\$4,708,000	0%	\$0
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	\$32,500,000	\$434,000	0	\$0
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	\$2,047,000	0%	\$0
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	\$4,601,000	\$4,601,000	0%	\$0
Total		\$1,499,210,000	\$316,115,000		\$84,752,000

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

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



Impact Fee Facilities Plan

June 18, 2025

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

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

Federal Funding

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

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

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

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

State/County Funding

The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs.



Impact Fee Facilities Plan

June 18, 2025

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

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

City Funding

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

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

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

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



Impact Fee Facilities Plan

June 18, 2025

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 the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Interfund Loans

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

Developer Dedications and Exactions

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

Developer Impact Fees

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

Necessity of Improvements to Maintain Level of Service

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



10 Year Capital Facilities Plan Cost Summary



IFFP Cost Estimates

Eagle Mountain CFP/IFFP				
Project No. 1				
Improvement Type: New Road				
New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	472,320	\$4,723,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	27.9	\$55,869
Roadway Excavation	C.Y.	\$ 39.00	63,969	\$2,494,803
HMA Concrete	Ton	\$ 114.00	14,735	\$1,679,789
Untreated Base Course	C.Y.	\$ 52.00	17,123	\$890,381
Granular Borrow	C.Y.	\$ 38.00	34,245	\$1,301,327
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,011	\$720,488
Sidewalk (5' width)	L.F.	\$ 54.00	16,011	\$864,586
Drainage	L.F.	\$ 45.00	8,005	\$360,244
Right of Way	S.F.	\$ 8.00	1,216,825	\$9,734,600
Street Lighting	L.F.	\$ 50.00	8,005	\$400,271
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$23,225,561
Contingency			25%	\$5,806,390
Mobilization			10%	\$2,322,556
Preconstruction Engineering			10%	\$2,322,556
Construction Engineering			10%	\$2,322,556
Total Project Costs				\$36,000,000
Eagle Mountain's Responsibility				6.77%
				\$2,438,000

Overall Assumptions:

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

Other Funding Sources: UDOT
Length (miles) 1.52

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

Overall Assumptions:

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

Other Funding Sources: UDOT
Length (miles) 24.95

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 34.39

Eagle Mountain CFP/IFFP				
Project No. 5				
Improvement Type: New Road				
New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,370,688	\$13,706,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	16.5	\$33,012
Roadway Excavation	C.Y.	\$ 39.00	185,641	\$7,239,995
HMA Concrete	Ton	\$ 114.00	42,761	\$4,874,800
Untreated Base Course	C.Y.	\$ 52.00	49,691	\$2,583,915
Granular Borrow	C.Y.	\$ 38.00	99,381	\$3,776,491
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	46,464	\$2,090,880
Sidewalk (5' width)	L.F.	\$ 54.00	46,464	\$2,509,056
Drainage	L.F.	\$ 45.00	23,232	\$1,045,440
Right of Way	S.F.	\$ 8.00	718,991	\$5,751,930
Street Lighting	L.F.	\$ 50.00	23,232	\$1,161,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$44,773,998
Contingency			25%	\$11,193,499
Mobilization			10%	\$4,477,400
Preconstruction Engineering			20%	\$8,954,800
Construction Engineering			0%	\$0
Total Project Costs				\$69,400,000
Eagle Mountain's Responsibility				6.77%
				\$4,699,000

Overall Assumptions:

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

Other Funding Sources: MAG

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.08

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 4.63

Eagle Mountain CFP/IFFP				
Project No. 11				
Improvement Type: Traffic Signal				
Cory B Wride & Mustang Way - New Signal				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		16		
Improvement Type: New Road				
New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,426,020	\$14,260,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	84.3	\$168,678
Roadway Excavation	C.Y.	\$ 39.00	567,013	\$22,113,510
HMA Concrete	Ton	\$ 114.00	44,488	\$5,071,586
Untreated Base Course	C.Y.	\$ 52.00	51,697	\$2,688,223
Granular Borrow	C.Y.	\$ 38.00	103,393	\$3,928,941
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	48,340	\$2,175,285
Sidewalk (5' width)	L.F.	\$ 54.00	48,340	\$2,610,342
Drainage	L.F.	\$ 45.00	24,170	\$1,087,643
Street Lighting	L.F.	\$ 50.00	24,170	\$1,208,492
Bridge (2 ped & 1 wildlife)	Each	\$ 100,000	3	\$300,000
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$55,612,901
Construction Contingency			25%	\$13,903,225
Right of Way (\$8/sf)			3,673,815	\$29,390,518
Mobilization			10%	\$5,561,290
Engineering & Administration			10%	\$5,561,290
Total Project Costs				\$86,200,000
Eagle Mountain's Responsibility				6.77%
				\$5,836,000

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 4.58

Eagle Mountain CFP/IFFP				
Project No. 19				
Improvement Type: New Road				
New Road (Arnot Peak): Project 128 to East Expressway (project 5)				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	119,232	\$1,192,320
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	13.2	\$26,345
Roadway Excavation	C.Y.	\$ 39.00	34,362	\$1,340,118
HMA Concrete	Ton	\$ 114.00	7,700	\$877,846
Untreated Base Course	C.Y.	\$ 52.00	9,315	\$484,380
Granular Borrow	C.Y.	\$ 38.00	12,420	\$471,960
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	14,904	\$670,680
Sidewalk (5' width)	L.F.	\$ 54.00	14,904	\$804,816
Drainage	L.F.	\$ 45.00	7,452	\$335,340
Street Lighting	L.F.	\$ 50.00	7,452	\$372,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,576,405
Construction Contingency			25%	\$1,644,101
Right of Way (\$8/sf)			573,804	\$4,590,432
Mobilization			10%	\$657,641
Engineering & Administration			10%	\$657,641
Total Project Costs				\$10,194,000
Eagle Mountain's Responsibility				100.00%
				\$10,194,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 1.41

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 4.23

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.56

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.29

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.31

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.36

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.72

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.85

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 46				
Improvement Type: New Road				
New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	39,152	\$391,520
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.3	\$8,651
Roadway Excavation	C.Y.	\$ 39.00	11,283	\$440,052
HMA Concrete	Ton	\$ 114.00	2,529	\$288,257
Untreated Base Course	C.Y.	\$ 52.00	3,059	\$159,055
Granular Borrow	C.Y.	\$ 38.00	4,078	\$154,977
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,894	\$220,230
Sidewalk (5' width)	L.F.	\$ 54.00	4,894	\$264,276
Drainage	L.F.	\$ 45.00	2,447	\$110,115
Street Lighting	L.F.	\$ 50.00	2,447	\$122,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,159,482
Construction Contingency			25%	\$539,871
Right of Way (\$8/sf)			188,419	\$1,507,352
Mobilization			10%	\$215,948
Engineering & Administration			10%	\$215,948
Total Project Costs				\$3,348,000
Eagle Mountain's Responsibility				100.00%
				\$3,348,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.46

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.54

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.86

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.37

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 1.51

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.94

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.32

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.99

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.24

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.18

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.52

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.77

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.02

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.24

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.11

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.04

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.03

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.49

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.50

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.53

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.47

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.50

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.38

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.21

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.26

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.17

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.32

Eagle Mountain CFP/IFFP				
Project No. 128				
Improvement Type: New Road				
New Road (Arnot Peak): Project 19 to Canyon Wash Dr.				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	88,000	\$880,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	9.7	\$19,444
Roadway Excavation	C.Y.	\$ 39.00	25,361	\$989,083
HMA Concrete	Ton	\$ 114.00	5,683	\$647,900
Untreated Base Course	C.Y.	\$ 52.00	6,875	\$357,500
Granular Borrow	C.Y.	\$ 38.00	9,167	\$348,333
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,000	\$495,000
Sidewalk (5' width)	L.F.	\$ 54.00	11,000	\$594,000
Drainage	L.F.	\$ 45.00	5,500	\$247,500
Street Lighting	L.F.	\$ 50.00	5,500	\$275,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$5,353,761
Construction Contingency			25%	\$1,338,440
Right of Way (\$8/sf)			423,500	\$3,388,000
Mobilization			10%	\$535,376
Engineering & Administration			10%	\$535,376
Total Project Costs				\$8,299,000
Eagle Mountain's Responsibility				100.00%
				\$8,299,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.04

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.44

Eagle Mountain CFP/IFFP				
Project No. 130				
Improvement Type: Traffic Signal				
Airport Rd & Cory B Wride Memeorial Hwy - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.19

Eagle Mountain CFP/IFFP				
Project No. 133				
Improvement Type: New Road				
New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	310,850	\$3,108,501
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	23.5	\$47,060
Roadway Excavation	C.Y.	\$ 39.00	60,443	\$2,357,280
HMA Concrete	Ton	\$ 114.00	13,836	\$1,577,302
Untreated Base Course	C.Y.	\$ 52.00	16,103	\$837,335
Granular Borrow	C.Y.	\$ 38.00	32,205	\$1,223,797
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,803	\$756,122
Sidewalk (5' width)	L.F.	\$ 54.00	16,803	\$907,346
Drainage	L.F.	\$ 45.00	8,401	\$378,061
Street Lighting	L.F.	\$ 50.00	8,401	\$420,068
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$11,612,873
Construction Contingency			25%	\$2,903,218
Right of Way (\$8/sf)			1,024,965	\$8,199,723
Mobilization			10%	\$1,161,287
Engineering & Administration			10%	\$1,161,287
Total Project Costs				\$18,000,000
Eagle Mountain's Responsibility				6.77%
				\$1,219,000

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 1.59

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.47

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.13

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.38

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

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 0.57

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.64

EXECUTIVE SUMMARY

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

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

2025 Update

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

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

Public Involvement

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

Roadway Network Conditions

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

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



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

Functional Classification and Level of Service (LOS)

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

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

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

Existing and Future Traffic Projections

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

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

Roadway Improvements

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

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



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

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

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

Table 1: Project Priority List

Ranking	Project #	Project Description
1	80, 126	Ranches Parkway Widening and the Ranches & Campus High T Connection
2	96	Trail Head Traffic Signal
3	134	New Road - North Ranches Parkway
4	19,128	New Road - Arnot Peak (Lone Tree to Airport Road & Canyon Wash to Lone Tree)
5	8	Pony Express Parkway Widening (Sandpiper Rd to Eagle Mountain Blvd)
6	140	Pony Express Parkway Widening (Porter's Crossing to the eastern boundary)
7	16	Mid Valley Road (East Expressway to Redwood Road)
8	65	Pony Express Parkway Widening (Eagle Mountain Blvd to Eagle Mountain Public Works)
9	46	New Road – Talus Ridge Drive (Scenic Mountain Drive to Mt Saratoga Road)
10	1	New Road – Old Airport Road (Cory B Wride Hwy to East Expressway)

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

10-Year Roadway Improvements (2025-2035)

Of the **\$316,115,000** required from Eagle Mountain to build the expected roadway projects from 2025 to 2035, **\$84,285,000** can be paid using impact fees. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2025 to 2035 are eligible for impact fees. For all impact fee-eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic.

2050 Roadway Improvements

Also included in the TMP are all projects necessary for the roadway network to perform at LOS D or better for the horizon year of 2050. Although this TMP should be regularly updated, all roadway improvements



must accommodate projected 2050 traffic volumes. The total cost estimate to improve the transportation system by 2050 is \$2,586,962,000, with Eagle Mountain financially responsible for \$754,830,000.

Alternative Transportation Modes

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

Transit

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

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

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

Bicycle and Pedestrians

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

Other Policies and Guidelines

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

TABLE OF CONTENTS

Executive Summary	i
2025 Update	i
Public Involvement	i
Roadway Network Conditions	i
Functional Classification and Level of Service (LOS)	ii
Existing and Future Traffic Projections	ii
Roadway Improvements	ii
10-Year Roadway Improvements (2025-2035)	iii
2050 Roadway Improvements	iii
Alternative Transportation Modes	iv
Transit	iv
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	5
Trip Generation	6
Travel Demand Model Precautions	6
Functional Classification	7
Typical Roadway Cross-Sections	10
Level of Service	14

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



Roadway Level of Service.....	14
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.....	21
Wildlife Corridor.....	21
2035 Capital Facilities Plan.....	21
No Build Level of Service.....	21
2035 Roadway Improvements	22
2050 Roadway Improvements	25
No Build Level of Service.....	25
2050 Roadway Improvements	27
Funding for Roadway Network Improvements.....	30
Federal Funding	30
State/County Funding	30
City Funding	31
Impact Fees	32
Cost to Implement 2035 and 2050 Projects	32
Alternative Transportation Modes.....	40
Bicycle and Pedestrians	40
Transit	40
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: Mobility vs. Land Access Representation.....	7
Figure 4: Existing Functional Classification	9
Figure 5: Typical Cross-Sections	10
Figure 6: Level of Service Representation.....	14
Figure 7: Traffic Count Locations	19
Figure 8: Existing Roadway Level of Service	20
Figure 9: 2035 No Build Level of Service.....	23
Figure 10: 2035 Roadway and Intersection Improvements.....	24
Figure 11: 2050 No Build Level of Service.....	26
Figure 12: 2035 and 2050 CFP Roadway Projects & Intersection Improvements	28
Figure 13: 2050 Proposed Roadway Network Functional Classification	29
Figure 14: UTA Existing and Planned Transit Routes	42

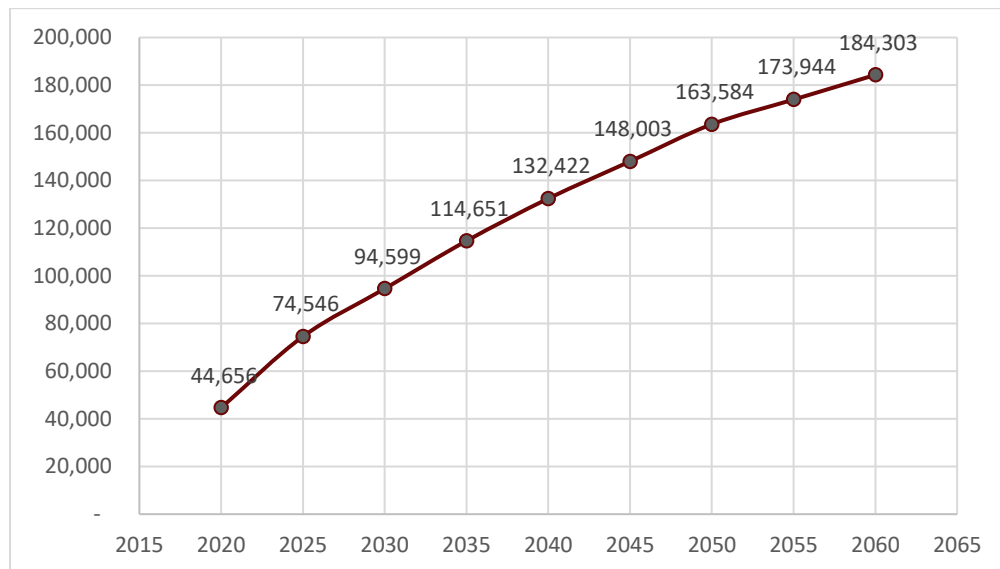
List of Tables

Table 1: Street Functional Classification	8
Table 2: Functional Classifications	8
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: 2035 Projects.....	33
Table 7: 2050 Projects.....	36

INTRODUCTION

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

Figure 1: Eagle Mountain Population



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

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



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

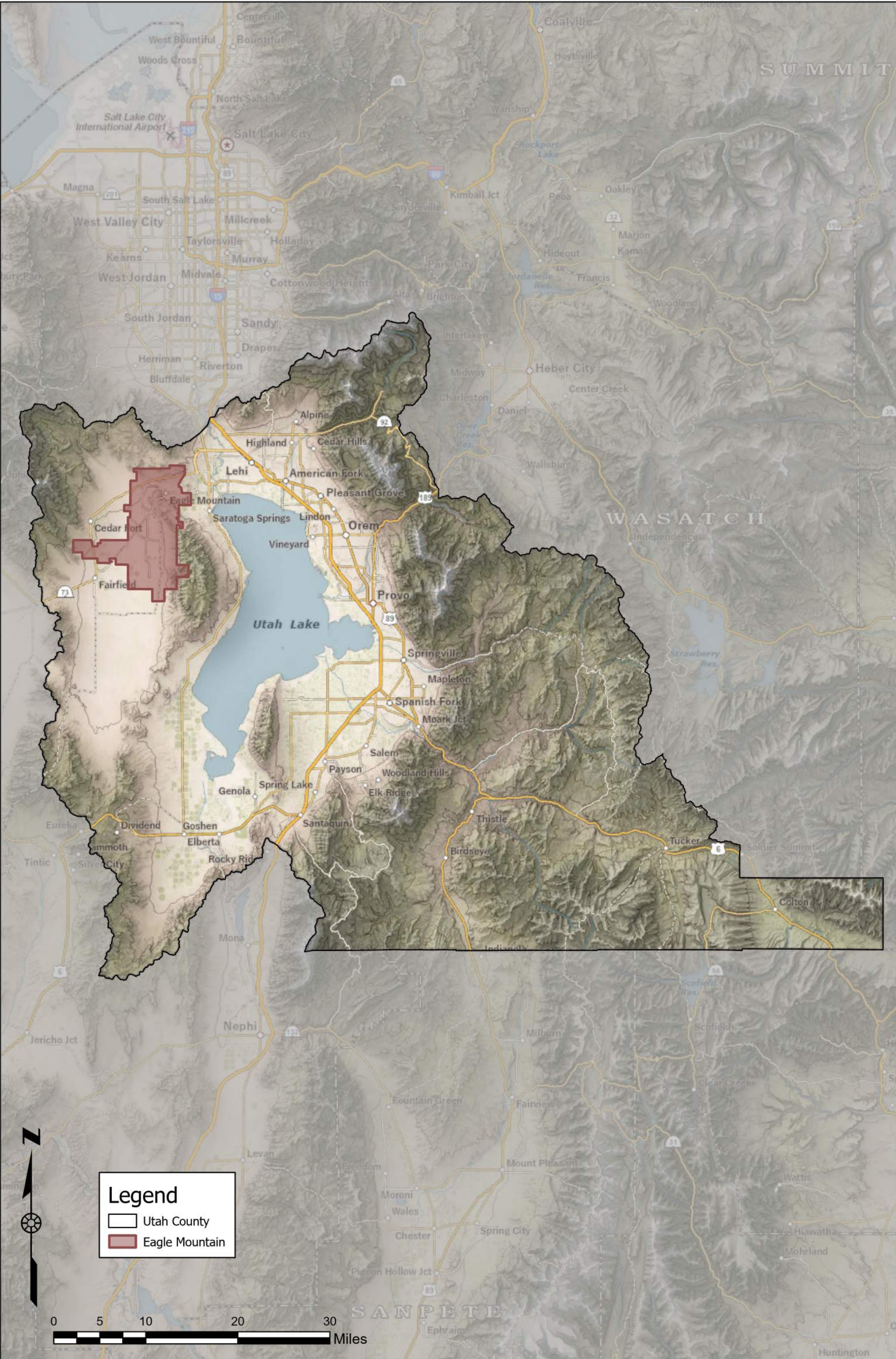
Eagle Mountain as a City

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

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

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

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



C:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 12:29 PM, shane.eller



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

Eagle Mountain Area Map
Eagle Mountain Transportation Master Plan

DATE	6/17/2025
DRAWN	
Figure 2	



Public Involvement

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

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

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

ROADWAY NETWORK CONDITIONS

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

Travel Demand Modeling

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

Land Use and Zoning

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

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

Socioeconomic Conditions

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

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



Trip Generation

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

Travel Demand Model Precautions

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

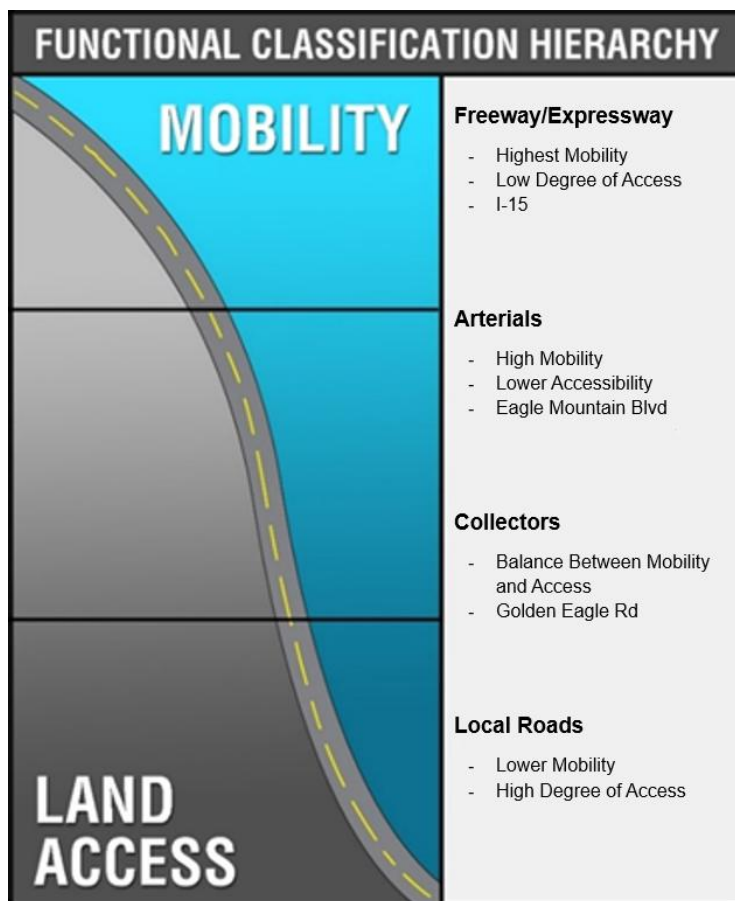


Functional Classification

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

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

Figure 3: Mobility vs. Land Access Representation



Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



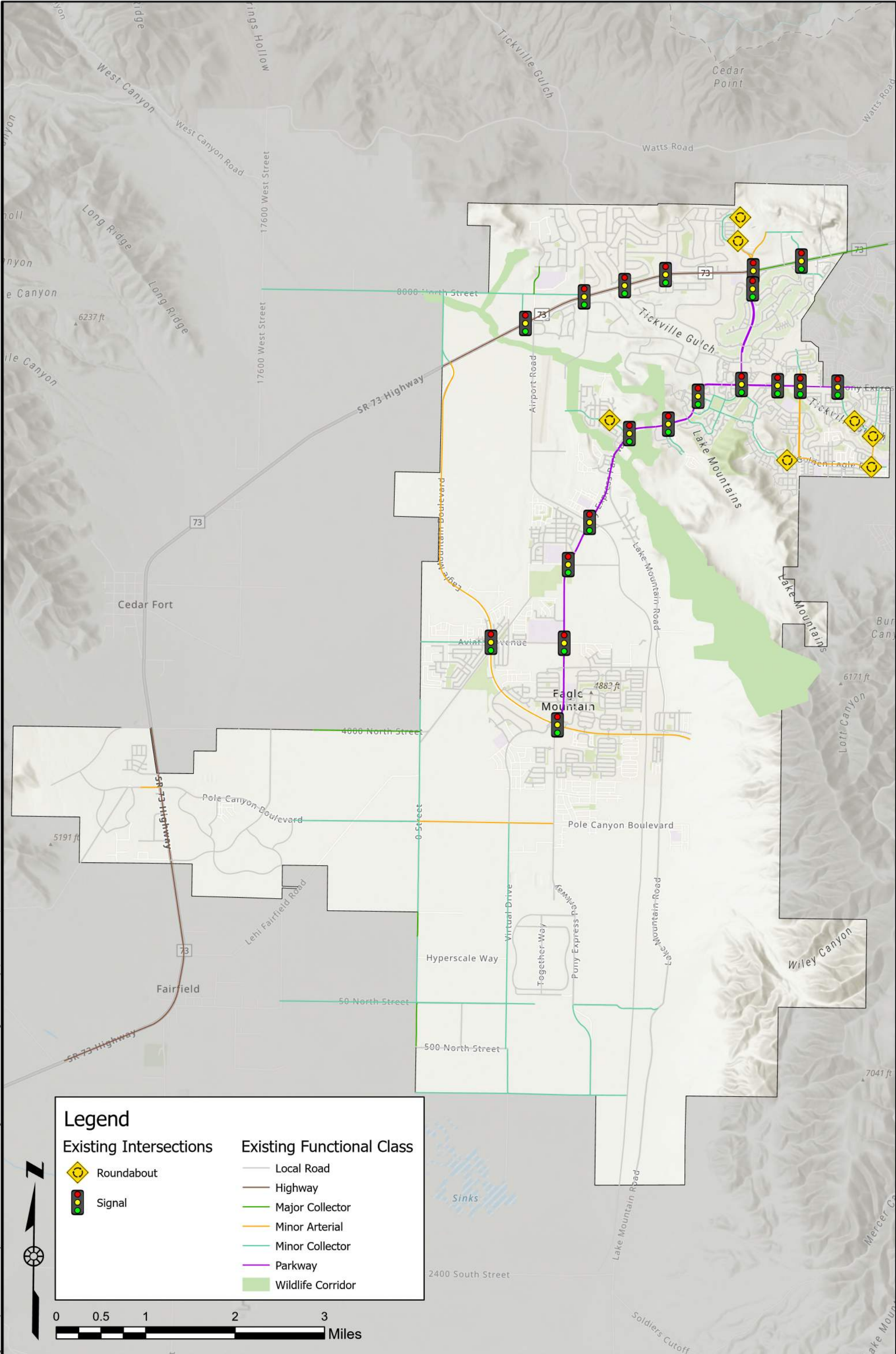
Table 2: Street Functional Classification

Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	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: Parkway, Major Arterial, Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. Currently, Parkway/Expressways have 4 travel lanes, Major Arterials range from 5 to 7 lanes, Minor Arterials have 5 lanes, Major Collectors have 3 lanes, Minor Collectors, and Local roadways have 2 lanes. A map showing the Average Daily Traffic (ADT) in Eagle Mountain is shown in [Figure 8](#).

Table 3: Functional Classifications

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



C:\Users\10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 1:54 PM, share ellor



Typical Roadway Cross-Sections

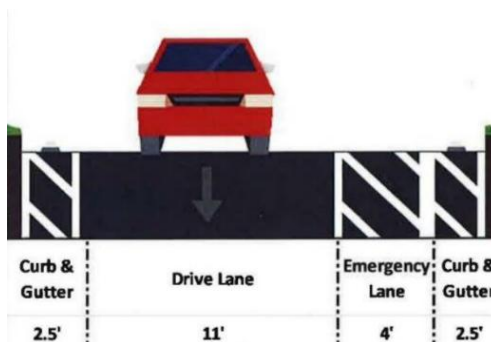
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain City standards, ranges for Right-of-Way (ROW) width and pavement width for each functional classification are described. Each cross-section in Eagle Mountain requires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

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

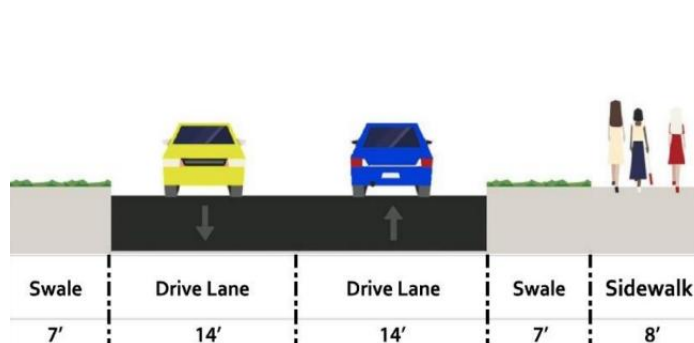
The City has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROWs. The City has two types of arterials; the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four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

Figure 5: Typical Cross-Sections

ALLEY (20' RIGHT OF WAY)

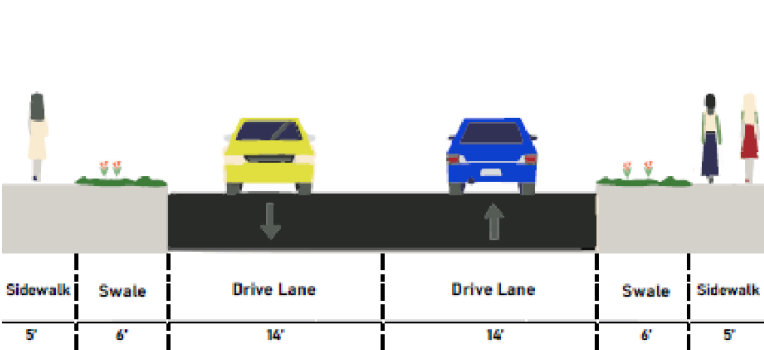


RURAL STREET (50' RIGHT OF WAY)

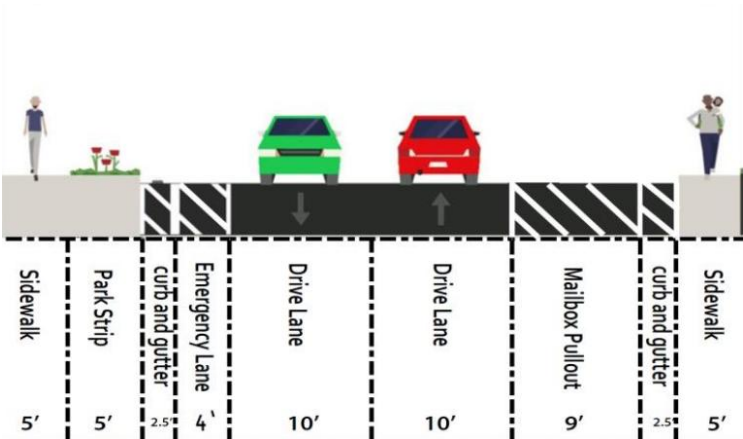




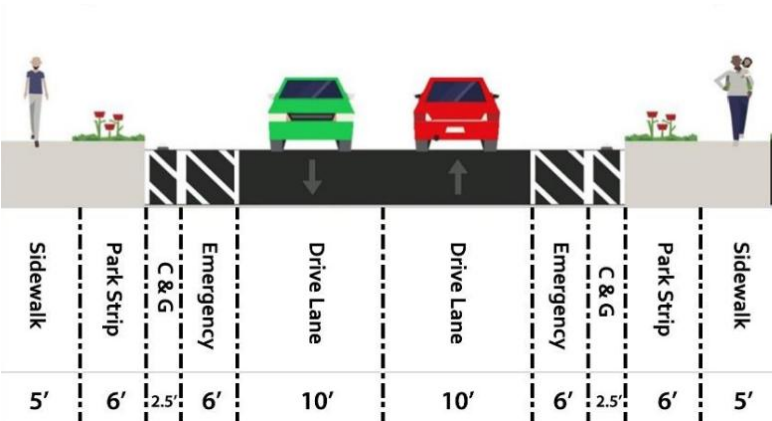
RURAL STREET WITH ALTERNATE (50' RIGHT OF WAY)



MODIFIED PULLOUT (53' RIGHT OF WAY)

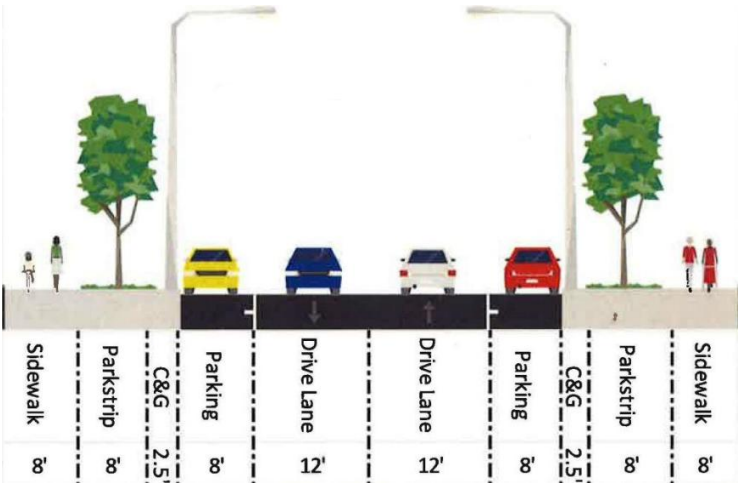


LOCAL (59' RIGHT OF WAY)

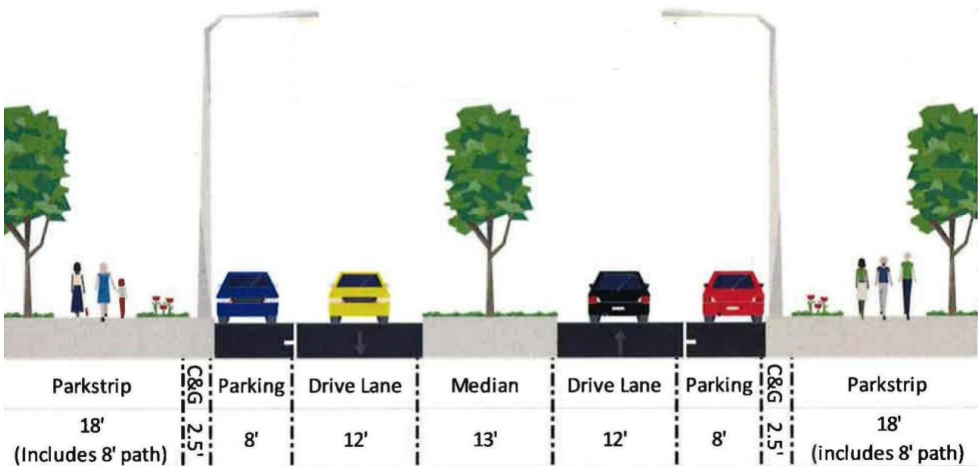




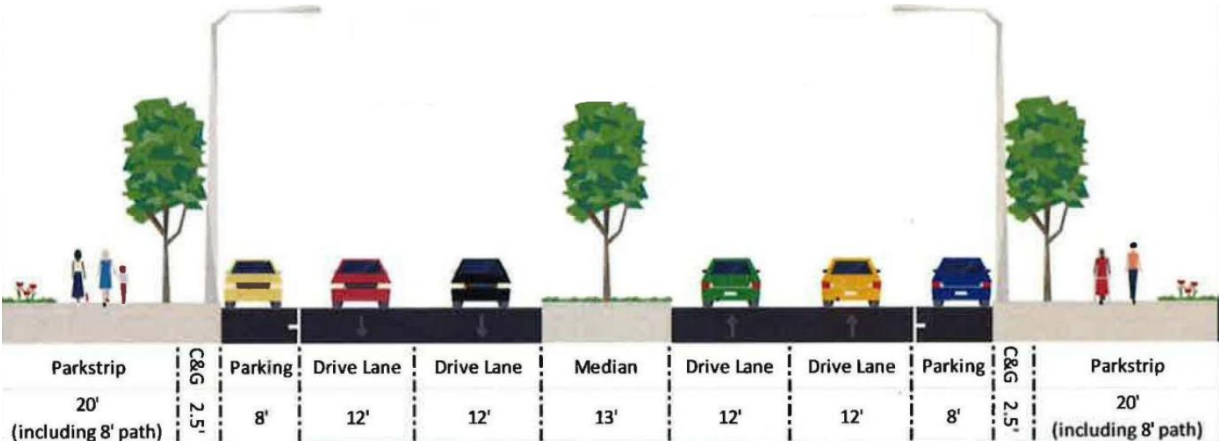
MINOR COLLECTOR STREET – TWO LANES (77’ RIGHT OF WAY)



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

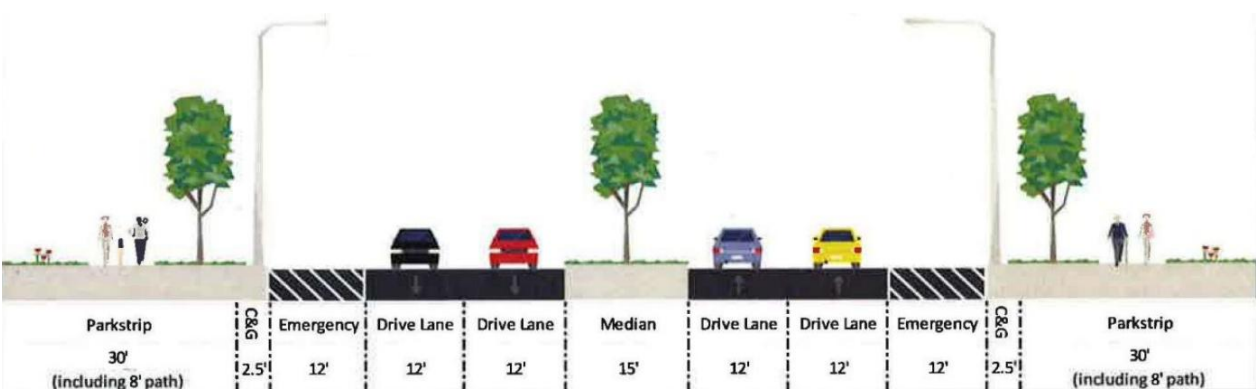


MINOR ARTERIAL STREET – FIVE LANES (122’ RIGHT OF WAY)

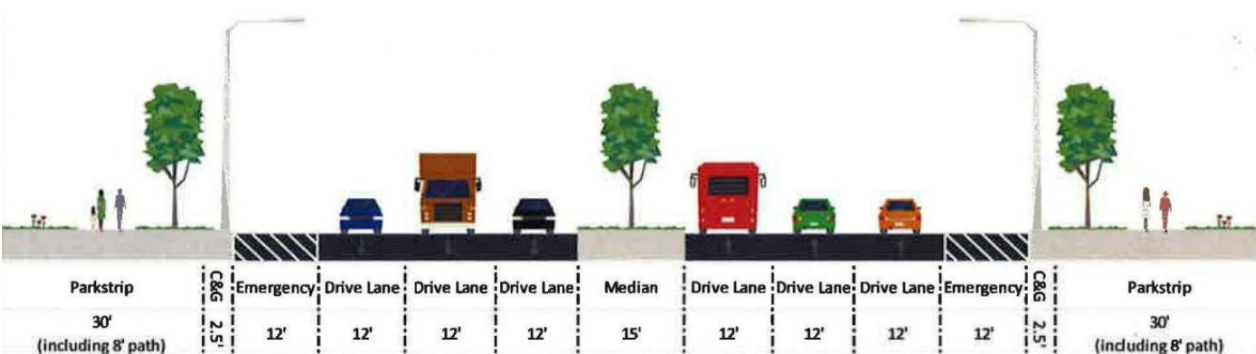




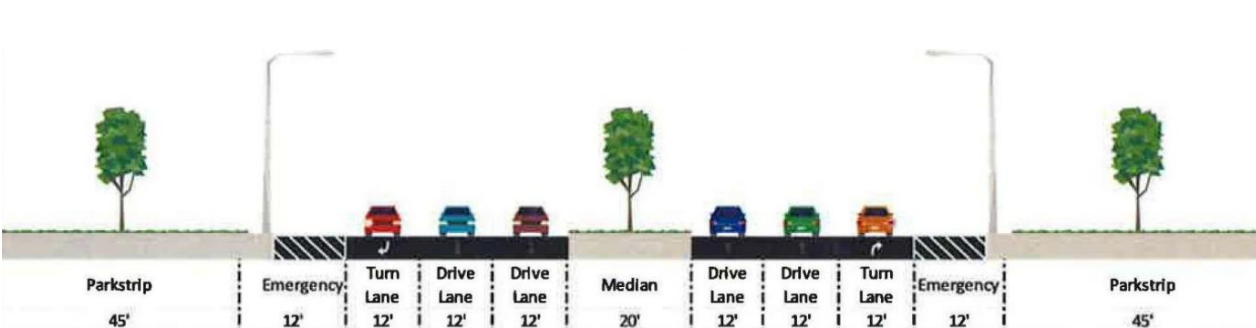
MAJOR ARTERIAL STREET – FIVE LANES (152’ RIGHT OF WAY)



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



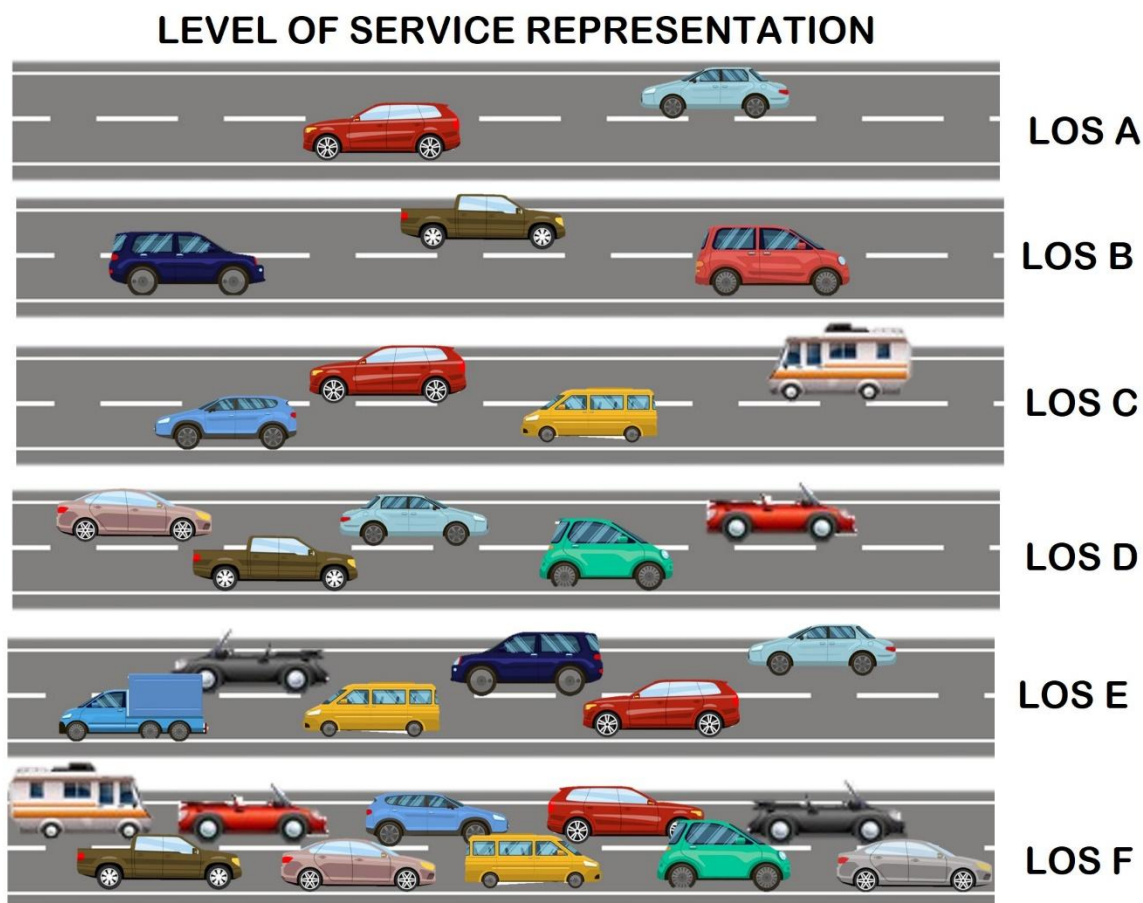
PARKWAY - FIVE LANES (206’ RIGHT OF WAY)



Level of Service

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

Figure 6: Level of Service Representation



Roadway Level of Service

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



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

Table 4: Estimated LOS based on ADT on Arterial Streets

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

Table 5: Estimated LOS based on ADT on Collector Streets

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

Intersection Level of Service

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

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

Un-signalized intersections are generally stop-controlled. These intersections allow major streets to flow freely and minor intersecting streets to stop before entering the intersection. In cases where traffic volumes are more evenly distributed or where sight distances may be limited, four-way stop-controlled intersections are common. LOS for an unsignalized intersection is assigned based on the average control of the worst approach (always a stop approach) at the intersection. An unsignalized intersection operating at LOS D means the average vehicle waiting at one of the stop-controlled approaches will wait no longer



than 35 seconds before proceeding through the intersection. This delay may be caused by large volumes of traffic on the major street, resulting in fewer gaps in traffic for a vehicle to turn or for queued vehicles waiting at the stop sign. Roundabout LOS is also measured using the stopped controlled LOS parameters.

Table 6: Intersection Level of Service

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

*LOS F when traffic volumes exceed capacity

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

Site Development Transportation Impacts (Traffic Impact Studies)

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

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

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

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

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

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



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

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

Existing Roadway Network Conditions

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

Travel Demand Model Calibration

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

Existing Roadway and Intersection Level of Service

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

Roadway Segments

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

Mitigations to Existing Capacity Deficiencies

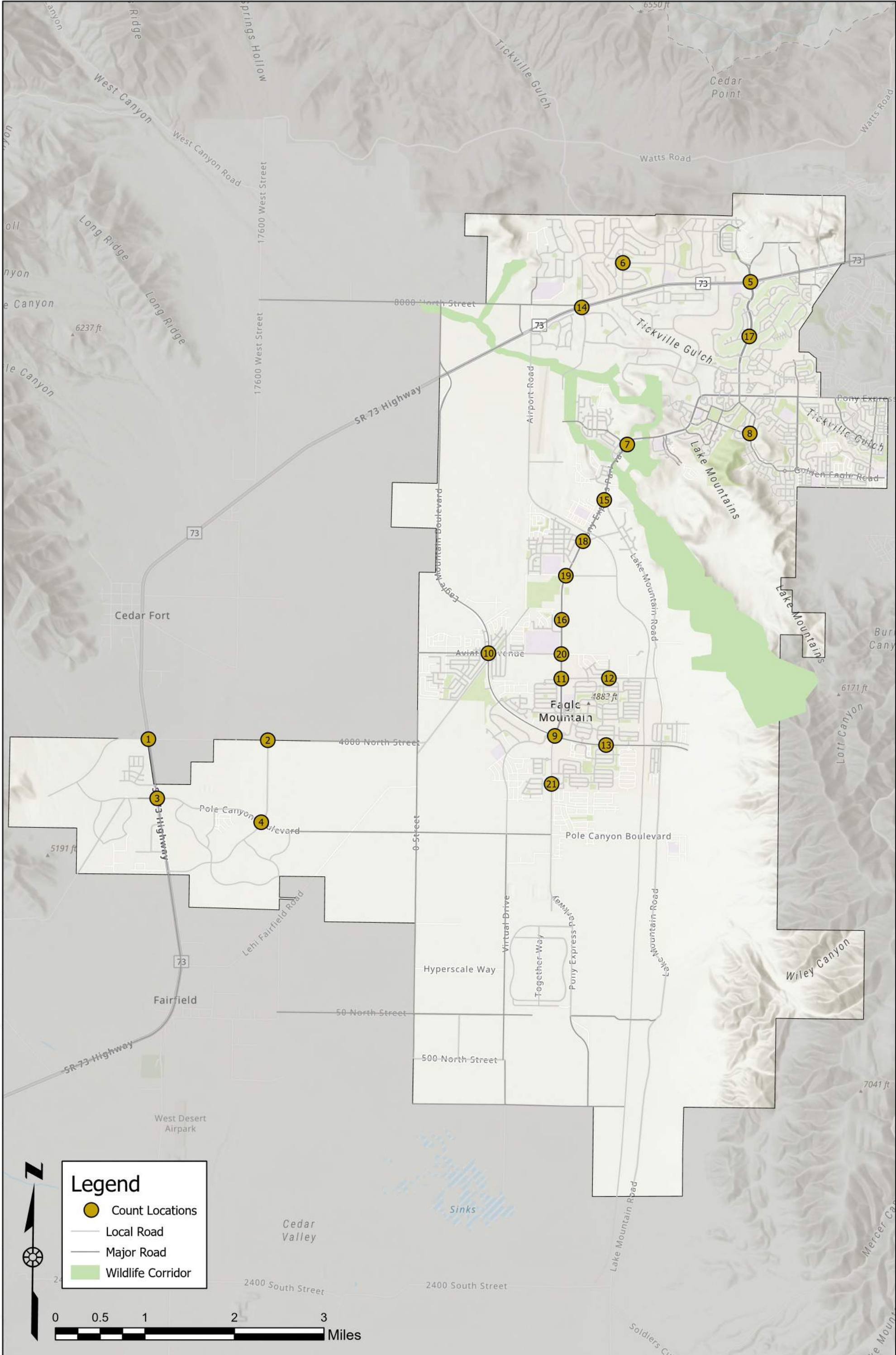
In most cases, roadway capacity improvements are achieved by adding travel lanes. Eagle Mountain can gain additional capacity by striping more roadway lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on-street parking, creating narrower travel lanes,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

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025

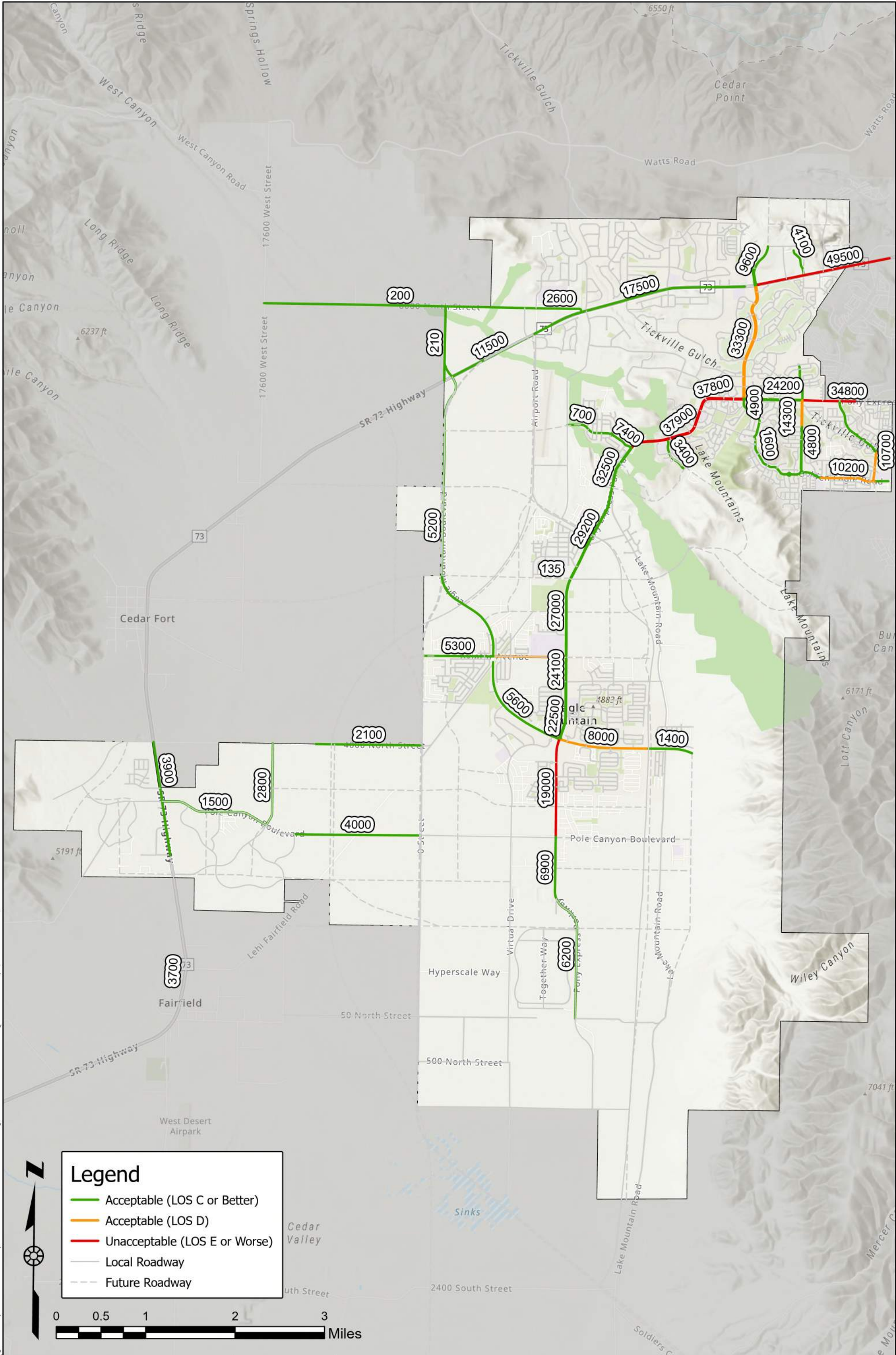


At signalized intersections, methods to improve intersection LOS include additional left and right turning lanes and signal timing improvements. It is recommended to investigate signal timing improvements before adding additional turning lanes.



C:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 1:53 PM, shane ellor

CU2025UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 1:52 PM, shane ellor





Future Roadway Network Conditions

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

Wildlife Corridor

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

2035 Capital Facilities Plan

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

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in **Figure 9**. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (Airport Road to the eastern border)
- **Ranches Pkwy** (Cory B Wride Highway to Pony Express Pkwy)
- **Pony Express Pkwy** (White Birch Drive to the eastern border)

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



- **Hidden Valley Pkwy** (Pony Express Pkwy to the end of the existing)
- **Pony Express Pkwy** (Eagle Mountain Blvd to south of the Wastewater Treatment Plant)

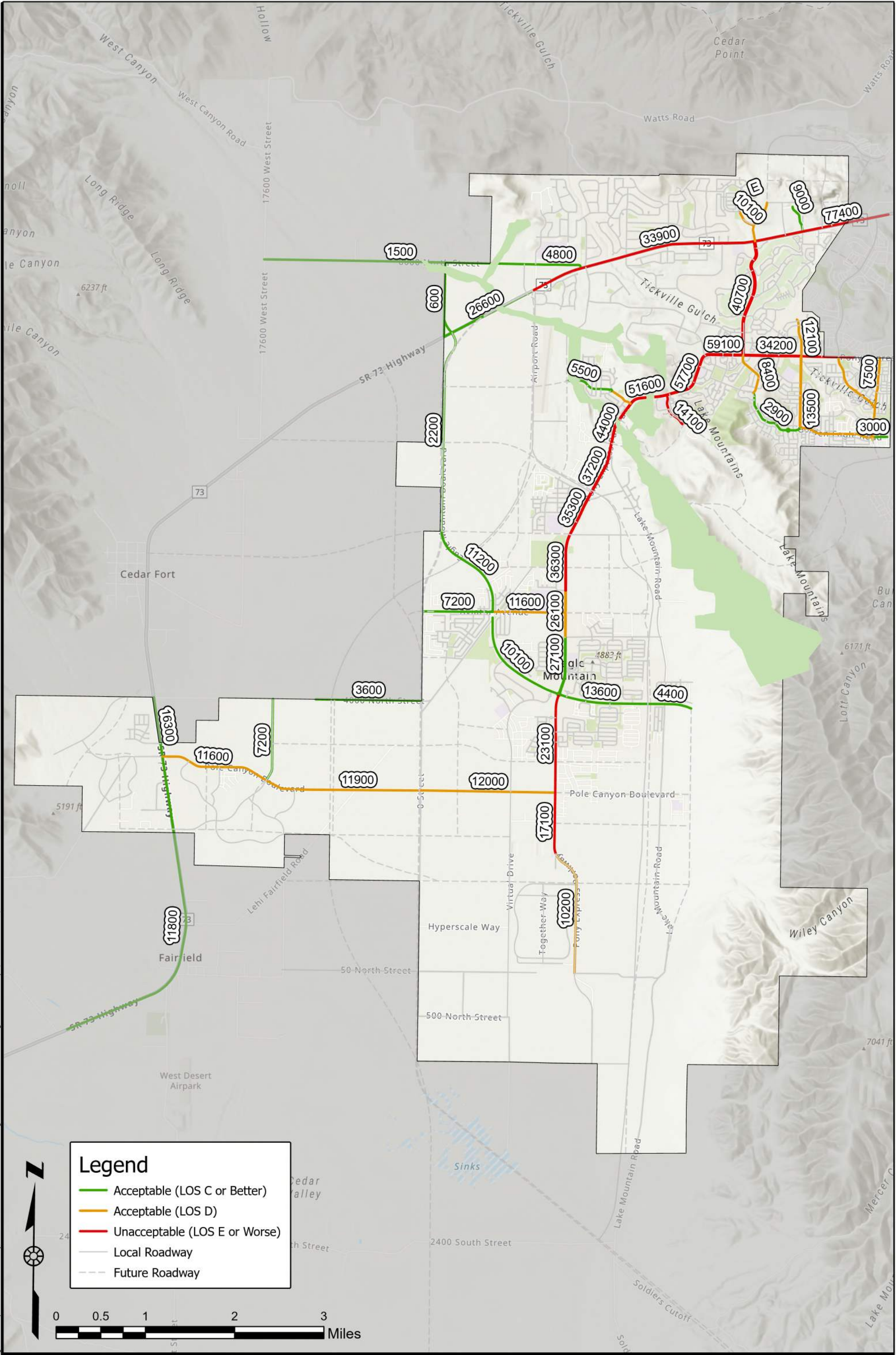
2035 Roadway Improvements

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

Phase 1: 2025-2035

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

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



Q:\2025UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 1:51 PM, shane ellor

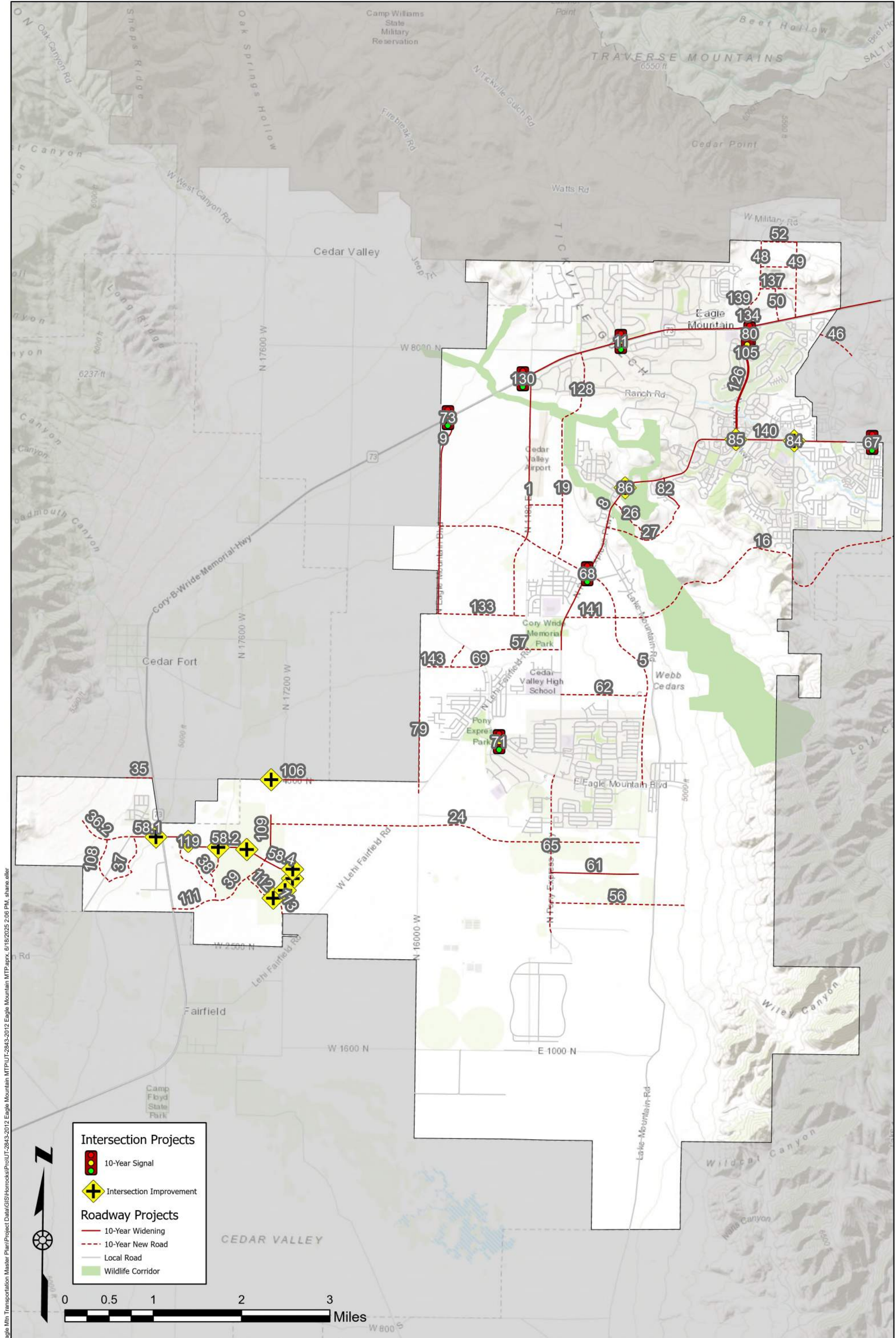


Horrocks.

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

2035 No-Build Level of Service
Eagle Mountain Transportation Master Plan

DATE	6/17/2025
DRAWN	
Figure 9	



C:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/18/2025 2:06 PM, share ellor



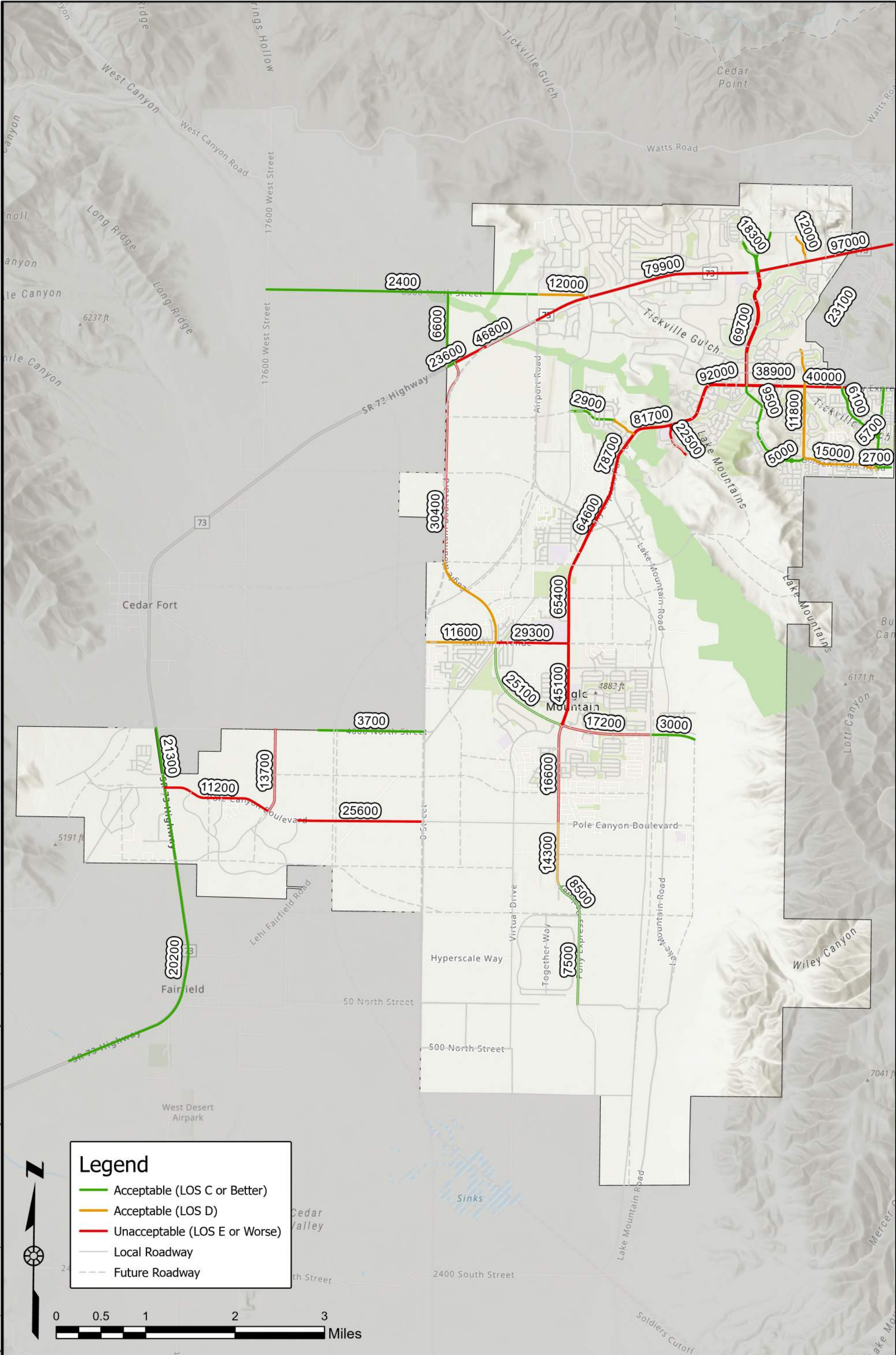
2050 Roadway Improvements

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

No Build Level of Service

As used for the 2035 roadway conditions, the no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the City roadway network. Using the travel demand model, [Figure 11](#) shows the 2050 No Build LOS. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

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



CU2025UT-10591-25 Eagle Mtn Transportation Master Plan/Project Data/GIS/Horrocks/Pro/UT-2843-2012 Eagle Mountain MTP/UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 1:49 PM, share ellor



2050 Roadway Improvements

Many roadways in Eagle Mountain are included on MAG's RTP. The projects included in the RTP are shown in **Figure 12**. Included is a list of the roadway improvements included in the RTP for all three phases (2019-2050).

Phase 1: 2025-2035

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

Phase 2: 2031-2040

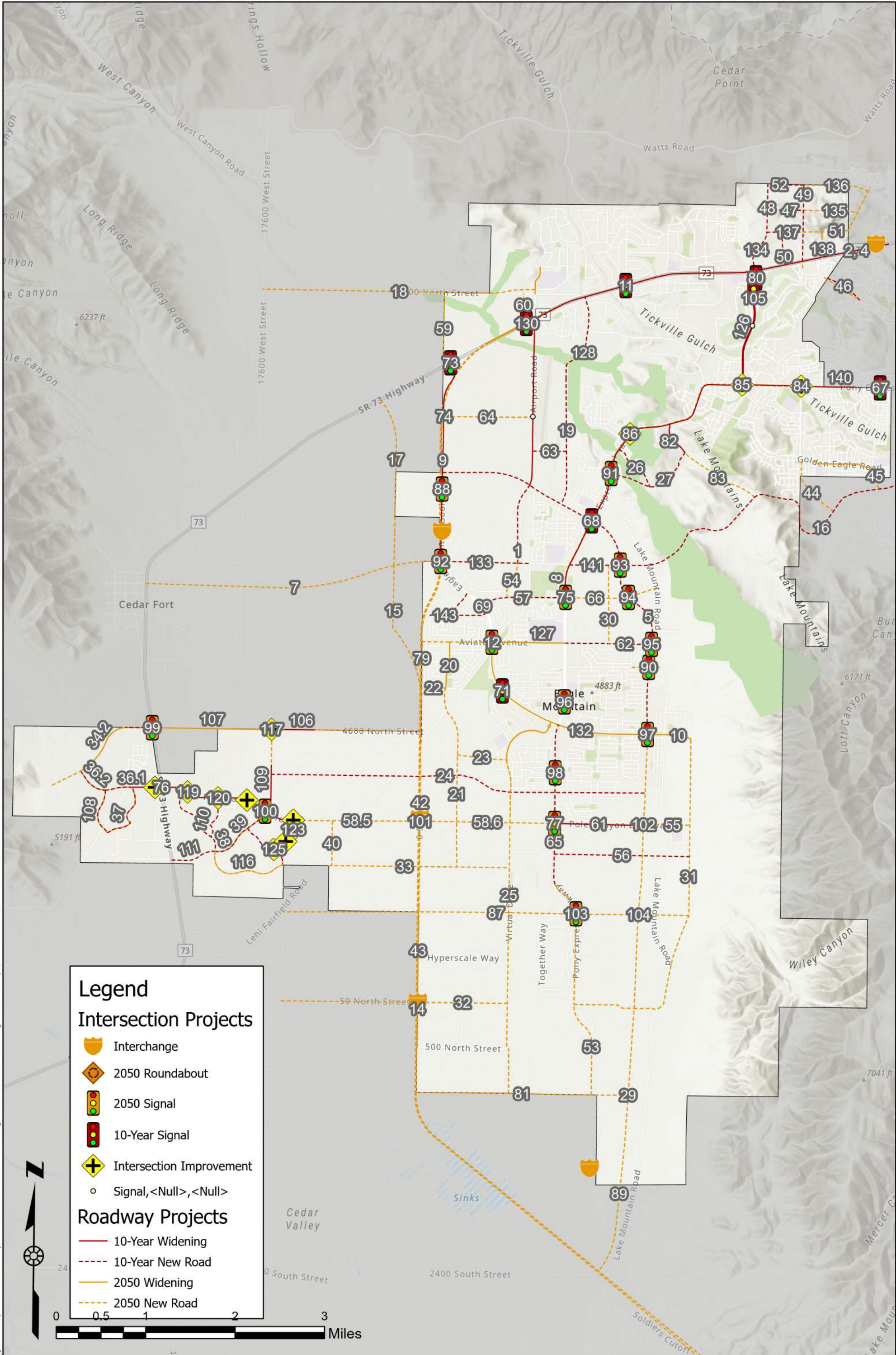
- **Cedar Valley Expressway** (Airport Road to Eagle Mountain City Boundary) – New Expressway
- **East Expressway** (Eagle Mountain Blvd to SE Eagle Mountain Blvd) – Widen to 5 lanes.

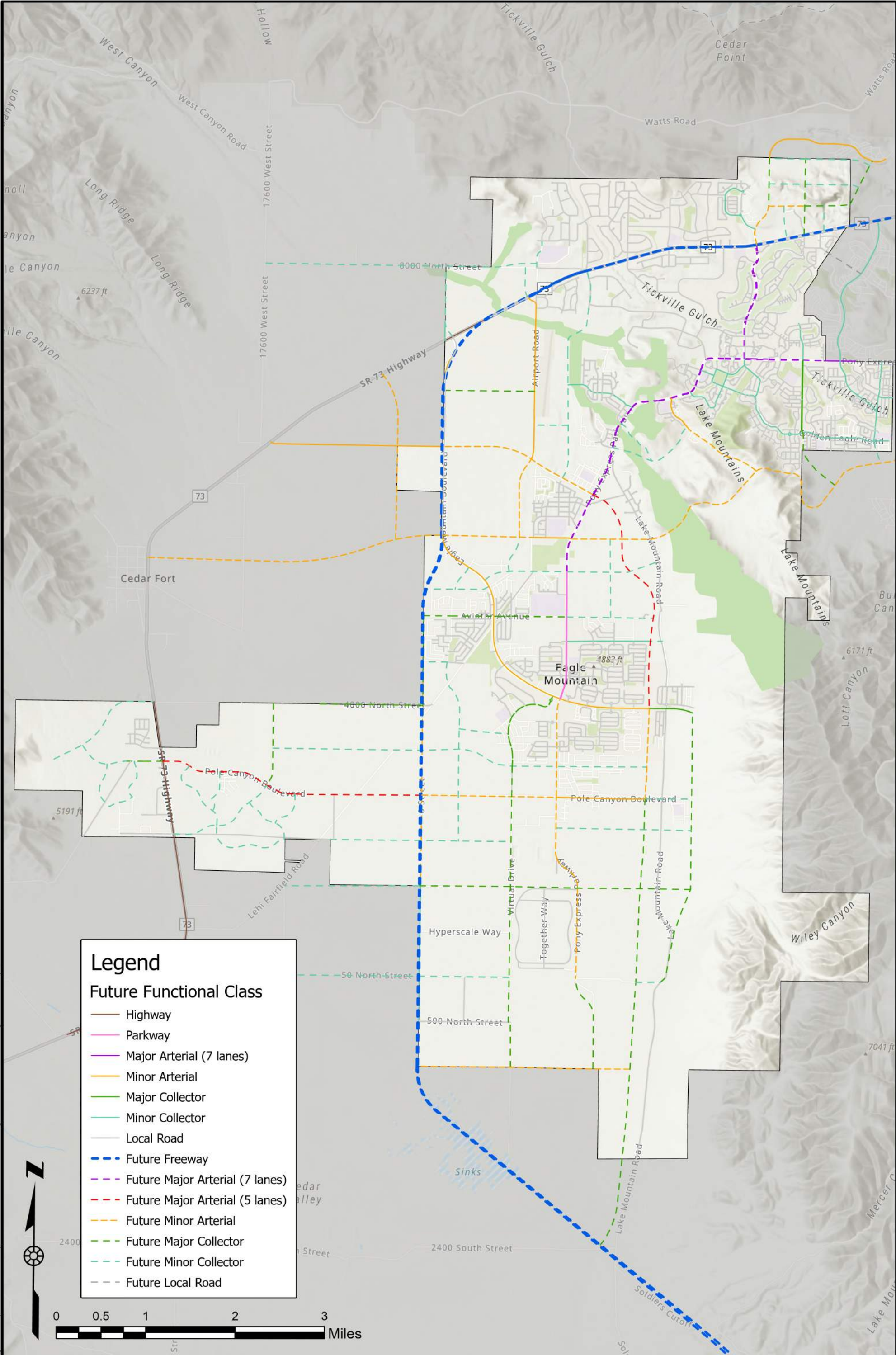
Phase 3: 2040-2050

- **Cedar Valley Fwy** (Airport Road to Eagle Mountain City Boundary) – New Freeway
- **Mid Valley Rd** (East Expressway to Redwood Rd) – New 5-lane Road
- **Mid Valley Rd** (Eagle Mountain Blvd west to SR-73) – New 3-lane road
- **UC 8000 N** (SR-73 to UC 17600 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 an LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in **Figure 12**. Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements, and intersection improvements to be completed by 2035 and 2050, as shown in **Figure 12**. A description of all projects can be found in **Appendix B: Cost Estimates**.

Applying all improvements from **Figure 12** will improve the roadway network to function at LOS D or better. Assuming all proposed projects are completed by 2050, **Figure 13** represents the proposed 2050 Eagle Mountain roadway network functional classification. The costs of implementing these projects are found in the section **Cost to Implement 2035 and 2050 Projects**.





CU2025UT-10591-25 Eagle Mtn Transportation Master Plan/Project Data/GIS/Horrocks/Pro/UT-2843-2012 Eagle Mountain MTP/UT-2843-2012 Eagle Mountain MTP.aprx 6/18/2025 1:49 PM shane ellor



Funding for Roadway Network Improvements

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

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

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

Federal Funding

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

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

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

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

State/County Funding

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

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



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

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

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

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

City Funding

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

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

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

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

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



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

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

Impact Fees

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

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

Cost to Implement 2035 and 2050 Projects

The specific roadway network needs resulting from future growth throughout Eagle Mountain were identified in **Figure 13**. Updating this figure is necessary since project scopes change and development occurs throughout Eagle Mountain. All projects for the 2035 CFP and 2050 are in a database in **Appendix B: Cost Estimates**.

The total cost for the 2035 CFP projects is **\$1,499,210,000**. Eagle Mountain is financially responsible for **\$316,115,000**, with **\$84,285,000** eligible to be paid by impact fees. A detailed description of each project is included in **Table 7** and are ordered based on the project priority for each year.

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

Also included are all projects necessary for the roadway network for 2050. Although this TMP should be regularly updated, all roadway improvements must accommodate projected 2050 traffic volumes. All projects included for the horizon year 2050 are listed in **Appendix B: Cost Estimates**. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$2.587 billion**, with Eagle Mountain financially responsible for **\$754.8 million**.

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



Table 7: 2035 Projects

2035 Capital Facilities Plan – Eagle Mountain City 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	\$36,000,000	MAG/Other Funds	2035	7%	\$2,438,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	\$459,000,000	UDOT	2035	0%	\$0
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	\$475,000,000	UDOT	2035	0%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	\$69,400,000	MAG/Other Funds	2035	7%	\$4,699,000
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	\$13,387,000	Eagle Mountain	Complete	100%	\$13,387,000
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	\$51,292,000	Eagle Mountain	2035	100%	\$51,292,000
11	Cory B Wride & Mustang Way - New Signal	\$620,000	Eagle Mountain	2035	100%	\$620,000
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	\$367,238	Eagle Mountain	Complete	100%	\$367,238
16	New Road (Mid Valley Road): East Expressway to Redwood Road - New 4-lane expressway	\$86,200,000	MAG/Other Funds	2035	7%	\$5,836,000
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	\$10,194,000	Eagle Mountain	2035	100%	\$10,194,000
24	New Road (W 3500 N St): Tyson Pkwy to East Expressway - New 2-lane road	\$30,521,000	Eagle Mountain	2035	100%	\$30,521,000
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	\$4,080,000	Eagle Mountain	2035	100%	\$4,080,000
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road – New 2-lane road	\$7,574,000	Eagle Mountain	2035	100%	\$7,574,000
35	NPA 1 & 34.2: Project 34.2 to SR-73	\$1,647,000	Firefly	2035	0%	\$0
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	\$1,736,000	Firefly	2035	0%	\$0
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	\$2,040,000	Firefly	2035	0%	\$0
37	NPA 4 & 5 Road: Project 36.1 to Project 109	\$4,039,000	Firefly	2035	0%	\$0
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	\$4,746,000	Firefly	2035	0%	\$0
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	\$4,104,000	Firefly	2035	0%	\$0

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



2035 Capital Facilities Plan – Eagle Mountain City Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
41	Bobby Wren Extension: Existing to East Expressway	\$2,113,000	Eagle Mountain	2035	100%	\$2,113,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	\$3,348,000	Eagle Mountain	2035	100%	\$3,348,000
47	New Road (unknown E/W road): Project 48 to Project 49	\$2,916,000	Eagle Mountain	2035	100%	\$2,916,000
48	New Road (unknown N/S road): Project 134 to northern boundary	\$3,922,000	Eagle Mountain	2035	100%	\$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	\$9,686,000	Eagle Mountain	2035	100%	\$9,686,000
50	New Road (unknown N/S road): SR-73 to Project 137	\$2,056,000	Eagle Mountain	2035	100%	\$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	\$2,260,000	Eagle Mountain	2035	100%	\$2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	\$10,933,000	Eagle Mountain	2035	100%	\$10,933,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	\$6,796,000	Eagle Mountain	2035	100%	\$6,796,000
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	\$3,510,000	Firefly	2035	0%	\$0
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	\$10,935,000	Firefly	2035	0%	\$0
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	\$2,639,000	Firefly	2035	0%	\$0
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	\$8,112,000	Firefly	2035	0%	\$0
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway	\$10,565,000	Eagle Mountain	Complete	100%	\$10,565,000
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	\$9,248,000	Eagle Mountain	2035	100%	\$9,248,000
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$3,785,000	Eagle Mountain	2035	100%	\$3,785,000
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	\$20,257,000	Eagle Mountain	2035	100%	\$20,257,000
68	Pony Express Pkwy & East Expressway - New signal	\$620,000	Eagle Mountain	2035	100%	\$620,000
69	Eagle Mountain Blvd & Project 57 - New signal	\$620,000	Eagle Mountain	2035	100%	\$620,000
71	Eagle Mountain Blvd & Major Street - New signal	\$354,769	Eagle Mountain	Complete	100%	\$354,769
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	\$3,012,029	Eagle Mountain	2035	100%	\$3,012,029
73	Eagle Mountain Blvd and SR-73 - New Signal	\$620,000	UDOT	2035	0%	\$0

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



2035 Capital Facilities Plan – Eagle Mountain City Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
79	New Road (1600 West): Aviator Avenue to 4000 North	\$8,983,000	Eagle Mountain	2035	100%	\$8,983,000
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$3,320,000	Eagle Mountain	2035	100%	\$3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$930,000	Eagle Mountain	2035	100%	\$930,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$348,000	Eagle Mountain	2035	100%	\$348,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$110,100	Eagle Mountain	2035	100%	\$110,100
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	\$3,142,000	Firefly	2035	0%	\$0
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	Firefly	2035	0%	\$0
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	\$2,555,000	Firefly	2035	0%	\$0
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	Firefly	2035	0%	\$0
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	Firefly	2035	0%	\$0
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	Firefly	2035	0%	\$0
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	Firefly	2035	0%	\$0
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	\$1,876,000	Firefly	2035	0%	\$0
115	NPA 12 & CPA Road: Project 126 to Project 127	\$1,232,000	Firefly	2035	0%	\$0
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	\$775,000	Eagle Mountain	2035	100%	\$775,000
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	\$13,236,000	Eagle Mountain	2035	100%	\$13,236,000
128	New Road (Arnot Peak): Project 10 to Canyon Wash Drive	\$8,299,000	Eagle Mountain	2035	100%	\$8,299,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	Eagle Mountain	Complete	100%	\$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	\$620,000	Eagle Mountain	2035	100%	\$620,000
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd	\$11,050,334	Eagle Mountain	2035	100%	\$11,050,334
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	\$18,000,000	Eagle Mountain	2035	100%	\$18,000,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	Eagle Mountain	2035	100%	\$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	Eagle Mountain	2035	100%	\$4,577,000

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



2035 Capital Facilities Plan – Eagle Mountain City Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
139	New Road (Spring Run Parkway): Realignment	\$940,000	Eagle Mountain	2035	100%	\$940,000
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	\$4,708,000	Eagle Mountain	2035	100%	\$4,708,000
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	\$6,407,000	MAG/Other Funds	2035	7%	\$434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	Eagle Mountain	2027	100%	\$2,047,000
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	\$4,601,000	Eagle Mountain	2027	100%	\$4,601,000
Total		\$1,499,210,000				\$316,115,000

Table 8: 2050 Projects

2050 Capital Facilities Plan – Eagle Mountain City Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
7	New Road (Mid Valley Road): Eagle Mountain Blvd to SR-73 – New 3 lane road	\$37,300,000	MAG/Other Funds	2050	7%	\$2,526,000
10	Eagle Mountain Blvd: Pony Express Pkwy to Project 31	\$3,477,000	Eagle Mountain	2050	100%	\$3,477,000
13	New Road (Aviator Avenue): Eagle Mountain Blvd to Cedar Fort Road - New 3-lane road	\$8,562,000	MAG/Other Funds	2050	7%	\$580,000
14	New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway	\$359,500,000	UDOT	2050	0%	\$0
15	New Road (Central Valley Road): UC 2400 N to Mid Valley Road - New 3-lane road	\$16,969,000	MAG/Other Funds	2050	7%	\$1,149,000
17	New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3-lane road	\$13,691,000	MAG/Other Funds	2050	7%	\$927,000
18	New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3-lane road	\$42,000,000	MAG/Other Funds	2050	7%	\$2,844,000
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	\$2,265,000	Eagle Mountain	2050	100%	\$2,265,000
21	New Road (Brandon Park Drive): Willard Park Drive to the south of Pole Canyon Blvd. - New 2-lane road	\$15,399,000	Eagle Mountain	2050	100%	\$15,399,000
22	New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2-lane road	\$1,966,000	Eagle Mountain	2050	100%	\$1,966,000
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2-lane road	\$3,634,000	Eagle Mountain	2050	100%	\$3,634,000
25	New Road (Virtual Drive): N WOOD Road to 500 N St – New 3-lane road	\$30,256,000	Eagle Mountain	2050	100%	\$30,256,000
29	East Expressway & Project 81 - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



2050 Capital Facilities Plan – Eagle Mountain City Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
30	New Road (unknown n/s): Project 16 to Project 62	\$6,345,000	Eagle Mountain	2050	100%	\$6,345,000
31	New Road (unknown N/S Rd): Eagle Mountain Blvd to 1000 North St	\$22,237,000	Eagle Mountain	2050	100%	\$22,237,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	\$7,308,000	Eagle Mountain	2050	100%	\$7,308,000
33	New Road (unknown): Wood Road to Project 40	\$14,596,000	Eagle Mountain	2050	100%	\$14,596,000
34.1	NPA 1 & 3 Road: Pole Canyon Blvd to the end of the road	\$1,988,000	Firefly	2039	0%	\$0
34.2	NPA 1 & 2 Road: Project 35 to Project 34.1	\$3,927,000	Firefly	2036	0%	\$0
40	New Road (unknown N/S Rd, east of Tyson Pkwy): northern border to southern border	\$8,917,000	Eagle Mountain	2050	100%	\$8,917,000
42	New Road (0 St): Cory Wride Hwy to Project 33 above	\$20,384,000	Eagle Mountain	2050	100%	\$20,384,000
43	New Road (2000 East St): Project 33 above to 500 North St	\$11,835,000	Eagle Mountain	2050	100%	\$11,835,000
44	New Road (Porters Crossing Pkwy): Golden Eagle Rd to Mid Valley Rd	\$5,486,000	Eagle Mountain	2050	100%	\$5,486,000
45	New Road (Silver Lake Pkwy): Golden Eagle Rd to Mid Valley Rd	\$1,812,000	Eagle Mountain	2050	100%	\$1,812,000
51	New Road (unknown E/W Rd): Project 49 to eastern border	\$3,664,000	Eagle Mountain	2050	39%	\$1,429,000
53	New Road (Pony Express Pkwy): 1000 N to southern border	\$12,577,000	Eagle Mountain	2050	100%	\$12,577,000
54	New Road (unknown N/S road): Mid Valley Road to Project 57	\$3,338,000	Eagle Mountain	2050	100%	\$3,338,000
55	New Road (Pole Canyon Blvd): East Expressway to Project 31 above	\$4,574,000	Eagle Mountain	2050	100%	\$4,574,000
58.5	Pole Canyon Blvd Widen: Project 58.4 to Project 42	\$16,655,000	Eagle Mountain	2050	100%	\$16,655,000
58.6	Pole Canyon Blvd Widen: Project 58.5 to Pony Express Pkwy	\$15,690,000	Eagle Mountain	2050	100%	\$15,690,000
59	New Road (Eagle Mountain Blvd): Cory Wride Hwy to 8000 North	\$5,841,000	Eagle Mountain	2050	100%	\$5,841,000
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	\$4,307,000	Eagle Mountain	2050	100%	\$4,307,000
64	New Road (Lone Tree Pkwy): Eagle Mountain Blvd to Old Airport Road	\$17,201,000	Eagle Mountain	2050	100%	\$17,201,000
66	New Road (unknown W/E road): Pony Express Pkwy. to East Expressway	\$7,599,000	Eagle Mountain	2050	100%	\$7,599,000
74	Old Airport Road & East Expressway - new signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
75	Pony Express Pkwy & Project 57 - new signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
76	Pole Canyon Blvd & SR-73 - new signal	\$620,000	UDOT	2050	0%	\$0

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



2050 Capital Facilities Plan – Eagle Mountain City Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
77	Pole Canyon Blvd & Pony Express Pkwy	\$620,000	Eagle Mountain	2050	100%	\$620,000
78	New Road (Cory Wride Freeway): Ranches Pkwy to East Expressway – New Freeway, Frontage Roads	\$155,312,000	UDOT	2050	0%	\$0
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	\$14,017,000	Eagle Mountain	2050	100%	\$14,017,000
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	\$2,763,000	Eagle Mountain	2050	100%	\$2,763,000
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	\$9,532,000	Eagle Mountain	2050	100%	\$9,532,000
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	\$26,730,000	Eagle Mountain	2050	100%	\$26,730,000
88	East Expressway & Eagle Mountain Blvd - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
89	New Road (East Expressway): Eagle Mountain Blvd. to Southern Border	\$84,132,000	Eagle Mountain	2050	100%	\$84,132,000
90	East Expressway & Bobby Wren Blvd - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
91	Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
92	Eagle Mountain Blvd & Mid Valley Road - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
93	Mid Valley Road & East Expressway - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
94	East Expressway & Project 66 - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
95	East Expressway & 5000 North - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
96	Pony Express Pkwy & Eagle Park Entry Road	\$620,000	Eagle Mountain	2050	100%	\$620,000
97	Eagle Mountain Blvd & East Expressway - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
98	Pony Express Pkwy & Rachel Way	\$620,000	Eagle Mountain	2050	100%	\$620,000
99	4000 North & SR-73 - New Signal	\$620,000	UDOT	2050	0%	\$0
100	Pole Canyon Rd & Tyson Pkwy - New Signal	\$620,000	Firefly	2050	0%	\$0
101	Pole Canyon Rd & O St - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
102	Pole Canyon Rd & East Expressway - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
103	Pony Express Pkwy & Project 87 - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
104	East Expressway & Project 87 - New Signal	\$620,000	Eagle Mountain	2050	100%	\$620,000
107	4000 North Widen: Tyson Parkway to IPA 2 Border	\$8,622,000	Firefly	2050	0%	\$0

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



2050 Capital Facilities Plan – Eagle Mountain City Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
116	East Loop Road: Tyson Parkway to Eastern City Boundary	\$5,097,000	Firefly	2050	0%	\$0
117	Intersection Improvement: Tyson Pkwy & 4000 North	\$775,000	Eagle Mountain	2050	100%	\$775,000
118	Intersection Improvement: Pole Canyon Blvd & CPA 1 Road	\$775,000	Eagle Mountain	2050	100%	\$775,000
120	Intersection Improvement: Pole Canyon Blvd & Firefly Drive	\$775,000	Eagle Mountain	2040	100%	\$775,000
121	Intersection Improvement: Pole Canyon Blvd & NPA 9 Road	\$775,000	Eagle Mountain	2050	100%	\$775,000
122	Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road	\$775,000	Eagle Mountain	2050	100%	\$775,000
123	Intersection Improvement: Commercial Boundary Road & North CPA 2 & NPA 12 Road	\$775,000	Eagle Mountain	2045	100%	\$775,000
124	Intersection Improvement: Commercial Boundary Road & South CPA 2 & NPA 12 Road	\$775,000	Eagle Mountain	2050	100%	\$775,000
125	Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road	\$775,000	Eagle Mountain	2050	100%	\$775,000
127	Aviator Avenue Widening: Pony Express Pkwy to Eagle Mountain Blvd	\$9,503,000	Eagle Mountain	2050	100%	\$9,503,000
132	Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway	\$9,881,000	Eagle Mountain	2050	100%	\$9,881,000
135	New Road (unknown E/W road): Project 47 to Project 51	\$4,348,000	Eagle Mountain	2050	100%	\$4,348,000
136	New Road (unknown E/W road): Project 52 to Project 51	\$5,240,000	Eagle Mountain	2050	100%	\$5,240,000
138	New Road (unknown N/S road): SR-73 to Project 51	\$2,055,000	Eagle Mountain	2050	100%	\$2,055,000
2050 Project Total		\$1,087,752,000				\$438,715,000
2035 & 2050 Project Total		\$2,586,962,000				\$754,830,000

ALTERNATIVE TRANSPORTATION MODES

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

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

Bicycle and Pedestrians

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

Transit

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

In 2008, the Utah Transit Authority (UTA) began Route 806, the first bus route to serve Eagle Mountain, which currently runs between Nolen Park in Eagle Mountain (western terminus) and the Lehi (FrontRunner) station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain are included in **Figure 14** (UTA maintains up-to-date route information at www.rideuta.com). The combined efforts of the Utah Transit Authority (UTA), UDOT, MAG, and Eagle Mountain will dictate the nature of a future expanded transit system. In the spring of 2026, UTA will begin servicing 860, which

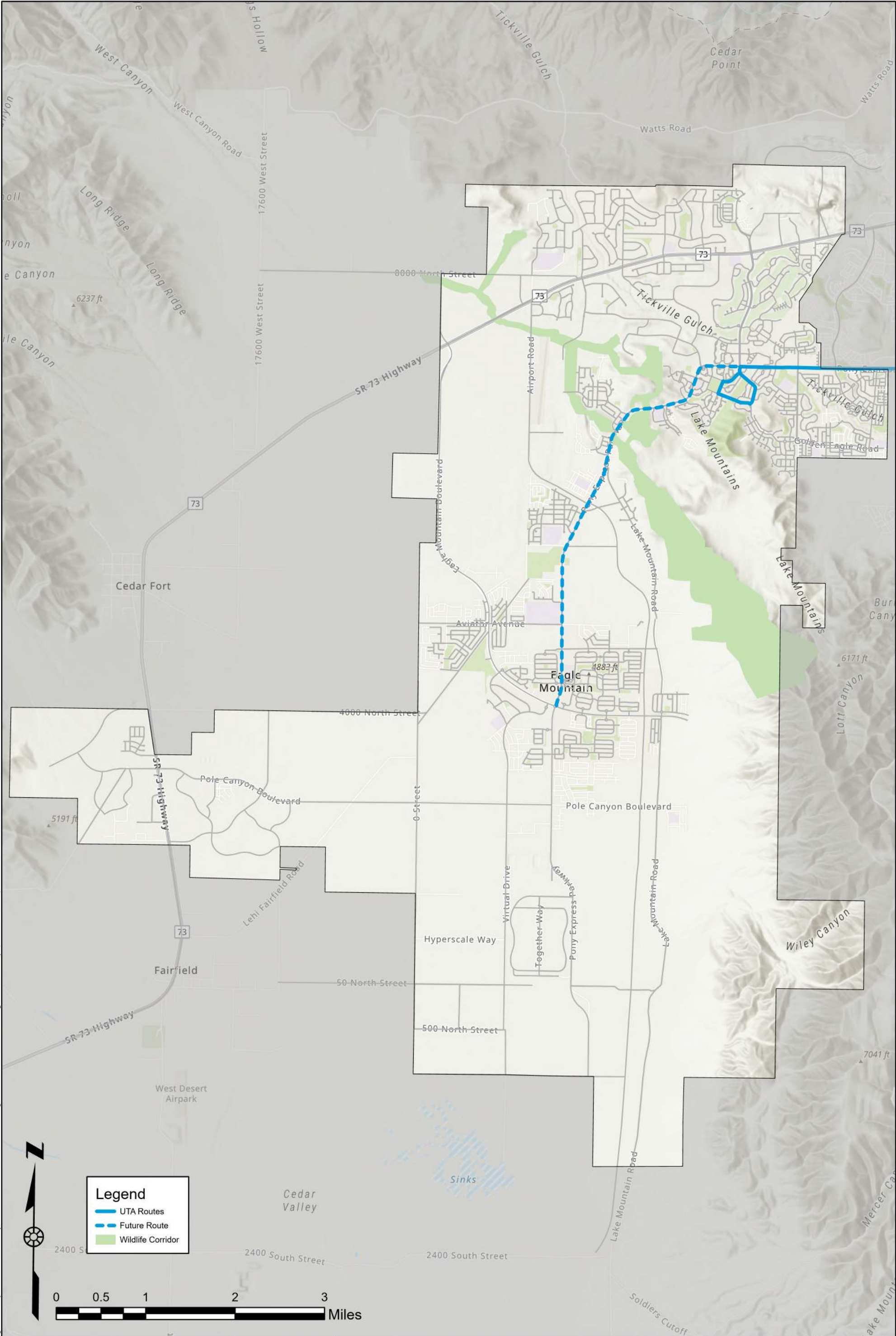
Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



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

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



Q:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 1:47 PM, shane ellis



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

UTA Transit Routes
Eagle Mountain Transportation Master Plan

DATE
6/17/2025

DRAWN

Figure 14

APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES



Traffic Impact Study Requirements

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL I

PROJECT ADT < 100 TRIPS

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

1. Study Area

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

2. Design Year

- Opening Day of the Project

3. Analysis Conditions and Period

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

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

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

5. Generate access point capacity analysis as necessary

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

6. Design and Mitigation

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



PERMIT LEVEL / TRAFFIC STUDY LEVEL II

PROJECT ADT 100 TO 500 TRIPS

1. Study Area

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

2. Design Year

- Opening Day of the Project

3. Analysis Period

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

4. Data Collection

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

5. Conflict / Capacity Analysis

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

6. Right-of-Way Access

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

7. Design and Mitigation

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

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

1. Study Area

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

2. Design Year

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

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



3. Analysis Period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distribution and Assignment

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

7. Conflict/Capacity Analysis

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

8. Traffic Signal Impacts

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

9. Design and Mitigation.

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



PERMIT LEVEL / TRAFFIC STUDY LEVEL III

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

1. Study Area

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

2. Design Year

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

3. Analysis period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distributions and Assignment

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

7. Capacity Analysis

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

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



8. *Traffic Signal Impacts.*

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

9. *Accident and Traffic Safety Analysis*

- Existing vs. as proposed development.

10. *Design and Mitigation*

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



PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

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

1. *Study Area*

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

2. *Design Year*

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

3. *Analysis Period*

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

4. *Data Collection*

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

5. *Trip Generation*

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

6. *Trip Distributions and Assignment*

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

7. *Capacity Analysis*

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

Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



8. *Traffic Signal Impacts.*

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

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

10. *Design and Mitigation*

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

APPENDIX B: COST ESTIMATES

Eagle Mountain CFP/IFFP				
Project No. 1				
Improvement Type: New Road				
New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	472,320	\$4,723,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	27.9	\$55,869
Roadway Excavation	C.Y.	\$ 39.00	63,969	\$2,494,803
HMA Concrete	Ton	\$ 114.00	14,735	\$1,679,789
Untreated Base Course	C.Y.	\$ 52.00	17,123	\$890,381
Granular Borrow	C.Y.	\$ 38.00	34,245	\$1,301,327
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,011	\$720,488
Sidewalk (5' width)	L.F.	\$ 54.00	16,011	\$864,586
Drainage	L.F.	\$ 45.00	8,005	\$360,244
Right of Way	S.F.	\$ 8.00	1,216,825	\$9,734,600
Street Lighting	L.F.	\$ 50.00	8,005	\$400,271
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$23,225,561
Contingency			25%	\$5,806,390
Mobilization			10%	\$2,322,556
Preconstruction Engineering			10%	\$2,322,556
Construction Engineering			10%	\$2,322,556
Total Project Costs				\$36,000,000
Eagle Mountain's Responsibility				6.77%
				\$2,438,000

Overall Assumptions:

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

Other Funding Sources: UDOT
Length (miles) 1.52

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

Overall Assumptions:

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

Other Funding Sources: UDOT
Length (miles) 24.95

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

Overall Assumptions:

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

Other Funding Sources: UDOT
Length (miles) 34.39

Eagle Mountain CFP/IFFP				
Project No. 5				
Improvement Type: New Road				
New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,370,688	\$13,706,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	16.5	\$33,012
Roadway Excavation	C.Y.	\$ 39.00	185,641	\$7,239,995
HMA Concrete	Ton	\$ 114.00	42,761	\$4,874,800
Untreated Base Course	C.Y.	\$ 52.00	49,691	\$2,583,915
Granular Borrow	C.Y.	\$ 38.00	99,381	\$3,776,491
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	46,464	\$2,090,880
Sidewalk (5' width)	L.F.	\$ 54.00	46,464	\$2,509,056
Drainage	L.F.	\$ 45.00	23,232	\$1,045,440
Right of Way	S.F.	\$ 8.00	718,991	\$5,751,930
Street Lighting	L.F.	\$ 50.00	23,232	\$1,161,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$44,773,998
Contingency			25%	\$11,193,499
Mobilization			10%	\$4,477,400
Preconstruction Engineering			20%	\$8,954,800
Construction Engineering			0%	\$0
Total Project Costs				\$69,400,000
Eagle Mountain's Responsibility				6.77%
				\$4,699,000

Overall Assumptions:

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

Other Funding Sources: MAG

Eagle Mountain CFP/IFFP				
Project No. 7				
Improvement Type: New Road				
New Road (Mid Valley Road): Eagle Mountain Blvd to SR-73 - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	802,105	\$8,021,051
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	48.1	\$96,161
Roadway Excavation	C.Y.	\$ 39.00	100,882	\$3,934,400
HMA Concrete	Ton	\$ 114.00	23,023	\$2,624,666
Untreated Base Course	C.Y.	\$ 52.00	27,851	\$1,448,245
Granular Borrow	C.Y.	\$ 38.00	37,134	\$1,411,111
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	44,561	\$2,005,263
Sidewalk (5' width)	L.F.	\$ 54.00	44,561	\$2,406,315
Drainage	L.F.	\$ 45.00	22,281	\$1,002,631
Street Lighting	L.F.	\$ 50.00	22,281	\$1,114,035
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$24,063,880
Construction Contingency			25%	\$6,015,970
Right of Way (\$8/sf)			2,094,386	\$16,755,085
Mobilization			10%	\$2,406,388
Engineering & Administration			10%	\$2,406,388
Total Project Costs				\$37,300,000
Eagle Mountain's Responsibility				6.77%
				\$2,526,000

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 4.22

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.08

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 4.63

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.49

Eagle Mountain CFP/IFFP				
Project No. 11				
Improvement Type: Traffic Signal				
Cory B Wride & Mustang Way - New Signal				
Principal Arterial - 206' Seven Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 13				
Improvement Type: New Road				
New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	184,104	\$1,841,040
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.0	\$22,071
Roadway Excavation	C.Y.	\$ 39.00	23,155	\$903,047
HMA Concrete	Ton	\$ 114.00	5,284	\$602,429
Untreated Base Course	C.Y.	\$ 52.00	6,393	\$332,410
Granular Borrow	C.Y.	\$ 38.00	8,523	\$323,887
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	10,228	\$460,260
Sidewalk (5' width)	L.F.	\$ 54.00	10,228	\$552,312
Drainage	L.F.	\$ 45.00	5,114	\$230,130
Street Lighting	L.F.	\$ 50.00	5,114	\$255,700
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,523,286
Construction Contingency			25%	\$1,380,822
Right of Way (\$8/sf)			480,716	\$3,845,728
Mobilization			10%	\$552,329
Engineering & Administration			10%	\$552,329
Total Project Costs				\$8,562,000
Eagle Mountain's Responsibility				6.77%
				\$580,000

Overall Assumptions:

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

Other Funding Sources: MAG
Length (miles) 0.97

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 19.54

Eagle Mountain CFP/IFFP				
Project No. 15				
Improvement Type: New Road				
New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	364,896	\$3,648,960
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	21.9	\$43,746
Roadway Excavation	C.Y.	\$ 39.00	45,894	\$1,789,849
HMA Concrete	Ton	\$ 114.00	10,474	\$1,194,021
Untreated Base Course	C.Y.	\$ 52.00	12,670	\$658,840
Granular Borrow	C.Y.	\$ 38.00	16,893	\$641,947
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	20,272	\$912,240
Sidewalk (5' width)	L.F.	\$ 54.00	20,272	\$1,094,688
Drainage	L.F.	\$ 45.00	10,136	\$456,120
Street Lighting	L.F.	\$ 50.00	10,136	\$506,800
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$10,947,210
Construction Contingency			25%	\$2,736,802
Right of Way (\$8/sf)			952,784	\$7,622,272
Mobilization			10%	\$1,094,721
Engineering & Administration			10%	\$1,094,721
Total Project Costs				\$16,969,000
Eagle Mountain's Responsibility				6.77%
				\$1,149,000

Overall Assumptions:

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

Other Funding Sources: MAG
Length (miles) 1.92

Eagle Mountain CFP/IFFP				
Project No.		16		
Improvement Type: New Road				
New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,426,020	\$14,260,202
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	84.3	\$168,678
Roadway Excavation	C.Y.	\$ 39.00	567,013	\$22,113,510
HMA Concrete	Ton	\$ 114.00	44,488	\$5,071,586
Untreated Base Course	C.Y.	\$ 52.00	51,697	\$2,688,223
Granular Borrow	C.Y.	\$ 38.00	103,393	\$3,928,941
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	48,340	\$2,175,285
Sidewalk (5' width)	L.F.	\$ 54.00	48,340	\$2,610,342
Drainage	L.F.	\$ 45.00	24,170	\$1,087,643
Street Lighting	L.F.	\$ 50.00	24,170	\$1,208,492
Bridge (2 ped & 1 wildlife)	Each	\$ 100,000	3	\$300,000
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$55,612,901
Construction Contingency			25%	\$13,903,225
Right of Way (\$8/sf)			3,673,815	\$29,390,518
Mobilization			10%	\$5,561,290
Engineering & Administration			10%	\$5,561,290
Total Project Costs				\$86,200,000
Eagle Mountain's Responsibility				6.77%
				\$5,836,000

Overall Assumptions:

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

Other Funding Sources: MAG
Length (miles) 4.58

Eagle Mountain CFP/IFFP				
Project No. 17				
Improvement Type: New Road				
New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	164,670	\$1,646,700
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	21.5	\$43,073
Roadway Excavation	C.Y.	\$ 39.00	45,187	\$1,762,302
HMA Concrete	Ton	\$ 114.00	10,313	\$1,175,644
Untreated Base Course	C.Y.	\$ 52.00	12,475	\$648,700
Granular Borrow	C.Y.	\$ 38.00	16,633	\$632,067
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	19,960	\$898,200
Sidewalk (5' width)	L.F.	\$ 54.00	19,960	\$1,077,840
Drainage	L.F.	\$ 45.00	9,980	\$449,100
Street Lighting	L.F.	\$ 50.00	9,980	\$499,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$8,832,625
Construction Contingency			25%	\$2,208,156
Right of Way (\$8/sf)			938,120	\$7,504,960
Mobilization			10%	\$883,262
Engineering & Administration			10%	\$883,262
Total Project Costs				\$13,691,000
Eagle Mountain's Responsibility				6.77%
				\$927,000

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 1.89

Eagle Mountain CFP/IFFP				
Project No. 18				
Improvement Type: New Road				
New Road (UC 8000 N): SR-73 to UC 17200 W - New 3 lane road				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	903,182	\$9,031,821
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	54.1	\$108,279
Roadway Excavation	C.Y.	\$ 39.00	113,595	\$4,430,192
HMA Concrete	Ton	\$ 114.00	25,925	\$2,955,412
Untreated Base Course	C.Y.	\$ 52.00	31,360	\$1,630,745
Granular Borrow	C.Y.	\$ 38.00	41,814	\$1,588,931
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	50,177	\$2,257,955
Sidewalk (5' width)	L.F.	\$ 54.00	50,177	\$2,709,546
Drainage	L.F.	\$ 45.00	25,088	\$1,128,978
Street Lighting	L.F.	\$ 50.00	25,088	\$1,254,420
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$27,096,279
Construction Contingency			25%	\$6,774,070
Right of Way (\$8/sf)			2,358,309	\$18,866,470
Mobilization			10%	\$2,709,628
Engineering & Administration			10%	\$2,709,628
Total Project Costs				\$42,000,000
Eagle Mountain's Responsibility				6.77%
				\$2,844,000

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 4.75

Eagle Mountain CFP/IFFP				
Project No. 19				
Improvement Type: New Road				
New Road (Arnot Peak): Project 128 to East Expressway (project 5)				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	119,232	\$1,192,320
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	13.2	\$26,345
Roadway Excavation	C.Y.	\$ 39.00	34,362	\$1,340,118
HMA Concrete	Ton	\$ 114.00	7,700	\$877,846
Untreated Base Course	C.Y.	\$ 52.00	9,315	\$484,380
Granular Borrow	C.Y.	\$ 38.00	12,420	\$471,960
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	14,904	\$670,680
Sidewalk (5' width)	L.F.	\$ 54.00	14,904	\$804,816
Drainage	L.F.	\$ 45.00	7,452	\$335,340
Street Lighting	L.F.	\$ 50.00	7,452	\$372,600
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,576,405
Construction Contingency			25%	\$1,644,101
Right of Way (\$8/sf)			573,804	\$4,590,432
Mobilization			10%	\$657,641
Engineering & Administration			10%	\$657,641
Total Project Costs				\$10,194,000
Eagle Mountain's Responsibility				100.00%
				\$10,194,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 1.41

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.52

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 2.02

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.27

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.55

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 4.23

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 3.42

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.56

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 1.05

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.88

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 3.08

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.01

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 2.02

Eagle Mountain CFP/IFFP				
Project No. 34.1				
Improvement Type: New Road				
NPA 1 & 3 Road: Pole Canyon Blvd to end of road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	18,705	\$187,049
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.4	\$4,895
Roadway Excavation	C.Y.	\$ 39.00	6,928	\$270,182
HMA Concrete	Ton	\$ 114.00	1,160	\$132,206
Untreated Base Course	C.Y.	\$ 52.00	1,282	\$66,645
Granular Borrow	C.Y.	\$ 38.00	1,922	\$73,053
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,741	\$168,344
Sidewalk (5' width)	L.F.	\$ 54.00	3,741	\$202,013
Drainage	L.F.	\$ 45.00	1,870	\$84,172
Street Lighting	L.F.	\$ 50.00	1,870	\$93,525
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,282,084
Construction Contingency			25%	\$320,521
Right of Way (\$8/sf)			106,618	\$852,943
Mobilization			10%	\$128,208
Engineering & Administration			10%	\$128,208
Total Project Costs				\$1,988,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.35

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.70

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.29

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.31

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.36

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.72

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.85

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.51

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.32

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 2.31

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 1.64

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.76

Eagle Mountain CFP/IFFP				
Project No.		45		
Improvement Type: New Road				
New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	21,184	\$211,840
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.3	\$4,681
Roadway Excavation	C.Y.	\$ 39.00	6,105	\$238,099
HMA Concrete	Ton	\$ 114.00	1,368	\$155,967
Untreated Base Course	C.Y.	\$ 52.00	1,655	\$86,060
Granular Borrow	C.Y.	\$ 38.00	2,207	\$83,853
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	2,648	\$119,160
Sidewalk (5' width)	L.F.	\$ 54.00	2,648	\$142,992
Drainage	L.F.	\$ 45.00	1,324	\$59,580
Street Lighting	L.F.	\$ 50.00	1,324	\$66,200
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,168,433
Construction Contingency			25%	\$292,108
Right of Way (\$8/sf)			101,948	\$815,584
Mobilization			10%	\$116,843
Engineering & Administration			10%	\$116,843
Total Project Costs				\$1,812,000
Eagle Mountain's Responsibility				100.00%
				\$1,812,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.25

Eagle Mountain CFP/IFFP				
Project No. 46				
Improvement Type: New Road				
New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	39,152	\$391,520
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	4.3	\$8,651
Roadway Excavation	C.Y.	\$ 39.00	11,283	\$440,052
HMA Concrete	Ton	\$ 114.00	2,529	\$288,257
Untreated Base Course	C.Y.	\$ 52.00	3,059	\$159,055
Granular Borrow	C.Y.	\$ 38.00	4,078	\$154,977
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	4,894	\$220,230
Sidewalk (5' width)	L.F.	\$ 54.00	4,894	\$264,276
Drainage	L.F.	\$ 45.00	2,447	\$110,115
Street Lighting	L.F.	\$ 50.00	2,447	\$122,350
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,159,482
Construction Contingency			25%	\$539,871
Right of Way (\$8/sf)			188,419	\$1,507,352
Mobilization			10%	\$215,948
Engineering & Administration			10%	\$215,948
Total Project Costs				\$3,348,000
Eagle Mountain's Responsibility				100.00%
				\$3,348,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.46

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.54

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.86

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.37

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.51

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.11

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.46

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.33

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 1.51

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.94

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.32

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.99

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.24

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.50

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.42

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.81

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.60

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.18

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.52

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.52

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.77

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

Eagle Mountain CFP/IFFP				
Project No. 67				
Improvement Type: #N/A				
#N/A				
#N/A				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	#N/A	#N/A
Removal of Existing Asphalt	S.Y.	\$ 8.00	#N/A	#N/A
Clearing and Grubbing	Acre	\$ 2,000.00	#N/A	#N/A
Roadway Excavation	C.Y.	\$ 39.00	#N/A	#N/A
HMA Concrete	Ton	\$ 114.00	#N/A	#N/A
Untreated Base Course	C.Y.	\$ 52.00	#N/A	#N/A
Granular Borrow	C.Y.	\$ 38.00	#N/A	#N/A
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	#N/A	#N/A
Sidewalk (5' width)	L.F.	\$ 54.00	#N/A	#N/A
Drainage	L.F.	\$ 45.00	#N/A	#N/A
Street Lighting	L.F.	\$ 50.00	#N/A	#N/A
Bridge/Culvert	S.F.	\$ 225.00	#N/A	#N/A
Traffic Signal	Each	\$ 400,000	#N/A	#N/A
Roundabout	Each	\$ 500,000	#N/A	#N/A
Subtotal				#N/A
Construction Contingency			25%	#N/A
Right of Way (\$8/sf)			#N/A	#N/A
Mobilization			10%	#N/A
Engineering & Administration			10%	#N/A
Total Project Costs				#N/A
Eagle Mountain's Responsibility				#N/A
				#N/A

Overall Assumptions:

HMA Pavement Density (pcf) = #N/A
 HMA Thickness (in) = #N/A
 Untreated Base Course Thickness (in) = #N/A
 Granular Borrow Thickness (in) = #N/A
 Roadway Excavation Depth (ft) = #N/A

Other Funding Sources: #N/A
 Length (miles) #N/A

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 17.33

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.02

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.24

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 2.37

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.38

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.32

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.11

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.04

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.03

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 3.02

Eagle Mountain CFP/IFFP				
Project No. 88				
Improvement Type: Traffic Signal				
East Expressway & Eagle Mountain Blvd - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 89				
Improvement Type: New Road				
New Road (East Expressway): Eagle Mountain Blvd to Southern Border				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	1,452,916	\$14,529,160
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	110.0	\$219,958
Roadway Excavation	C.Y.	\$ 39.00	282,511	\$11,017,946
HMA Concrete	Ton	\$ 114.00	64,669	\$7,372,322
Untreated Base Course	C.Y.	\$ 52.00	75,264	\$3,913,711
Granular Borrow	C.Y.	\$ 38.00	150,527	\$5,720,039
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	78,536	\$3,534,120
Sidewalk (5' width)	L.F.	\$ 54.00	78,536	\$4,240,944
Drainage	L.F.	\$ 45.00	39,268	\$1,767,060
Street Lighting	L.F.	\$ 50.00	39,268	\$1,963,400
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$54,278,660
Construction Contingency			25%	\$13,569,665
Right of Way (\$8/sf)			4,790,696	\$38,325,568
Mobilization			10%	\$5,427,866
Engineering & Administration			10%	\$5,427,866
Total Project Costs				\$84,132,000
Eagle Mountain's Responsibility				100.00%
				\$84,132,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 7.44

Eagle Mountain CFP/IFFP				
Project No. 90				
Improvement Type: Traffic Signal				
East Expressway & Bobby Wren Blvd - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 91				
Improvement Type: Traffic Signal				
Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 92				
Improvement Type: Traffic Signal				
Eagle Mountain Blvd & Mid Valley Road - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 93				
Improvement Type: Traffic Signal				
Mid Valley Road & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 94				
Improvement Type: Traffic Signal				
East Expressway & Project 66 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		95		
Improvement Type: Traffic Signal				
East Expressway & 5000 North - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 96				
Improvement Type: Traffic Signal				
Pony Express Pkwy & Eagle Park Entry Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 97				
Improvement Type: Traffic Signal				
Eagle Mountain Blvd & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 99				
Improvement Type: Traffic Signal				
4000 North & SR-73 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 101				
Improvement Type: Traffic Signal				
Pole Canyon Rd & 0 St - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 102				
Improvement Type: Traffic Signal				
Pole Canyon Rd & East Expressway - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 103				
Improvement Type: Traffic Signal				
Pony Express Pkwy & Project 87 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 104				
Improvement Type: Traffic Signal				
East Expressway & Project 87 - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

HMA Pavement Density (pcf) = #N/A
 HMA Thickness (in) = #N/A
 Untreated Base Course Thickness (in) = #N/A
 Granular Borrow Thickness (in) = #N/A
 Roadway Excavation Depth (ft) = #N/A

Other Funding Sources: #N/A
 Length (miles) #N/A

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.49

Eagle Mountain CFP/IFFP				
Project No. 107				
Improvement Type: Capacity Improvement				
4000 North Widen: SR-73 to Tyson Parkway				
Major Collector - 94'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	254,088	\$2,540,880
Removal of Existing Asphalt	S.Y.	\$ 8.00	23,527	\$188,213
Clearing and Grubbing	Acre	\$ 2,000.00	9.6	\$19,119
Roadway Excavation	C.Y.	\$ 39.00	7,989	\$311,581
HMA Concrete	Ton	\$ 114.00	1,823	\$207,858
Untreated Base Course	C.Y.	\$ 52.00	2,206	\$114,693
Granular Borrow	C.Y.	\$ 38.00	2,941	\$111,752
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	14,116	\$635,220
Sidewalk (5' width)	L.F.	\$ 54.00	14,116	\$762,264
Drainage	L.F.	\$ 45.00	7,058	\$317,610
Street Lighting	L.F.	\$ 50.00	7,058	\$352,900
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,562,090
Construction Contingency			25%	\$1,390,523
Right of Way (\$8/sf)			416,422	\$3,331,376
Mobilization			10%	\$556,209
Engineering & Administration			10%	\$556,209
Total Project Costs				\$8,622,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 1.34

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.50

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.53

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.47

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.50

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.38

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.21

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.26

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.17

Eagle Mountain CFP/IFFP				
Project No. 116.0				
Improvement Type: New Road				
East Loop Road: Tyson Parkway to Eastern City Boundary				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	47,974	\$479,735
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.3	\$12,555
Roadway Excavation	C.Y.	\$ 39.00	17,768	\$692,951
HMA Concrete	Ton	\$ 114.00	2,974	\$339,077
Untreated Base Course	C.Y.	\$ 52.00	3,287	\$170,928
Granular Borrow	C.Y.	\$ 38.00	4,931	\$187,363
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,595	\$431,762
Sidewalk (5' width)	L.F.	\$ 54.00	9,595	\$518,114
Drainage	L.F.	\$ 45.00	4,797	\$215,881
Street Lighting	L.F.	\$ 50.00	4,797	\$239,868
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,288,232
Construction Contingency			25%	\$822,058
Right of Way (\$8/sf)			273,449	\$2,187,592
Mobilization			10%	\$328,823
Engineering & Administration			10%	\$328,823
Total Project Costs				\$5,097,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.91

Eagle Mountain CFP/IFFP				
Project No. 117				
Improvement Type: Intersection Improvement				
Intersection Improvement: Tyson Parkway & 4000 North				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 118				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & CPA 1 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 120				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & Firefly Drive				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 121				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & NPA 9 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 122				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 123				
Improvement Type: Intersection Improvement				
Intersection Improvement: Commercial Boundary Road & North CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 124				
Improvement Type: Intersection Improvement				
Intersection Improvement: Commercial Boundary Road & South CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 125				
Improvement Type: Intersection Improvement				
Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.32

Eagle Mountain CFP/IFFP				
Project No. 127				
Improvement Type: Capacity Improvement				
Aviator Avenue Widening: Pony Express Pkwy to Eagle Mountain Blvd				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	253,346	\$2,533,460
Removal of Existing Asphalt	S.Y.	\$ 8.00	17,176	\$137,408
Clearing and Grubbing	Acre	\$ 2,000.00	-2.8	-\$5,520
Roadway Excavation	C.Y.	\$ 39.00	17,156	\$669,089
HMA Concrete	Ton	\$ 114.00	3,952	\$450,508
Untreated Base Course	C.Y.	\$ 52.00	4,592	\$238,794
Granular Borrow	C.Y.	\$ 38.00	9,184	\$349,007
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	8,588	\$386,460
Sidewalk (5' width)	L.F.	\$ 54.00	8,588	\$463,752
Drainage	L.F.	\$ 45.00	4,294	\$193,230
Street Lighting	L.F.	\$ 50.00	4,294	\$214,700
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$6,130,887
Construction Contingency			25%	\$1,532,722
Right of Way (\$8/sf)			-120,232	-\$961,856
Mobilization			10%	\$613,089
Engineering & Administration			10%	\$613,089
Total Project Costs				\$9,503,000
Eagle Mountain's Responsibility				100.00%
				\$9,503,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.81

Eagle Mountain CFP/IFFP				
Project No. 128				
Improvement Type: New Road				
New Road (unknown N/S road): Project 19 to Canyon Wash Dr.				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	88,000	\$880,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	9.7	\$19,444
Roadway Excavation	C.Y.	\$ 39.00	25,361	\$989,083
HMA Concrete	Ton	\$ 114.00	5,683	\$647,900
Untreated Base Course	C.Y.	\$ 52.00	6,875	\$357,500
Granular Borrow	C.Y.	\$ 38.00	9,167	\$348,333
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,000	\$495,000
Sidewalk (5' width)	L.F.	\$ 54.00	11,000	\$594,000
Drainage	L.F.	\$ 45.00	5,500	\$247,500
Street Lighting	L.F.	\$ 50.00	5,500	\$275,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$5,353,761
Construction Contingency			25%	\$1,338,440
Right of Way (\$8/sf)			423,500	\$3,388,000
Mobilization			10%	\$535,376
Engineering & Administration			10%	\$535,376
Total Project Costs				\$8,299,000
Eagle Mountain's Responsibility				100.00%
				\$8,299,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.04

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.44

Eagle Mountain CFP/IFFP				
Project No. 130				
Improvement Type: Traffic Signal				
Airport Rd & Cory B Wride Memeorial Hwy - New Signal				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	1	\$400,000
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$400,000
Construction Contingency			25%	\$100,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$40,000
Engineering & Administration			10%	\$40,000
Total Project Costs				\$620,000
Eagle Mountain's Responsibility				100.00%
				\$620,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.19

Eagle Mountain CFP/IFFP				
Project No. 132				
Improvement Type: Capacity Improvement				
Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	208,273	\$2,082,730
Removal of Existing Asphalt	S.Y.	\$ 8.00	15,011	\$120,085
Clearing and Grubbing	Acre	\$ 2,000.00	5.8	\$11,630
Roadway Excavation	C.Y.	\$ 39.00	25,311	\$987,127
HMA Concrete	Ton	\$ 114.00	5,794	\$660,506
Untreated Base Course	C.Y.	\$ 52.00	6,743	\$350,640
Granular Borrow	C.Y.	\$ 38.00	13,486	\$512,474
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	11,258	\$506,610
Sidewalk (5' width)	L.F.	\$ 54.00	11,258	\$607,932
Drainage	L.F.	\$ 45.00	5,629	\$253,305
Street Lighting	L.F.	\$ 50.00	5,629	\$281,450
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$6,374,489
Construction Contingency			25%	\$1,593,622
Right of Way (\$8/sf)			253,305	\$2,026,440
Mobilization			10%	\$637,449
Engineering & Administration			10%	\$637,449
Total Project Costs				\$9,881,000
Eagle Mountain's Responsibility				100.00%
				\$9,881,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.07

Eagle Mountain CFP/IFFP				
Project No. 133				
Improvement Type: New Road				
New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway				
Minor Arterial - 122'				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	310,850	\$3,108,501
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	23.5	\$47,060
Roadway Excavation	C.Y.	\$ 39.00	60,443	\$2,357,280
HMA Concrete	Ton	\$ 114.00	13,836	\$1,577,302
Untreated Base Course	C.Y.	\$ 52.00	16,103	\$837,335
Granular Borrow	C.Y.	\$ 38.00	32,205	\$1,223,797
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,803	\$756,122
Sidewalk (5' width)	L.F.	\$ 54.00	16,803	\$907,346
Drainage	L.F.	\$ 45.00	8,401	\$378,061
Street Lighting	L.F.	\$ 50.00	8,401	\$420,068
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$11,612,873
Construction Contingency			25%	\$2,903,218
Right of Way (\$8/sf)			1,024,965	\$8,199,723
Mobilization			10%	\$1,161,287
Engineering & Administration			10%	\$1,161,287
Total Project Costs				\$18,000,000
Eagle Mountain's Responsibility				6.77%
				\$1,219,000

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 1.59

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.47

Eagle Mountain CFP/IFFP				
Project No. 135				
Improvement Type: New Road				
New Road (unknown E/W road): Project 47 to Project 51				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	50,855	\$508,546
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	5.6	\$11,237
Roadway Excavation	C.Y.	\$ 39.00	14,656	\$571,584
HMA Concrete	Ton	\$ 114.00	3,284	\$374,417
Untreated Base Course	C.Y.	\$ 52.00	3,973	\$206,597
Granular Borrow	C.Y.	\$ 38.00	5,297	\$201,299
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,357	\$286,057
Sidewalk (5' width)	L.F.	\$ 54.00	6,357	\$343,268
Drainage	L.F.	\$ 45.00	3,178	\$143,028
Street Lighting	L.F.	\$ 50.00	3,178	\$158,921
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$2,804,953
Construction Contingency			25%	\$701,238
Right of Way (\$8/sf)			244,738	\$1,957,901
Mobilization			10%	\$280,495
Engineering & Administration			10%	\$280,495
Total Project Costs				\$4,348,000
Eagle Mountain's Responsibility				100.00%
				\$4,348,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.60

Eagle Mountain CFP/IFFP				
Project No. 136				
Improvement Type: New Road				
New Road (unknown E/W road): Project 52 to Project 51				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	61,282	\$612,816
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.8	\$13,541
Roadway Excavation	C.Y.	\$ 39.00	17,661	\$688,780
HMA Concrete	Ton	\$ 114.00	3,958	\$451,186
Untreated Base Course	C.Y.	\$ 52.00	4,788	\$248,957
Granular Borrow	C.Y.	\$ 38.00	6,384	\$242,573
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	7,660	\$344,709
Sidewalk (5' width)	L.F.	\$ 54.00	7,660	\$413,651
Drainage	L.F.	\$ 45.00	3,830	\$172,355
Street Lighting	L.F.	\$ 50.00	3,830	\$191,505
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,380,071
Construction Contingency			25%	\$845,018
Right of Way (\$8/sf)			294,918	\$2,359,342
Mobilization			10%	\$338,007
Engineering & Administration			10%	\$338,007
Total Project Costs				\$5,240,000
Eagle Mountain's Responsibility				100.00%
				\$5,240,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.40

Eagle Mountain CFP/IFFP				
Project No. 138				
Improvement Type: New Road				
New Road (unknown N/S road): SR-73 to Project 51				
Minor Collector - 77' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	24,026	\$240,256
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	2.7	\$5,309
Roadway Excavation	C.Y.	\$ 39.00	6,924	\$270,038
HMA Concrete	Ton	\$ 114.00	1,552	\$176,888
Untreated Base Course	C.Y.	\$ 52.00	1,877	\$97,604
Granular Borrow	C.Y.	\$ 38.00	2,503	\$95,101
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	3,003	\$135,144
Sidewalk (5' width)	L.F.	\$ 54.00	3,003	\$162,173
Drainage	L.F.	\$ 45.00	1,502	\$67,572
Street Lighting	L.F.	\$ 50.00	1,502	\$75,080
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$1,325,165
Construction Contingency			25%	\$331,291
Right of Way (\$8/sf)			115,623	\$924,986
Mobilization			10%	\$132,517
Engineering & Administration			10%	\$132,517
Total Project Costs				\$2,055,000
Eagle Mountain's Responsibility				100.00%
				\$2,055,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.13

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.38

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

Overall Assumptions:

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

Other Funding Sources: MAG
 Length (miles) 0.57

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.28

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

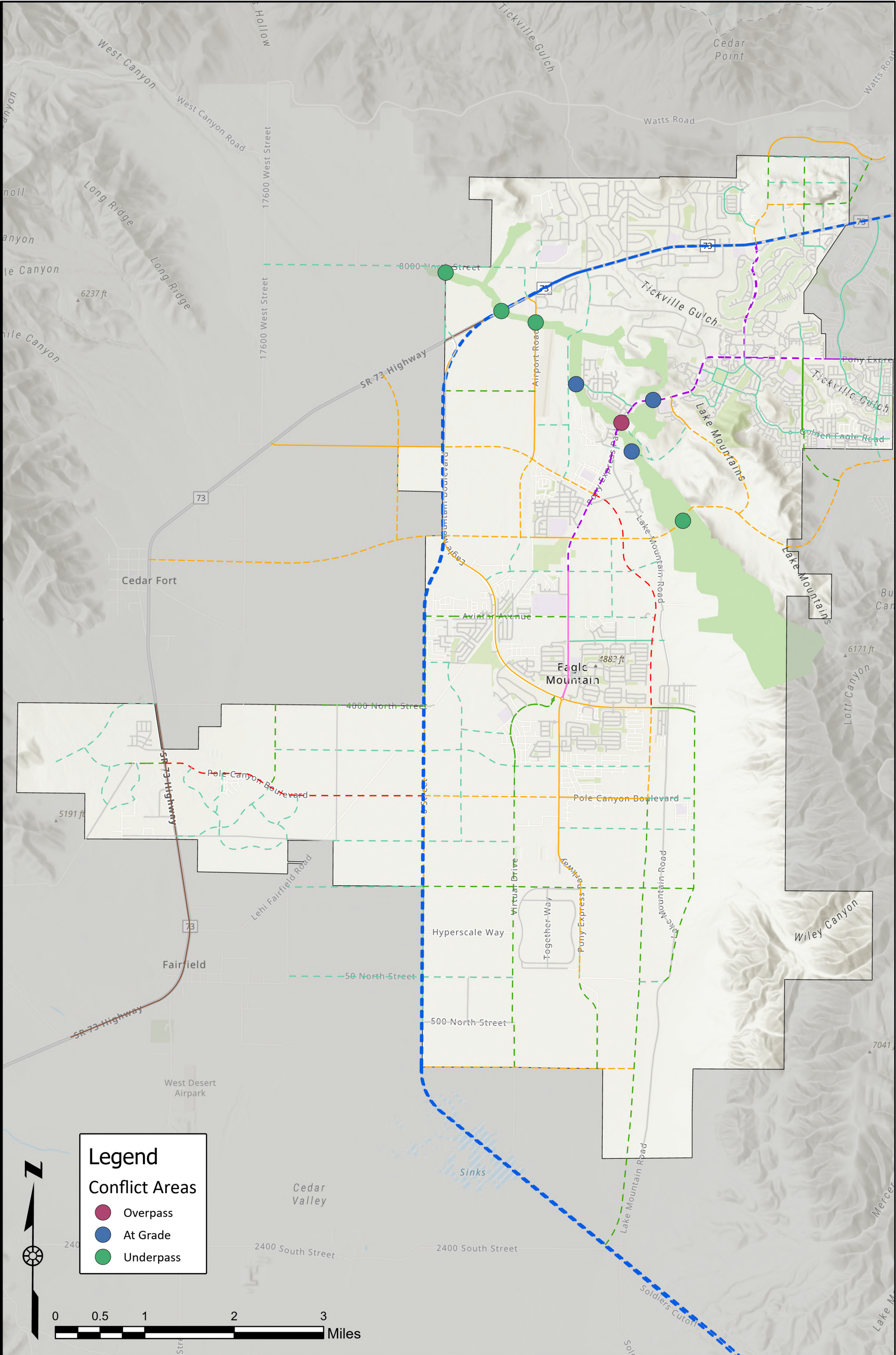
Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.64

A wide-angle photograph of a suburban town with many houses, surrounded by green fields and trees. In the background, a range of mountains with patches of snow is visible under a blue sky with some clouds.

APPENDIX C: WILDLIFE CORRIDOR CONFLICT MAP



Q:\2025\UT-10591-25 Eagle Mountain Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 2:15 PM, share.ellor



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

Wildlife Corridor Conflict Areas
Eagle Mountain Transportation Master Plan

DATE	6/17/2025
DRAWN	
Figure APP.	



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	Richards Animal Management Plan
ITEM TYPE:	Appeal
FISCAL IMPACT:	N/A
APPLICANT:	Ashley Richards

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Neighborhood Residential One Zone: White Hills (Under Review)	0.252

PUBLIC HEARING

Yes

PREPARED BY

Ashley Swensen, Planner

PRESENTED BY

Ashley Swensen

RECOMMENDATION:

Staff recommends approval of the animal management plan with the following conditions:

1. Both the enclosure and the pen are each increased in size (600 sq ft and 140 sq ft respectively)
OR
2. The site is approved as is for JUST the 3 mini goats, and NOT the mini pony
OR
3. The site is approved as is for JUST the mini pony and NOT the 3 mini goats

The animals may need to be relocated to the southeast of the property to account for the increase in square footage needed to account for the floor space covered by the indoor enclosure. This may also be beneficial to keep the enclosures away from bordering directly against property lines in an effort to mitigate nuisances.

BACKGROUND:

The Applicant moved to the White Hills Neighborhood for the rural feel and lack of HOA regulations in order to raise animals to help educate her children and provide emotional support. However, EMMC 6.10.080 regarding residential livestock requires least a 1/2 acre for goats and 1 acre for horses. As the White Hills zoning is currently under review, it could be argued that *residential* livestock requirements do not apply. However, the property is designated as residential in the future land use map and the residential livestock requirements are applied according to the size of the lot. Additionally, all surrounding uses are residential regardless of the current zoning. Code does allow for exceptions within the Equine Overlay Zone, but this overlay does not apply to the White Hills Subdivision. Therefore, the Applicant is currently out of compliance with code and seeks to apply for an animal management plan to mitigate nuisances and retain their animals.

ITEMS FOR CONSIDERATION:

After researching space requirements for miniature ponies and goats, Staff found that each pony requires approximately 64 sq ft of indoor space and 200 sq ft of outdoor space. Each miniature goat requires at least 25 sq ft of indoor space and 135 sq ft of outdoor space. This comes out to

approximately 140 sq ft of indoor space and 600 sq ft of outdoor space total. According to these numbers, as is, the site can currently support either the mini pony, or the three mini goats, but not both. Additionally, the enclosed space takes up 64 sq ft of the outdoor space shown on the site plan. This will need to be accounted for in the required square footage.

Aside from necessary living space, the Applicant has stated that they regularly walk the pony and goats on the undeveloped land located to the East of their home for exercise.

The Applicant has addressed mitigation of nuisances such as flies and odor in their plan. Noise was also identified by staff as a possible nuisance (though not likely with these types of animals) but mitigation would likely be difficult for a lot of this size.

The Applicant has included a petition signed by several neighboring properties to demonstrate general support of their animal management plan, however, not all surrounding properties have signed.

Of note, there is also a chicken coop on the lot just south of the goat and pony pen, but chickens are allowed under EMMC 17.25.030.

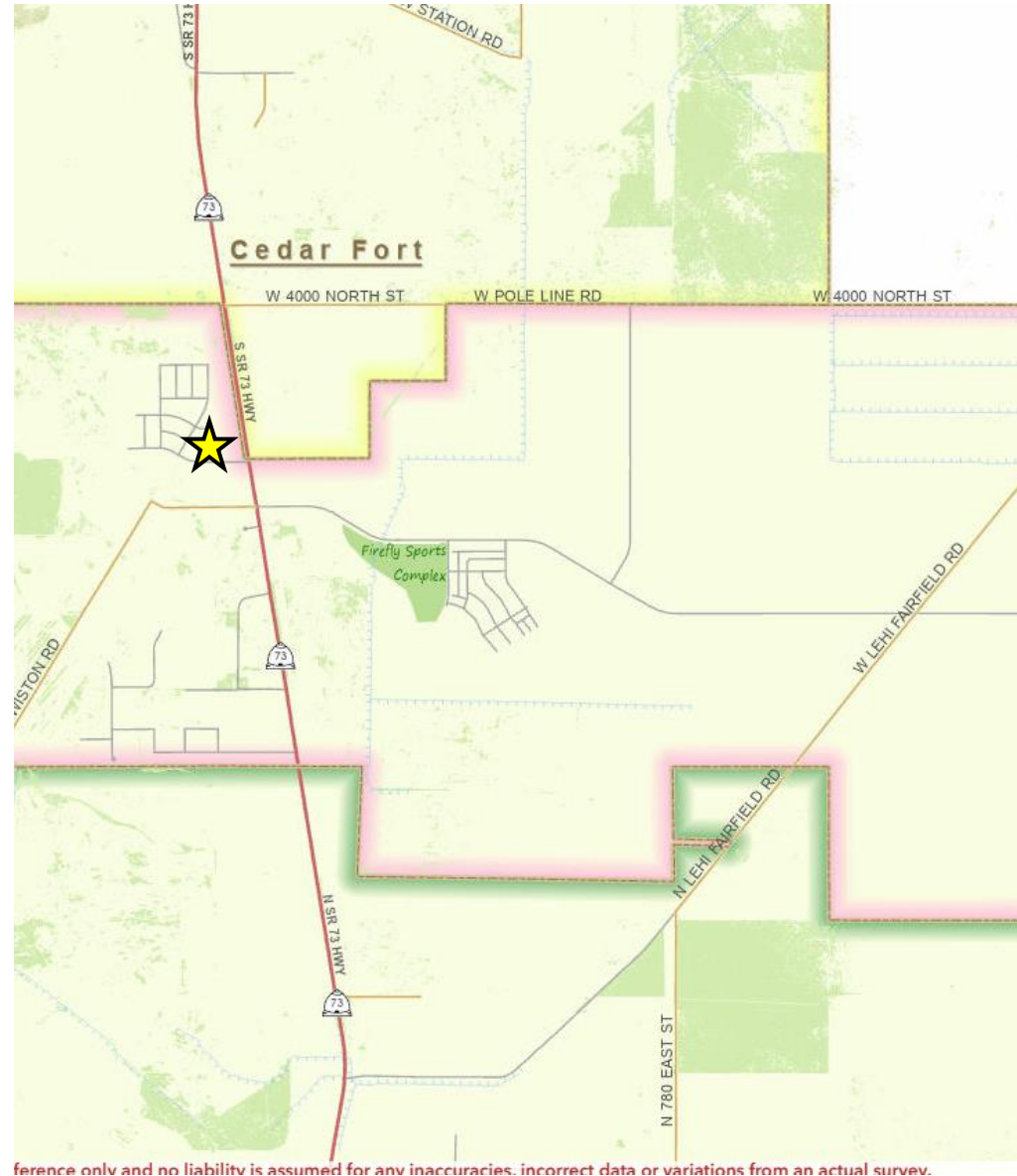
PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Vicinity Map
2. Aerial Imagery
3. Future Land Use
4. Zoning
5. Richards Animal Management (Complete Plan)
6. Photos of Pen (Plan Excerpt)
7. Pen Dimensions (Plan Excerpt)
8. Surrounding Properties (Plan Excerpt)

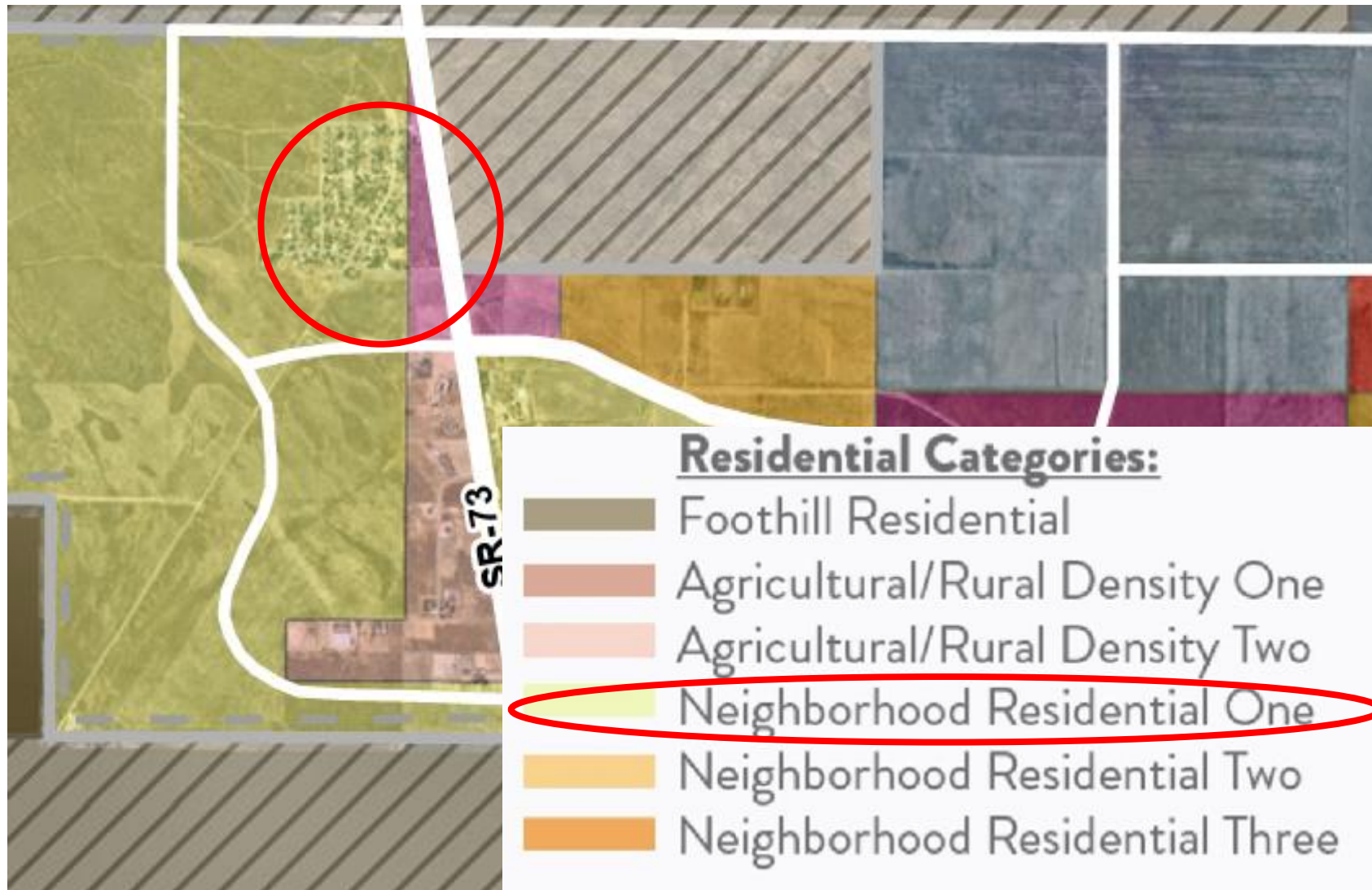
Vicinity Map



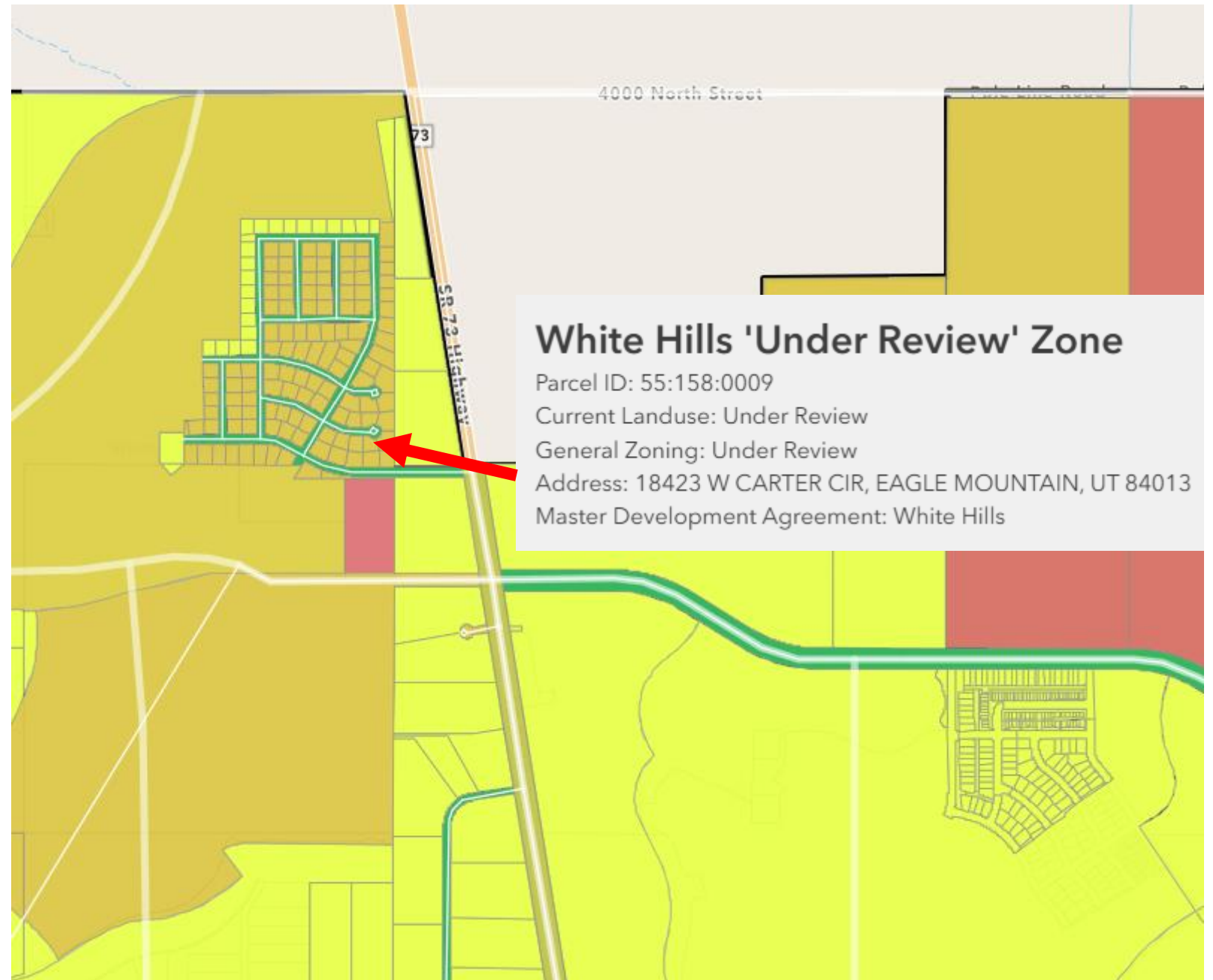
Aerial Imagery



Future Land Use Designation



Zoning



Animal Management Plan
18423 W Carter Cir., Eagle Mountain, UT

Dear members of the Eagle Mountain Planning Commission:

Thank you for the opportunity for us to share our perspective regarding our request to keep our three small Nigerian Dwarf goats and miniature pony on our 0.25-acre property in the White Hills Subdivision. When we began our home search three years ago, we sought a peaceful lifestyle away from the city. We deliberately avoided HOA communities and dreamed of living where our children could benefit from the hands-on education and emotional support that come with caring for animals. When we drove around the neighborhood, it had a country feel; we were excited to see cows and horses in the fields as we entered the neighborhood. In the White Hills subdivision (formerly county-owned), we have come across many residents who are here because they cannot yet afford a bigger parcel of land but still have a strong desire to own small farm animals and livestock.

Rationale for Housing Small Livestock

The presence of livestock on our property plays an essential role in supporting our children's well-being. Most notably, one child experiences significant emotional relief through interacting with the animals, which provide consistent, calming companionship and therapeutic value during difficult moments. Additionally, our children are homeschooled, and caring for the animals forms a meaningful part of their daily education. Through this hands-on experience, they are learning responsibility, empathy, and practical life skills. (Please see the attached letters from Sabrie and Knox for their personal reflections.)

Pony:

Our children have long dreamed of owning a pony and had even been taking riding lessons and saving money toward that goal. Understanding that both goats and ponies are herd animals who thrive on companionship, we planned to house a small pony in the same enclosed area as our goats. When a close friend needed to rehome her special-needs miniature pony, named Glory, we were thrilled. Glory is partially blind and about the height of an adult Great Dane. Our children were overjoyed at the opportunity to give her a loving home. Though she initially had a short adjustment period, occasionally bumping into the fencing and shed, she has since become fully acclimated to her new surroundings. Glory is gentle, low-maintenance, and fits in seamlessly with our goats. She also helps ensure no hay goes to waste. This makes our weekly cleanup process in the animal pen especially easy, as we are only left to clean up the pony and goat droppings.



Click [here](#) to view a short video of the children interacting with the mini pony.

Goats:

Our three Nigerian Dwarf goats, Pippa, Lola, and Cha-cha, were bought for all our children to enjoy, especially our two children with autoimmune diseases. We bought our goats when they were babies, and they were bottle-fed. Each goat is roughly the size and weight of a border collie, making them manageable and well-suited for a small property like ours. They are safe for kids because they don't bite (goats don't have upper teeth). We've trained them to walk on leashes, and it's not uncommon to see us strolling through the neighborhood with our goats in tow. This often sparks smiles, conversations, and curiosity—many neighbors stop to pet the goats or share how much they enjoy seeing them around. We've received repeated positive feedback from community members who appreciate the joy and uniqueness they bring to the neighborhood. Our goats are quiet, well-behaved, and easy to care for. Their pellet-sized droppings are virtually odorless and simple to clean up. Most importantly, they provide meaningful emotional support to our children, especially during challenging times.



Click [here](#) to play a short video of the family interacting with the goats playing in the surrounding undeveloped area east of the White Hills subdivision on May 19 2025.

Mitigation Proposal

Cleaning:

Caring for our animals has been an invaluable educational experience that we wanted our children to experience. Each of the older children has a designated responsibility, including feeding, watering, and assisting with regular cleaning of the pen.

- 🐾 We maintain a consistent cleaning schedule for the shared enclosure that houses both our miniature pony and goats, cleaning it three to four times a week, depending on conditions.

Richards Family Animal Management Plan

- 🐾 Cleaning includes bagging and disposing of droppings and, as needed, refreshing the wood shavings in the shelter area, which help absorb moisture and minimize odors.
- 🐾 Our goal is to ensure a clean, healthy environment for the animals and a pleasant one for our family and neighbors.

Odor Reduction/Elimination

The odor from our animal pen is rarely noticeable outside the vinyl fenced area—typically only during certain weather conditions, such as when a breeze picks up or following a rainstorm.

We've asked guests standing on our front porch, which is located in close proximity to the pen, whether they noticed any barnyard smell, and the consistent response has been "no." However, after learning from code enforcement that a neighbor had submitted a complaint, we've taken additional proactive measures.

- 🐾 We've begun using barn lime, a safe and widely used substance that helps neutralize odors in animal enclosures (see Figure 7).
- 🐾 We apply the barn lime only in a specific area of the pen that tends to retain moisture longer. This is typically where our pony urinates and where water occasionally spills when the animals knock over their buckets.
- 🐾 This targeted approach ensures the space remains clean, dry, and odor-free. The smell, which was already minimal, is now virtually undetectable beyond several feet from the pen area.

Flies:

- 🐾 We actively manage flies by regularly cleaning the pen and plan to maintain several fly traps within the animals' shelter and enclosure area (see Figure 8).
- 🐾 We understand the importance of fly management not just for our animals' health but also for being good neighbors.

That said, the flies are an interesting complaint as we have dealt with flies ever since we moved to this neighborhood. We experienced an increase in flies the moment we moved out of the city. Although we don't like the flies, we understand that is one of the things that comes with country living. It's important to point out that our community includes a variety of animals (e.g., chickens, dogs, cats), and we live near a greenbelt where livestock are legally kept, as well as a neighboring property with legally housed horses on a larger parcel. These are all-natural contributors to the fly population. Nonetheless, we remain committed to minimizing any impact.

- 🐾 We will continue to use multiple fly traps in and around the pen and maintain a regular cleaning schedule to help reduce fly attraction as much as possible.
- 🐾 We are open to trying different options to minimize flies, such as fly predators and solar fly zappers, and considering the many other options available on the market.
- 🐾 Our expectation is not for these endeavors to completely eliminate the flies but rather help manage the flies that were already here before we moved in or brought animals to our property.

However, we, and some longtime residents of White Hills, believe it is unlikely that removing three small goats and a miniature pony would meaningfully reduce the fly population. Flies are a

Richards Family Animal Management Plan

common feature of rural living, especially in a community where many households keep animals such as chickens, dogs, and cats. When we chose to move to the White Hills neighborhood, we did so with a clear understanding that rural life comes with certain realities, including the presence of flies. We accepted that as part of embracing the country lifestyle.

Conclusion

We are continually working hard to keep our property clean and tidy, focusing on measures that reduce smell and flies in the areas where our animals are housed. We are willing to work with the city and are open to recommendations the city has to offer. We have spoken with many of our neighbors and fellow White Hills residents, and the overwhelming response has been one of support and appreciation. People frequently express how much they enjoy seeing our goats and pony. However, few people know that two of our children are living with autoimmune conditions, and these animals provide critical therapeutic benefits in their daily lives. We respectfully ask the Planning Commission to consider the joy these animals bring to our family and neighborhood and the essential emotional and educational support they provide to our children. We hope you will give thoughtful consideration to our circumstances and Animal Management Plan. Thank you for your time.

Sincerely,

Othello Richards (Father)

Ashley Richards (Mother)

Sabrie Richards (10-years old)

Knox Richards (8-years old)

Cruz Richards (6-years old)

Delta Richards (4-years old)

Nova Richards (2-years old but has no idea what any of this is about)

APPENDIX B: Photos of the Property and Pets

Figure 1. Satellite Images



Aerial views of 18423 W. Carter Cir and the surrounding homes.

Richards Family Animal Management Plan

Figure 2. Street View



Panoramic street view of W. Carter Circle.

Figure 3. Richards House



Exterior view of 18423 W. Carter Cir.

Figure 4. Animal Pen



Goats and miniature pony pen and shelter located on the east side of the house.

Figure 5. Animal Shelter



Interior of goat/mini pony shelter with woodchips layered on the floor.

Figure 6. Mini Pony and Goats Size Comparisons



Photo showing the sizes of the mini pony and goats standing next to an adult that is 5'11".

Richards Family Animal Management Plan

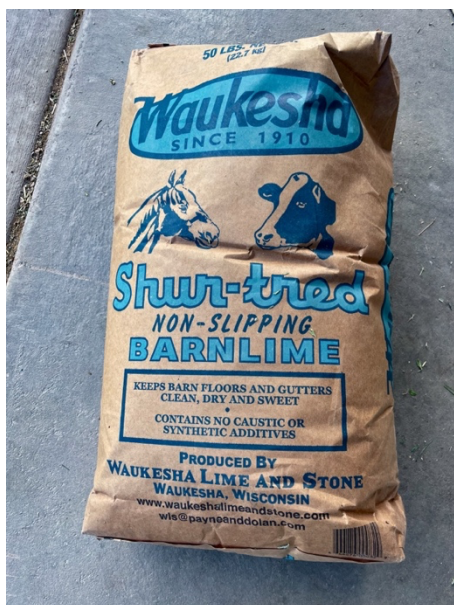


Photos showing the sizes of the mini pony next to children 10-years-old and under.



Photo from the web shows a Great Dane standing next to a mini pony.

Figure 7. Odor Mitigation



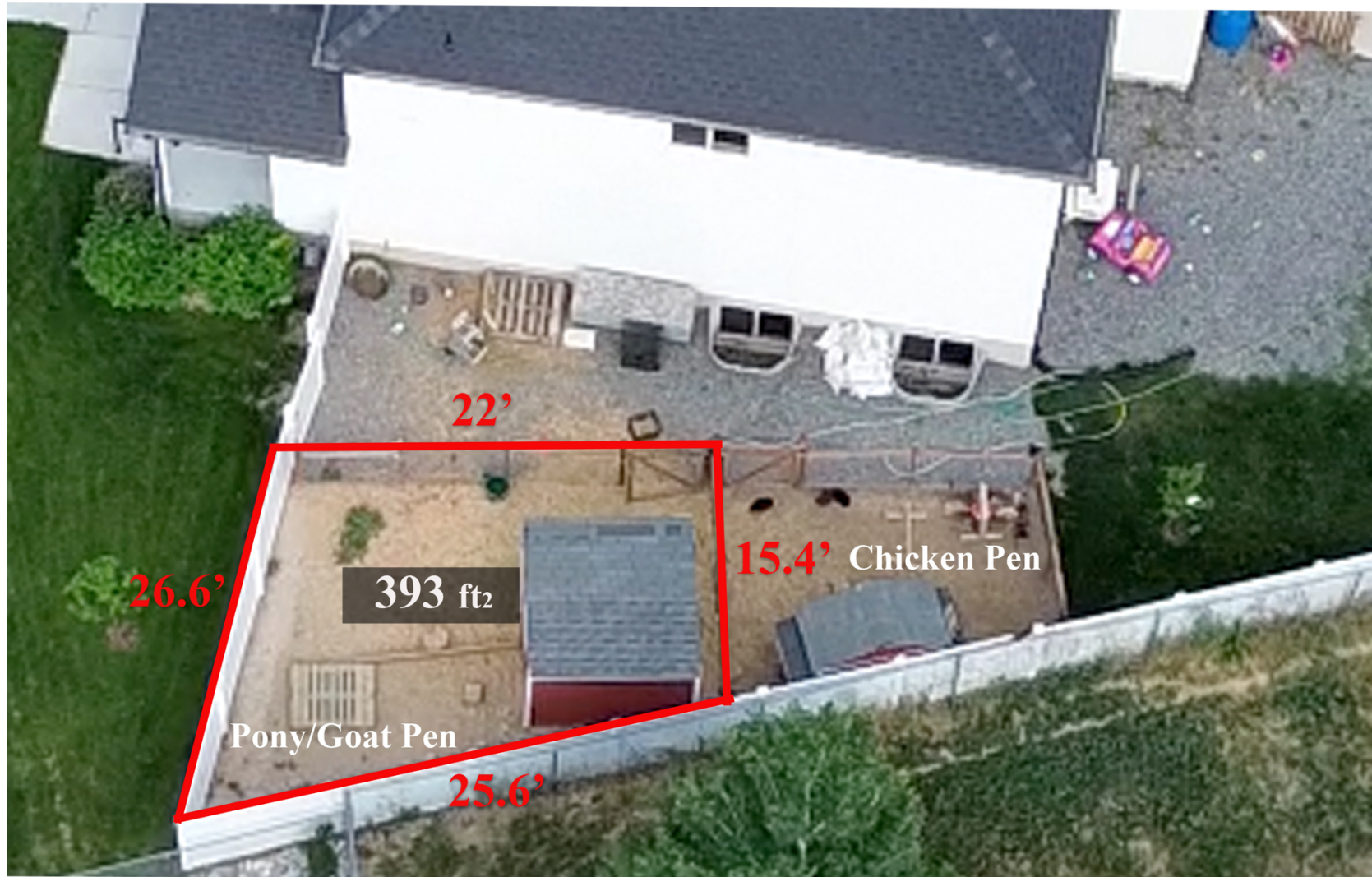
“Barnline” is applied to the pen ground for odor control.

Figure 8. Flies Mitigation

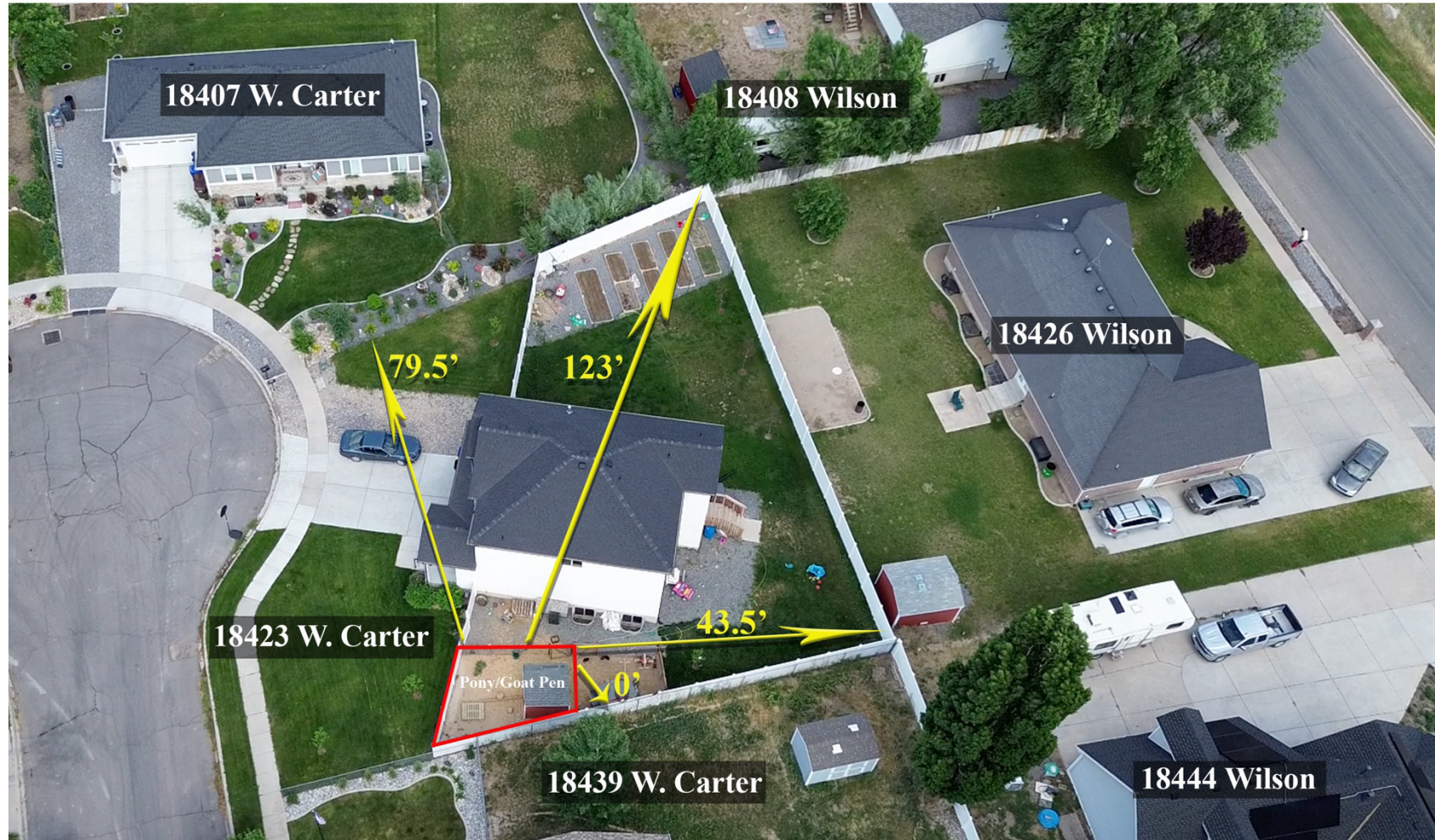


Several fly traps are placed around the pen area

Mini Pony/Goats Pony Pen Dimensions



Mini Pony/Goats Pen Property Line Distances



*All adjacent property owners shown have signed a petition stating, "I support the Richards family keeping their mini pony and three small goats." (see APPENDIX C)

APPENDIX C. Signatures from nearby homes in support of Richards family retaining mini pony and three Nigerian Dwarf goats

I support the Richards family keeping their mini pony and three small goats.				
Address:	Print name:	Signature:	Yes	No
18416 Carter Cir.	Jonathan & Heather Wrigley		X	
18428 Carter Cir	Dan Jackson		YES YES X	
18442 Carter Cir.				
18458 Carter Cir.	Ernest Peterson		X	
3644 Carter Cir.				
18455 Carter Cir.				
18439 Carter Cir.	Collin Larsen			
18407 Carter Cir.	Robert Holter		X	
18484 Carter Cir.	Angie Durs		X	
18502 Carter Cir.	Brooke Mehr		X	
18503 Carter Cir.				
18517 Carter Cir	Jane McAffee		X	

Richards Family Animal Management Plan

18517 Carter Cir.				yes	no
3643 Adams St.					
18478 Wilson Ave.	Don Morgan Kuebler for Amy & Sherry			X	
18406 Wilson Ave. 18426	G. May			X	
18444 Wilson Ave.	Bryan Beland 79 Year Brady			X	
18426 Wilson Ave.					
18408 Wilson Ave.	Alma Kyle	Alma Kyle		X	
18489 Wilson Ave.	Diane Smith Carey Smith	Diane Smith		X	
18506 Wilson Ave	Kimberly Jensen Kyle John Jensen	Kimberly Jensen Kyle John Jensen		X	
3644 Adams	Sarah Gillespie Colton Mcandless	Sarah Gillespie Colton Mcandless		X	
18462 Wilson Ave	Sherrill Turner			X	
18462 Wilson Ave.	Carolyn Hansen Shad Hansen	Carolyn Hansen Shad Hansen		X	

I support the Richards family keeping their mini pony and three small goats.				
Address:	Print name:	Signature:	Yes	No
18829 Wilson Ave	Wagner Eardley	<i>WE</i>	☒	☐
18816 Wilson Ave	Sarah Williams	<i>Sarah Williams</i>	☒	☐
18427 Jefferson Ave	<i>Mich Moore</i>	<i>Mich Moore</i>	☒	☐
18427 Jefferson Ave.	Kirstie Moore	<i>Kirstie Moore</i>	☒	☐
18416 Jefferson	Barnoi Hansen	<i>Barnoi Hansen</i>	☒	☐
18491 W Jefferson Ave	Nobelsky Tosie	<i>Nobelsky Tosie</i>	☒	☐
18521 Jefferson Ave	Alie Osala	<i>Alie Osala</i>	☒	☐
18472 Jefferson Ave	Steve Hertz	<i>Steve Hertz</i>	☒	☐
15313 S Tara Way Dr, Bluffdale UT	Audrey Beckstrand	<i>Audrey Beckstrand</i>	☒	☐
3764 ^N Adams St	Paul McAllister	<i>Paul McAllister</i>	☒	☐
3748 Adams St.	Amy Smith	<i>Amy Smith</i>	☒	☐

incorrect address entered

APPENDIX D. Research on Facility Size

The miniature horse breed is the smallest horse often described as no bigger than a large dog (Lynghaug, 2009). Due to their small stature, they are considered safer and more manageable than full-sized horses. Their care is also more cost-effective—requiring less feed and smaller facilities overall (Lynghaug, 2009).

A New Zealand survey involving over 200 miniature horse owners revealed the following about stable preferences (Goh, 2020):

- **27%** used **standard stable** of approximately **11.8 ft x 11.8 ft**.
- **21%** housed their minis in **larger-than-standard** stable.
- **11%** used **smaller-than-standard** stable.
- **15%** did not use a stable but rather a yard, arena, or shed.

These findings indicate flexibility in stable sizing, with many owners opting for spaces smaller than those typically used for full-size horses.

Online sources such as [Greatmats](#) offer practical stall size suggestions based on owner preferences:

- **8x8 ft stall** are commonly used and provide enough room for a mini to move and lie down comfortably.
- **10x10 ft** or even **10x12 ft** stalls offer more generous space.
- Compact configurations like **6x12 ft** can also be functional, especially for smaller minis (Cerulli, 2022).

Flexibility exists, and stalls ranging from **6x12 ft to 10x12 ft** are commonly and successfully used, depending on the horse's size and available space.

Research shows that the enclosure for our animals is appropriate. In addition, they are feed alfalfa hay at least twice daily and let out of the enclosure weekly to bi weekly to walk around the undeveloped land just west of the White Hills subdivision. All of the animals are a healthy weight and exhibit no sign of emaciation.

References

- Cerulli, P. (2024, January). *What size stalls do miniature horses need?*. Greatmats.
<https://www.greatmats.com/sizing-miniature-horse-stalls.php#:~:text=Many%20owners%20opt%20for%20an,are%20working%20to%20help%20them>.
- Goh, S. Y. (2020). *The management of miniature horses at pasture in New Zealand: a thesis presented in partial fulfilment of the requirements for the degree of Master of Philosophy*

Richards Family Animal Management Plan

(without specialisation) at Massey University, Manawatū campus, New Zealand (Doctoral dissertation, Massey University).

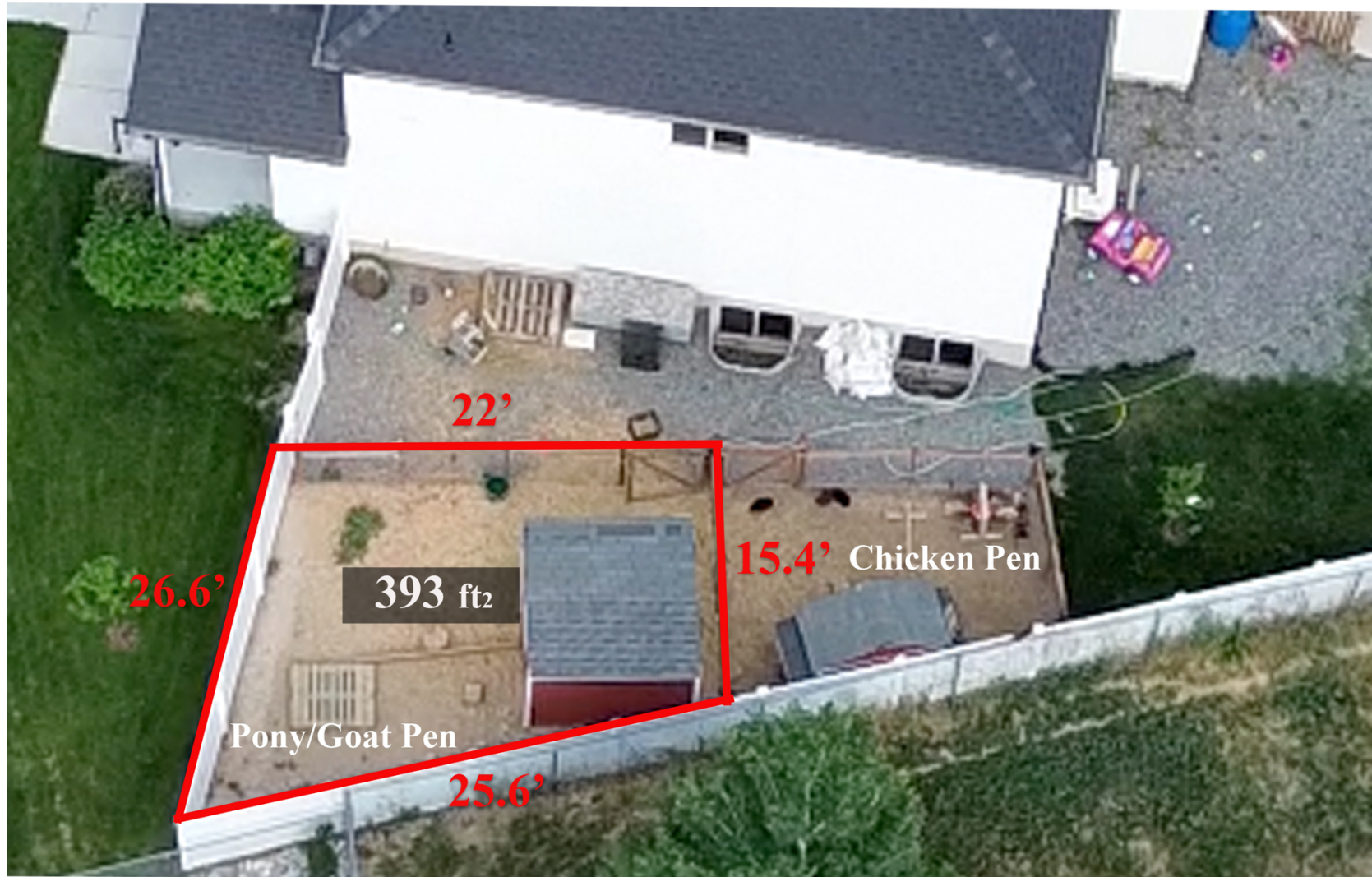
Lynghaug, F. (2009). *The official horse breeds standards book : The complete guide to the standards of all North American equine breed associations* (1st ed.). Voyageur Press.

Figure 4. Animal Pen

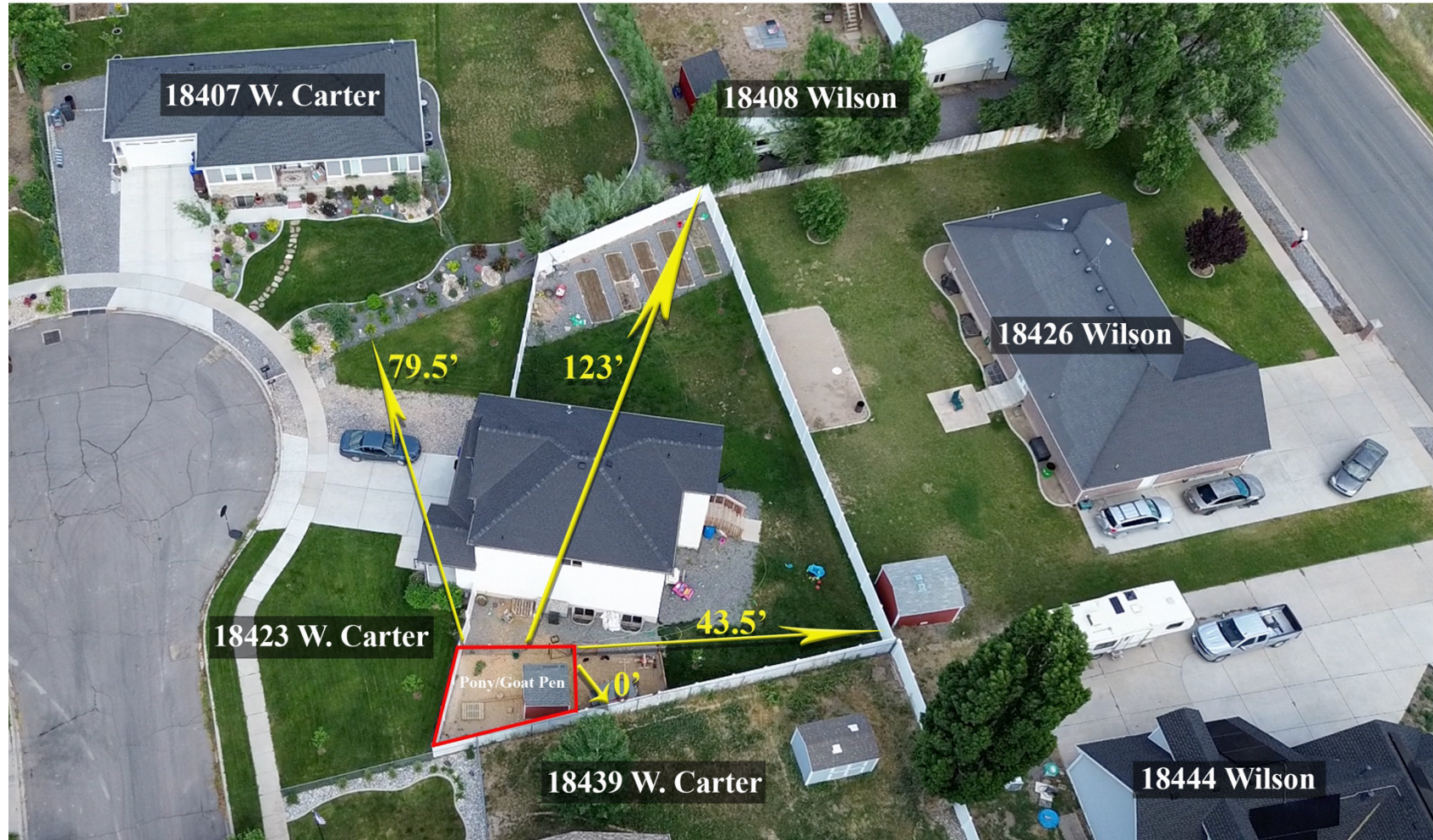


Goats and miniature pony pen and shelter located on the east side of the house.

Mini Pony/Goats Pony Pen Dimensions



Mini Pony/Goats Pen Property Line Distances



*All adjacent property owners shown have signed a petition stating, "I support the Richards family keeping their mini pony and three small goats." (see APPENDIX C)



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Steven Lehmitz, Planner

PRESENTED BY

Steven Lehmitz

RECOMMENDATION:

Staff asks that the Planning Commission open the public hearing for this item and then table it until their next meeting.

BACKGROUND:

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the potential consequences associated with the proposed code changes if later recommended for adoption. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	EMMC 17 Amendments to Require Parking Lots be in Proximity to Uses and to Standards Governing Shared Parking Arrangements
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

That the Planning Commission forward a positive recommendation to the City Council respecting the proposed code changes

BACKGROUND:

About two years ago, the City Council wrestled with the City's shared parking code when evaluating a site plan for a commercial daycare. Separately, the City Council once expressed the desire to have parking lots be in close-proximity to the use(s) which they were intended to serve. This latter concern seemed to originate when considering a large, mixed-use commercial and apartment development proposed to the east of the Ridley's store along Pony Express.

The proposed amendments seek to stipulate a distance allowance between parking lots and the uses/buildings they are intended to serve, and to reduce the amount of shared parking allowable from 50% of what is required for a business place to 40%, to make the City Council the arbiter of a decision to approve a shared parking agreement, and to require some form of joint maintenance agreement between parties to an approved shared parking lot arrangement.

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the potential consequences associated with the proposed code changes if recommended for adoption. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Draft Shared Parking Edits.17.55.100.June 2025

Chapter 17.55

OFF-STREET PARKING

Sections:

17.55.010 What this chapter does.

17.55.020 Purpose.

17.55.030 Off-street parking required.

17.55.040 General provisions for nonresidential and multifamily off-street parking facilities.

17.55.050 Submittal and approval of parking areas.

17.55.060 Dimensions for parking stalls.

17.55.070 Handicapped accessible parking.

17.55.080 Landscaping in parking and drive lane areas.

17.55.090 Pedestrian walkways and accesses.

17.55.100 Shared parking and curb cuts.

17.55.110 Required parking by land use.

17.55.120 Tables.

17.55.040 General provisions for nonresidential and multifamily off-street parking facilities.

...

~~E. Location of Parking Areas. Required off-street parking areas for nonresidential uses shall be placed within 600 feet of the main entrance to the building.~~

~~E. Location of Parking Areas. Required off-street parking areas for nonresidential uses shall:~~

~~1. Keep the closest edge of a parking lot within at least 100 feet of the main entrance to the building for which it serves.~~

~~2. Ensure that parking lot areas serving multi-family projects are spread throughout the development with sections of parking lots adjacent or near the buildings they serve. City site plan approval shall be required for lot placement.~~

17.55.100 Shared parking and curb cuts.

Up to ~~50~~ 40 percent of the required parking ~~for a given primary land use~~ may be shared with other ~~required parking areas~~ uses on a property upon approval by the ~~planning commission~~ city council. The developer must show an agreement granting shared parking or mutual access to the entire parking lot in perpetuity, ~~a joint users maintenance agreement~~, and, ~~as well as a~~

~~professional prepared analysis professional traffic engineer's data~~ showing that peak parking demand of all uses on-site will not exceed the number of parking spaces provided on the property.

A. Shared Ingress and Egress. In most cases, shared parking areas shall also share ingress and egress. This requirement may be waived when the city engineer believes that shared accesses ~~are is~~ not feasible. In reviewing the site plans, the city engineer shall evaluate the need for limited access and the appropriate number of curb cuts, shared driveways or other facilities that will result in a safer, more efficient parking and circulation pattern on-site.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	EMMC 17 Amendments to Drive-Thru Lanes
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

That the Planning Commission forward a positive recommendation to the City Council respecting the proposed code changes

BACKGROUND:

The idea of requiring some form of diminutive but still effective bypass/escape lane has been discussed with City decision-makers before. Varying municipalities require or recommend bypass (escape) lanes around drive-thru lanes to ensure traffic can circulate on-site and vehicles are not trapped in queues. Drive-thru bypass lanes help maintain site safety and accessibility, especially in high-traffic commercial areas. Even in places that don't require their presence, various businesses install them as a matter of course.

Over a year ago, the Planning Commission recommended their adoption by the City Council. The City Council took the matter of requiring their implementation under advisement, tabling action on the code amendment adoption request. One question raised by one of the members of council asked which other jurisdictions in Utah require drive-thru bypass/escape lanes.

Utah Jurisdictions that make use of the same:

Salt Lake City:

Requires a bypass lane, driveway, or circulation area around drive-through stacking lanes in most zones. Exceptions for banks, car washes, etc.

East Carbon City:

Requires a parallel bypass lane for all drive-up uses (e.g., restaurants, convenience stores) to prevent vehicles from backing onto public streets.

Price City:

Also requires a parallel bypass lane for any business with drive-through or drive-up lanes.

Other U.S. Jurisdictions (Examples)

Loudoun County, VA:

Mandates an escape lane from drive-thru service lanes.

Wapakoneta, OH:

Recommends a bypass lane to allow circulation; not mandatory.

Woodlawn, OH:

Requires a bypass lane that must not include parking spaces.

Hardyston Twp, NJ:

Queue lanes must include a 12-foot wide bypass lane.

Goochland County, VA:

Requires a 10-foot wide bypass lane for all drive-thru businesses.

Maryland Heights, MO:

Recommends an escape lane for fast-food establishments.

The attached draft amendments are back in front of the Planning Commission at this time because the original code amendment format and language have changed somewhat from what was last seen and voted on, and, because of the time lag between when the amendments were last considered and now.

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the potential consequences associated with the proposed code changes if recommended for adoption. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Drive-thru regulations.June 2025 current vers.

17.35.050 Generally applicable provisions.

All development projects within the commercial zones in this chapter shall conform to the following general requirements:

...

L. Drive-Through Lanes. Drive-through lanes shall comply with standards in section 17.55.130. be located away from adjoining residential developments. Speakers and menu boards shall be located so that noise is not directed toward residential uses and shall incorporate a screen wall and landscaping to mitigate noise. Where possible, public access doors shall not be located in an area that requires pedestrians/customers to cross drive-through lanes. Where unavoidable, improvements shall be provided to slow vehicles or improve visibility for pedestrians. [Ord. O-12-2020 § 2 (Exh. A); Ord. O-06-2020 § 2 (Exh. A)].

Chapter 17.55 OFF-STREET PARKING

Sections:

- 17.55.010** What this chapter does.
- 17.55.020** Purpose.
- 17.55.030** Off-street parking required.
- 17.55.040** General provisions for nonresidential and multifamily off-street parking facilities.
- 17.55.050** Submittal and approval of parking areas.
- 17.55.060** Dimensions for parking stalls.
- 17.55.070** Handicapped accessible parking.
- 17.55.080** Landscaping in parking and drive lane areas.
- 17.55.090** Pedestrian walkways and accesses.
- 17.55.100** Shared parking and curb cuts.
- 17.55.110** Required parking by land use.
- 17.55.120** Tables.
- 17.55.130 Drive-Thru Regulations

17.55.130 Drive-Thru Regulations

The following standards shall apply to all commercial drive-thrus (e.g., banks, fast food establishments, pharmacies, etc.) in the city. Drive-thrus are permitted (unless otherwise specifically prohibited) provided they comply with the standards listed hereafter. Where proposed, drive-thrus shall be designed to:

- A. Prevent or discourage vehicles from queuing over sidewalks or public streets and not interfere with pedestrian or vehicle on-site circulation.

B. Provide drive-thru building pedestrian access from streets or sidewalks. Causing pedestrians to cross the drive-thru lane(s) to access the drive-thru building shall be avoided. Requested exceptions shall be subject to city council approval upon finding that:

1. A configuration causing pedestrian conflicts is unavoidable due to space constraints; and,
2. That alternative mitigation measures are proposed to help ensure pedestrian safety.

C. Not have curbing, gates, landscaping, screening or other impediments that prevent a vehicle from exiting a drive-thru or escape lane.

D. Only have one driveway providing vehicular access to and from the drive-through window or service area from any street or service drive. Buildings with two or more drive-thrus may be allowed to have more than one drive-thru drive; however, consolidation of access is encouraged and may be required by the City during site plan review.

E. Minimize on-site internal traffic conflicts and keep queued vehicles from backing into a street or blocking access to any required parking spaces located on the same property. Accordingly, the following drive-thru lane queue/stacking standards shall apply:

1. Minimal space stacking distance or lane lengths shall be provided as follows:

a. For restaurant drive-thru uses, five 9' by 20' spaces between the drive-up window and street or service drive the associated drive-thru lane accesses.

b. For all other uses, three 9' x 20' spaces between the drive-up window and street or service drive the associated drive-thru lane accesses.

2. Stacking spaces for drive-thrus shall not be counted as providing the required parking spaces for the business.

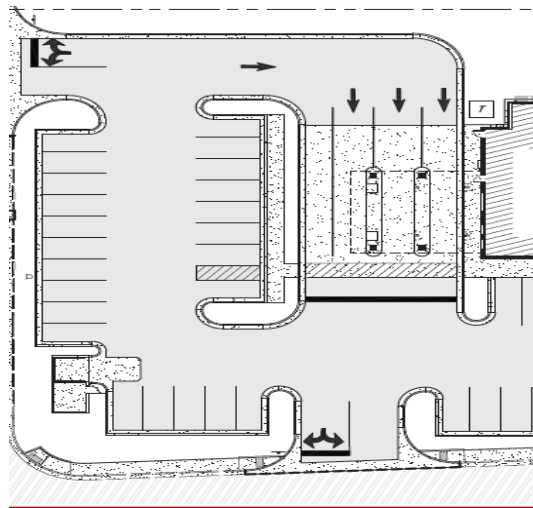
F. Be accompanied by, at minimum, a 10' wide, 60' long unobstructed emergency escape/bypass lane adjacent to the drive-through lane. The lane shall:

1. Start at a point past the drive-thru entry; and,
2. Provide a 20' section alongside the drive-thru window; and then,
3. Proceed at least 20' past the drive-thru window whereafter it may continue or be merged back into the main drive-thru lane or continue to travel alongside the same.

An escape lane that is longer than 60' may be used – including those that run the full length of the regular drive-thru lane.

[illegible]

Illustration:



I. Not reduce a business's provision of parking spaces on-site below the minimum stall count required for that use.

~~A. Purpose. The specific purposes of these regulations are to:~~

- ~~1. Reduce noise, lighting, and visual impacts on abutting uses, particularly residential uses;~~
- ~~2. Promote safer and more efficient on-site vehicular and pedestrian circulation; and~~
- ~~3. Reduce conflicts between queued vehicles and traffic on adjacent streets.~~

~~B. Site Plan. An applicant for a restaurant with drive-through service shall submit a site plan that includes: a parking and circulation plan, driveway locations, placement of audio equipment (if applicable), placement of message and/or menu boards, and a litter cleanup plan.~~

~~C. Litter Cleanup Plan. A litter cleanup plan shall address litter cleanup on and off site and shall include, but not be limited to, a litter pickup schedule and a map of the cleanup area.~~

~~D. Stacking Lanes.~~

- ~~1. A minimum of 120 feet for a single stacking lane or 60 feet per lane when there is more than one stacking lane. A stacking lane is measured back to the point of service or final service window. Stacking lanes do not have to be linear.~~
- ~~2. Stacking lanes shall be designed so that they do not interfere with parking, pedestrian and vehicle circulation; and~~
- ~~3. All stacking lanes shall be clearly identified through the use of means such as striping, landscaping, and signs.~~

~~E. Traffic Circulation.~~

- ~~1. Only one driveway providing vehicular access to and from the drive-through window or service area shall be provided from any street;~~
- ~~2. Internal traffic circulation patterns on the lot shall be adequate to keep traffic from backing into a street or blocking access to any required parking spaces located on the lot; and~~
- ~~3. A traffic study addressing both on- and off-site traffic and circulation impacts may be required as part of the site plan application.~~

~~F. Drive-Through Location. Drive-through lanes and windows shall be located away from adjacent residential uses.~~

~~G. Noise. Noise emitted from drive-through service windows and related features such as remote ordering equipment at outdoor menu boards shall not create a nuisance or disturbance for abutting properties.~~

~~H. Buffer. When a drive-through use adjoins any residential use or residential zone, a minimum six-foot-high masonry wall or solid fence shall be erected and maintained along such property line. [Ord. O-27-2020 § 2 (Exh. A)].~~



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	EMMC 17 Changes to Required Setbacks for Structures Housing Animals
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

That the Planning Commission forward a positive recommendation to the City Council respecting the proposed code changes

BACKGROUND:

Some time ago, a code enforcement matter revealed there would be a benefit to clarifying required setbacks for structures housing livestock (especially chicken coops) as set forth in Table 17.25.040 from neighboring houses, property lines and "other structures". This item is being brought back to the Planning Commission as some time has passed since action was taken on the same, and to re-present it as a stand-alone ordinance draft to the City Council.

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the potential consequences associated with the proposed code changes if recommended for adoption. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Livestock Housing Setbacks.revisions post PC.Council ready version.June 2024

Chapter 17.25

RESIDENTIAL ZONES

Sections:

- 17.25.010 What this chapter does.
17.25.020 Future land uses and residential zones.
17.25.030 Land use table.
17.25.040 Residential development standards.
17.25.050 Generally applicable provisions.
17.25.060 Projection into setbacks.

...

17.25.040 Residential development standards.

This development standards table contains required standards for each residential zone in the city. More details and clarification are included as footnotes and as generally applicable provisions later in this chapter.

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Minimum Setbacks for Accessory Structures											
Front	Same as principal structure										
Rear	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'
Street Side	Same as principal structure										

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Distance from a Residential Dwelling	Structures housing animals: 50' from neighboring residences; 6' all other structures					6'	6'	6'	6'	6'	6'
Site Plan Approval Required (See Chapter 17.100 EMMC)										Yes	Yes

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1	Neighborhood Residential 2				Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Minimum Setbacks for Accessory Structures											
Front	Same as principal structure										
Rear	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'
Street Side	Same as principal structure										
Distance from a Residential Dwelling	Structures housing livestock: 50' from neighboring residences; 6' from all other structures					n/a					
Site Plan Approval Required (See Chapter 17.100 EMMC)										Yes	Yes

¹ Height is measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures. Where permitted by EMMC [17.25.030](#), the maximum height of accessory dwelling units (ADUs) located above a detached garage is 35 feet.

² Lot frontage is measured at the street property line. Lot frontage shall vary by at least five feet every three or four lots in the R3 and RC zones.

³ ~~Excepting for “structures housing livestock”, setbacks~~ Setbacks shall only be required to be applied apply to structures that require a city building permit or approval. No structure which cannot be removed shall be constructed across an easement. Up to a 10 percent variation in setbacks may be approved by the planning director and building official if the variation is deemed appropriate due to an issue with slope, unique lot configuration, or other unique circumstance. Guidance regarding allowed projections into setbacks is outlined in EMMC 17.25.060.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 24, 2025**

TITLE:	Title 17 Amendments to Definitions and Controls Pertaining to Property Frontage
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

That the Planning Commission forward a positive recommendation to the City Council respecting the proposed code changes

BACKGROUND:

A somewhat recent proposal to develop a townhouse project in the MF-1 and MF-2 Zones [wherein townhouse buildings only front on, and make use of, service drives for on-site vehicular circulation and parking] prompted the creation of the attached amendment draft. The proposed code changes are intended to cause both townhouse and apartment lots to have [direct] street frontage - though they would allow apartments to still make use of service drives for on-property traffic circulation and parking.

ITEMS FOR CONSIDERATION:

The Planning Commission should consider the potential consequences associated with the proposed code changes if recommended for adoption. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. 17.25.040.Townhouse and Apartment frontage reqs.June 2025

17.10.030 Definitions.

~~“Lot frontage” means that portion of a lot extending along a public or private street.~~

“Lot frontage” means that portion of a property abutting a public or private street or the fact that having such abutment exists.

“Property width” means the measurement of a portion of a property along its frontage between its side property lines or a side property line and corner or street side line using a horizontal line.

17.25.040 Residential development standards.

This development standards table contains required standards for each residential zone in the city. More details and clarification are included as footnotes and as generally applicable provisions later in this chapter.

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2	Neighborhood Residential 3	
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Minimum Lot Frontage ²	150'	150'	125'	100'	90'	85'	80'	62'	58'	<u>Townhouses^{2b}</u> <u>Apartments^{2c}</u>	<u>Townhouses^{2b}</u> <u>Apartments^{2c}</u>
Minimum Lot Frontage (cul-de-sac or circle)	100'	100'	75'	60'	50'	45'	40'	20'	20'	<u>Townhouses^{2b}</u> <u>Apartments^{2c}</u>	<u>Townhouses^{2b}</u> <u>Apartments^{2c}</u>

¹ Height is measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures. Where permitted by EMMC [17.25.030](#), the maximum height of accessory dwelling units (ADUs) located above a detached garage is 35 feet.

² Lot frontage is measured at the street property line. Lot frontage shall vary by at least five feet every three or four lots in the R3 and RC zones.

^{2b} Townhouse buildings in MF1 and MF2 Zones shall completely front/abut on, and be accessed via, streets, not service drives.

^{2c} Lots with apartment buildings thereon in MF-1 and MF-2 Zones shall front/abut streets, but may have their parking spaces/lots accessed either via service drives or streets.

³ Setbacks shall only apply to structures that require a city building permit or approval. No structure which cannot be removed shall be constructed across an easement. Up to a 10 percent variation in setbacks may be approved by the planning director and building official if the variation is deemed appropriate due to an issue with slope, unique lot configuration, or other unique circumstance. Guidance regarding allowed projections into setbacks is outlined in EMMC [17.25.060](#).

⁴ Maximum footprint coverage is the total coverage on the lot of all accessory structures.

⁵ Driveway length exceptions for multifamily developments may be requested and considered at the discretion of the approval authority with a preliminary plat or site plan.

⁶ Ancillary structures include chimneys, television antennas, or other structures that are generally located on the roof of a residential building.

⁷ For approval of a preliminary plat or amended preliminary plat, the minimum average lot size is calculated across an entire preliminary plat or large neighborhood, and is verified by the approval authority of a preliminary plat. If a preliminary plat exceeds 80 acres, the average lot size may be required in smaller neighborhoods/plats. Each original final plat does not have to comply with the average lot size, but shall include some variation of lot sizes in the plat. Outlier lots that are substantially larger than the others will not be counted in the average lot size calculation. Amended final plats shall comply with the average lot size requirements of this section. For amended final plats, the minimum average lot size is calculated using only the portion of the plat that the amendment changes.

⁸ Multifamily dwelling structures shall contain no more than three stories.

⁹ Multifamily dwelling structures with a minimum roof pitch of 5/12 or flat roofs with rooftop amenities may be constructed with three stories up to 45 feet high.

[Ord. [O-08-2024](#) § 2 (Exh. A); Ord. [O-50-2023](#) § 2 (Exh. A); Ord. [O-22-2023](#) § 2 (Exh. A); Ord. [O-41-2021](#) § 1 (Exh. A); Ord. [O-15-2021](#) § 2 (Exh. A); Ord. [O-24-2019](#) § 2 (Exh. A)].

