



EAGLE MOUNTAIN CITY COUNCIL MEETING

JULY 1, 2025, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

4:00 PM WORK SESSION - CITY COUNCIL CHAMBERS

1. DISCUSSION AND INFORMATION ITEMS

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

1.A. DISCUSSION - Public Safety Update with Chief Erik Knutzen
(anticipated time 60 minutes)

1.B. DISCUSSION - Affordable Housing Standards - Bungalows and Cottages
(anticipated time 20 minutes)

1.C. DISCUSSION - Meritage Homes Privacy Screening
(anticipated time 15 minutes)

2. AGENDA REVIEW

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

3. CITY MANAGER INFORMATION ITEMS

4. ADJOURN TO A CLOSED SESSION

The City Council will adjourn into a Closed Session for the purpose of discussion of pending or reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; and/or the purchase, lease, or exchange of real property, pursuant to Section 52-4-205(1) of the Utah Code, Annotated.

7:00 PM POLICY SESSION - CITY COUNCIL CHAMBERS

5. CALL TO ORDER

6. PLEDGE OF ALLEGIANCE

7. INFORMATION ITEMS/UPCOMING EVENTS

8. PUBLIC COMMENTS

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

9. CITY COUNCIL/MAYOR ITEMS

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

CONSENT AGENDA

10. BOND RELEASES

10.A. Juniper Springs Phase A Plat 3 - Into Warranty

10.B. Juniper Springs Phase A Plat 4 - Into Warranty

11. CHANGE ORDERS

11.A. CHANGE ORDER - CO#1 with VCBO for Commercial and Multi-Family Design Standard Updates

12. PRELIMINARY PLATS & SITE PLANS

12.A. MASTER SITE PLAN - Pinnacles B-3

13. MINUTES

13.A. June 17, 2025 - Regular City Council Meeting

14. RESOLUTIONS

14.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Agreement for Maintenance Support of the Hidden Hollow Veterans' Memorial Park

SCHEDULED ITEMS

12. RESOLUTIONS/PUBLIC HEARINGS

15.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Adopting the Transportation Master Plan

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 on a regular basis.

15.B. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Disposal of 0.156 Acres of Designated "Significant Real Property" (Utah County Parcel #49:601:0080) Pursuant to EMMC 3.30.060 and 3.30.070, and Establishing Terms of the Disposal

BACKGROUND: *(Presented by City Recorder Gina Olsen)* Consideration of a land disposal application from Samarah Moody. The disposal would address encroachments and improve the layout of residential lots, with consideration of water usage implications.

- 15.C. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Disposal of up to 20.35 acres of Public Real Property known as the Bypass Road

BACKGROUND: *(Presented by City Attorney Marcus Draper)* The School and Institutional Trust Lands Administration (SITLA) previously conveyed to the City approximately 20.35 acres of undeveloped land for the construction of a public road ("Bypass Road Property") as part of an obligation in the original Overland Master Development Agreement. The surrounding area has developed in such a way that the Bypass Road Property is no longer desirable for use as a public road. SITLA and Ivory Homes would like to swap other land in exchange for the Bypass Road Property.

16. ORDINANCES/PUBLIC HEARINGS

- 16.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits

BACKGROUND: *(Presented by Senior Planner David Stroud)* This is a proposed amendment to the EMMC defining Athletic Facility Signs and adopting standards for such signs.

- 16.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 10.10 Parking.

BACKGROUND: *(Presented by Senior Planner, David Stroud)* A proposed amendment regarding the parking of RVs and similar vehicles on Residential or Agriculture zoned properties.

17. ORDINANCES

- 17.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah approving a Franchise Agreement with Zayo Group, LLC

18. LEGISLATIVE ITEMS

- 18.A. UPDATE - Legislative Priorities List

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

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

20. COMMUNICATION ITEMS

21. 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.

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on June 27, 2025, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.eaglemountain.gov, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Gina L. Olsen, CMC, City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	DISCUSSION - Affordable Housing Standards - Bungalows and Cottages (<i>anticipated time 20 minutes</i>)
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	Staff

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

PUBLIC HEARING

No

PREPARED BY

Elizabeth Fewkes, Planner

PRESENTED BY

Elizabeth Fewkes

RECOMMENDATION:

Staff seeks City Council direction regarding bungalow and cottage unit requirements and Moderate Income Housing Strategy BB.

BACKGROUND:

At the April 22, 2025, City Council meeting, Staff presented updates to the State Moderate Income Housing (MIH) Strategies. Strategy BB would allow bungalow and cottage housing proposed by developers in previous meetings to count towards MIH requirements if the units met specific State-required criteria. The City Council expressed interest in possibly adopting Strategy BB but requested further discussion to identify their desired parameters and priorities for the units.

To facilitate discussion, staff has included two attachments:

1. **Bungalow & Cottage Product Review Materials** – A summary of Strategy BB requirements, applicable City design references, and examples of bungalow and cottage products previously reviewed with the Council.
2. **Bungalow & Cottage Workbook** – A set of tables intended to assist the City Council in identifying areas of importance and establishing guidelines for building bungalow and cottage units in Eagle Mountain City.

Because the City Council intends to allow this product type only through development agreements, rather than codifying it, complete design standards do not need to be created, as they will not be incorporated into the Eagle Mountain Municipal Code. Direction given by the City Council will serve as a tool to help Staff prepare informational materials to be provided to developers that reflect and convey expectations for future proposals for bungalow and cottage units.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Bungalow & Cottage Product Review Materials
2. Workbook

Moderate Income Housing Strategy BB

Utah Code 10-9a-403.2

Affordable home ownership density bonus for single-family residential units.

- (1) As used in this section:
 - (a) "Affordable housing" means a dwelling:
 - (i) offered for sale to an owner-occupier at a purchase price affordable to a household with a gross income of no more than 120% of area median income for the county in which the residential unit is offered for sale; or
 - (ii) offered for rent at a rental price affordable to a household with a gross income of no more than 80% of area median income for the county in which the residential unit is offered for rent.
 - (b) "Owner-occupier" means an individual who owns, solely or jointly, a housing unit in which the individual lives as the individual's primary residence.
 - (c) "Qualifying affordable home ownership single-family density bonus" means:
 - (i) for an area with an underlying zoning density of less than six residential units per acre, municipal approval of a density at least six residential units per acre; or
 - (ii) for an area with an underlying zoning density of six residential units per acre or more, municipal approval of a density at least 0.5 residential units per acre greater than the underlying zoning density for the area.
- (2) If a municipality approves a qualifying affordable home ownership single-family density bonus, either through a zoning ordinance or a development agreement, the municipality may adopt requirements for the qualifying affordable home ownership single-family density bonus area to ensure:
 - (a) at least 60% of the total single-family residential units be deed-restricted to owner-occupancy for at least five years;
 - (b) at least 25% of the total single-family residential units qualify as affordable housing;
 - (c) at least 25% of the single-family residential units per acre to be no larger than 1,600 square feet; or
 - (d) the applicant creates a preferential qualifying buyer program in which a single-family residential unit is initially offered for sale, for up to 30 days, to a category of preferred qualifying buyers established by the municipality, in accordance with provisions of the Fair Housing Act, 42 U.S.C. Sec. 3601.
- (3) A municipality may offer additional incentives in a qualifying affordable home ownership single-family density bonus area approved for single-family residential units to promote owner-occupied, affordable housing.

Zone Density Comparison

MINIMUM LOT SIZES			DENSITY CALCULATIONS			
ZONE	ACRES	SQ FT	CURRENT DENSITY	DENSITY BONUS	NEW DENSITY	DENSITY INCREASE
RA1	5.00	217,800	0.20	6 du/ac	6.00	5.80
RA2	2.50	108,900	0.40	6 du/ac	6.00	5.60
RD1	1.00	43,560	1.00	6 du/ac	6.00	5.00
RD2	0.50	21,780	2.00	6 du/ac	6.00	4.00
FR	0.25	10,890	4.00	6 du/ac	6.00	2.00
R1	0.25	10,890	4.00	6 du/ac	6.00	2.00
R2	0.18	8,000	5.56	6 du/ac	6.00	0.44
R3	0.15	6,500	6.67	0.5 du/ac	7.17	0.50
RC	0.10	4,500	10.00	0.5 du/ac	10.50	0.50

AVERAGE LOT SIZES			DENSITY CALCULATIONS			
ZONE	ACRES	SQ FT	CURRENT DENSITY	DENSITY BONUS	NEW DENSITY	DENSITY INCREASE
RD2	0.75	32,670	1.33	6 du/ac	6.00	4.67
FR	0.50	21,780	2.00	6 du/ac	6.00	4.00
R1	0.33	14,375	3.03	6 du/ac	6.00	2.97
R2	0.25	10,890	4.00	6 du/ac	6.00	2.00
R3	0.20	8,500	5.00	6 du/ac	6.00	1.00
RC	0.13	6,000	7.69	0.5 du/ac	8.19	0.50

Gross Acreage:
25% = 5,445 sq ft lot size
40% = 4,356 sq ft lot size

Density Bonus:
6 units per acre = 7,260 sq ft lot size

Eagle Mountain Municipal Code Amendments

Amend EMMC 17.60.150(E) Lot Size Transitioning and EMMC 17.60.160 Zone Transitions to allow exceptions for Affordable Housing Products through development agreements that meet the Moderate Income Housing General Plan, Strategy BB: Single-Family Affordable Homeownership Density Bonus requirements.

Add which zones are permitted a density bonus either in EMMC 17.60.150(E) Lot Size Transitioning and EMMC 17.60.160 Zone Transitions and/or EMMC 17.25 Residential Zones.



Residential Development Standards – EMMC 17.25.040

General Plan Residential Category	Neighborhood Residential 1			Neighborhood Residential 2		
Zone Designation	R1	R2	R3	RC	MF1	MF2
Type of Housing	SF detached	SF detached	SF detached	SF detached (small lot)	MF 2-6 units/ building	MF ≤ 12 units/ building
Maximum Gross Density					10 units/acre	20 units/acre
Minimum Residential Lot Sizes	1/4 acre (10,890 sq ft)	8,000 sq ft	6,500 sq ft	4,500 sq ft		
Minimum Average Lot Sizes ⁷	1/3 acre (14,520 sq ft)	1/4 acre (10,890 sq ft)	8,500 sq ft	6,000 sq ft		
Required Improved Open Space (in compliance with EMMC 16.35.105)	750 sq ft per lot	900 sq ft per lot	1,000 sq ft per lot	1,000 sq ft per lot	1,000 sq ft per 3 bd; 750 sq ft per 1 and 2 bd	1,000 sq ft per 3 bd; 750 sq ft per 1 and 2 bd
Primary Structure Maximum Height ¹	35’	35’	35’	35’	35’ ⁸	35’ ⁸ or 45’ ⁹
Accessory Structure Maximum Height ¹	20’	20’	20’	20’	20’	20’
Ancillary Structure Maximum Height ⁶	10’ above primary structure					
Minimum Lot Frontage ²	85’	80’	62’	58’		
Minimum Lot Frontage (cul-de-sac or circle)	45’	40’	20’	20’		
Minimum Dwelling Size (excluding garage)	1,000 sq ft	800 sq ft	800 sq ft	800 sq ft	650 sq ft	650 sq ft
Minimum Setbacks for Primary Structures ³						
Front	25’	25’	15’	15’	15’	15’
Front Garage	25’	25’	22’	22’	22’ ⁵	22’ ⁵
Rear	25’	20’	20’	20’	30’ between buildings	
Side	10’	8’	8’	8’	15’ between buildings	20’ between buildings
Garage Side	10’	10’	10’	10’	15’ between buildings	20’ between buildings
Street Side	15’	15’	15’	15’	15’	15’
Maximum Footprint Coverage of Accessory Structure(s) ⁴	10%					
Minimum Setbacks for Accessory Structures ³						
Front	Same as principal structure					
Rear	5’	5’	5’	5’	5’	5’
Side	5’	5’	5’	5’	5’	5’
Street Side	Same as principal structure					
Distance from a Residential Dwelling	6’	6’	6’	6’	6’	6’
Site Plan Approval Required (See Chapter 17.100 EMMC)					Yes	Yes

See Residential Development Standards Table in EMMC 17.25.040 for footnote information.



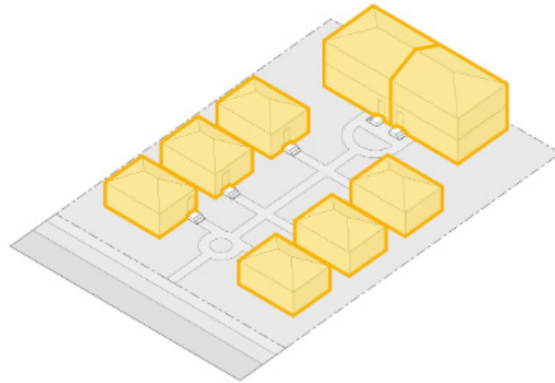
Additional Standards: Generally Applicable Provisions – EMMC 17.25.050

All development projects within any residential zone shall conform to the following general requirements:

- A. Yard Landscaping.** The front and side yards must be improved prior to occupancy of each home in accordance with the approved yard landscaping plan that was approved in conjunction with the final plat for the development. Improvements shall comply with requirements of Chapter 17.60 EMMC. Between the dates of October 15th to April 15th, otherwise eligible properties may be issued a certificate of occupancy prior to landscaping with the condition that landscaping be completed by April 15th. Failure to comply by that date will result in a fine of \$100.00 per day issued to the builder and a civil right of action enforceable in any court of competent jurisdiction granted to the homeowner. The builder may pay a \$2,000 cash escrow per lot to the city to receive an extension and shall complete the landscaping no later than nine months after the issuance of the certificate of occupancy. In cases of drought conditions or weather not conducive to the successful establishment of living plant material as reasonably determined by the city, the builder may pay a \$2,000 cash escrow per lot to the city and shall complete the landscaping no later than nine months after the issuance of the certificate of occupancy.
- B. Open Space and Trails.** Lots and roads shall be arranged to best protect contiguous open space areas, ridgelines, hillsides, drainages, wildlife habitat and corridors, and provide useable open space or trail access to useable open space. All developments shall connect to existing adjacent trails and wildlife corridors and continue them through the development and shall provide regional trails and corridors if included in the city's general plan, parks and open space plan, or bike and pedestrian plan. Rather than including large areas of unbuildable land in lots, developers are encouraged to preserve and dedicate these areas as public open space. The approval authority may require the developer to pay a fee in lieu according to EMMC 16.35.105(A)(12), or may consider, at their discretion, alternative open space plans. Alternative plans will be evaluated based upon the benefit to the neighborhood/community, proximity to existing amenities or natural features, and the unique nature of the site, and may include additional trails, preservation/dedication of additional open space areas, and unique improvements/amenities. Alternative plans may include a proposed "buy-down" of open space acreage with additional amenities at a rate of 150 points per acre (required acreage x 100 points + "bought-down" acreage x 150 points). Parks and trails must be improved as required by the standards set forth in Chapter 16.35 EMMC. Common open space areas within multifamily projects shall not count towards the open space requirement, unless a large area is planned that meets the criteria found in EMMC 16.35.105. Land in excess of 15 percent slope shall be ineligible for inclusion in improved open space requirements unless the planning commission recommends and the city council approves specific improvements on land in excess of 15 percent slope which these bodies determine to be an approved amenity. In this case, only the acreage of land in excess of 15 percent slope which is improved will be considered towards the improved open space requirements.
- C. Parking and Garage Dimensions.** Projects shall comply with the off-street parking standards found in Chapter 17.55 EMMC, which includes standards for enclosed parking, covered parking, and visitor parking. The following requirements shall apply to all garages, except for those associated with detached single-family or two-family (duplex) dwellings:
1. Minimum dimensions of two-car garages shall be 22 feet by 22 feet;
 2. Two-car garage door openings shall be a minimum of 16 feet wide by eight feet tall;
 3. Single-car garages shall have a usable parking area of no less than 12 feet in width by 20 feet in depth; and
 4. Single-car garage door openings shall be a minimum of nine feet wide by eight feet tall.
- D. Driveways.** Residential driveways shall not exceed grades of 12 percent. The building official may approve driveway slopes that exceed 12 percent in circumstances that are deemed necessary because of the topographical conditions. Residential driveways, when feasible, shall not be permitted in the clear vision triangle at local streets as described in this title. Minimum residential driveway length is included in the Residential Development Standards table.
- E. Buffers and Transitions Between Developments and Uses.** All residential zone developments shall comply with the transitioning and buffering requirements as set forth in Chapter 17.60 EMMC. If commercial development is allowed as a conditional use in a residential zone, the more restrictive of the residential or commercial buffering and transitioning requirements shall apply.
- F. Architectural Design Standards.** All multifamily buildings shall comply with Chapter 17.72 EMMC. Where single-family and two-family structures are approved without architectural standards contained in a development agreement, developers are encouraged but not required to construct diverse yet compatible homes with similar design qualities on all front and side elevations that face a public road. Variations in exterior materials (fiber cement siding, board and batten or vertical siding, stone, brick, stucco) and/or colors are recommended. All front and side elevations that face a public road may include additional architectural detailing, and may include decorative shutters, bay windows, popouts, trellis or arbor structures, decorative gables, dormer windows, balconies, decorative trim and moldings, window grids, etc. Aluminum siding is discouraged. All single-family and two-family residential dwellings are preferred to have windows and main entry doors on the front elevation. If a floor plan is to be repeatedly built within a development, a minimum of three elevation schemes is preferred. Single-family dwellings or two-family dwellings sited on adjacent lots, or directly across the street (sharing frontage) are preferred to have different floor plans or elevations and different color schemes. Prefabricated metal carports are prohibited in front yards.
- G. Hillside Development and Sensitive Lands.** No construction, development, or earthwork may occur on land restricted by utility corridors, natural washes, storm drain retention/detention areas, geologically sensitive areas that require special engineering considerations for safe habitation, and steep slopes, unless in full compliance with Chapters 15.80 and 17.62 EMMC, other applicable city codes, and approved by the approval authority for preliminary plats. Development projects that include hillsides, ridgelines, or retaining walls must comply with the standards in Chapters 15.80 and 17.62 EMMC. No permanent structures near natural washes shall be built in the watercourse plus 75 feet from the center of the flowline, or a 50-foot buffer on either side, as measured out from the top of the bank, whichever is greater, to be determined by the city engineer or designee. Additionally, no earthwork, excavation, or earth removal shall occur within the watercourse plus 75 feet from the center of the flowline, or a 50-foot buffer on either side of the top of the bank as determined by the city engineer or designee. Utility corridors shall be preserved and deeded to the city whenever possible for trails and open space corridors. Lots in the RA1 and RA2 zones shall include a buildable footprint of at least 20,000 square feet, which generally includes enough area for a home, two accessory buildings (garages or animals), and a horse corral. Lots in the RD1 zone shall include a buildable footprint of at least 15,000 square feet.
- H. Lighting.** All exterior lighting, including parking lot lights, building lights, and other lighting, must comply with the standards found in Chapter 17.56 EMMC. Streetlights are required to be paid for by developers and installed by the city's contractor along all roads in and surrounding a project, in accordance with EMMC 15.10.390.
- I. Infrastructure.** At their discretion the approval authority may exempt projects in the RA1, RA2, and RD1 zones from installing curb, gutter, and streetlights. Equestrian trails that adjoin each lot may be required by the approval authority when the subdivision is designed to accommodate horse raising and keeping. Streetlights are still required along all collector and arterial roads.
- J. Street Trees.** Developers and/or builders are encouraged to plant appropriate trees in park strips along all public streets. Planting shall be done along with the front yard landscaping and in accordance with the standards found in EMMC 16.35.080. Street trees are required along all collector and arterial roads.
- K. Landscaped Entryways and Monument Signs.** All developments shall provide a landscaped entryway and neighborhood/project monument sign at each main entrance to the neighborhood. This may consist of a water feature, sculpture, or monument sign with the name of the project. The ongoing maintenance of the landscaped entryway shall be by the project's homeowners' association. This feature shall be approved along with a preliminary plat, site plan, or master development plan. At their discretion, the approval authority may approve an alternative amenity or improvement in place of this requirement.
- L. Clubhouse and Swimming Pool.** All multifamily developments in the MF1 and MF2 zones shall include a swimming pool in addition to the clubhouse. The approval authority of a preliminary plat or site plan may consider and approve alternatives to these improvements if the improvements are considered comparable or equivalent in cost and in benefit to the future residents. For this determination they should consider the size of units, the type of units, the proximity to other recreational amenities, and any unique attributes of the property.
1. **Clubhouse or Community Center.** A clubhouse facility that is centrally located in the development is intended to provide a recreational and social amenity to residents. Clubhouses or community centers shall be a minimum of 1,500 square feet (not including leasing office area) and accommodate at least seven and one-half square feet of clubhouse area per residential unit being served by the clubhouse. Developments may provide multiple clubhouses to fulfill this requirement. The clubhouse does not count towards fulfilling the amenity requirements found in Chapter 16.35 EMMC.
 - a. **Clubhouse Improvements and Completion.** Clubhouses shall include food serving facilities, large gathering areas suited to community meetings and events, restroom facilities, and amenities that may include exercise equipment, multimedia equipment, facilities to accommodate the arts, indoor recreation (basketball, volleyball, etc.), or upgraded food preparation or service facilities. The clubhouse shall be adjacent to the pool. The approval authority shall review and approve the clubhouse structure during the site plan review process. Construction of the clubhouse shall commence prior to issuing the thirty-first building permit in the project, or a cash or improvement bond shall be placed with the city to cover the cost of construction. Applicants shall submit a building permit application prior to constructing this improvement. If multiple clubhouses are being provided in a development, the additional clubhouses shall begin construction along with the phase of development that includes the clubhouses.
 2. **Swimming Pool.** An in-ground swimming pool that is centrally located in the development is intended to provide a recreational and social amenity to residents. The pool shall be a minimum of 1,000 square feet in size and must accommodate at least four square feet of pool space per residential unit being served by the pool. At the discretion of the council, developments may be required to provide multiple pools to fulfill this requirement, depending on the number of units served and overall project densities and layout. It shall also include a concrete patio, patio furniture, a non-sight-obscuring fence, and comply with all required building codes (including a building permit). The swimming pool does not count towards fulfilling the amenity requirements found in Chapter 16.35 EMMC. The approval authority shall review and approve the swimming pool facility during the site plan review process. The construction of the pool shall commence prior to the thirty-first building permit being issued in the development, or a cash or improvement bond shall be placed with the city to cover the cost of construction. If multiple pools are being provided in a development the additional pools shall begin construction along with the phase of development that includes the pools.
- M. Fire Access for Exclusively Rear-Loaded Only Homes.**
1. Access Off of a Minimum 26-Foot-Wide Over-Sized Alley or Service Drive (Functioning in Such Case as a "Fire-Access Road"). The 26-foot-wide drive fire access roadway, when used, shall be restricted to having parking along only one side (those sides which adjoin fire hydrants), and shall have "No Parking" signs posted along those same sides. In cases where a roadway is at least 35 feet wide, parking may be allowed along both sides of a "fire-access road" and no parking restriction will be required; and
 2. When rear-loaded, homes shall be provided with a paved walkway to be installed at each end of the building leading from the garage end roadway to the main access door at the other, "green space" end; and
 3. Address numbering shall be provided above the garage bay door as well as the main access door to any rear-loaded home.



Missing Middle Project Cottage Court Examples



Standard Type	Typical Specifications		Ideal Specifications**
Size	Front-Loaded Complex	Alley-Loaded Complex	Court Complex
Width	115-160 feet	100-150 feet	110 feet
Depth	100-150 feet	100-150 feet	150 feet
Area	11,500-24,000 sq. ft.	10,000-22,500 sq. ft.	16,500 sq. ft.
	0.26-0.55 acres	0.23-0.52 acres	0.4 acres
Units			
Number of Units	5-10	5-10	8 units
Typical Unit Size	500-800 sq. ft.	500-800 sq. ft.	840 sq. ft.
Density			
Net Density	13-38 du/acre	19-44 du/acre	21 du/acre
Gross Density	10-20 du/acre	15-31 du/acre	16 du/acre
Parking			
Parking Ratio	1-2 per unit	1-2 per unit	1.625 per unit
On-street Spaces	5-7	5-7	5
Off-street Spaces	1 per unit max.	1 per unit max.	1 per unit max.
Setbacks			
Front	10-25 feet		15 feet
Side*	5-15 feet		5 feet
Rear (main building)*	5-15 feet		
Between Main and Accessory Buildings	5-10 feet		
Building Size			
Width	18-24 feet max.		24 feet
Depth	24-36 feet max.		35 feet
Height (to eave)*	12-18 feet max.		15 feet
Floors	1-2 stories		1 story

*Varies based on context

**The specifications are the suggestions of and labeled as "ideal" by the Missing Middle project, not staff.



Fieldstone Bungalow Proposal



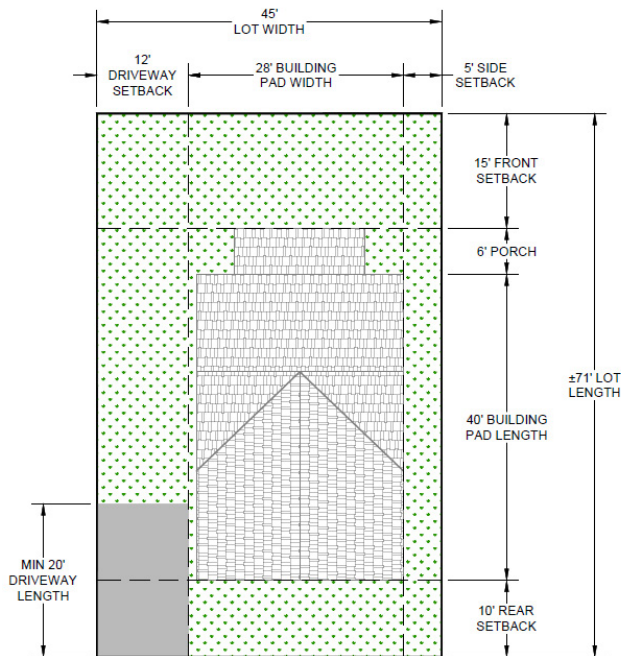
\$379,900

Single Family Detached
1,200 sq ft

\$429,900

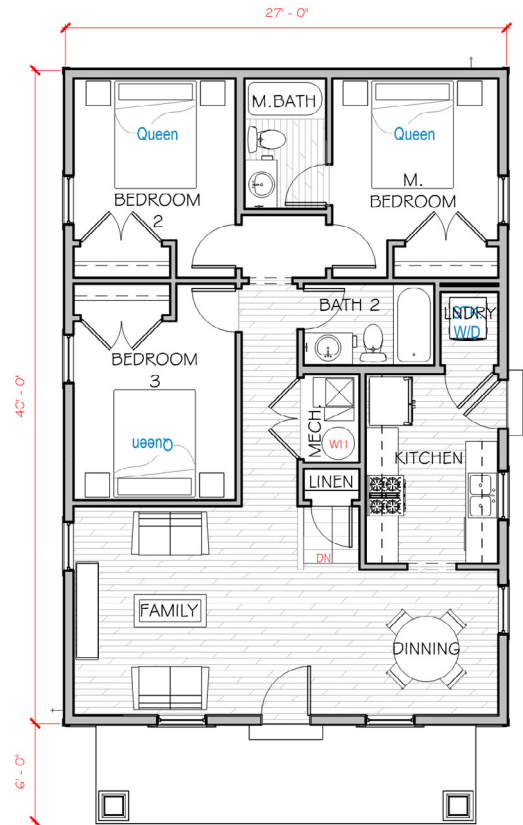
Single Family Detached w/finished basement
2,400 sq ft

*Pricing was based upon conditions at the time of the presentation and partnership with the City on the project.

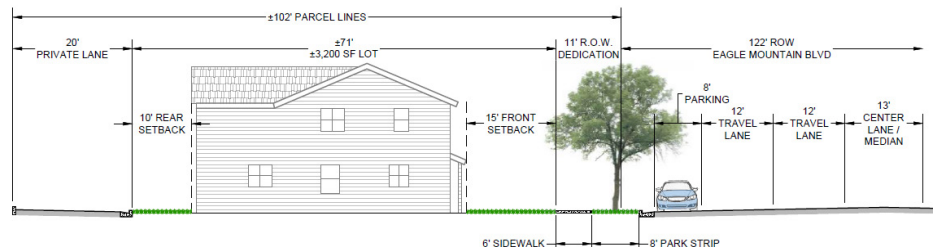


LOT DIMENSIONS AND SETBACKS

1,080 SQ. FT.



DATA TABLE	
TOTAL PARCEL SIZE	8.37 AC
EAGLE MTN BLVD DEDICATION	0.65 AC
TOTAL LOTS	59
DENSITY	7.05 LOTS/AC
TYPICAL LOT SIZE	±3,200 SF
OPEN SPACE	2.15 AC



The Real Estate Group Bungalow Proposal

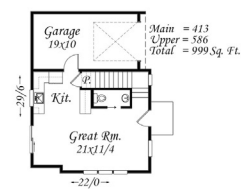
The concept:

- Small nodes integrated within a larger community
- Buffers between larger lots
- Lot sizes are tailored to specific floor plans
- Small single-family

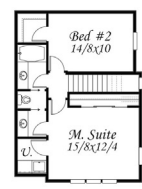
Main Floor Version 1



Main Floor Version 2



Upstairs



BLUE BIRD FLOOR PLAN



CONCEPT TABULATIONS

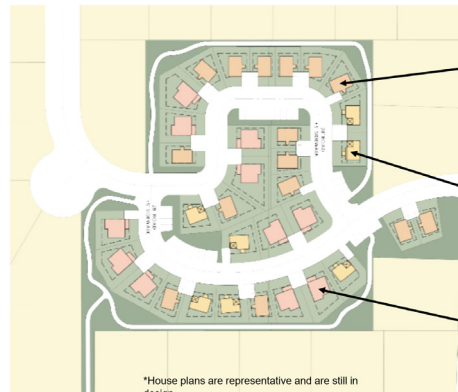
TOTAL ACREAGE: ±4.5 ACRES
TOTAL POD 1 LOTS: 33 LOTS
TOTAL GUEST PARKING: 31 STALLS

LEGEND

- BERD BARN - 1 BED X 1.5 BATH, 981 SQFT (15)
- ADELLE - 2 BED X 2 BATH, 854 SQFT (11)
- BLUE BIRD - 2 BED X 2 BATH, 999 SQFT (7)
- PRIVATE OPEN SPACE
- PUBLIC OPEN SPACE

SETBACKS

FRONT: 15'
REAR: 10'
CORNER SIDE: 15'
INTERIOR SIDE (BERD BARN): 5' ON BOTH SIDES
INTERIOR SIDE (ADELLE): 5' & 12' ON DRIVEWAY SIDE
INTERIOR SIDE (BLUE BIRD FRONT-LOAD): 5' ON BOTH SIDES
INTERIOR SIDE (BLUE BIRD SIDE-LOAD): 5' & 12' ON DRIVEWAY SIDE



*House plans are representative and are still in design



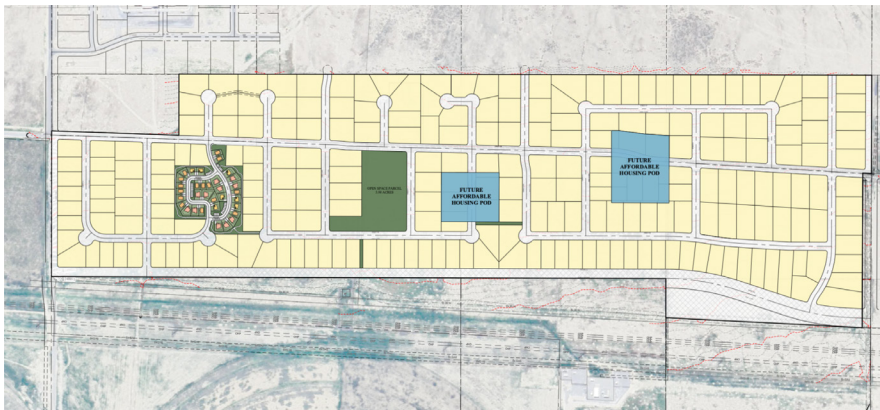
Berd Barn



Blue Bird



Adelle



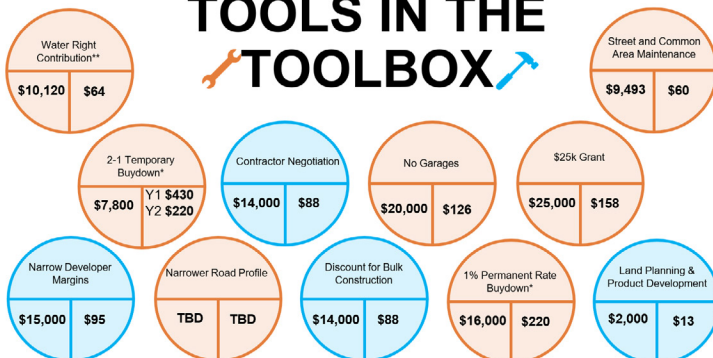
ORANGE = City Tool

BLUE = Developer Tool

Discussion items:

- Transitional open space from larger lots
- All water-wise landscaping (common areas and resident yards)
- Lots custom fit for housing footprint
- No parks or fees in lieu of parks (connected by a trail system and residents benefit from the nearby 4-acre city park)
- Sidewalks limited to one side of the street (includes an integrated trail system in the surrounding open space)
- No on-street parking allowed
- Narrower road profile: standard - 55' compared to proposed 33'

TOOLS IN THE TOOLBOX



** Estimated water rights required

* Potential way to use RDA Funds, will fluctuate with market conditions and buyer circumstances



BUNGALOW WORKBOOK

If desired, please use this document in conjunction with the review booklet to prepare for the work session discussion.

Strategy BB Requirements		
For Sale	Owner-Occupied	AMI under 120%
If the underlying zoning is:	The density is increased:	
Under 6 units per acre	to at least 6 units per acre	
Over 6 units per acre	by at least 0.5 units per acre	
Additionally, a municipality may adopt requirements to ensure:		Amenability of Requirement:
60%	Deed restricted for owner-occupancy for at least five years	
25%	Qualify as affordable housing (120% AMI)	
25%	Units no larger than 1,600 square feet	
30-day	Preferential qualifying buyer program for initial sale of product	
Any additional incentives to promote owner-occupied, affordable housing.		

Include/ Exclude Zone	Average Lot Sizes			Density Calculations			
	ZONE	ACRES	SQ FT	CURRENT DENSITY	DENSITY BONUS	NEW DENSITY	DENSITY INCREASE
	RD2	0.75	32,670	1.33	6 du/ac	6.00	4.67
	FR	0.50	21,780	2.00	6 du/ac	6.00	4.00
	R1	0.33	14,375	3.03	6 du/ac	6.00	2.97
	R2	0.25	10,890	4.00	6 du/ac	6.00	2.00
	R3	0.20	8,500	5.00	6 du/ac	6.00	1.00
	RC	0.13	6,000	7.69	0.5 du/ac	8.19	0.50

Generally Applicable Provisions	Adapted Standards (if desired)
Yard Landscaping	
Open Space and Trails	
Parking and Garage Dimensions	
Driveways	
Buffer and Transitions	
Architectural Design Standards	
Hillside Development & Sensitive Lands	
Lighting	
Infrastructure	
Street Trees	
Landscaped Entryways & Monument Signs	
Clubhouse & Swimming Pool	
Fire Access for Rear-Loaded Homes	
Other Standards (e.g., street widths, water, etc.)	

Standard	Closest EMMC Equivalency	Missing Middle	Fieldstone	Real Estate Group	Cottage Standards
General Plan Residential Category					
Zone Designation					
Type of Housing	SF detached (small lot)				
Maximum Gross Density	6 du/ac	16 du/ac	7.05 du/ac	7.33 du/ac	
Minimum Residential Lot Sizes					
Minimum Average Lot Sizes			3,200 sq ft		
Required Improved Open Space					
Primary Structure Maximum Height	35 ft				
Accessory Structure Maximum Height	20 ft				
Ancillary Structure Maximum Height	10 ft above primary structure				
Minimum Lot Frontage			45 ft		
Minimum Lot Frontage (cul-de-sac or circle)	20 ft				
Minimum Dwelling Size (excluding garage)	650 sq ft	500 to 800 sq ft		About 850 sq ft	
Maximum Dwelling Size**			1,080 sq ft	About 1,000 sq ft	
Minimum Setbacks for Primary Structures					
Front	15 ft	15 ft	15 ft	15 ft	
Front Garage	22 ft				
Rear	20 ft		10 ft	10 ft	
Side	8 ft	5 ft	5 ft	5 ft	
Garage Side	10 ft		12 ft*	12 ft	
Street Side	15 ft				
Maximum Footprint Coverage of Accessory Structure(s)	10%				
Minimum Setbacks for Accessory Structures					
Front	Same as primary structure				
Rear	5 ft				
Side	5 ft				
Street Side	Same as primary structure				
Distance from a Residential Dwelling	6 ft				

*Driveway side setback, the units do not have garages.

**Existing zones in EMMC have a minimum but not a maximum dwelling size.



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

ENGINEERING

Tuesday, June 17, 2025

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

SUBJECT: Juniper Springs phase 'A' plat 3 into warranty Bond Release

City Recorder:

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

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

Sincerely,

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

Cc: Gina Olsen, City Recorder



Bond Release Request Letter
Juniper Springs phase "A" plat 3

Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84043
(801) 789-8671

3rd Bond Release	
Original Bond Amount:	\$ 418,029.13
Previous Release Amount:	\$ 372,648.46
Amount to Release this Period:	\$ 7,378.03
Amount Remaining in Bond :	\$ 38,002.65

Bond Releases Summary	
#1	\$ 320,086.36
#2	\$ 52,562.10
#3	\$ 7,378.03
#4	\$ -
TOTAL	\$ 380,026.48

6/17/2025

						QUANTITIES COMPLETED			MONIES RELEASED	
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL	Previous Period	This Period	% to date	This Period	To Date
1	SEWER									
a	8" PVC	270	LF	\$20.50	\$5,535.00	0	5%	100%	\$276.75	\$0.00
b	5' manhole	2	EA	\$3,050.00	\$6,100.00	0	5%	100%	\$305.00	\$0.00
c	4' manhole	1	EA	\$2,700.00	\$2,700.00	0	5%	100%	\$135.00	\$0.00
d	4" lateral	24	EA	\$950.00	\$22,800.00	0	5%	100%	\$1,140.00	\$0.00
e	Testing manholes	3	EA	\$220.00	\$660.00	0	5%	100%	\$33.00	\$0.00
f	Flush & camera inspection	270	LF	\$1.25	\$337.50	0	5%	100%	\$16.88	\$0.00
g	Connect to existing	1	EA	\$1,500.00	\$1,500.00	0	5%	100%	\$75.00	\$0.00
2	STORM DRAIN									
a	36" RCP	88	LF	\$58.00	\$5,104.00	0	5%	100%	\$255.20	\$0.00
b	24" ADS	511	LF	\$52.00	\$26,572.00	0	5%	100%	\$1,328.60	\$0.00
c	18" ADS	1511	LF	\$32.00	\$48,352.00	0	5%	100%	\$2,417.60	\$0.00
d	Combo box	2	EA	\$4,400.00	\$8,800.00	0	5%	100%	\$440.00	\$0.00
e	36" catch basin	5	EA	\$2,600.00	\$13,000.00	0	5%	100%	\$650.00	\$0.00
f	Catch basin	2	EA	\$3,050.00	\$6,100.00	0	5%	100%	\$305.00	\$0.00
3	CULINARY WATER						0%			
a	20" DIP	240	LF	\$95.00	\$22,800.00	0	0%	100%	\$0.00	\$0.00
b	20" butterfly valve	3	EA	\$4,500.00	\$13,500.00	0	0%	100%	\$0.00	\$0.00
c	20" tee	2	EA	\$4,200.00	\$8,400.00	0	0%	100%	\$0.00	\$0.00
d	20" bend	1	EA	\$1,800.00	\$1,800.00	0	0%	100%	\$0.00	\$0.00
e	8" C900	480	LF	\$21.50	\$10,320.00	0	0%	100%	\$0.00	\$0.00
f	8" gate valve	4	EA	\$1,190.00	\$4,760.00	0	0%	100%	\$0.00	\$0.00
g	Fire Hydrant w/ valve	1	EA	\$4,500.00	\$4,500.00	0	0%	100%	\$0.00	\$0.00
h	2" meter assembly	1	EA	\$3,950.00	\$3,950.00	0	0%	100%	\$0.00	\$0.00
i	3/4" service w/meter assembly	48	EA	\$1,160.00	\$55,680.00	0	0%	100%	\$0.00	\$0.00
j	Testing	1	LS	\$500.00	\$500.00	0	0%	100%	\$0.00	\$0.00
4	EARTH WORK						0%			
a	Clear and grub	11090	SF	\$0.12	\$1,330.80	0	0%	100%	\$0.00	\$0.00
b	Site cut/fill	3674	CY	\$6.00	\$22,044.00	0	0%	100%	\$0.00	\$0.00
c	Compaction testing	1	LS	\$3,500.00	\$3,500.00	0	0%	100%	\$0.00	\$0.00
5	ASPHALT & CONCRETE									
a	APWA type A curb & gutter	505	LF	\$19.50	\$9,847.50	0	0%	100%	\$0.00	\$0.00
b	8' x 6" sidewalk	575	LF	\$38.00	\$21,850.00	0	0%	100%	\$0.00	\$0.00
c	ADA ramps	2	EA	\$600.00	\$1,200.00	0	0%	100%	\$0.00	\$0.00
d	Manhole collars	9	EA	\$400.00	\$3,600.00	0	0%	100%	\$0.00	\$0.00
e	Valve collars	4	EA	\$300.00	\$1,200.00	0	0%	100%	\$0.00	\$0.00
f	10" road base	16791	SF	\$0.97	\$16,287.27	0	0%	100%	\$0.00	\$0.00
g	Road base under curb & gutter	505	LF	\$3.45	\$1,742.25	0	0%	100%	\$0.00	\$0.00
h	3" asphalt	16791	SF	\$1.26	\$21,156.66	0	0%	100%	\$0.00	\$0.00
6	MISC.									
a	Construction entrance	1	EA	\$1,800.00	\$1,800.00	0	0%	100%	\$0.00	\$0.00
b	Silt fence/berm/swale	465	LF	\$1.50	\$697.50	0	0%	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST					\$380,026.48					
10% Bond Coverage					\$38,002.65					
TOTAL BOND AMOUNT:					\$418,029.13				Released This Period	\$7,378.03

APPROVED BY EAGLE MOUNTAIN:

Vince Hogge
Vince Hogge, P.E.
Engineering Director

6-17-2025
Date

Robert Ballif
Robert Ballif
Engineering Tech. II

6/17/25
Date



DATE: Tuesday, June 17, 2025
TO: Vince Hogge
FROM: Robert Ballif Engineering Tech. II
SUBJECT: **Juniper Springs phases 3 & 4 walk through**

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

Robert Ballif – EM Engineering Tech. II

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

General Notes:

- ~~1. All testing information to Marty.~~
- ~~2. Crack seal all patches in Hidden Valley Pkwy and any utility tie ins.~~
- ~~3. Gas line to be run to the well house, on plan set. EM City to do PUE legal to well house. Westates to pay fee for connection.~~

Hidden Valley Parkway:

- ~~1. The 20-inch existing water main line, the butterfly valve needs to be removed. Inspection never saw them removed.~~
- ~~2. Fire hydrant south of phase 4 entrance valve is hard to turn and needs to be fixed, also place collar around valve, city spec.~~
- ~~3. Sections of curb at the entrance of phase 4 to be removed and replaced.~~
- ~~4. North of Riata Alley section of sidewalk grind down the tripping hazard.~~

Juniper Springs Lane:

- ~~1. ADA ramps at the entrance of phase 4 are not ADA compliant and need to be fixed.~~
- ~~2. House #2786 water vault to be fixed to city spec and meter to be placed. using without meter and will be shut off and locked until meter is set.~~
- ~~3. House #2772 sewer manhole add step, written on the manhole. Fire hydrant valve clean.~~

Skycrest Alley:

- ~~1. Sewer manhole at Juniper Springs Ln intersection lid to be vented and say sewer, not storm drain, clean & add step.~~
- ~~2. South fire hydrant from Skycrest Alley valve to be cleaned out.~~
- ~~3. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~
- ~~4. House #2762 the sewer manhole is covered needs to be collard, lid to be a vented sewer lid, not storm drain, check if it needs steps added (1st step to be the max 24" form top of lid), also check if it needs to be cleaned.~~

Griffin Alley:

- ~~1. Intersection Juniper Springs Ln. sewer manhole clean and add step.~~
- ~~2. House #2796 sewer manhole place collar, clean 7 add 2 steps.~~
- ~~3. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~

Fostoria Alley:

- ~~1. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~
- ~~2. Intersection of Juniper Springs Ln sewer manhole add step and remove the extra whirly gig form under manhole lid, clean manhole.~~
- ~~3. House #2792 sewer manhole to be exposed, place collar, add steps, written on manhole, clean, lid to be vented sewer lid.~~

Riata Alley:

- ~~1. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~
- ~~2. House #2762 sewer manhole to be exposed, place collar, add steps, clean, written on manhole lid to be vented sewer lid.~~
- ~~3. Fire hydrant south of Riata Alley clean valve on Hidden Valley Pkwy.~~
- ~~4. Raise valve lids and collar them in Hidden Valley Pkwy intersection.~~

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

JUNIPER SPRINGS TOWNHOMES, PLAT 3
A PLANNED UNIT DEVELOPMENT
LYING AND SITUATE IN THE EAST HALF OF SECTION 30,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
BASIS OF BEARING
N89°37'55"W 2760.91' Calc.

LAND USAGE TABLE				
TOTAL ACREAGE	TOTAL ACREAGE IN LOTS	LOT SIZE	TOTAL NUMBER OF LOTS	TOTAL DENSITY
1.72	0.60	1,080 sq. ft.	24	13.95

VICINITY MAP

N.T.S.

CHORD TABLE		
LINE	LENGTH	BEARING
C1	8.38'	N18°35'31"W
C2	15.14'	N25°04'06"W
C3	15.10'	N26°25'19"W

OWNERS DEDICATION

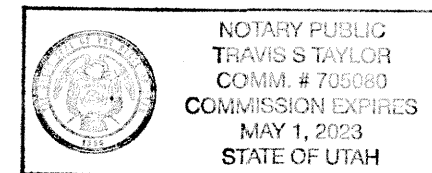
Known all men by these presents that we, the undersigned owners of the above described tract of land having caused the same to be subdivided into lots, and private streets, as shown on this plat and name said tract JUNIPER SPRINGS TOWNHOMES, PLAT 3, A PLANNED UNIT DEVELOPMENT, and hereby do dedicate for perpetual use of the Public all parcels of land shown on this plat as intended for Public use, in witness we have hereunto set our signature and the common seal of the Juniper Springs Owners Association, 95 River Bend Way, North Salt Lake, UT 84054

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF DAVIS S.S.}

On the 9 day of March 2020, personally appeared before me, the undersigned Notary, in and for said County of Davis, in said State of Utah, the signer of the above Owner's Dedication, ONE (1) in number, who duly acknowledged to me that he signed it freely and voluntarily for the purposes therein mentioned.

Commission Number
My Commission Expires



ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the

perpetual use of the public this 13 day of March 2020

Approved by Mayor
Approved by City Attorney
Approved by City Engineer
Attest by City Recorder

JUNIPER SPRINGS TOWNHOMES, PLAT 3
A PLANNED UNIT DEVELOPMENT
LYING AND SITUATE IN THE EAST HALF OF SECTION 30,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN

PROFESSIONAL LAND SURVEYOR No. 356548 DAVID E. HAWKES 2/19/20	PROFESSIONAL ENGINEER No. 265052 CHRISTOPHER TODD 2/19/20	CORPORATE SEAL EAGLE MOUNTAIN CITY STATE OF UTAH	PLAT DATE DRAWN BY SHEET 1 1 OF
--	--	--	--

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	8.38'	284.00'	01°41'25"
C2	15.14'	640.00'	01°21'21"
C3	15.10'	640.00'	01°21'06"

NOTICE TO PURCHASERS

LAND IN THIS PLAT IS WITHIN ZONES 1, 2, 3, AND 4 OF A CITY WATER SOURCE PROTECTION ZONE, AND IS THEREFORE SUBJECT TO THE STATE AND CITY APPLICABLE RULES AND REGULATIONS.

17707

DIRECT COMMUNICATIONS

DIRECT COMMUNICATIONS CEDAR VALLEY, LLC CERTIFIES THAT WILL PROVIDE TELECOMMUNICATIONS TO THE SUBDIVISION UTILIZING TRENCHES PROVIDED BY THE DEVELOPER AS PER DIRECT COMMUNICATIONS CEDAR VALLEY P.S.C. UTAH NO. 1 TARIFF.

DOMINION ENERGY QUESTAR CORPORATION

DOMINION ENERGY QUESTAR CORPORATION APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFORMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. DOMINION ENERGY QUESTAR CORPORATION MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES PROVIDED BY LAW OR EQUITY. THIS APPROVAL DOES NOT CONSTITUTE ACCEPTANCE, APPROVAL OR ACKNOWLEDGEMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION AND THE NOTES AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT DOMINION ENERGY QUESTAR CORPORATION'S RIGHT OF WAY DEPARTMENT AT 800-366-8532.

APPROVED THIS 13 DAY OF March 2020

BY: *Pr. Com. Specialist*
TITLE
DOMINION ENERGY QUESTAR CORP.

ROCKY MOUNTAIN POWER

1. PURSUANT TO UTAH CODE ANN. 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO UTAH CODE ANN. 17-27a-603(4)(c)(ii) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER:
a. A RECORDED EASEMENT OR RIGHT OF WAY
b. THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS
c. TITLE 54, CHAPTER 8a, DAMAGES TO UNDERGROUND UTILITY FACILITIES OR
d. ANY OTHER PROVISIONS OF LAW.

APPROVED THIS 12th DAY OF March 2020

BY: *William DeLeon*
ROCKY MOUNTAIN POWER

North Quarter Corner Section 30,
Township 5 South, Range 1 West,
Salt Lake Base and Meridian.
Found Utah County brass cap monument.

19
30 30 374.23'

19
30 29

Northeast Corner Section 30,
Township 5 South, Range 1 West,
Salt Lake Base and Meridian.
Not found. Position determined
by distance distance intersect
from reference points in curbs.
See ROS 518-226 and County
Surveyor's Tie Sheet.

SITE

NOTE:

All common areas are Public Utility Easements in favor of Rocky Mountain Power, Dominion Energy, Direct Communications and utilities as designated by the HOA.

WELL PROTECTION ZONE 3

FUTURE PLAT 4

DIRECT COMMUNICATIONS

DATE

DOMINION ENERGY QUESTAR CORPORATION

DOMINION ENERGY QUESTAR CORPORATION APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFORMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. DOMINION ENERGY QUESTAR CORPORATION MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES PROVIDED BY LAW OR EQUITY. THIS APPROVAL DOES NOT CONSTITUTE ACCEPTANCE, APPROVAL OR ACKNOWLEDGEMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION AND THE NOTES AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT DOMINION ENERGY QUESTAR CORPORATION'S RIGHT OF WAY DEPARTMENT AT 800-366-8532.

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d. ANY OTHER PROVISIONS OF LAW.

APPROVED THIS 12th DAY OF March 2020

BY: *William DeLeon*
ROCKY MOUNTAIN POWER

SCALE OF FEET
LEGEND

18 17= SECTION CORNER & SECTION LINE
18 17
= SET 5/8" BAR & CAP LS 356548 & PROPERTY LINE

⊙ = FOUND EVIDENCE AS NOTED
= RIGHT OF WAY CENTER LINES
= ADJOINING PROPERTY LINES
= RIGHT OF WAY LINES
= 10.00' UTILITY EASEMENT
= WELL PROTECTION ZONE BOUNDARY

= PRIVATE OWNERSHIP
= 6' DEDICATION STRIP TO EAGLE MOUNTAIN CITY
= COMMON AREA DEDICATED TO JUNIPER SPRINGS OWNERS ASSOCIATION 95 River Bend Way, North Salt Lake, UT 84054

PREPARED BY:
Boundary Consultants
Professional Land Surveyors

5554 West 2425 North, Hooper, Utah
801-792-1569
dave@boundaryconsultants.biz

FOR:
WESTATES COMPANIES
95 South River Bend Way, Ste. 500
North Salt Lake, Utah 84054
801-694-5202



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

ENGINEERING

Tuesday, June 17, 2025

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

SUBJECT: Juniper Springs phase 'A' plat 4 into warranty Bond Release

City Recorder:

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

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

Sincerely,

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

Cc: Gina Olsen, City Recorder



Bond Release Request Letter
Juniper Springs phase "A" plat 4

Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84043
(801) 789-6671

3rd Bond Release	
Original Bond Amount:	\$ 378,671.13
Previous Release Amount:	\$ 336,332.46
Amount to Release this Period:	\$ 7,914.03
Amount Remaining in Bond :	\$ 34,424.65

Bond Releases Summary	
#1	\$ 281,626.36
#2	\$ 54,706.10
#3	\$ 7,914.03
#4	\$ -
TOTAL	\$ 344,246.48

6/17/2025

						QUANTITIES COMPLETED			MONIES RELEASED	
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL	Previous Period	This Period	% to date	This Period	To Date
1	SEWER									
a	8" PVC	270	LF	\$20.50	\$5,535.00	0	5%	100%	\$276.75	\$0.00
b	5' manhole	2	EA	\$3,050.00	\$6,100.00	0	5%	100%	\$305.00	\$0.00
c	4' manhole	1	EA	\$2,700.00	\$2,700.00	0	5%	100%	\$135.00	\$0.00
d	4" lateral	24	EA	\$950.00	\$22,800.00	0	5%	100%	\$1,140.00	\$0.00
e	Testing manholes	3	EA	\$220.00	\$660.00	0	5%	100%	\$33.00	\$0.00
f	Flush & camera inspection	270	LF	\$1.25	\$337.50	0	5%	100%	\$16.88	\$0.00
g	Connect to existing	1	EA	\$1,500.00	\$1,500.00	0	5%	100%	\$75.00	\$0.00
2	STORM DRAIN									
a	36" RCP	88	LF	\$58.00	\$5,104.00	0	5%	100%	\$255.20	\$0.00
b	24" ADS	511	LF	\$52.00	\$26,572.00	0	5%	100%	\$1,328.60	\$0.00
c	18" ADS	1846	LF	\$32.00	\$59,072.00	0	5%	100%	\$2,953.60	\$0.00
d	Combo box	2	EA	\$4,400.00	\$8,800.00	0	5%	100%	\$440.00	\$0.00
e	36" catch basin	5	EA	\$2,600.00	\$13,000.00	0	5%	100%	\$650.00	\$0.00
f	Catch basin	2	EA	\$3,050.00	\$6,100.00	0	5%	100%	\$305.00	\$0.00
3	CULINARY WATER						0%			
a	8" C900	480	LF	\$21.50	\$10,320.00	0	0%	100%	\$0.00	\$0.00
b	8" gate valve	4	EA	\$1,190.00	\$4,760.00	0	0%	100%	\$0.00	\$0.00
c	Fire Hydrant w/ valve	1	EA	\$4,500.00	\$4,500.00	0	0%	100%	\$0.00	\$0.00
d	2" meter assembly	1	EA	\$3,950.00	\$3,950.00	0	0%	100%	\$0.00	\$0.00
e	3/4" service w/meter assembly	48	EA	\$1,160.00	\$55,680.00	0	0%	100%	\$0.00	\$0.00
f	Testing	1	LS	\$500.00	\$500.00	0	0%	100%	\$0.00	\$0.00
4	EARTH WORK									
a	Clear and grub	11090	SF	\$0.12	\$1,330.80	0	0%	100%	\$0.00	\$0.00
b	Site cut/fill	3674	CY	\$6.00	\$22,044.00	0	0%	100%	\$0.00	\$0.00
c	Compaction testing	1	LS	\$3,500.00	\$3,500.00	0	0%	100%	\$0.00	\$0.00
5	ASPHALT & CONCRETE									
a	APWA type A curb & gutter	505	LF	\$19.50	\$9,847.50	0	0%	100%	\$0.00	\$0.00
b	8' x 6" sidewalk	575	LF	\$38.00	\$21,850.00	0	0%	100%	\$0.00	\$0.00
c	ADA ramps	2	EA	\$600.00	\$1,200.00	0	0%	100%	\$0.00	\$0.00
d	Manhole collars	9	EA	\$400.00	\$3,600.00	0	0%	100%	\$0.00	\$0.00
e	Valve collars	4	EA	\$300.00	\$1,200.00	0	0%	100%	\$0.00	\$0.00
f	10" road base	16791	SF	\$0.97	\$16,287.27	0	0%	100%	\$0.00	\$0.00
g	Road base under curb & gutter	505	LF	\$3.45	\$1,742.25	0	0%	100%	\$0.00	\$0.00
h	3" asphalt	16791	SF	\$1.26	\$21,156.66	0	0%	100%	\$0.00	\$0.00
6	MISC.									
a	Construction entrance	1	EA	\$1,800.00	\$1,800.00	0	0%	100%	\$0.00	\$0.00
b	Silt fence/berm/swale	465	LF	\$1.50	\$697.50	0	0%	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST					\$344,246.48					
10% Bond Coverage					\$34,424.65					
TOTAL BOND AMOUNT:					\$378,671.13				Released this Period	\$7,914.03

APPROVED BY EAGLE MOUNTAIN:

Vince Hodge

Vince Hodge, P.E.
Engineering Director

6-17-2025

Date

Robert Ballif

Robert Ballif
Engineering Tech. II

6/17/25

Date



DATE: Tuesday, June 17, 2025
TO: Vince Hogge
FROM: Robert Ballif Engineering Tech. II
SUBJECT: **Juniper Springs phases 3 & 4 walk through**

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

Robert Ballif – EM Engineering Tech. II

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

General Notes:

- ~~1. All testing information to Marty.~~
- ~~2. Crack seal all patches in Hidden Valley Pkwy and any utility tie ins.~~
- ~~3. Gas line to be run to the well house, on plan set. EM City to do PUE legal to well house. Westates to pay fee for connection.~~

Hidden Valley Parkway:

- ~~1. The 20-inch existing water main line, the butterfly valve needs to be removed. Inspection never saw them removed.~~
- ~~2. Fire hydrant south of phase 4 entrance valve is hard to turn and needs to be fixed, also place collar around valve, city spec.~~
- ~~3. Sections of curb at the entrance of phase 4 to be removed and replaced.~~
- ~~4. North of Riata Alley section of sidewalk grind down the tripping hazard.~~

Juniper Springs Lane:

- ~~1. ADA ramps at the entrance of phase 4 are not ADA compliant and need to be fixed.~~
- ~~2. House #2786 water vault to be fixed to city spec and meter to be placed. using without meter and will be shut off and locked until meter is set.~~
- ~~3. House #2772 sewer manhole add step, written on the manhole. Fire hydrant valve clean.~~

Skycrest Alley:

- ~~1. Sewer manhole at Juniper Springs Ln intersection lid to be vented and say sewer, not storm drain, clean & add step.~~
- ~~2. South fire hydrant from Skycrest Alley valve to be cleaned out.~~
- ~~3. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~
- ~~4. House #2762 the sewer manhole is covered needs to be collard, lid to be a vented sewer lid, not storm drain, check if it needs steps added (1st step to be the max 24" form top of lid), also check if it needs to be cleaned.~~

Griffin Alley:

- ~~1. Intersection Juniper Springs Ln. sewer manhole clean and add step.~~
- ~~2. House #2796 sewer manhole place collar, clean 7 add 2 steps.~~
- ~~3. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~

Fostoria Alley:

- ~~1. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~
- ~~2. Intersection of Juniper Springs Ln sewer manhole add step and remove the extra whirly gig form under manhole lid, clean manhole.~~
- ~~3. House #2792 sewer manhole to be exposed, place collar, add steps, written on manhole, clean, lid to be vented sewer lid.~~

Riata Alley:

- ~~1. All Alleys way cleanouts to have a drivable clean out cover place over cleanout.~~
- ~~2. House #2762 sewer manhole to be exposed, place collar, add steps, clean, written on manhole lid to be vented sewer lid.~~
- ~~3. Fire hydrant south of Riata Alley clean valve on Hidden Valley Pkwy.~~
- ~~4. Raise valve lids and collar them in Hidden Valley Pkwy intersection.~~

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

JUNIPER SPRINGS TOWNHOMES, PLAT 4
A PLANNED UNIT DEVELOPMENT
LYING AND SITUATE IN THE EAST HALF OF SECTION 30,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN

North Quarter Corner Section 30,
Township 5 South, Range 1 West,
Salt Lake Base and Meridian.
Found Utah County brass cap monument.

BASIS OF BEARING
N89°37'55"W 2760.91' Calc.

Northeast Corner Section 30,
Township 5 South, Range 1 West,
Salt Lake Base and Meridian.
Not found. Position determined
by distance distance intersect
from reference points in curbs.
See RDS 519-226 and County
Surveyor's Tie Sheet.

VICINITY MAP

SITE

N.T.S.

LAND USAGE TABLE				
TOTAL ACRES	TOTAL ACRES IN LOTS	LOT SIZE	TOTAL NUMBER OF LOTS	TOTAL DENSITY
2.01	0.60	1,080 sq. ft.	24	11.94

RADIAL LINE TABLE		
LINE	LENGTH	BEARING
R1	284.00'	N56°19'06"E

JUNIPER SPRINGS
TOWNHOMES, PLAT 2

DIRECT COMMUNICATIONS

DIRECT COMMUNICATIONS CEDAR VALLEY, LLC CERTIFIES THAT WILL PROVIDE TELECOMMUNICATIONS TO THE SUBDIVISION UTILIZING TRENCHES PROVIDED BY THE DEVELOPER AS PER DIRECT COMMUNICATIONS CEDAR VALLEY P.S.S. UTAH NO. 1 TARIFF.

APPROVED THIS 13 DAY OF March 2020
BY: *Kevin P. Taylor*
DIRECT COMMUNICATIONS DATE

DOMINION ENERGY QUESTAR CORPORATION

DOMINION ENERGY QUESTAR CORPORATION APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. DOMINION ENERGY QUESTAR CORPORATION MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES PROVIDED BY LAW OR EQUITY. THIS APPROVAL DOES NOT CONSTITUTE ACCEPTANCE, APPROVAL OR ACKNOWLEDGEMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION AND THE NOTES AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT DOMINION ENERGY QUESTAR CORPORATION'S RIGHT OF WAY DEPARTMENT AT 800-366-8532.

APPROVED THIS 13 DAY OF March 2020

BY: *Bruce Eldridge*

Pre Cons Specialist

TITLE
DOMINION ENERGY QUESTAR CORP.

ROCKY MOUNTAIN POWER

1. PURSUANT TO UTAH CODE ANN. 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO UTAH CODE ANN. 17-27a-603(4)(c)(ii) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER:
a. A RECORDED EASEMENT OR RIGHT OF WAY
b. THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS
c. TITLE 54, CHAPTER 80, DAMAGES TO UNDERGROUND UTILITY FACILITIES OR
d. ANY OTHER PROVISIONS OF LAW.

APPROVED THIS 12th DAY OF March 2020

Carolyn De Laun
ROCKY MOUNTAIN POWER

SURVEYORS CERTIFICATE

I, David E. Hawkes, certify that I am a Professional Land Surveyor holding license number 356548 in accordance with Title 58, Chapter 22, Professional Engineers and Land Surveyors Licensing Act and that a survey of the described tract of land has been completed by me in accordance with Section 17-23-17 and that I have verified all measurements, have placed monuments as shown hereon.

NARRATIVE

See Record of Survey #S18-226, filed with the Utah County Surveyor.

BOUNDARY DESCRIPTION

A parcel of land lying and situate in the East Half of Section 30, Township 5 South, Range 1 West, Salt Lake Base and Meridian. Comprising the remaining 2.01 acres of that particular parcel of land described in that certain Trustee's Deed recorded as Entry 120681 : 2008 (Parcel Serial #58:040:0345) of said County Records. Basis of Bearing for Subject Parcel being GEODETIC NORTH as determined by GPS or S89°49'10"E 2761.36' (measured) between North Quarter Corner of said Section 30 and the north Reference Point to the Northeast Corner of said Section, which is a "X" chiseled in the curb. Subject parcel being more particularly described as follows:

Commencing at the Utah County Surveyor's monument monumentalizing the North Quarter Corner of said Section 30, thence South 89°37'55" East 468.37 feet coincident with the calculated north line of the Northeast Quarter of said Section 30; Thence South 00°22'05" West 3278.95 feet to the Southwest Corner of Juniper Springs Townhomes, Plat 3 and the TRUE POINT OF BEGINNING; Thence the following four (4) courses coincident with the south boundary of said Plat 3, 1) North 57°02'39" East 193.32 feet; 2) North 33°40'54" West 19.43 feet to a point of curvature; 3) North 56°19'06" East [chord bears North 26°33'34" West 70.43 feet] through a central angle of 141°4'41"; 4) North 71°57'59" East 155.08 feet to a point on the westerly boundary of Juniper Springs Townhomes Plat 2; Thence the following three (3) courses coincident with said Plat 2, 1) South 39°21'19" East 51.42 feet; 2) South 21°04'09" East 95.88 feet; 3) South 06°15'54" West 253.77 feet; Thence departing said Plat 2 South 59°30'59" West 108.11 feet to a point on the arc of a 646.00 foot radius curve; Thence Northwesterly 298.02 feet along the arc of a 646.00 foot radius curve to the right (center bears North 30°27'46" East) [chord bears North 46°19'16" West 295.39 feet] through a central angle of 26°25'57" to the point of beginning.

OWNERS DEDICATION

Known all men by these presents that we, the undersigned owners of the above described tract of land having caused the same to be subdivided into lots, and private streets, as shown on this plat and name said tract JUNIPER SPRINGS TOWNHOMES, PLAT 4, A PLANNED UNIT DEVELOPMENT, and hereby do dedicate for perpetual use of the Public all parcels of land shown on this plat as intended for Public use, in witness we have hereunto set our signature. Pursuant to Utah Code 10-9a-604(1)(b) the owner hereby conveys the common areas indicated hereon to Juniper Springs Owners Association, PO Box 827, Lehi, UT 84053.

Signed this 9 day of March 2020

Stan T. Rowland
JUNIPER SPRINGS TOWNHOMES, LLC
BY: WESTATES COMPANIES, LLC - ITS MANAGER
BY: STAN T. ROWLAND - ITS MANAGER

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF DAVIS S.S.}

On the 9 day of March 2020, personally appeared before me, the undersigned Notary, in and for said County of Davis, in said State of Utah, the signer of the above Owner's Dedication, ONE (1) in number, who duly acknowledged to me that he signed it freely and voluntarily for the purposes therein mentioned.

105080
Commission Number
May 1, 2023
My Commission Expires

Notary Public *Travis S. Taylor*
NOTARY PUBLIC
TRAVIS S. TAYLOR
COMAL # 705080
COMMISSION EXPIRES
MAY 1, 2023
STATE OF UTAH

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the

perpetual use of the public this 20 day of September 2021

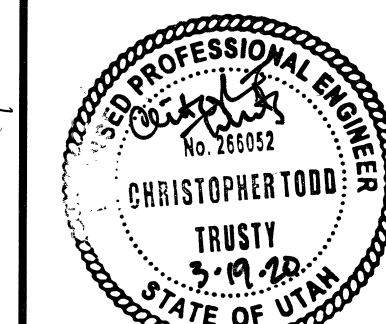
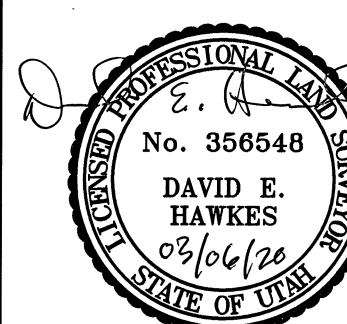
Tommy D. Smith
Approved by Mayor

Christopher Todd
Approved by City Attorney

Christopher Todd
Approved by City Engineer

Paul B. Kline
Attest by City Recorder

JUNIPER SPRINGS TOWNHOMES, PLAT 4
A PLANNED UNIT DEVELOPMENT
LYING AND SITUATE IN THE EAST HALF OF SECTION 30,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN



PLOT DATE
DRAWN BY
SHEET 1
OF 2

19 30
30 30

468.37'

WELL
PROTECTION
ZONE 3

JUNIPER SPRINGS
TOWNHOMES, PLAT 3

JUNIPER SPRINGS
TOWNHOMES, PLAT 2

N71°57'59"E 155.08'

LOT 429

LOT 430

LOT 431

LOT 432

LOT 433

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EAGLE MOUNTAIN CITY
ENTRY #179320018

JUNIPER SPRINGS
TOWNHOMES, PLAT 2

WELL
PROTECTION
ZONE 3

WELL
PROTECTION
ZONE 2

WELL
PROTECTION
ZONE 1

HIDDEN CANYON, LLC
ENTRY #82100:2003

HIDDEN VALLEY SC, LLC
ENTRY #82100:2003

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	16.01'	640.00'	01°25'59"
C2	16.02'	640.00'	01°26'03"
C3	34.73'	25.00'	79°35'36"
C4	29.69'	316.00'	05°22'57"
C5	15.00'	316.00'	02°43'13"
C6	15.03'	316.00'	02°43'30"
C7	23.32'	316.00'	04°13'41"

CHORD TABLE		
LINE	LENGTH	BEARING
C1	16.01'	N53°09'43"W
C2	16.02'	N54°35'44"W
C3	32.00'	N08°56'27"W
C4	29.69'	N46°02'46"W
C5	15.00'	N41°59'42"W
C6	15.03'	N39°16'20"W
C7	23.31'	N35°47'44"W

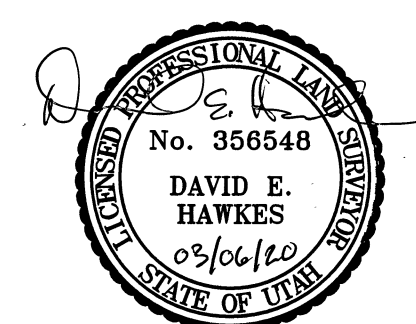
RADIAL LINE TABLE		
LINE	LENGTH	BEARING
R1	16.00'	S51°40'15"E
R2	16.00'	S51°40'15"E
R3	16.00'	S59°08'39"E
R4	16.00'	S59°08'39"E
R5	16.00'	S59°08'39"E
R6	16.00'	N41°15'45"E
R7	16.00'	N41°15'45"E
R8	16.00'	S41°15'45"W
R9	16.00'	N56°19'06"E
R10	16.00'	S56°19'06"W
R11	284.00'	N56°19'06"E
R12	316.00'	N52°05'25"E
R13	316.00'	N49°21'55"E
R14	316.00'	N46°38'42"E



- LEGEND**
- 18 17 = SECTION CORNER & SECTION LINE
 - 18 17 = SET 5/8" BAR & CAP LS 356548 & PROPERTY LINE
 - ⊙ = FOUND EVIDENCE AS NOTED
 - = RIGHT OF WAY CENTER LINES
 - = ADJOINING PROPERTY LINES
 - = RIGHT OF WAY LINES
 - = 10.00' UTILITY EASEMENT
 - = WELL PROTECTION ZONE BOUNDARY

- = PRIVATE OWNERSHIP
- = 6" DEDICATION STRIP TO EAGLE MOUNTAIN CITY
- = COMMON AREA DEDICATED TO JUNIPER SPRINGS OWNERS ASSOCIATION For Box 8271
- = 6.87' DEDICATION STRIP TO EAGLE MOUNTAIN CITY

ENT 176006:2021 Map # 17962
ANDREA ALLEN
UTAH COUNTY RECORDER
2021 Oct 14 3:10 PM FEE 145.00 BY JR
RECORDED FOR EAGLE MOUNTAIN CITY



17962042

Eagle Mountain City Change Order Form

Change Order # 1

Date:	6-12-2025	Change Order Amount:	\$8,450.00
GL #	10-32-41800-4531	PO #	
Project Manager:	David Stroud		
Project Title:	Commercial & Multi-Family Design	Project #	
Contractor:	VCBO	Contractor Contact:	Whitney Ward

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

Description:

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

1. Eagle Mountain Modification Proposal (Commercial and Multi-Family Standards updates-additional
2. standard development.
- 3.
- 4.
- 5.

Contract Pricing:		Contract Time:	
Original Contract Amount:	\$14,998.00	Original Completion Date:	7-1-2025
Previously Approved CO's:	\$	Previously approved days:	
Present Contract Price:	\$14,998.00	Increased by:	
Change Order Amount:	\$8,450.00	Decreased by:	
New Contract Amount:	\$23,448.00	New Completion Date:	10-1-2025

Signatures (approval):

Finance (Approved Budget) 

Department Head: *Brandon Larsen*

City Administrator:

Contractor / Vendor:

City Council:

(City council approval required if funds are not budgeted, & for purchases over \$15,000.00 for auditing, attorneys, architectural services for city facilities, branding, government relations, and consulting for master plan & general plan.)

David Stroud
Senior Planner
Eagle Mountain City
3726 E Campus Dr., Suites H
Eagle Mountain, UT 84005

Re: Commercial and Multi-
Family Design Standard
Updates – Additional
Standard Development

March 5, 2025

Dear David:

VCBO is pleased to provide you with this proposal for additional design services on the Commercial and Multi-Family Design Standard Updates project. In our discussions with Eagle Mountain, the scope of services for the project has grown to include some additional standard development. Please see below for the additional scope of work and our associated fee.

Scope of Work:

In addition to the previous commercial and multi-family standard, VCBO will provide drafting of updated text to align the standard language with the vision and goals for the following:

- commercial neighborhood
- commercial community
- commercial regional
- business park/light industrial development types/areas

Services will also include creating supporting graphics to illustrate the updates for the six distinct standards and refining the text and graphics as needed to support adoption of the standards.

Fee:

Additional Standard Development Services: \$8,450.00

Additional Services:

Any additional services requested shall be charged at the following hourly rates:

Hourly Rates:

Principal in Charge	\$245/hr
Project Planner	\$150/hr
Graphic Design	\$150/hr
Project Assistant	\$ 65/hr

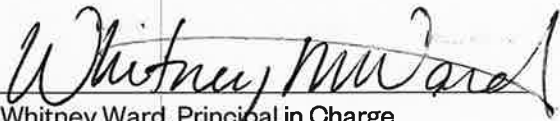
Project Invoicing of Services Rendered:

Invoices will be prepared and submitted monthly for services rendered. Payments are due within 30 days of receipt. Past due invoices will be subject to interest of 8% per annum. In the event all or any portion of an invoice remains outstanding 90 days after receipt of invoice, any services remaining for

the project by Architect and Engineers will stop and Client shall pay the cost of collections on the outstanding invoice, including reasonable attorney's fees.

Acceptance:

Should you have any questions regarding our proposal referenced above, please do not hesitate to contact our team. If this proposal meets with your approval, please sign and return it to our office. When accepted, this proposal will serve as a mutual commitment between VCBO Architecture and Eagle Mountain City for the above outlined services and fees. Work will commence upon receipt of the signed agreement.

By: 
Whitney Ward, Principal in Charge
VCBO Architecture

APPROVED:

By: _____
David Stroud, Senior Planner
Eagle Mountain City

_____ Date

CC: Brandon Larsen

EAGLE MOUNTAIN CITY CONTRACT FOR GOODS AND SERVICES

This contract and all attachments are public record.

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

VCBO Architecture

Name

524 South 600 East

Address

Salt Lake City, UT 84102

City, State ZIP

LEGAL STATUS OF CONTRACTOR

- ☐ Sole Proprietor
☐ Non-profit Corporation
☒ For-profit Corporation
☐ Partnership
☐ Government Agency

Contact Name: Melissa Wood

Phone Number: 801-575-8800

Email: mwood@vcbo.com

Vendor Number: 022275

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

Preparation of architectural code standards

3. **CONTRACT PERIOD:**

Effective Date: 10/1/2024

Project Completion Deadline: 7/1/2025

Termination Date (Completion of Scope of Work, unless terminated early or extended in accordance with the terms of conditions of this contract): 10/1/2025

Renewal Options (if applicable): No

Eagle Mountain City Project Manager Signature: Brandon Larsen, Planning Director

Date: 2024.09.25
14:48:47-06'00'

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

a. Total Contract Cost: \$14,998 GL Account No: 10-32-41800-4531

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

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

Eagle Mountain City Purchasing Agent Signature: Melissa Yates

Digitally signed by Melissa Yates
Date: 2024.09.25 15:32:45 -06'00'

5. **ATTACHMENT A:** Standard Terms and Conditions for Services

ATTACHMENT B: Scope of Work/Cost Schedule

ATTACHMENT C: Insurance

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

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

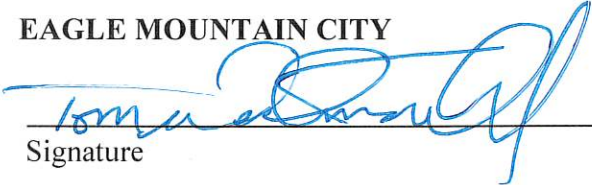
- a. All other governmental laws, regulations, or actions applicable to the goods and/or services authorized by this contract.

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

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

Dated this 7 day of October, 2024.

EAGLE MOUNTAIN CITY


Signature

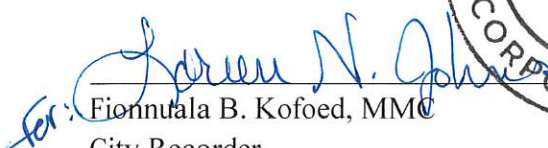
Print Name: Tom Westmoreland

Title: Mayor

ATTEST:



APPROVED AS TO FORM


Fionnuala B. Kofoed, MMC
City Recorder


Marcus Draper
City Attorney

Dated this _____ day of _____, 20____.

CONTRACTOR

Signature

Print Name: _____

Title: _____

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

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

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

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

Dated this 7 day of October, 2024.

EAGLE MOUNTAIN CITY

Signature

Print Name: Tom Westmoreland

Title: Mayor

ATTEST:

APPROVED AS TO FORM

for: Fionnuala B. Kofoed, MMC
City Recorder

Marcus Draper
City Attorney

Dated this 8 day of October, 2024.

CONTRACTOR
Melissa Wood
Signature

Print Name: Melissa Wood

Title: Chief Operating Officer

ATTACHMENT A:
STANDARD TERMS AND CONDITIONS FOR SERVICES

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

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

herein shall be the total compensation payable hereunder by Eagle Mountain.

8. **LIABILITY INSURANCE:** Services to be provided by Consultant under this Contract are required to be covered by insurance. Consultant shall furnish Eagle Mountain a Certificate of Insurance applying to this Contract for each type of insurance required, to be approved by the Eagle Mountain, before Consultant begins work under this Contract. The Consultant's insurer must be authorized to do business in Utah and must meet the specified A.M. Best rating or better at the time this contract is executed. The following insurance shall be maintained in force until all activities which are required by this Contract or as changed by contract modification are completed and accepted by Eagle Mountain:

- (a) General Liability insurance with a limit of not less than \$1,000,000 per occurrence and not less than \$3,000,000 aggregate and having an A.M. Best rating of A-class VIII or better. If this coverage is written on a claims-made basis, the Certificate of Insurance shall so indicate. Consultant represents that as long as commercially available the insurance shall remain in effect such that claims reported up to three (3) years beyond the date of substantial completion of this contract are covered.
- (b) Commercial Automobile insurance with a minimum combined single limit of \$1,000,000 per occurrence OR \$500,000 liability per person, \$1,000,000 per occurrence, \$250,000 Property Damage, and having an A.M. Best rate of A-class VIII or better.
- (c) Architect and/or Engineers Professional Liability (errors and omissions) insurance having an A.M. Best rating of A-class VIII or better, is required at the coverage amount of \$1,000,000 per claim and \$3,000,000 aggregate. If this coverage is written on a claims-made basis, the Certificate of Insurance shall so indicate. Consultant represents that as long as commercially available the insurance shall remain in effect such that claims reported up to three (3) years beyond the date of substantial completion of this contract are covered (on construction contracts or modifications for construction management the insurance, shall remain in effect for one (1) year after completion of the project).
- (d) Valuable Papers & Records Coverage and/or Electronic Data Processing (Data and Media) Coverage for the physical loss or destruction of the work product including drawings, plans, specifications and electronic data and media. Such insurance shall be of a sufficient limit to protect Consultant, its sub-consultants and Eagle Mountain from the loss of said information.
- (e) Consultant shall provide evidence that his employees and sub-consultant employees are covered by Workers Compensation. If they are covered by Workers Compensation Fund of Utah, then the A.M. Best rating is not required in this area.
- (f) Consultant shall require the insurance company that issues the Certificates of Insurance for the evidence of the required insurance coverage to endeavor to provide Eagle Mountain with 30-days written notice in the event that coverage is canceled before the policy expiration date stated in the Certificate. Consultant further agrees to provide Eagle Mountain with 30 days written notice prior to making an alternation or material change to the required insurance coverage.

Policies referred to in 9(a) and 9(b) above are required to be endorsed naming Eagle Mountain as Additional Insured and, on General Liability, indicate they are primary and not contributing coverage. All required policies, endorsements, insurance companies issuing same, and self-insured programs are subject to review and approval by Eagle Mountain.

9. **EMPLOYMENT PRACTICES:** Consultant agrees to abide by federal and state employment laws, including: (i) Title VI and VII of the Civil Rights Act of 1964 (42 U.S.C. 2000e), which prohibits discrimination against any employee or applicant for employment or any applicant or recipient of services, on the basis of race, religion, color, or national origin; (ii) Executive Order No. 11246, as amended, which prohibits discrimination on the basis of sex; (iii) 45 CFR 90, which prohibits discrimination on the basis of age; (iv) Section 504 of the Rehabilitation Act of 1973, or the Americans with Disabilities Act of 1990, which prohibits discrimination on the basis of disabilities; and (v) Utah's Executive Order, dated December 13, 2006, which prohibits unlawful harassment in the workplace. Consultant further agrees to abide by any other laws, regulations, or orders that prohibit the discrimination of any kind by any of Consultant's employees.

If applicable, Consultant shall comply with the following: (1) Sections 49 CFR 21 through Appendix C (2016) and 23 CFR 710.405(b) (2016) in all contracts and subcontracts financed in whole or in part with Federal-aid highway funds; (2) all applicable requirements of 49 CFR Part 26 (2016) in the award and administration of

federal-aid contracts; and (3) all regulations relative to nondiscrimination in federally-assisted programs of 49 CFR Part 21, and 23 CFR Part 200 as they may be amended from time to time.

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

Consultant shall be compensated for the Services properly performed under this Contract up to the effective date of the notice of termination. Consultant agrees that in the event of such termination for cause or without cause, Consultant's sole remedy and monetary recovery from Eagle Mountain is limited to full payment for all Services properly performed as authorized under this Contract up to the date of termination as well as any reasonable monies owed as a result of Consultant having to terminate other contracts necessarily and appropriately entered into by Consultant pursuant to this Contract. In no event shall Eagle Mountain be liable to the Consultant for compensation for any services neither requested by Eagle Mountain nor satisfactorily performed by the Consultant. In no event shall Eagle Mountain's exercise of its right to terminate this Contract for convenience relieve the Consultant of any liability to Eagle Mountain for any damages or claims arising under this Contract.
14. **NONAPPROPRIATION OF FUNDS, REDUCTION OF FUNDS, OR CHANGES IN LAW:** Upon thirty (30) days written notice delivered to the Consultant, this Contract may be terminated in whole or in part at the sole discretion of Eagle Mountain, if Eagle Mountain reasonably determines that a change in available funds affects Eagle Mountain's ability to pay under this Contract.

If a written notice is delivered under this section, Eagle Mountain will reimburse Consultant for the Services properly ordered until the effective date of said notice. Eagle Mountain will not be liable for any performance, commitments, penalties, or liquidated damages that accrue after the effective date of said written notice.
15. **SUSPENSION OF WORK:** Should circumstances arise which would cause Eagle Mountain to suspend Consultant's responsibilities under this Contract, but not terminate this Contract, this will be done by written notice. Consultant's responsibilities may be reinstated upon advance formal written notice from Eagle Mountain.
16. **SALES TAX EXEMPTION:** The Services under this Contract will be paid for from Eagle Mountain's funds and used in the exercise of Eagle Mountain's essential functions as a municipal entity. Upon request, Eagle

Mountain will provide Consultant with its sales tax exemption number. It is Consultant's responsibility to request Eagle Mountain's sales tax exemption number. It also is Consultant's sole responsibility to ascertain whether any tax deduction or benefits apply to any aspect of this Contract.

17. **PUBLIC INFORMATION:** Consultant agrees that this Contract, related purchase orders, related pricing documents, and invoices will be public documents and may be available for public and private distribution in accordance with the State of Utah's Government Records Access and Management Act (GRAMA). Consultant gives Eagle Mountain express permission to make copies of this Contract, related sales orders, related pricing documents, and invoices in accordance with GRAMA. Consultant also agrees that the Consultant's Proposal to the Solicitation will be a public document, and copies may be given to the public as permitted under GRAMA. Eagle Mountain is not obligated to inform Consultant of any GRAMA requests for disclosure of this Contract, related purchase orders, related pricing documents, or invoices.
18. **ACCEPTANCE AND REJECTION:** Eagle Mountain shall have thirty (30) days after the performance of the Services to perform an inspection of the Services to determine whether the Services conform to the standards specified in the Solicitation and this Contract prior to acceptance of the Services by Eagle Mountain. If Consultant delivers nonconforming Services, Eagle Mountain may, at its option and at Consultant's expense: (i) return the Services for a full refund; (ii) require Consultant to promptly correct or reperform the nonconforming Services subject to the terms of this Contract; or (iii) obtain replacement Services from another source, subject to Consultant being responsible for any cover costs. Acceptance of Services by Eagle Mountain shall not limit Eagle Mountain's recourse or remedies in the event Eagle Mountain later determines the Services were defective or failed to meet the standard of professional skill and care ordinarily provided by other design professionals.
19. **INVOICING:** Unless otherwise set forth in the Contract, Consultant will submit invoices within thirty (30) days of Consultant's performance of the Services to Eagle Mountain. Consultant will prepare monthly progress reports in sufficient detail to document the progress of the work and support the monthly claim for payment. Eagle Mountain has the right to adjust or return any invoice reflecting incorrect pricing.
20. **PAYMENT:** Payments are to be made within thirty (30) days after a correct invoice is received. All payments to Consultant will be remitted by mail or electronic funds transfer. If payment has not been made after sixty (60) days from the date a correct invoice is received by Eagle Mountain, then interest may be added by Consultant as prescribed in the Utah Prompt Payment Act. The acceptance by Consultant of final payment, without a written protest filed with Eagle Mountain within ten (10) business days of receipt of final payment, shall release Eagle Mountain from all claims and all liability to the Consultant. Eagle Mountain's payment for the Services shall not be deemed an acceptance of the Services and is without prejudice to any and all claims that Eagle Mountain may have against Consultant. Eagle Mountain will not allow the Consultant to charge end users electronic payment fees of any kind.
21. **TIME IS OF THE ESSENCE:** The Services shall be completed by any applicable deadline stated in this Contract. If no deadline is stated, Consultant shall prosecute the work diligently. For all Services, time is of the essence. Consultant shall be liable for all reasonable damages to Eagle Mountain, and anyone for whom Eagle Mountain may be liable as a result of Consultant's failure to timely perform the Services required under this Contract.
22. **CHANGES IN SCOPE:** Any changes in the scope of the Services to be performed under this Contract shall be in the form of a written amendment to this Contract, mutually agreed to and signed by both parties, specifying any such changes, fee adjustments, any adjustment in time of performance, or any other significant factors arising from the changes in the scope of Services.
23. **PERFORMANCE EVALUATION:** Eagle Mountain may conduct a performance evaluation of Consultant's Services, including Consultant's sub-consultants. Results of any evaluation may be made available to Consultant upon request.
24. **STANDARD OF CARE:** The Services of Consultant and its sub-consultants shall be performed in accordance with the standard of care exercised by licensed members of their respective professions having substantial experience providing similar services which similarities include the type, magnitude, and complexity of the Services that are the subject of this Contract. Consultant shall be liable to Eagle Mountain for claims, liabilities, additional burdens, penalties, damages, or third-party claims (e.g., another Consultant's claim against

Eagle Mountain), to the extent caused by wrongful acts, errors, or omissions that do not meet this standard of care.

25. **ASSIGNMENT:** Consultant may not assign, sell, transfer, subcontract or sublet rights, or delegate any right or obligation under this Contract, in whole or in part, without the prior written approval of Eagle Mountain.
26. **CONSTRUCTION RETENTION:** If this Contract is for design services, the Consultant will be retained to answer and clarify any questions on the design during construction. Consultants will be required to include this task in their cost proposal. The Construction Project Engineer will call on Consultant as needed. If the work required from Consultant is due to errors in the design, Consultant will not be reimbursed. To enhance the communication between Eagle Mountain and Consultant, Eagle Mountain may require Consultant to attend the following meetings: kickoff meeting, preconstruction meeting, and the final inspection meeting.
27. **REMEDIES:** Any of the following events will constitute cause for Eagle Mountain to declare Consultant in default of this Contract: (i) Consultant's non-performance of its contractual requirements and obligations under this Contract; or (ii) Consultant's material breach of any term or condition of this Contract. Eagle Mountain may issue a written notice of default providing a ten (10) day period in which Consultant will have an opportunity to cure. Time allowed for cure will not diminish or eliminate Consultant's liability for damages. If the default remains after Consultant has been provided the opportunity to cure, Eagle Mountain may do one or more of the following: (i) exercise any remedy provided by law or equity; (ii) terminate this Contract; (iii) impose liquidated damages, if liquidated damages are listed in this Contract; (iv) debar/suspend Consultant from receiving future contracts from Eagle Mountain; or (v) demand a full refund of any payment that Eagle Mountain has made to Consultant under this Contract for Services that do not conform to this Contract.
28. **FORCE MAJEURE:** Neither party to this Contract will be held responsible for delay or default caused by fire, riot, act of God, and/or war which is beyond that party's reasonable control. Eagle Mountain may terminate this Contract after determining such delay will prevent successful performance of this Contract.
29. **CONFIDENTIALITY:** If Confidential Information is disclosed to Consultant, Consultant shall: (i) advise its agents, officers, employees, partners, and Subconsultants of the obligations set forth in this Contract; (ii) keep all Confidential Information strictly confidential; and (iii) not disclose any Confidential Information received by it to any third parties. Consultant will promptly notify Eagle Mountain of any potential or actual misuse or misappropriation of Confidential Information.

Consultant shall be responsible for any breach of this duty of confidentiality, including any required remedies and/or notifications under applicable law. Consultant shall indemnify, hold harmless, and defend Eagle Mountain, including anyone for whom Eagle Mountain is liable, from claims related to a breach of this duty of confidentiality, including any notification requirements, by Consultant or anyone for whom the Consultant is liable.

Upon termination or expiration of this Contract, Consultant will return all copies of Confidential Information to Eagle Mountain or certify, in writing, that the Confidential Information has been destroyed. This duty of confidentiality shall be ongoing and survive the termination or expiration of this Contract.
30. **PUBLICITY:** Consultant shall submit to Eagle Mountain for written approval all advertising and publicity matters relating to this Contract. It is within Eagle Mountain's sole discretion whether to provide approval, which must be done in writing.
31. **INDEMNIFICATION RELATING TO INTELLECTUAL PROPERTY:** Consultant will indemnify and hold Eagle Mountain harmless from and against any and all damages, expenses (including reasonable attorneys' fees), claims, judgments, liabilities, and costs in any action or claim brought against Eagle Mountain for infringement of a third party's copyright, trademark, trade secret, or other proprietary right. The parties agree that if there are any limitations of Consultant's liability, such limitations or liability will not apply to this section.
32. **OWNERSHIP IN INTELLECTUAL PROPERTY:** Eagle Mountain and Consultant agree that each has no right, title, interest, proprietary or otherwise in the intellectual property owned or licensed by the other, unless otherwise agreed upon by the parties in writing. All deliverables, documents, records, programs, data, articles, memoranda, and other materials not developed or licensed by Consultant prior to the execution of this Contract, but specifically created or manufactured under this Contract shall be considered work made for hire, and Consultant shall transfer any ownership claim to Eagle Mountain.

33. **CONSULTANT'S ENDORSEMENT ON PLANS, ETC.:** Consultant (if a firm, the responsible principal) is required to endorse and affix its seal to plans, reports, and engineering data furnished to Eagle Mountain under this Contract.
34. **DESIGN/CONSTRUCTION:** Consultant will utilize all current Eagle Mountain standards and be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by Consultant under this Contract. Consultant will, without additional compensation, correct or revise any errors or omissions in its design, drawings, specifications and other services.
35. **WAIVER:** A waiver of any right, power, or privilege shall not be construed as a waiver of any subsequent right, power, or privilege.
36. **ATTORNEY'S FEES:** In the event of any judicial action to enforce rights under this Contract, the prevailing party shall be entitled its costs and expenses, including reasonable attorney's fees incurred in connection with such action.
37. **PROCUREMENT ETHICS:** Consultant understands that a person who is interested in any way in the sale of any supplies, services, construction, or insurance to Eagle Mountain is violating the law if the person gives or offers to give any compensation, gratuity, contribution, loan, reward, or any promise thereof to any person acting as a procurement officer on behalf of Eagle Mountain, or to any person in any official capacity participates in the procurement of such supplies, services, construction, or insurance, whether it is given for their own use or for the use or benefit of any other person or organization.
38. **DISPUTE RESOLUTION:** Prior to either party filing a judicial proceeding, the parties agree to participate in the mediation of any dispute. Eagle Mountain, after consultation with the Consultant, may appoint an expert or panel of experts to assist in the resolution of a dispute. If Eagle Mountain appoints such an expert or panel, Consultant agree to cooperate in good faith in providing information and documents to the expert or panel in an effort to resolve the dispute.
39. **ORDER OF PRECEDENCE:** In the event of any conflict in the terms and conditions in this Contract, the order of precedence shall be: (i) this Attachment A; (ii) the Contract; (iii) additional terms and conditions, if any; (iv) any other attachment listed on the Contract; and (v) Consultant's terms and conditions that are attached to this Contract, if any. Any provision attempting to limit the liability of Consultant or limit the rights of Eagle Mountain must be in writing, attached to this Contract, and initialed by Eagle Mountain, or it is rendered null and void.
40. **SURVIVAL OF TERMS:** Termination or expiration of this Contract shall not extinguish or prejudice Eagle Mountain's right to enforce this Contract with respect to any default or defect in the Services that has not been cured.
41. **SEVERABILITY:** The invalidity or unenforceability of any provision, term, or condition of this Contract shall not affect the validity or enforceability of any other provision, term, or condition of this Contract, which shall remain in full force and effect.
42. **ENTIRE AGREEMENT:** This Contract constitutes the entire agreement between the parties and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written.

ATTACHMENT B:

SCOPE OF WORK/COST SCHEDULE

ATTACHMENT C:

INSURANCE

VCBO

David Stroud
Senior Planner
Eagle Mountain City
3726 E Campus Dr., Suites H
Eagle Mountain, UT 84005

Re: Commercial and Multi-
Family Design Standard
Updates

September 18, 2024

Dear David:

Thank you for the opportunity to present a proposal to update the Title 17.72 Commercial and Multifamily Design Standards. VCBO has formulated a proposal that balances quality service and cost. Our goal is to produce a win-win result, and to maximize the services provided. We believe that with our planning and design experience we ensure the standard updates, and associated guidance documents can meet the needs of Eagle Mountain today and into the future.

VCBO prides itself on delivering the highest level of service and quality. With this in mind, we propose utilizing the billing rates listed below:

<u>Title</u>	<u>Hourly Rates</u>
Principal in Charge	\$245.00
Project Planner	\$150.00
Graphic Designer/Rendering Specialist	\$150.00
Clerical	\$65.00

For this project, VCBO proposes to complete the following tasks for the project.

- Reviewing the existing standards
- Conducting one visioning workshop to determine the vision and goals for new development
- Creating a visual preference board to illustrate the architectural vision
- Drafting updated text to align the standard language with the vision and goals
- Creating supporting graphics to illustrate the updated standards
- Refining the text and graphics as needed to support adoption of the standard

Proposed Fee, hourly, not to exceed:	\$10,440.00
Reimbursement, Travel, Printing:	<u>\$4,558.00</u>
Total:	\$14,998.00

Scope Changes:

Substantial changes to the anticipated scope of work described above, or major revisions to the project after acceptance of schematic design or design development drawings, shall be considered a change in the scope of work and will be subject to additional fees either using hourly rates above or a written negotiated fee, including any adjustment to the project schedule as needed to accommodate any additional scope of work.

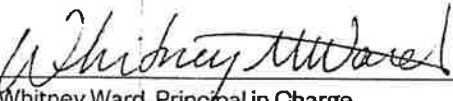
David Stroud
Senior Planner
Eagle Mountain City
September 18, 2024
Page 2

Project Invoicing of Services Rendered:

Invoices will be prepared and submitted monthly for services rendered. Payments are due within 30 days of receipt. Past due invoices will be subject to interest of 8% per annum. In the event all or any portion of an invoice remains outstanding 90 days after receipt of invoice, any services remaining for the project by Architect and Engineers will stop and Client shall pay the cost of collections on the outstanding invoice, including reasonable attorney's fees.

Acceptance:

Should you have any questions regarding our proposal referenced above, please do not hesitate to contact our team. If this proposal meets with your approval, please sign and return it to our office. When accepted, this proposal will serve as a mutual commitment between VCBO Architecture and Eagle Mountain City for the above outlined services and fees. Work will commence upon receipt of the signed agreement.

By: 
Whitney Ward, Principal in Charge
VCBO Architecture

APPROVED:

By: _____
David Stroud, Senior Planner
Eagle Mountain City

_____ Date



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	MASTER SITE PLAN - Pinnacles B-3
ITEM TYPE:	Master Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Century Communities, Toby Cordova representing

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Category(ies)/Setting(s): Neighborhood Residential 2 & 3 [see attached MDA exhibit, page 23 of 25] Zoning: MF-1 & MF2 per Pinnacles Development Agreement	13.20

PUBLIC HEARING

No

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

Approve the Master Site Plan as presented, contingent on developer/development compliance with approval conditions as recommended by the Planning Commission.

BACKGROUND:

The Pinnacles project was approved in 2021 in the City's southwestern area. It contains 161 acres and comprises a combination of single-family detached and attached housing. RC, R2 and R3 zoning were overlaid on the project property to support and regulate the detached housing, while MF-1 and MF-2 were assigned to the multi-family area at its west end. A concept level Master Site Plan and a Master Development Agreement were recorded to finalize the Pinnacle's entitlement and vestment. This report addresses an active, subsequent request for approval of a Master Site Plan for 167 townhouse lots and six (6) open space parcels in the multi-family zoned areas.

The Planning Commission, during their regularly scheduled public hearing of March 11, 2025, voted to recommend approval of the Master Site Plan request, contingent on compliance with Staff recommended approval conditions. Notwithstanding water availability concerns, the developer wished to have the application for the project considered. Water issues were resolved [i.e., availability was confirmed] as noted during this matter's review before the City Council on March 18th of this year whereat it was tabled.

The project is now back before the Council following legal review - particularly focused on the use of service drives throughout the development. In conjunction with its return, Staff asked the Applicant to:

1. Revise the elevations to add more visual interest to the ends of the buildings to address previously expressed Council concerns; and,
2. To both double-check and report on the mailbox clustering. Pictures of the mailbox arrangement

the Applicant used in another project are attached.

In responding to Staff's request(s), they reported in part that, "We have enhanced the side elevations with horizontal and vertical reveals in the stucco. We recently did the same enhancement on another townhome project in American Fork, and it improved the look of the side elevations immensely...." and,

Cluster Mailboxes / Proposed Locations: "It appears that we will need (12) cluster boxes total for this community, (6) in each proposed location."

Copies of the revised elevations (see 6/25 set) and mailbox arrangement are attached.

ITEMS FOR CONSIDERATION:

Master Site Plan and Preliminary Plat Approvals

Approval of Master Site Plans (site plans exceeding five acres) is predicated on compliance with City code requirements [Conclusions of Law] and requirements of any applicable Development Agreement(s).

- Approval criteria for a [Master] Site Plan Approval request are stated in EMMC §§ 17.100.050 & 17.100.060.
- Approval criteria for multi-family (e.g., townhouse) housing structures are stated in EMMC §§ 17.72.030 & 040.

Site plan reviews and approvals are administrative in nature. Therefore, they are to be approved if all required plan elements are provided in their plan/plat drawings and such are deemed to meet code. Some criteria are subjective. EMMC § 17.040.100.D. allows Master Site Plans to serve as Preliminary Plats, predicated on adequate information being provided to the City as defined by that code subsection and City's approval of the same. [Note: The information below does not recite adopted code standards, only findings related thereto.]

Master Site Plan (EMMC §§ 17.100.050 & 17.100.060) Opinion: The Project was reviewed by the DRC Committee and suggested corrections/revisions incorporated into plan drawings. The Master Site Plan's present configuration appears to be in conformance with site plan standards pertinent to the MF-1 and MF-2 Zones and to the pre-approved Pinnacles Master Development Plan.

Master Site Plan Standards & Findings:

- A. Use of Property: No sections of undeveloped land are intended to be in B-3
- B. Buffering Screening: n/a
- C. Access: Provided to development from public row transitioning to private service drives throughout the project. The question of their viability was raised and their use deemed lawful.
- D. Off-Street Truck Loading: n/a
- E. Utilities: Intended to be underground
- F. Grading and Drainage: City Engineering will enforce; grading/drainage plan exhibit attached
- G. Dedication of Water Shares: Water share dedication proposed; see attached exhibit
- H. Protection of Steep Slopes and Natural Drainages: n/a given topography at project site and surrounds

Multi-Family Project Standards Compliance Standards & Findings:

Townhouse & Clubhouse Architecture (refer to attached elevations)

Roofs: As required, project proposes sloping roofs, overhanging eaves & multiple roof planes &

heights.

Building Articulation: As required, project features vertical & horizontal articulation, including facade modulation, changes in textures/materials, window patterns, offsets, recesses and projections.

Architectural Detailing: Structures, per callouts and features, appear to feature a majority (10) of 18/19 required code-select features. Architectural roofing does not count towards the element count required.

Building Materials: Structures have two external material types with at least 30% minimum coverage on all building elevations.

Building Colors: Agreeable with code

Garage Doors: Front elevation garage door predominance is n/a -- all units are rear-loaded.

Lighting: All lighting fixtures on buildings (and poles) are to be shielded and down-directed. Given the requirements for pole lights in the City, and that townhouse structures are proposed (vs. commercial buildings), it is anticipated that lighting will be made compliant with code.

Mailbox Structure(s): Cluster mailboxes for multi-family townhouse projects should be used and that those should, in materials and color, harmonize with the buildings to which they are associated. Staff will work with the developer to ensure correct mailbox cluster placement.

Mechanical Equipment: Mechanical equipment shall be screened from public view. No precise code standard noted. N/A with townhomes. It is expected that any mechanical units associated with the clubhouse will have roof screening or, more likely, be ground-mounted and must have landscaping and/or screening to hide them from view (though the clubhouse will likely be residential in appearance/design style anyway).

Storage, Loading Areas & Trash Enclosures: Outdoor storage, loading or trash areas require screening/enclosure. N/A given the nature of structures in the development.

Parking Provision: Required and provided at a rate of 2 non-tandem stalls per unit - plus 1 guest stall for every 3 units (167 units = 56 stalls) - 58 provided; min. 1 stall per unit to be enclosed/covered - two-car garages provided.

Access & Streets: Private service drives and "alleys" -- with connection to public right-of-way all as allowed by/in MF-1 & MF-2 Zones.

Screening: N/A

Open Space & Amenities: All open space is intended to be maintained by a future HOA. Required open space area at max.: 3.83 acres. Proposed open space area: 5.94 acres. As per the DA, 8' wide asphalt walking trails are provided along with landscaped open ground (see landscape plan sheets).

Required Amenity Points: 10 pts. per .1 acre or 100 points per acre = 378 required with 478 proposed. All units are within 1/4 mile of open space and have access thereto. Main open space amenities include, as required for MF1 projects, a pool and clubhouse with related parking and landscaping. Per plans, the open space is to be maintained by the HOA.

Utilities: It should be noted that a letter was supplied with the application vouchsafing that the "developer intends and commits to purchase [sic] water from the city". However, it has been made known that the City does not currently have excess water to sell. A recent code change notes that water may be sold to a developer if not already banked, provided that an application for a final plat was submitted prior to January 01, 2025. An application for Master Site Plan approval for this project (with plat-related drawings attached) was submitted on December 06, 2024, and, a preliminary plat for the project was approved in June of last year. Also, water was confirmed by the Recorder's Office to be available to/for the townhomes in March of this year.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommended the Master Site Plan be approved as presented contingent upon developer/development compliance with the following conditions: 1. That the developer/developer comply with all code requirements related to the project -- even if drawings of

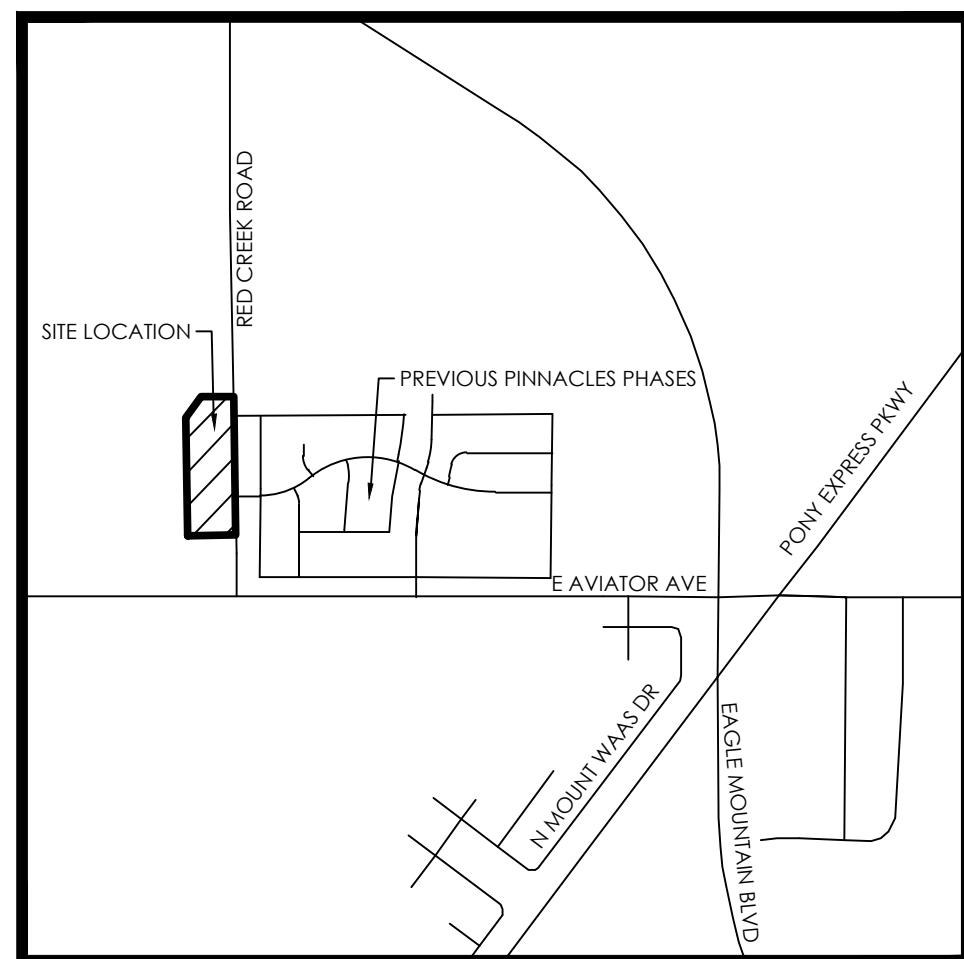
the project do not feature all details thereof; and, 2. That the Applicant be able to furnish water for the project; and, 3. That the developer/development comply with all Development Agreement requirements pertinent to the project.

ATTACHMENTS:

1. Site Plan
2. Updated Elevations
3. Elevations
4. Open Space
5. Pinnacles MDA
6. Hardscape Plan
7. Mailbox

PINNACLES PLAT B PHASE 3

PREPARED FOR:
CENTURY COMMUNITIES
LOCATED IN:
EAGLE MOUNTAIN, UT



VICINITY MAP_{NTS}

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

2. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY, THE OWNER, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO EAGLE MOUNTAIN CITY STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER METHOD, EITHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

SEWER NOTES

1. **PIPE BEDDING:** 3/4" GRAVEL REQUIRED 6" BELOW, ON THE SIDES & 12" ABOVE THE PIPE (MINIMUM)
2. **DEPTH:** SEWER MAIN/LATERALS TO MAINTAIN 4" COVER (MINIMUM) FROM FINISHED GRADE, 3" MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION
3. **SEWER LATERALS:** SEWER MAINS & LATERALS TO MAINTAIN 10" SEPARATION (MINIMUM) FROM CULINARY WATER MAINS & LATERALS
4. **SEWER Y'S:** 3" MINIMUM SEPARATION BETWEEN SEWER Y'S
5. **LATERAL STUBS:**
6. STUBS MUST EXTEND 15' PAST PROPERTY AND BE MARKED WITH 2X4 PAINTED GREEN.
7. ALL LATERALS MUST BE GIS (SHOT IN) AT THE Y'S AND STUBS. ALSO, STUBS 15' MIN. (ON 4" PIPE) TO BE CHECKED FOR GASKET LEAKS
8. **MANHOLES:** MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF WHIRLY GIG FORM (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.

WATER NOTES

- A. **VALVES:**
- B. VALVES MUST BE FLANGED TO TEE'S (FITTINGS)
- C. VALVES 12" AND LARGER TO BE BUTTERFLY VALVES
- D. **BEDDING:** SAND MUST MEET AASHTO (A-3) GRADATION WITH 100% PASSING THE #4 SIEVE. 6" BELOW PIPE ON THE SIDES & 12" ABOVE PIPE (MINIMUM)
- E. **DEPTH:** WATER MAIN & LATERALS MUST MAINTAIN 4' COVER FROM FINISHED GRADE (MINIMUM). 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION. MAX DEPTH 72" FROM FINISHED GRADE.
- F. **SERVICES & FITTINGS:** SERVICES & FITTINGS TO MAINTAIN 3' MINIMUM SEPARATION FROM PIPE JOINTS AND OTHER FITTINGS
- G. **SETTERS:** ALL SETTERS TO BE 21" TALL (MINIMUM), HAVE UNIONS AT THE BASE AND BE DUAL CHECK MODEL, ALSO 3/4" SETTERS TO HAVE DOUBLE BRACES. SETTERS TO BE AT 18" TO 22" FROM THE TOP OF SETTER TO TOP OF LID. 21" INSIDE DIAMETER CAN HDPE.
- H. **WATER CAN LID:** ALL LIDS TO SAY "EAGLE MOUNTAIN" ON THEM RECESSED WITH A HOLE FOR THE ERT AND TO BE SET AT LEVEL TO 1" ABOVE THE PLANE OF THE CURB & SIDEWALK.
- I. **WATER CAN:** THE WATER CAN FOR 3/4" & 1" SERVICES WILL NEED TO BE A 21" TALL MINIMUM AND INSIDE DIAMETER. WATER CAN FOR 1-1/2" TO 2" SERVICE WILL NEED TO FOLLOW APWA SPECIFICATION.

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
 6949 S. HIGH TECH DRIVE SUITE 200
 MIDVALE, UTAH 84047
 (801) 352-0075
PROJECT MANAGER: MATT CHRISTENSEN
SURVEY MANAGER: MATT MERRILL

OWNER/DEVELOPER
CENTURY COMMUNITIES
10644 SOUTH JORDAN GATEWAY SUITE 300
SOUTH JORDAN, UTAH 84095
(303) 957-6677
CONTACT: CHASE TURNER

BENCHMARK

EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29

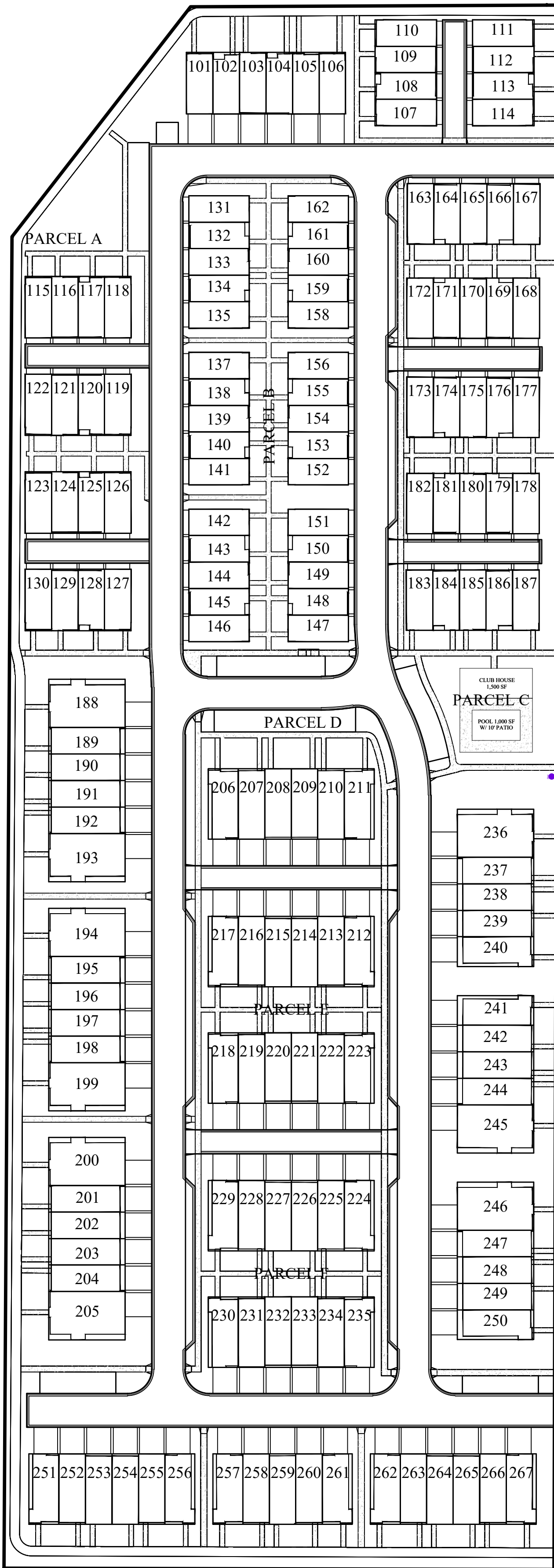
8. **HYDRANTS:** HYDRANTS TO BE 5' BURY (MINIMUM)
9. **LATERALS:** ALL LATERALS NEED TO BE GIS (SHOT IN) AT THE CORP. STOP & SETTER, AND ALSO VISUAL INSPECTION ON POLY INSERTS BEFORE BACKFILL. WATER LATERALS TO EXTEND 15" INTO PROPERTY AND BE MARKED WITH 2" DIA. UNPAINTED BLUE. ALL POLY LINES TO HAVE VISUAL POLY INSERT INSPECTION.
10. **TRACER WIRE:** RUN TRACER WIRE ALONG MAIN & EXTEND UP SETTERS AND HYDRANTS, DO NOT RUN UP VALVE BOXES.
11. **WATER FITTINGS:** ALL WATER FITTINGS TO BE CHECKED FOR THRUST BLOCKS (PRE & POST) AND GIS (SHOT IN) BEFORE BACKFILL
12. **VERTICAL SEPARATION:** WATER MAIN TO MAINTAIN 18" MINIMUM SEPARATION FROM STORM DRAIN OR OTHER OBSTACLES/UTILITIES
13. **LINE FITTINGS:** ALL FITTINGS TO HAVE MEGA LUG FOLLOWERS
14. **WATER MAIN LINE:** NO DEFLECTION OR BENDING OF PIPE WILL BE ALLOWED IN THE WATER LINES AND BEND FITTINGS WILL BE REQUIRED. ALL FITTINGS TO BE MEGA-LUG FITTINGS.

STORM DRAIN NOTES

1. **BEDDING:** 3/4" GRAVEL 6" BELOW AND ON SIDES OF PIPE & 12" ABOVE PIPE (MINIMUM)
2. **ADS:** ALL ADS PIPE TO BE "HP" BRAND
3. **COLLARS:** COLLARS TO BE 1"X1" AROUND PIPE, 4000 PSI CONCRETE, INSPECTION IS NEEDED PRE & POST COLLAR POUR.
4. **MANHOLES:** MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF GRADE RINGS (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.

ROAD SECTION NOTES

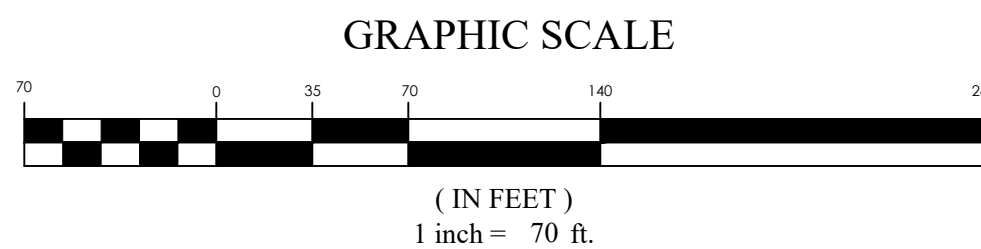
1. **PROOF ROLLS:** PROOF ROLL REQUIRED ON ALL SECTIONS OF ROAD. I.E. SUB-GRADE, SUB-BASE, CURB BASE, AND ROAD BASE. CURB STAKES REQUIRED FOR ROAD-GRADE INSPECTION AND STRING LINE REQUIRED FOR SUB-BASE AND ROAD BASE INSPECTION
2. **UTBC:** STATE SPEC. ROAD BASE REQUIRED FOR ALL ROADS.
3. **COMMERCIAL BASE:** APPLICABLE FOR SIDEWALKS & TRAILS
4. **COLLARS:** COLLARS TO BE 1" WIDE BY 1" DEEP WITH 6000 PSI CONCRETE WITH 1.5# FIBER MESH PER CUBIC YARD (3/4" MONOFILAMENT) REQUIRED FOR ALL STREET COLLARS. MANHOLE COVERS AND WATER VALVE TOWERS TO BE 1/2" DOWN FROM ASPHALT EDGE AND CONCRETE TO BE 1/4" TO 3/8" DOWN FROM ASPHALT EDGE.



SITE MAP

Sheet List Table

Sheet Number	Sheet Title
C1	COVER
C2.0	FINAL PLAT
C2.1	FINAL PLAT
C3	OVERALL SITE PLAN
C3.1	SITE PLAN
C3.2	SITE PLAN
C3.3	PHASING PLAN
C3.4	HARDSCAPE PLAN
C4	OVERALL GRADING AND DRAINAGE PLAN
C4.1	GRADING AND DRAINAGE PLAN
C4.2	GRADING AND DRAINAGE PLAN
C4.3	GRADING AND DRAINAGE PLAN
C4.4	GRADING AND DRAINAGE PLAN
C4.5	GRADING AND DRAINAGE PLAN
C4.6	GRADING AND DRAINAGE PLAN
C5.1	SEWER PLAN
C5.2	SEWER PLAN
C6.1	WATER PLAN
C6.2	WATER PLAN
C7	EROSION CONTROL PLAN
PP01	MOCKINGBIRD DRIVE
PP02	LONGHORN LANE
PP03	COWBOY COURT
PP04	TRELAWNY DRIVE
PP05	BRISKET LANE
PP06	PECAN PLACE
PP07	BLUEBONNET LANE
PP08	FAIRVIEW WAY
PP09	FAIRVIEW WAY
PP10	FAIRVIEW WAY
PP11	BIG BEND DRIVE
PP12	BIG BEND DRIVE
PP13	BIG BEND DRIVE
PP14	ARMADILLO AVENUE
PP15	MAVERICK COURT
PP16	BELT BUCKLE WAY
PP17	STORM DRAIN
D1	DETAILS
L1.0	LANDSCAPE PLAN
L1.1	LANDSCAPE PLAN
L1.2	LANDSCAPE PLAN
L1.3	LANDSCAPE PLAN
L2.0	IRRIGATION PLAN
L2.1	IRRIGATION PLAN
L2.2	IRRIGATION PLAN
L2.3	IRRIGATION PLAN
L2.4	IRRIGATION DETAILS

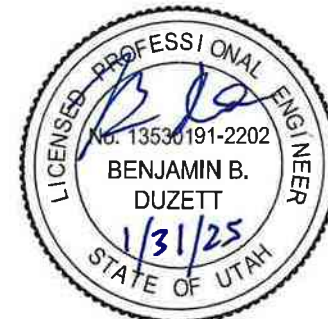
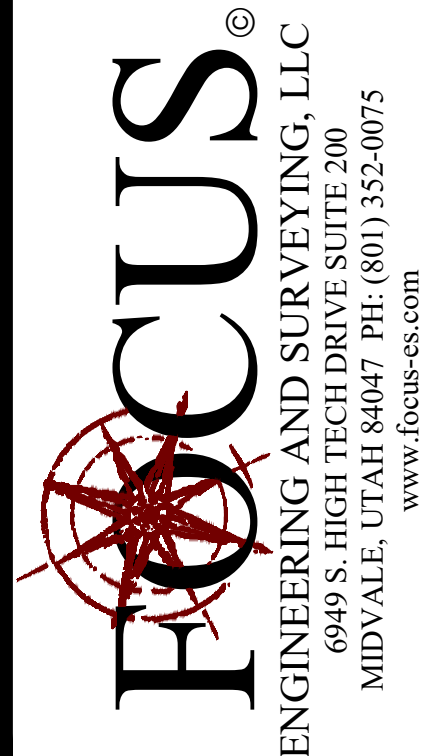


Know what's **below**.
Call 811 before you dig.

PINNACLES PLAT B PHASE 3

EAGLE MOUNTAIN, UT

COVER

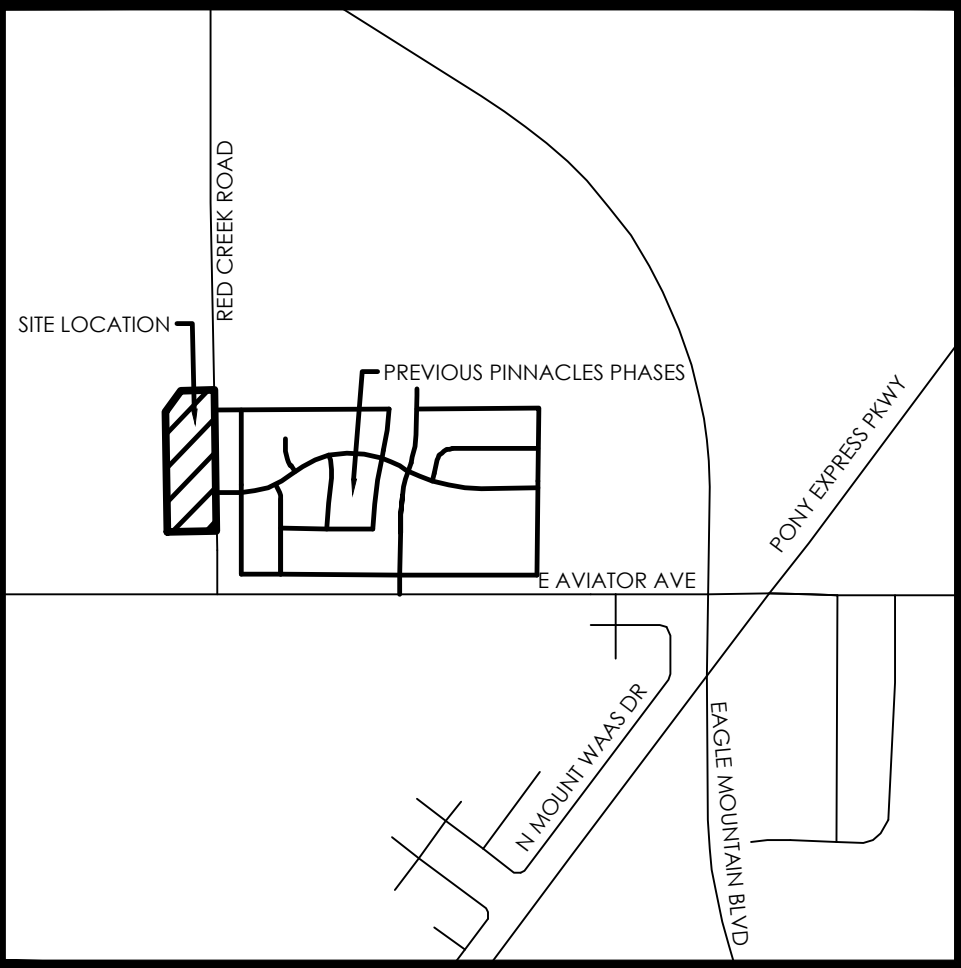


REVISION BLOCK		DESCRIPTION
#	DATE	
1	04-24-20	04-24-20
2	04-24-20	04-24-20
3	04-24-20	04-24-20
4	04-24-20	04-24-20
5	04-24-20	04-24-20
6	04-24-20	04-24-20

COVER

Scale: 1"=70'	Drawn: MEC
Date: 01/30/25	Job #: 24-0230

C1



VICINITY MAP

N.T.S

LEGEND

	BOUNDARY
	SECTION LINE
	EASEMENT
	RIGHT-OF-WAY LINE
	CENTERLINE
	BUILDING SETBACK
	EXISTING PROPERTY LINE
	DRIVEWAYS (COMMON AREA)



SECTION MONUMENT (FOUND)
STREET MONUMENT (TO BE SET)
BOUNDARY MARKERS

NOTES

- #5 X 24" REBAR & CAP (FOCUS ENG) TO BE SET AT ALL LOT CORNERS. NAILS OR PLUGS TO BE SET IN TOP BACK OF CURB AT EXTENSION OF SIDE LOT LINE, IN LIEU OF REBAR AND CAPS AT FRONT LOT CORNERS.
- THE PINNACLES COMMUNITY ASSOCIATION CORP., WITH A REGISTERED ADDRESS OF 10644 S JORDAN GATEWAY, SUITE 300, SOUTH JORDAN, UTAH 84095.
- PARCELS A, B, C, D, E, AND F ARE HEREBY CONVEYED TO AND MAINTAINED BY THE HOA.
- ALL PARCELS ARE COMMON AREA AND PUBLIC UTILITY EASEMENTS.

OVERALL SITE TABULATIONS

TOTAL # OF LOTS:	167 LOTS
TOTAL ACREAGE:	13.20 ACRES
TOTAL ACREAGE IN LOTS:	2.81 ACRES
TOTAL AREA IN ROW:	2.34 ACRES
TOTAL ASPHALT AREA:	XXX ACRES OR XXX SQFT.
AVERAGE LOT SIZE:	0.03 ACRES OR 1,296 SQFT.
LARGEST LOT SIZE:	0.06 ACRES OR 2,529 SQFT
SMALLEST LOT SIZE:	0.03 ACRES OR 1,099 SQFT
OVERALL DENSITY:	12.65 LOTS/ACRE
ASPHALT AREA:	2.14 ACRES OR 93,121 SQFT.

DIRECT COMMUNICATIONS

Direct Communications Cedar Valley, LLC certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the Direct Communications Cedar Valley P.S.C. Utah No. 1 Tariff.

DIRECT COMMUNICATIONS _____ DATE _____

ROCKY MOUNTAIN POWER

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

ROCKY MOUNTAIN POWER _____ DATE _____

ENBRIDGE GAS UTAH:

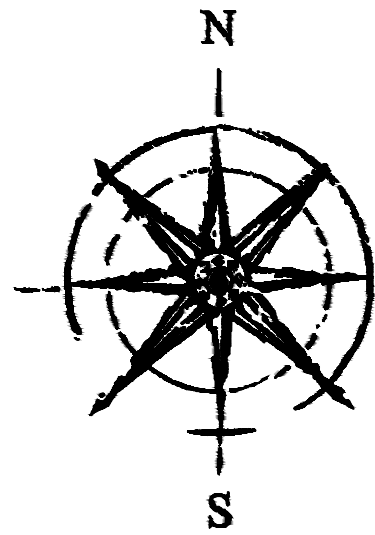
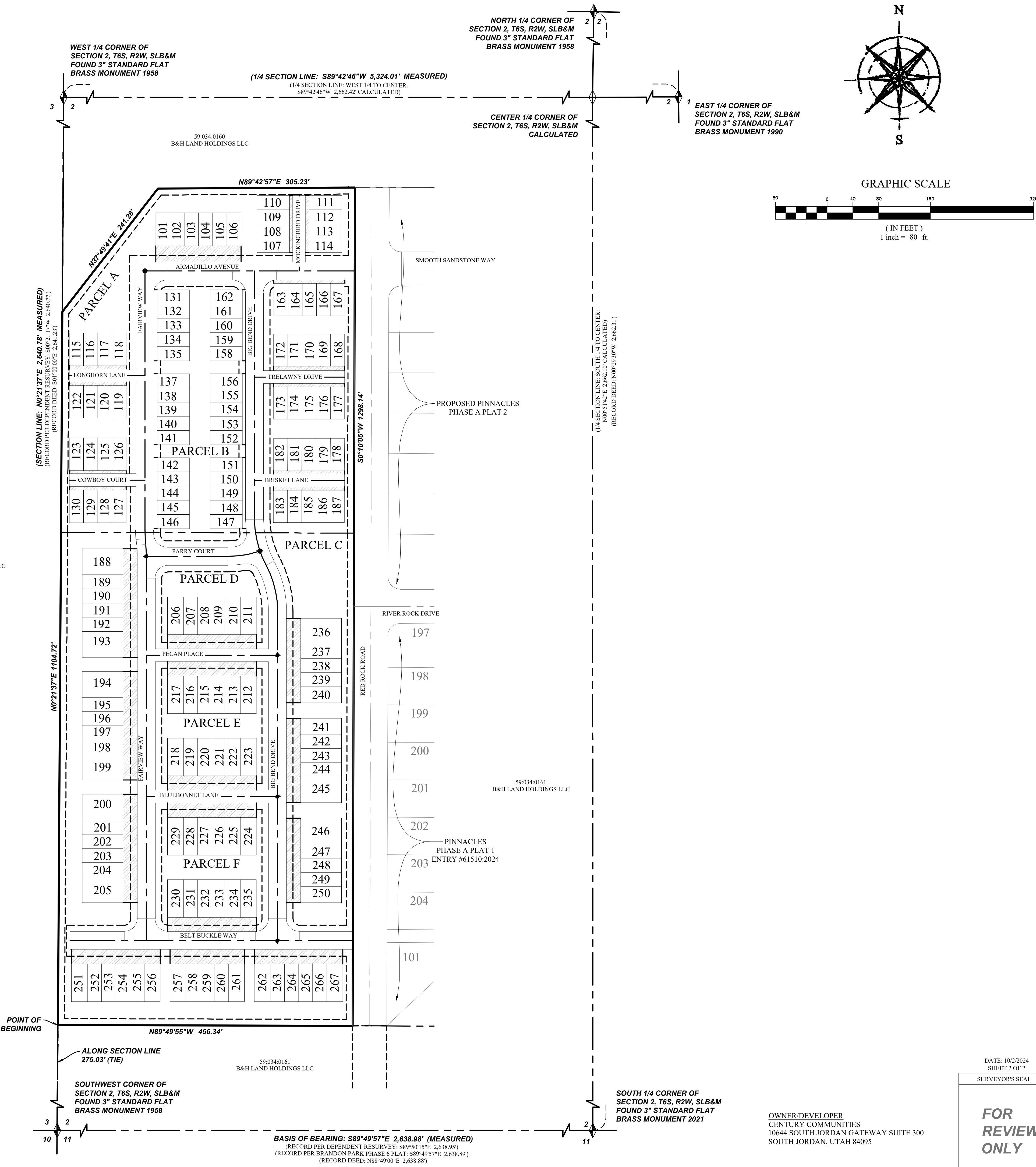
Questar Gas Company dba Enbridge Gas Utah, hereby approves this plat solely for the purposes of confirming that the plat contains public utility easements. Enbridge Gas Utah may require additional easements in order to serve this development. This approval does not constitute abrogation or waiver of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

QUESTAR GAS COMPANY
dba ENBRIDGE GAS UTAH

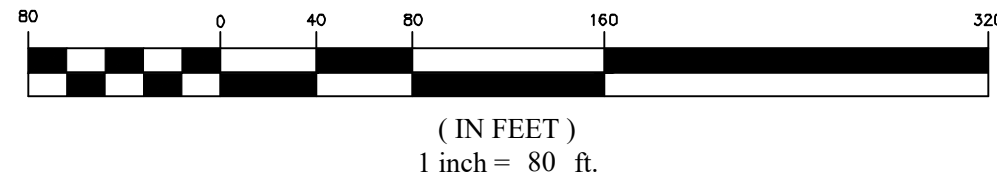
Approved this _____ DAY OF _____ A.D. 20 _____

By: _____

Title: _____



GRAPHIC SCALE



DATE: 10/2/2024

SHEET 2 OF 2

SURVEYOR'S SEAL NOTARY PUBLIC SEAL CITY-COUNTY ENGINEER SEAL COUNTY RECORDER SEAL

FOR
REVIEW
ONLY

SURVEYOR'S CERTIFICATE

I, Evan J. Wood, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 183395 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code, have verified all measurements, and have subdivided said tract of land into lots, a parcel, streets, and easements, to be hereafter known as PINNACLES PLAT B, PHASE 3, and the same has, or will be correctly surveyed and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

FOR
REVIEW
ONLY

EVAN J. WOOD
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 183395

DATE _____

BOUNDARY DESCRIPTION

A part of the Southwest Quarter of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian, located in Eagle Mountain City, Utah County, Utah, (the Basis of Bearing for this Survey is S89°49'57\"/>

Beginning at a point located on the Section line, said point being located N0°21'37\"/>

Contains: 13.20 acres:

OWNER'S DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAT, HAVE CAUSED THE LAND DESCRIBED ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF, PURSUANT TO UTAH CODE 10-9A-604(D)(1) THE OWNER HEREBY CONVEYS ALL PRIVATE SERVICE DRIVES AND COMMON AREA AS INDICATED HEREON TO THE PINNACLES COMMUNITY ASSOCIATION CORP., WITH A REGISTERED ADDRESS OF 10644 S JORDAN GATEWAY, SUITE 300, SOUTH JORDAN, UTAH 84095.

OWNER(S):

PRINTED NAME OF OWNER

AUTHORIZED SIGNATURE(S)

CENTURY LAND HOLDINGS OF UTAH LLC

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF _____

ON THE _____ DAY OF _____ A.D. 20____ PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____ IN SAID STATE OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____ OF _____ L.L.C., A UTAH L.L.C. AND THAT HE/SHE SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES: _____

A NOTARY PUBLIC COMMISSIONED IN
UTAH RESIDING IN _____ COUNTY

MY COMMISSION No. _____

PRINTED FULL NAME OF NOTARY _____

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____, 20____.

APPROVED BY MAYOR _____

APPROVED BY CITY ATTORNEY _____

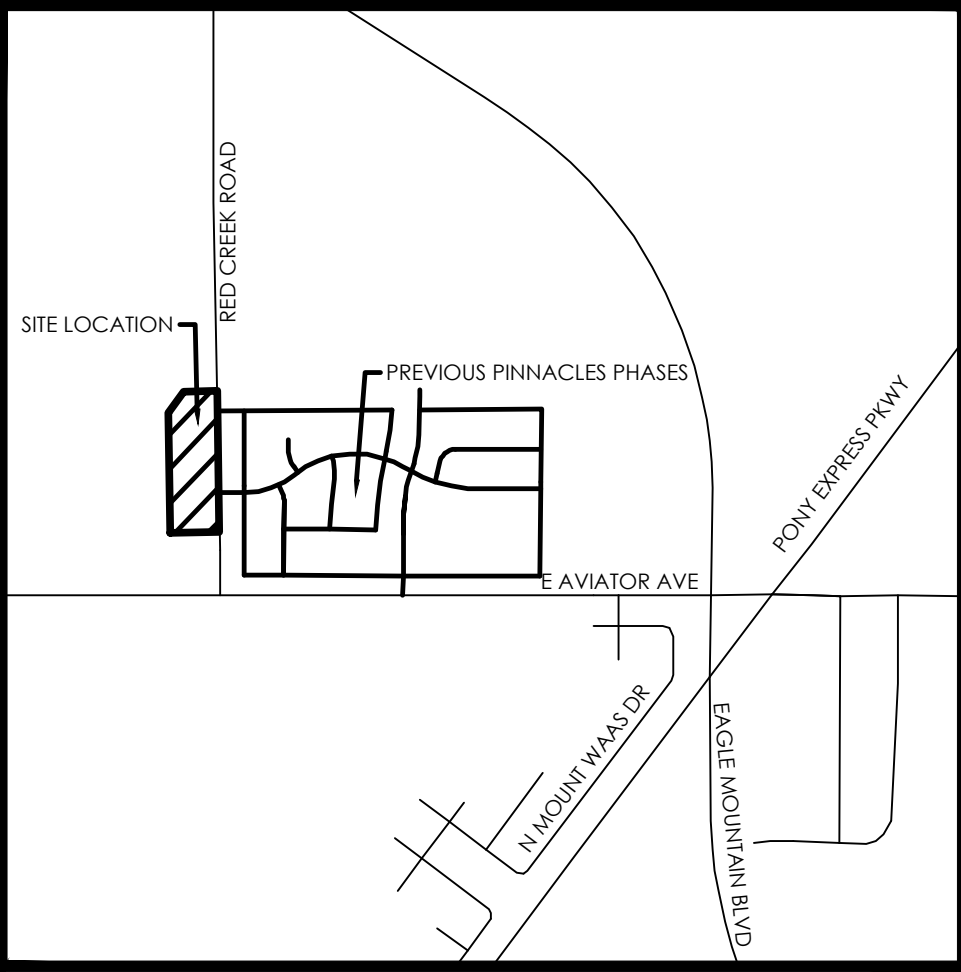
APPROVED BY CITY ENGINEER
(SEE SEAL BELOW)

ATTEST BY CITY RECORDER
(SEE SEAL BELOW)

PINNACLES PLAT B, PHASE 3

LOCATED IN THE SOUTHWEST 1/4 OF SECTION 2, T6S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

OWNER/DEVELOPER
CENTURY COMMUNITIES
10644 SOUTH JORDAN GATEWAY SUITE 300
SOUTH JORDAN, UTAH 84095



VICINITY MAP
N.T.S

LEGEND

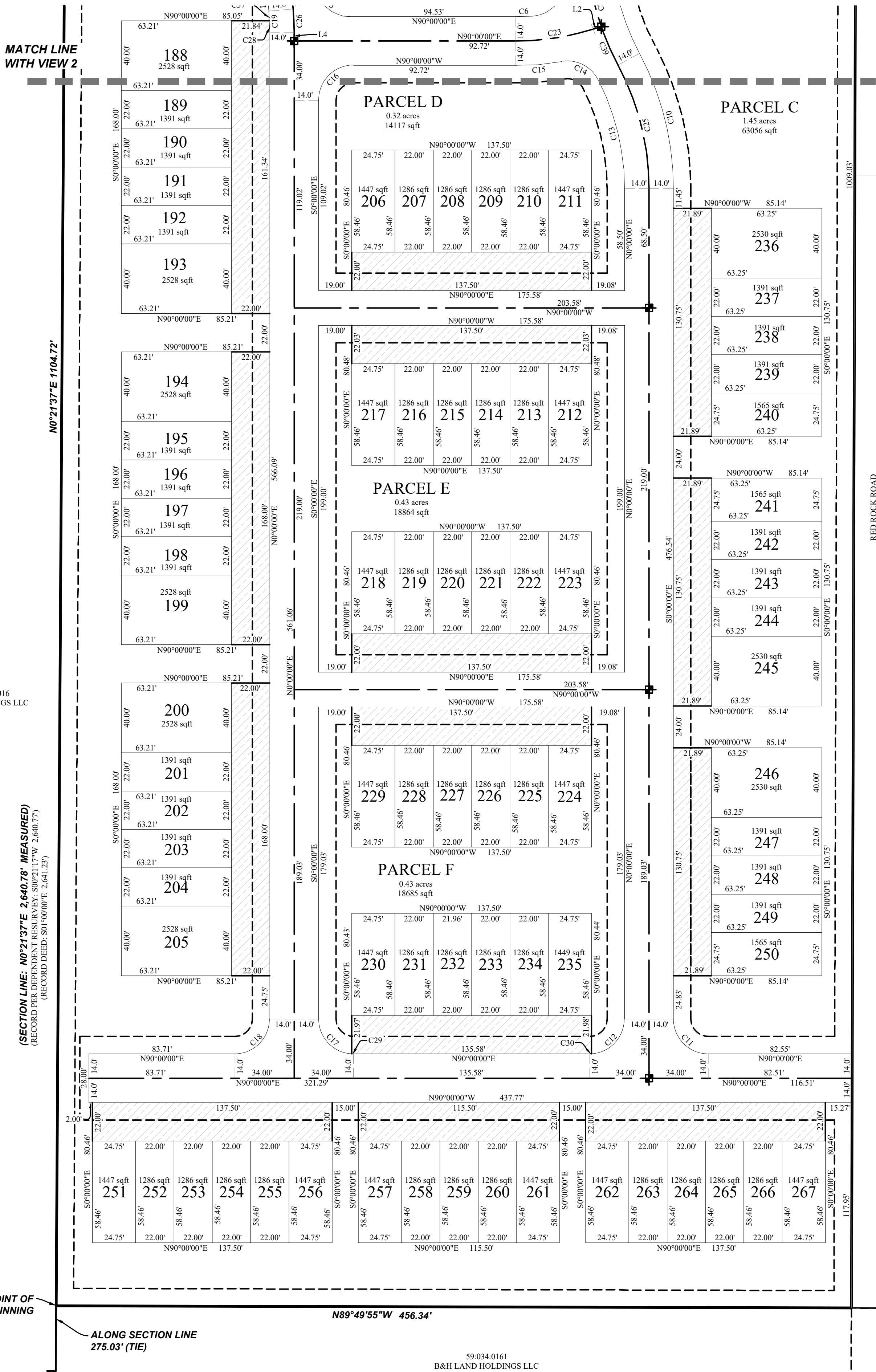
- BOUNDARY
SECTION LINE
EASEMENT
RIGHT-OF-WAY LINE
CENTERLINE
BUILDING SETBACK
EXISTING PROPERTY LINE
DRIVEWAYS (COMMON AREA)
- SECTION MONUMENT (FOUND)
STREET MONUMENT (TO BE SET)
BOUNDARY MARKERS

NOTES

- #5 X 24" REBAR & CAP (FOCUS ENG) TO BE SET AT ALL LOT CORNERS. NAILS OR PLUGS TO BE SET IN TOP BACK OF CURB AT EXTENSION OF SIDE LOT LINE, IN LIEU OF REBAR AND CAPS AT FRONT LOT CORNERS.
- THE PINNACLES COMMUNITY ASSOCIATION CORP., WITH A REGISTERED ADDRESS OF 10644 S JORDAN GATEWAY, SUITE 300, SOUTH JORDAN, UTAH 84095.
- PARCELS A, B, C, D, E, AND F ARE HEREBY CONVEYED TO AND MAINTAINED BY THE HOA.
- ALL PARCELS ARE COMMON AREA AND PUBLIC UTILITY EASEMENTS.

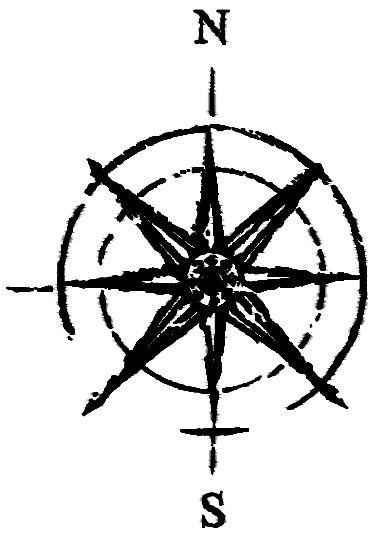
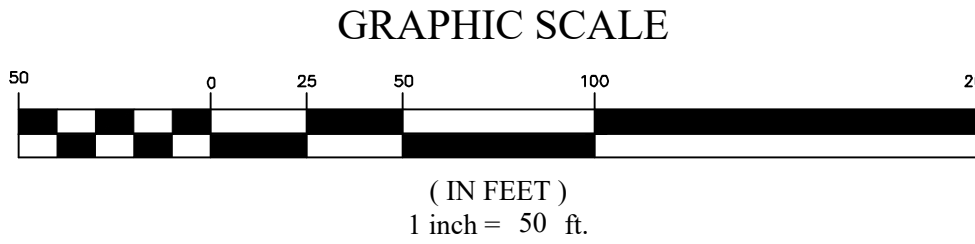
Curve Table				
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION
C1	20.00	90°00'00"	31.42	S45°00'00"W
C2	20.00	90°00'00"	31.42	N45°00'00"W
C3	20.00	90°00'00"	31.42	S45°00'00"W
C4	136.00	3°19'42"	7.90	S01°39'51"E
C5	20.00	86°40'18"	30.25	S46°39'51"E
C6	136.00	4°18'12"	10.21	N87°50'54"E
C7	20.00	92°50'03"	32.41	N39°16'46"E
C8	164.00	7°08'16"	20.43	N03°34'08"W
C9	136.00	28°11'18"	66.91	S14°05'39"E
C10	164.00	28°11'18"	80.68	S14°05'39"E
C11	20.00	90°00'00"	31.42	S45°00'00"E
C12	20.00	90°00'00"	31.42	N45°00'00"E
C13	136.55	27°05'36"	64.57	N13°34'28"W
C14	20.00	72°03'35"	25.15	N63°22'43"W
C15	164.00	9°24'31"	26.93	S85°17'45"W
C16	20.00	90°00'00"	31.42	S45°00'00"W
C17	20.00	90°00'00"	31.42	S45°00'00"E
C18	20.00	90°00'00"	31.42	N45°00'00"E
C19	136.00	5°08'30"	12.20	N02°34'15"W
C20	164.00	5°08'30"	14.72	N02°34'15"W
C21	20.00	11°44'01"	4.10	N84°08'00"E
C22	20.00	78°15'59"	27.32	N39°08'00"E
C23	150.00	17°24'21"	45.57	N81°17'50"E
C24	150.00	28°11'18"	73.80	S14°05'39"E
C25	150.00	28°11'18"	73.80	N14°05'39"W
C26	150.00	5°08'30"	13.46	N02°34'15"W
C27	150.00	5°08'30"	13.46	S02°34'15"E
C28	136.00	2°48'18"	6.66	N01°24'09"W
C29	20.00	2°51'58"	1.00	N88°34'01"W
C30	20.00	2°38'12"	0.92	S88°40'54"W
C31	20.00	75°31'21"	26.36	N52°14'20"E
C32	20.00	75°31'21"	26.36	N52°14'20"W
C33	164.00	2°09'47"	6.19	S06°03'22"E
C34	164.00	4°58'29"	14.24	S02°29'14"E
C35	20.00	14°28'39"	5.05	N07°14'20"E
C36	20.00	14°28'39"	5.05	S07°14'20"E
C37	136.00	2°20'12"	5.55	N03°58'24"W
C38	150.00	19°01'06"	49.79	S09°30'33"E
C39	150.00	9°10'12"	24.01	S23°36'12"E

VIEW 1

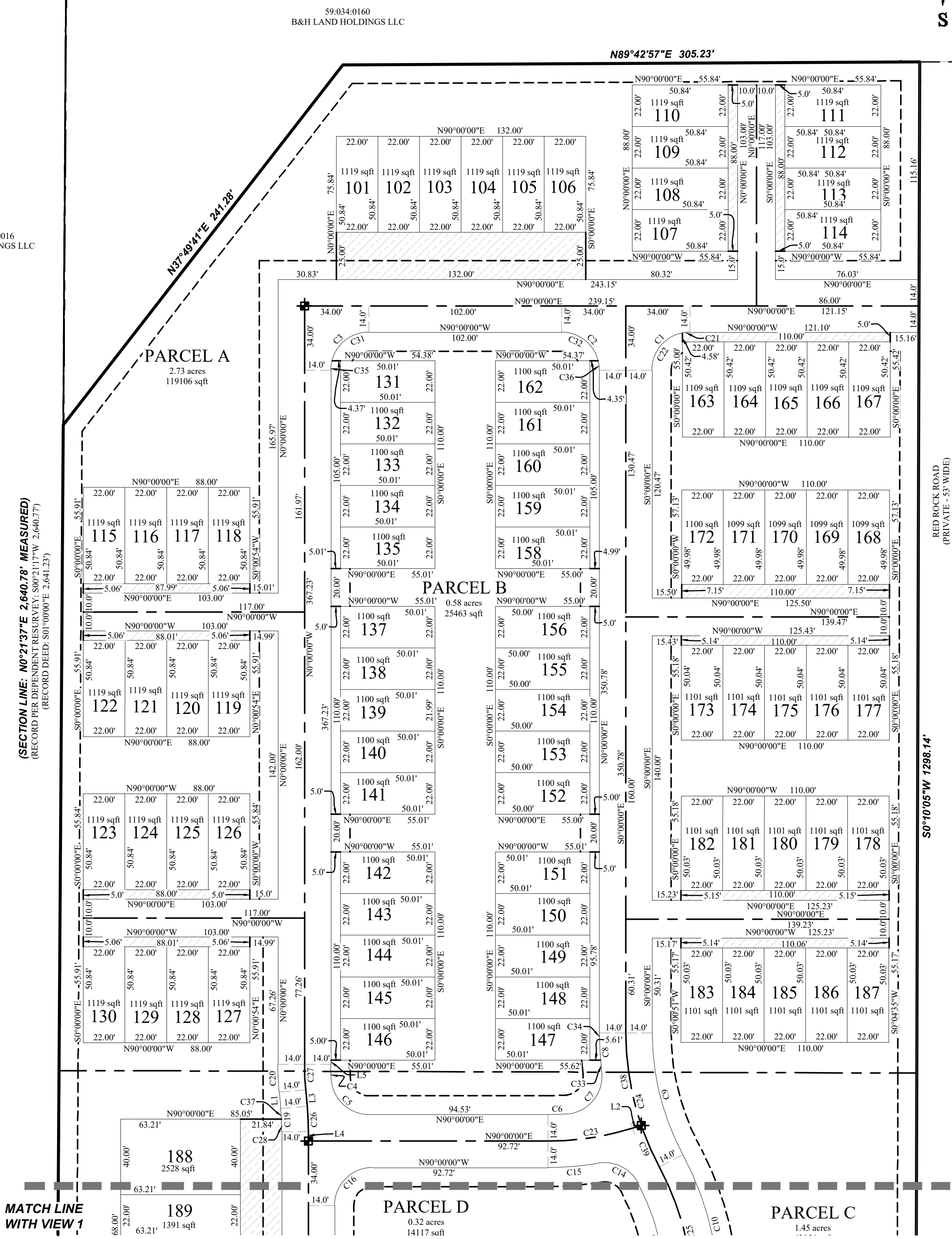


Line Table		
LINE	DIRECTION	LENGTH
L1	N05°08'30"W	8.85
L2	N72°35'39"E	4.82
L3	N05°08'30"W	8.85
L4	N00°00'00"E	5.04
L5	N00°00'00"E	2.23

OWNER/DEVELOPER
CENTURY COMMUNITIES
10644 SOUTH JORDAN GATEWAY SUITE 300
SOUTH JORDAN, UTAH 84095
(303) 957-6677
CONTACT: CHASE TURNER



VIEW 2



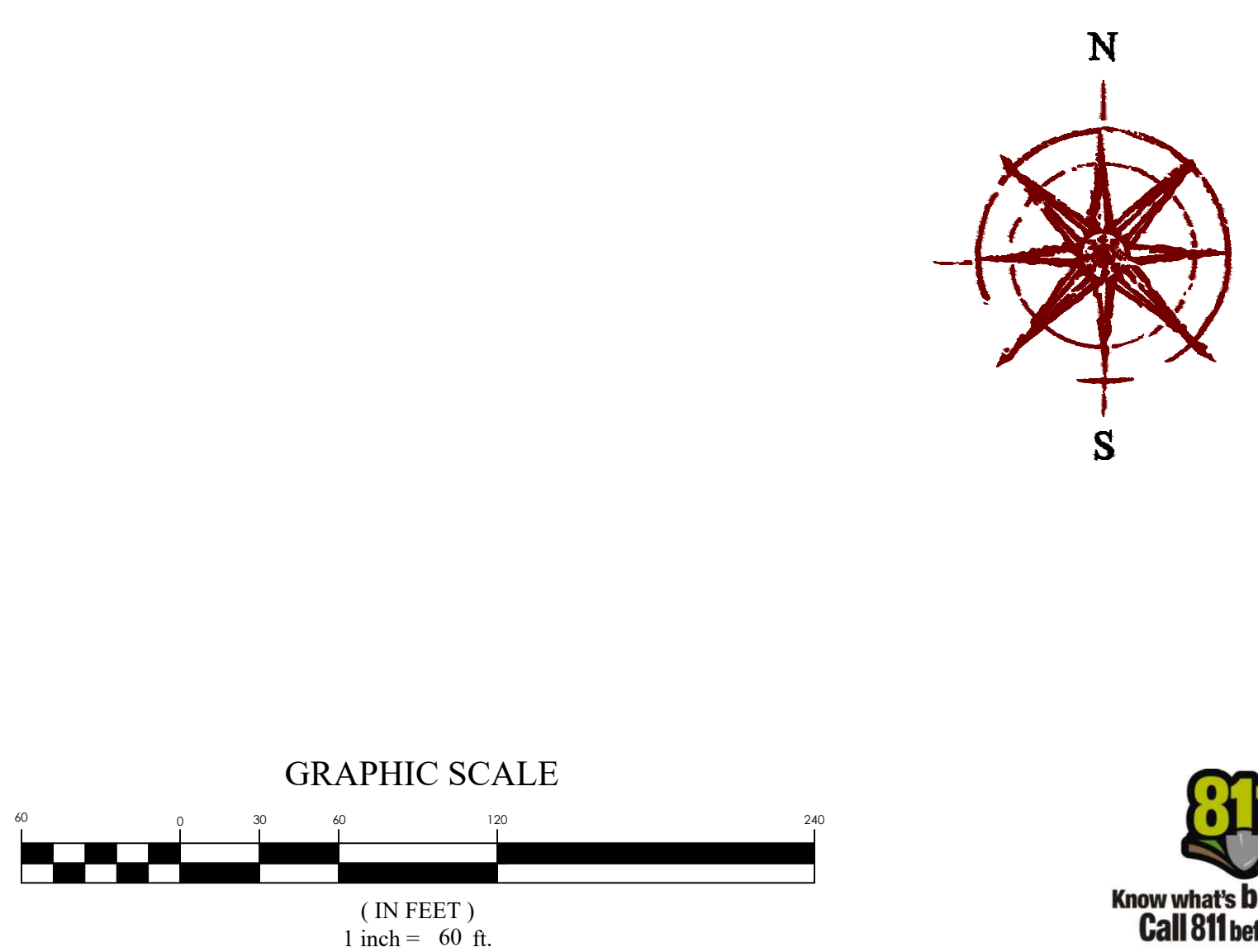
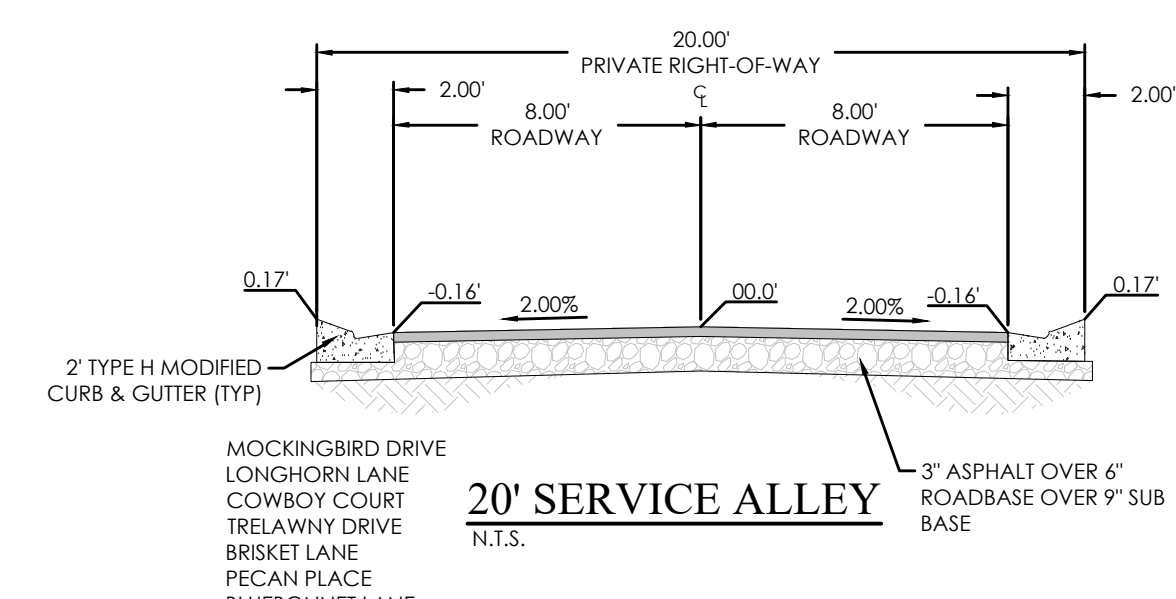
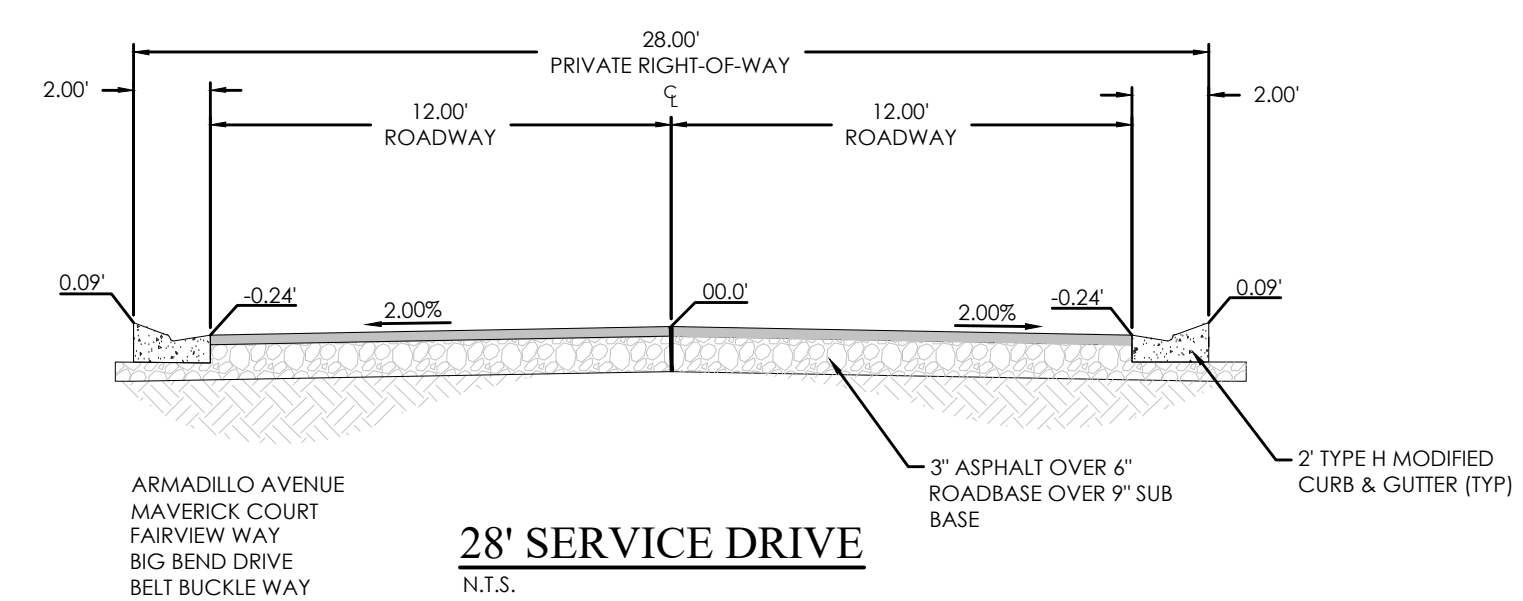
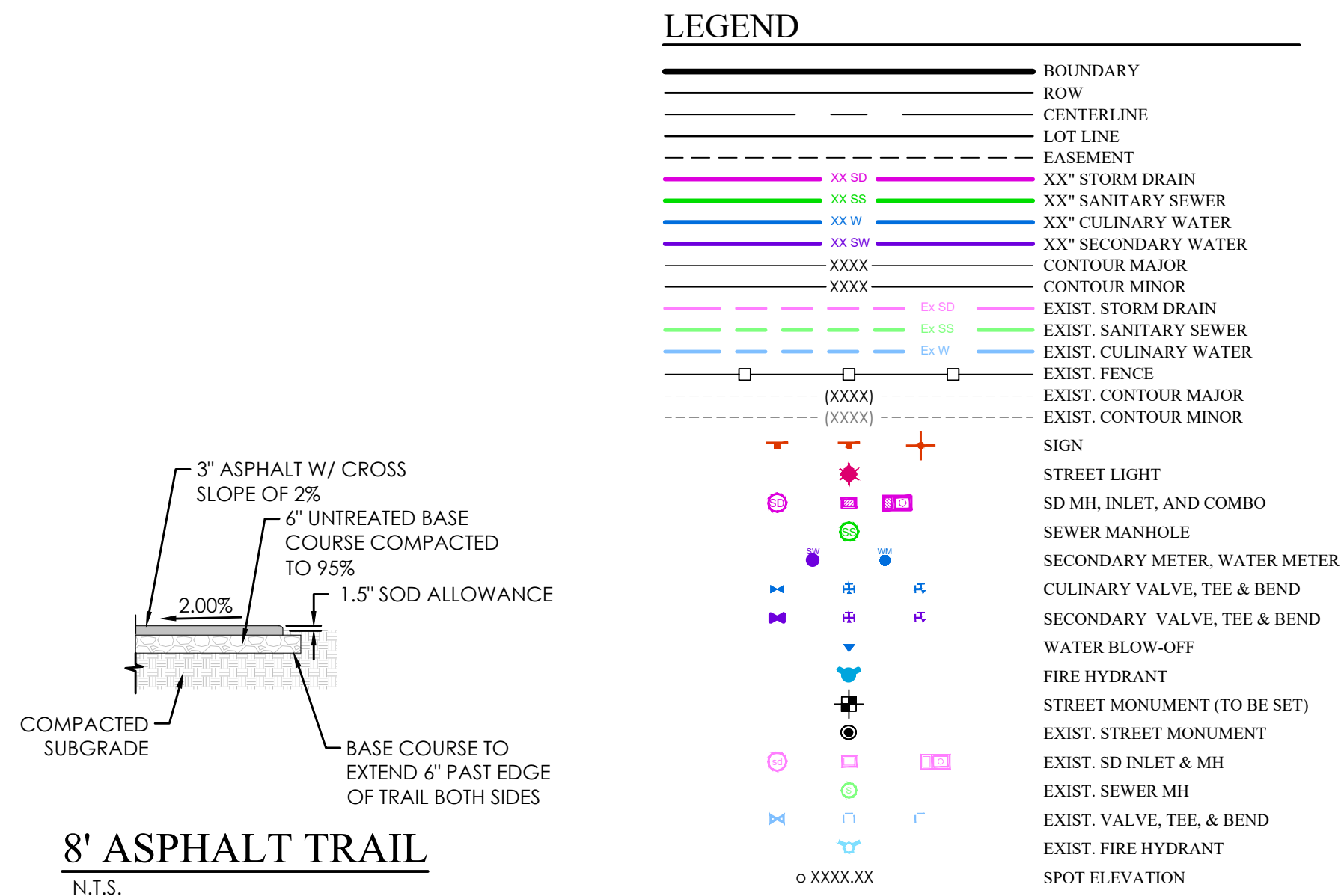
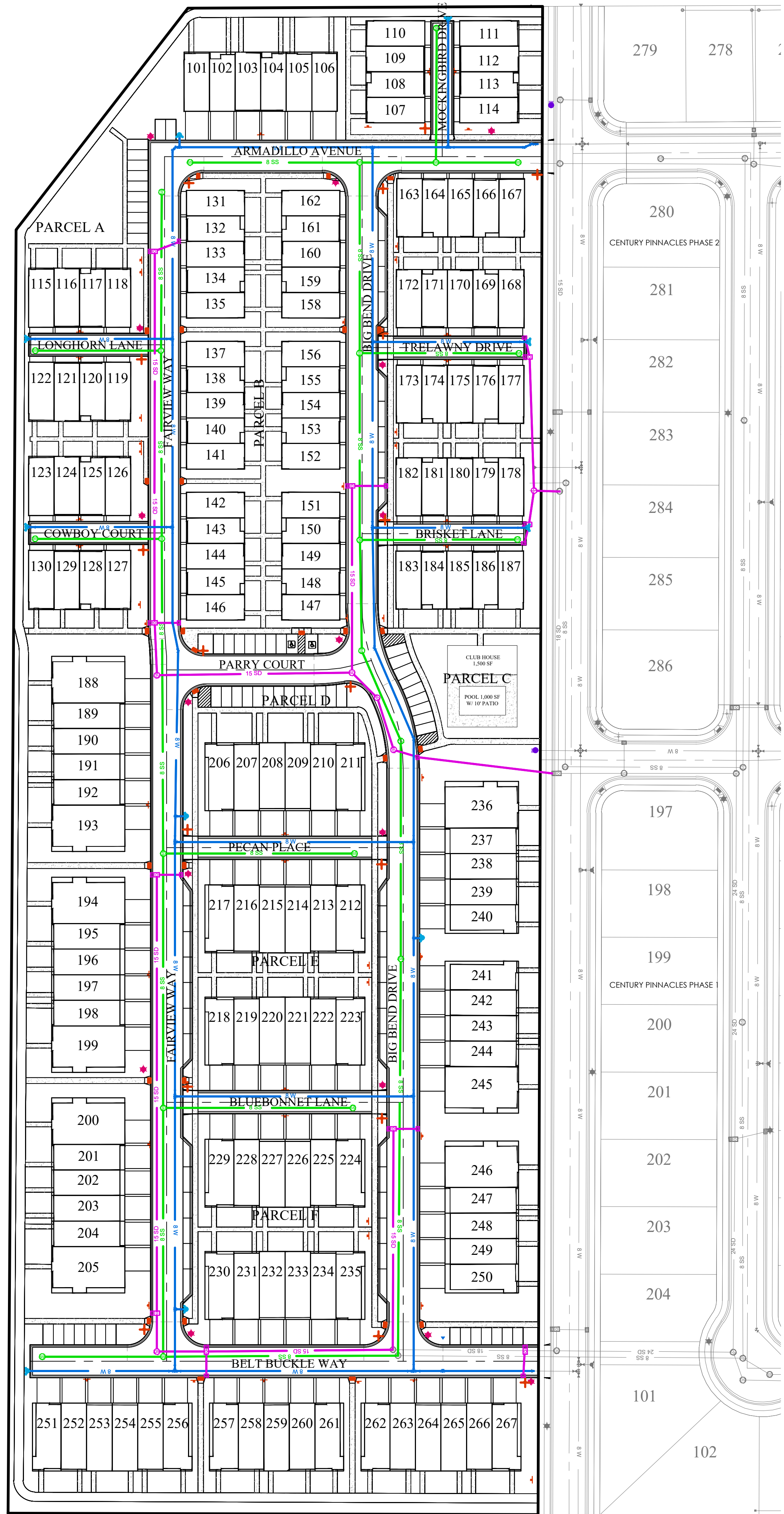
PINNACLES
Phase B PLAT 1

LOCATED IN THE SOUTHWEST 1/4 OF SECTION 2, T6S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

DATE: 10/2/2024
SHEET 2 OF 2

FOR
REVIEW
ONLY

SURVEYOR'S SEAL NOTARY PUBLIC SEAL CITY-COUNTY ENGINEER SEAL COUNTY RECORDER SEAL



FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focus-es.com

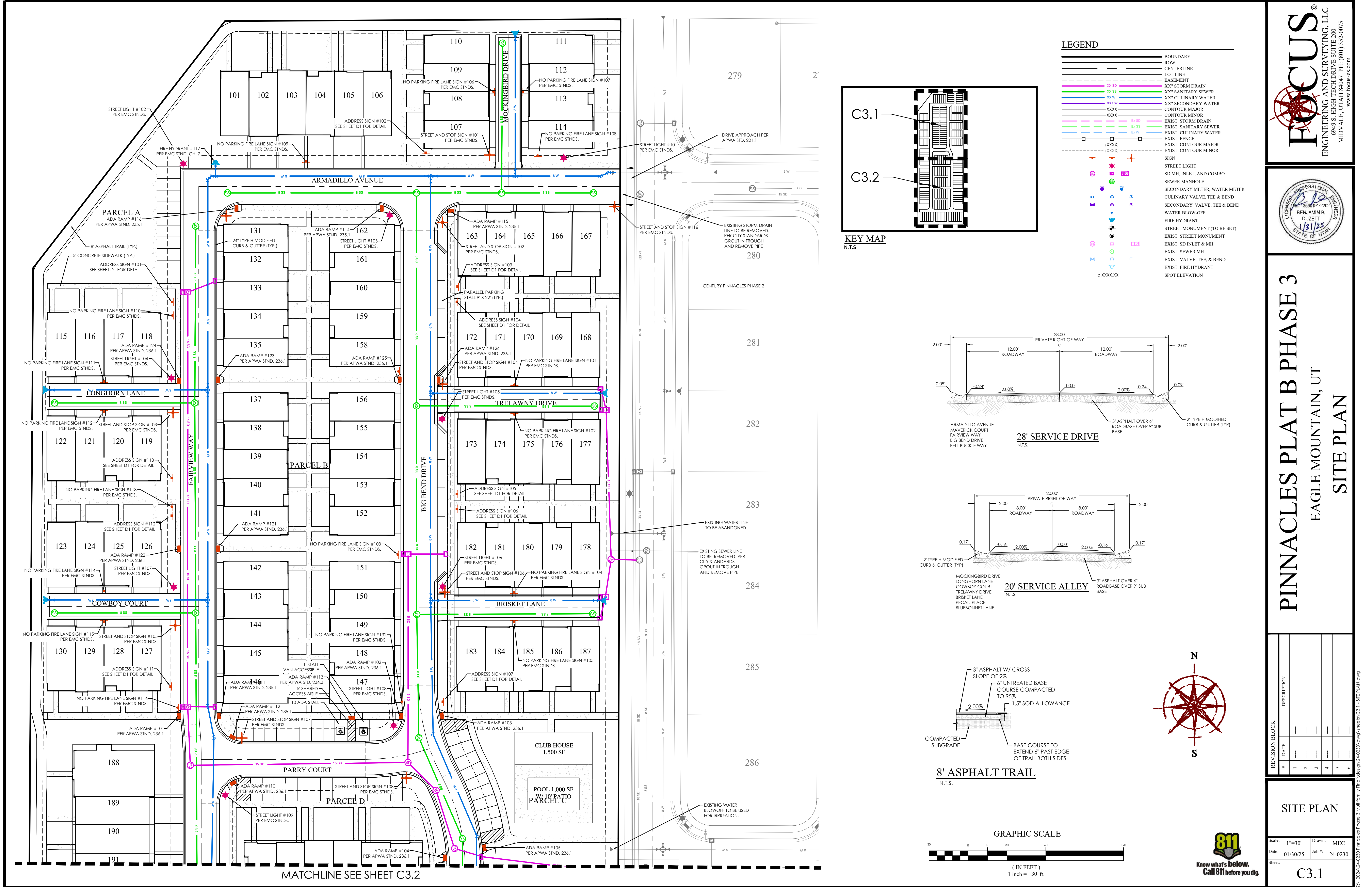
LICENSED PROFESSIONAL ENGINEER
13531912202
BENJAMIN B. DUZETT
1/31/25
STATE OF UTAH

PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
OVERALL SITE PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

OVERALL SITE PLAN

Scale: 1"=60' Drawn: MEC
Date: 01/30/25 Job #: 24-0230
Sheet: C3



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ENGINEERING AND SURVEYING, LLC
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MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focus-es.com

BENJAMIN B. DUZETT
1353191220
STATE OF UTAH

PINNACLES PLAT B PHASE 3

EAGLE MOUNTAIN, UT

SITE PLAN

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

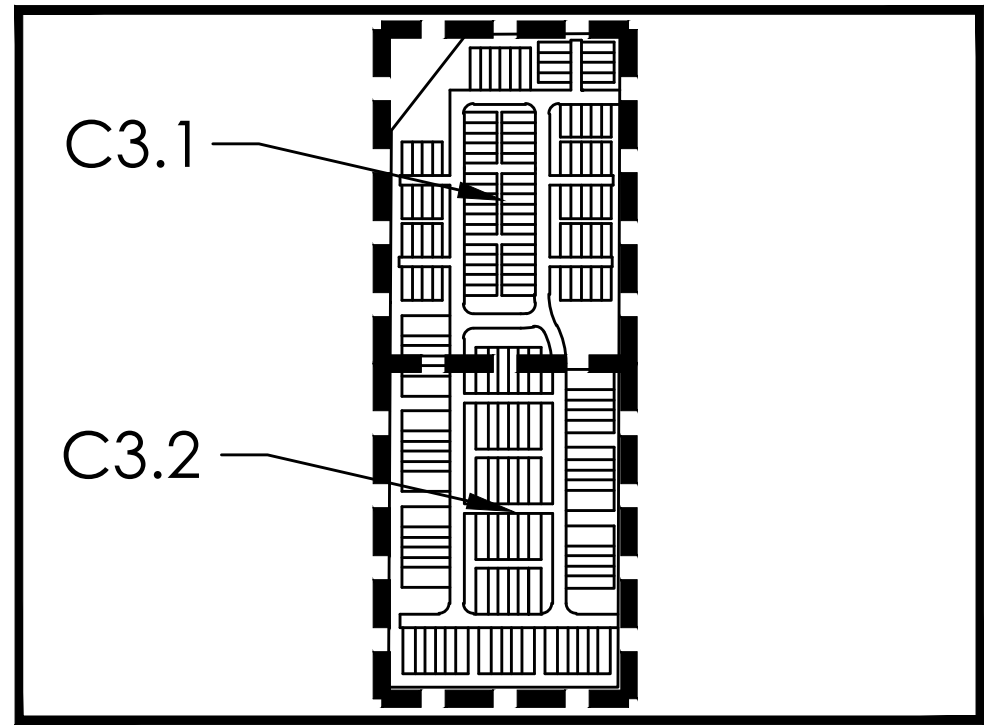
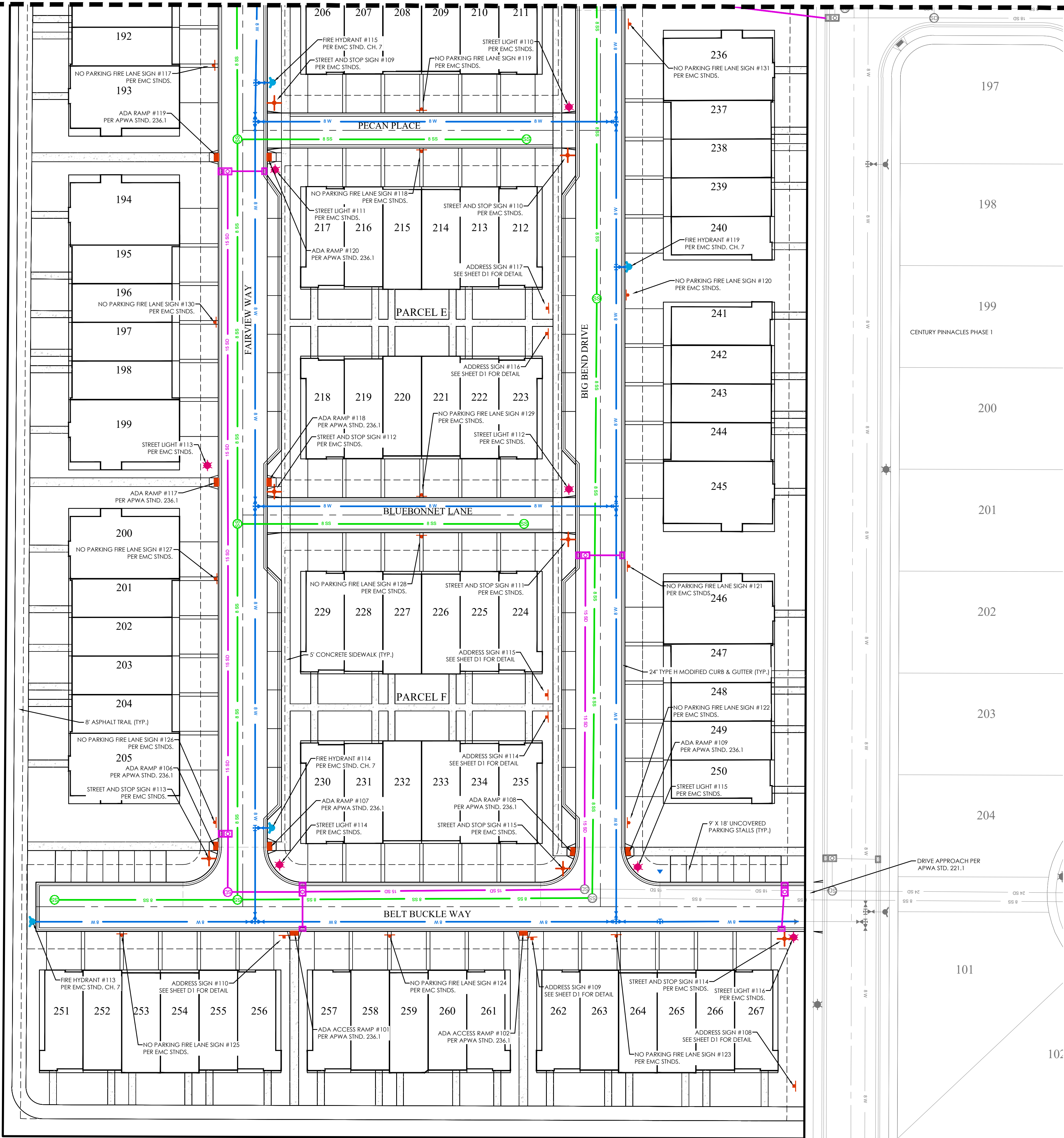
SITE PLAN

Scale: 1"=30'
Date: 01/30/25
Sheet: C3.1

Drawn: MEC
Job #: 24-0230

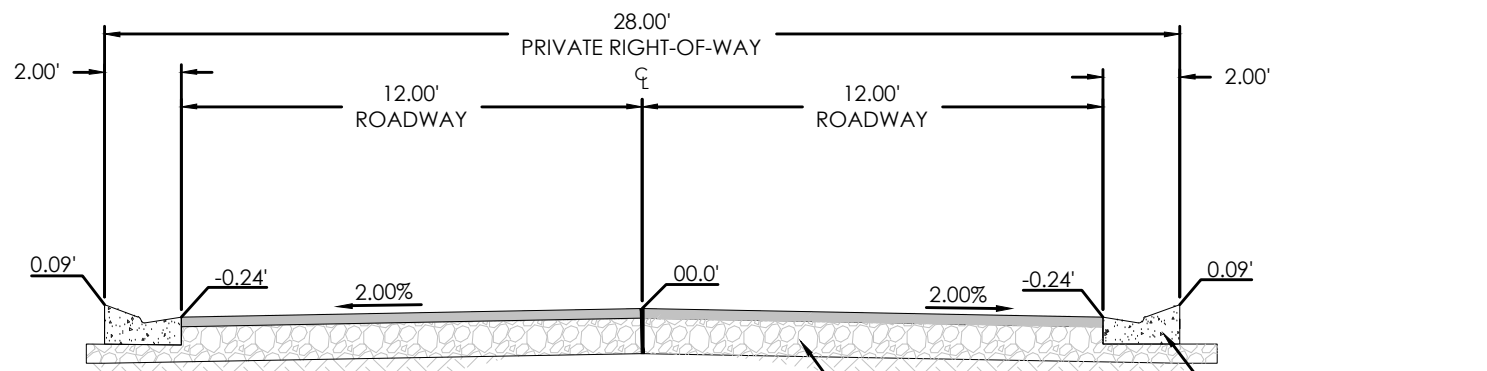
811
Know what's below.
Call 811 before you dig.

MATCHLINE SEE SHEET C3.1

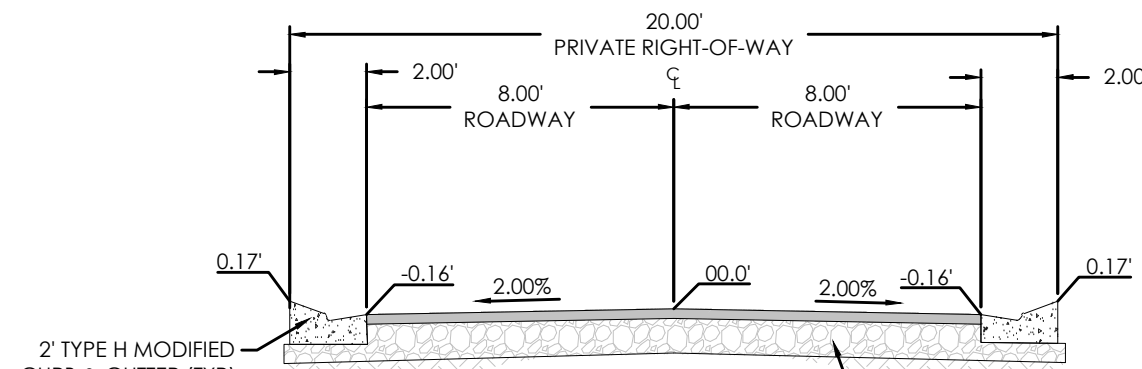


KEY MAP
N.T.S.

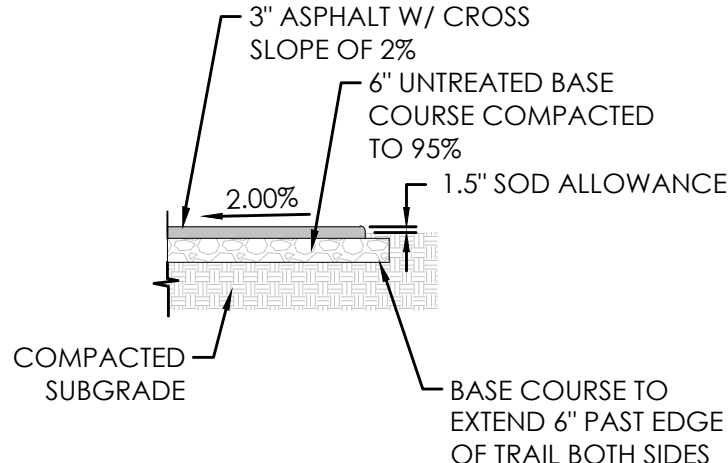
LEGEND	
BOUNDARY	BOUNDARY
ROW	ROW
CENTERLINE	CENTERLINE
LOT LINE	LOT LINE
EASEMENT	EASEMENT
XX" STORM DRAIN	XX" STORM DRAIN
XX" SANITARY SEWER	XX" SANITARY SEWER
XX" CULINARY WATER	XX" CULINARY WATER
XX" SECONDARY WATER	XX" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
XXXX	EXIST. STORM DRAIN
XXXX	EXIST. SANITARY SEWER
XXXX	EXIST. CULINARY WATER
XXXX	EXIST. FENCE
XXXX	EXIST. CONTOUR MAJOR
XXXX	EXIST. CONTOUR MINOR
SIGN	SIGN
STREET LIGHT	STREET LIGHT
SD MH, INLET, AND COMBO	SD MH, INLET, AND COMBO
SEWER MANHOLE	SEWER MANHOLE
SECONDARY METER, WATER METER	SECONDARY METER, WATER METER
CULINARY VALVE, TEE & BEND	CULINARY VALVE, TEE & BEND
SECONDARY VALVE, TEE & BEND	SECONDARY VALVE, TEE & BEND
WATER BLOW-OFF	WATER BLOW-OFF
FIRE HYDRANT	FIRE HYDRANT
STREET MONUMENT (TO BE SET)	STREET MONUMENT (TO BE SET)
EXIST. STREET MONUMENT	EXIST. STREET MONUMENT
EXIST. SD INLET & MH	EXIST. SD INLET & MH
EXIST. SEWER MH	EXIST. SEWER MH
EXIST. VALVE, TEE, & BEND	EXIST. VALVE, TEE, & BEND
EXIST. FIRE HYDRANT	EXIST. FIRE HYDRANT
SPOT ELEVATION	SPOT ELEVATION



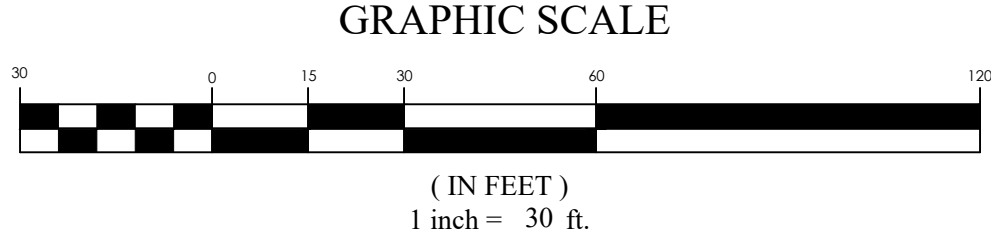
28' SERVICE DRIVE
N.T.S.



20' SERVICE ALLEY
N.T.S.



8' ASPHALT TRAIL
N.T.S.



GRAPHIC SCALE



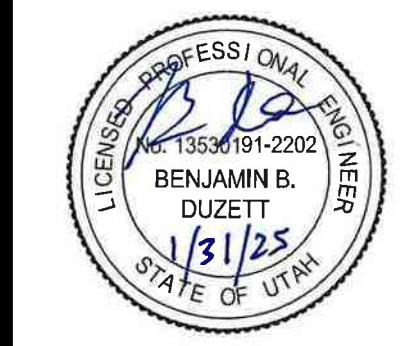
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
SITE PLAN

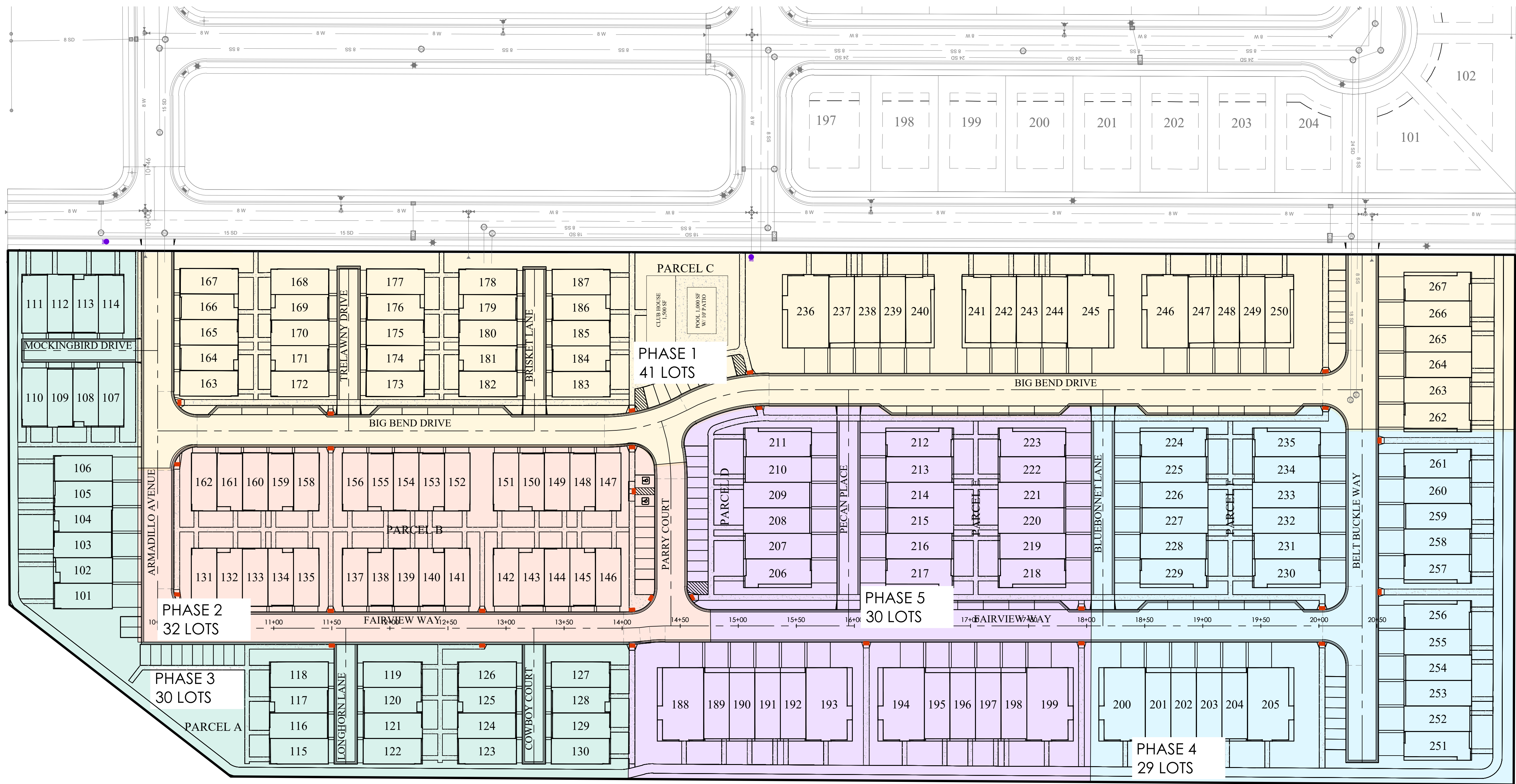
REVISION BLOCK	
#	DESCRIPTION
1	
2	
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4	
5	
6	

SITE PLAN

Scale: 1"=30'	Drawn: MEC
Date: 01/30/25	Job #: 24-0230
Sheet:	

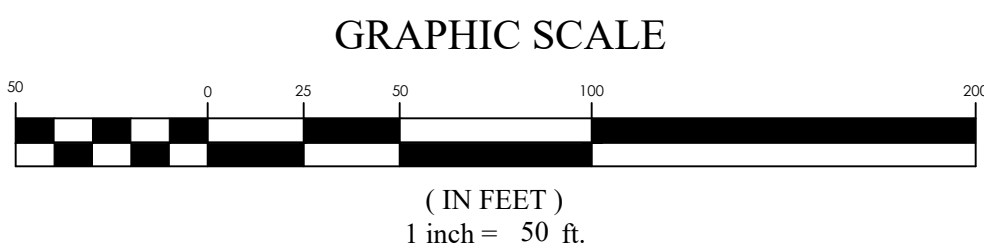
C3.2





LEGEND

BOUNDARY	BOUNDARY
ROW	ROW
CENTERLINE	CENTERLINE
LOT LINE	LOT LINE
EASEMENT	EASEMENT
XX" STORM DRAIN	XX" STORM DRAIN
XX" SANITARY SEWER	XX" SANITARY SEWER
XX" CULINARY WATER	XX" CULINARY WATER
XX" SECONDARY WATER	XX" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
XXXX	EXIST. STORM DRAIN
XXXX	EXIST. SANITARY SEWER
XXXX	EXIST. CULINARY WATER
XXXX	EXIST. FENCE
XXXX	EXIST. CONTOUR MAJOR
XXXX	EXIST. CONTOUR MINOR
+	SIGN
+	STREET LIGHT
+	SD MH, INLET, AND COMBO
+	SEWER MANHOLE
+	SECONDARY METER, WATER METER
+	CULINARY VALVE, TEE & BEND
+	SECONDARY VALVE, TEE & BEND
+	WATER BLOW-OFF
+	FIRE HYDRANT
+	STREET MONUMENT (TO BE SET)
+	EXIST. STREET MONUMENT
+	EXIST. SD INLET & MH
+	EXIST. SEWER MH
+	EXIST. VALVE, TEE, & BEND
+	EXIST. FIRE HYDRANT
+	SPOT ELEVATION



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
PHASING PLAN

REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

PHASING PLAN

Scale: 1"=50'
Date: 01/30/25
Sheet: C3.3

Drawn: MEC
Job #: 24-0230

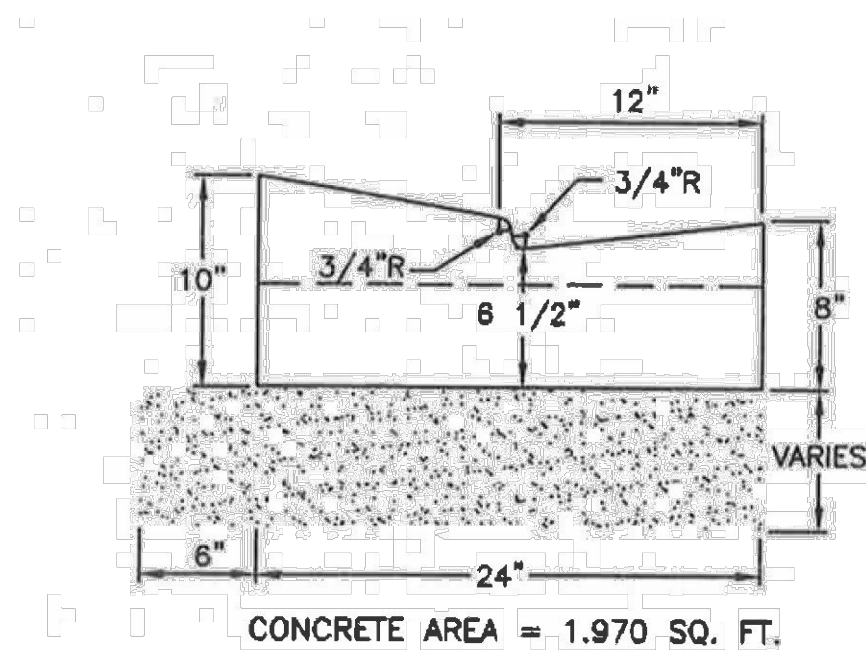
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ENGINEERING AND SURVEYING, LLC
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MIDVALE, UTAH 84047 PH: (801) 352-0075
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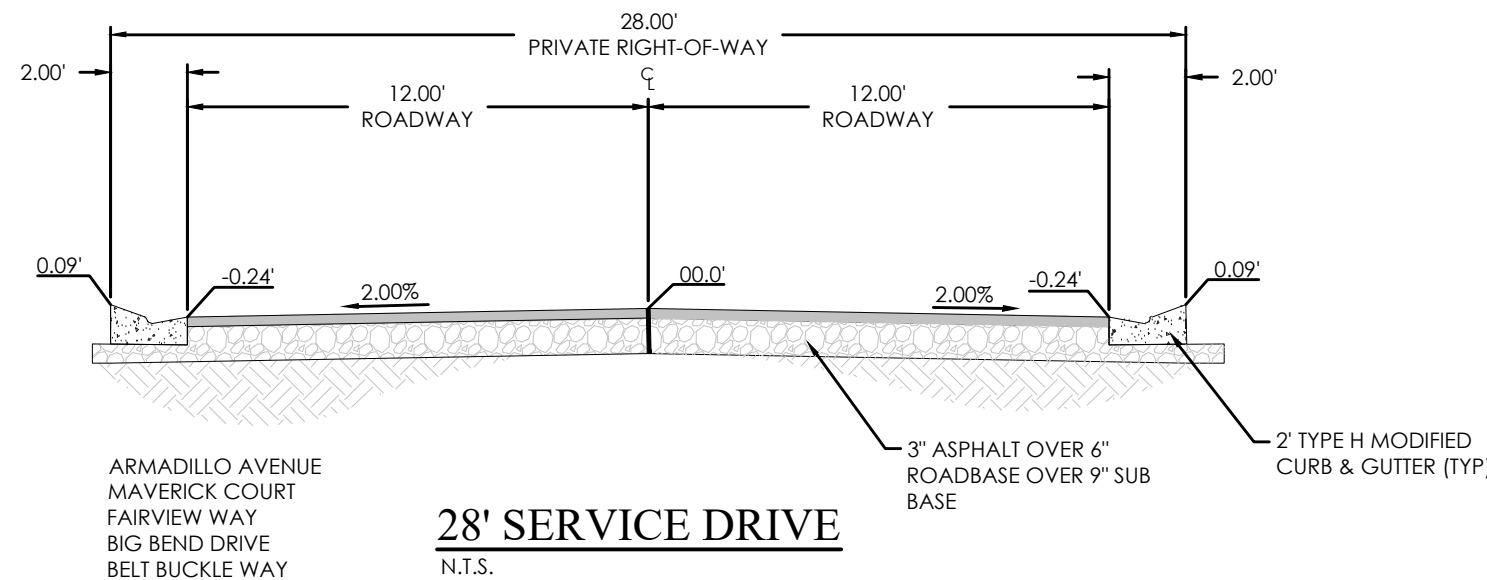


HARDSCAPE LEGEND

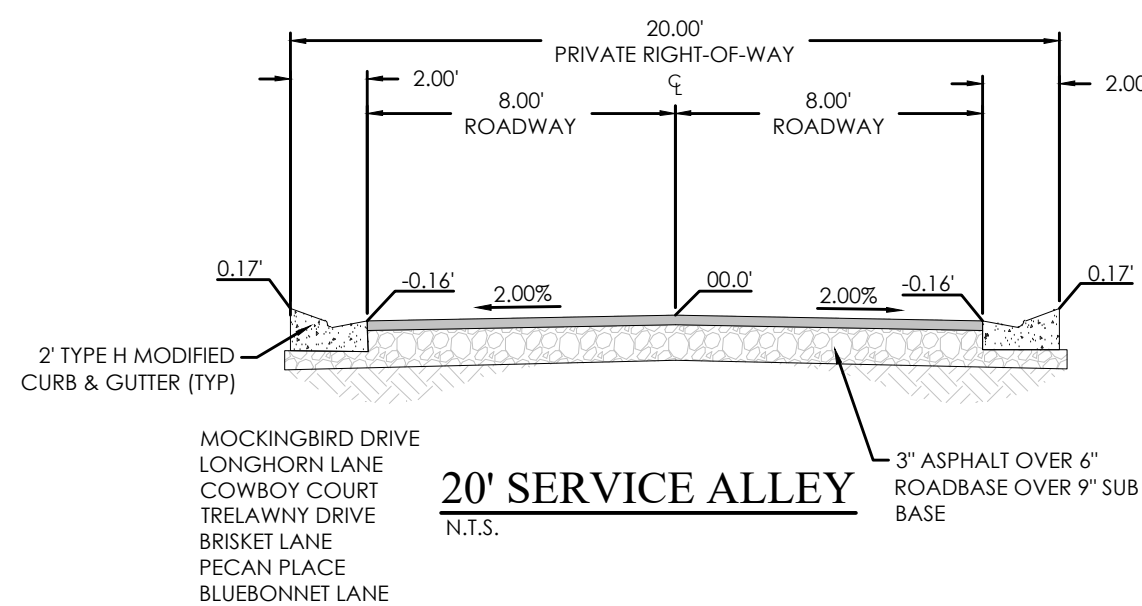
- ROAD ASPHALT (92,910 SF)
- ASPHALT TRAIL (16,490 SF)
- APWA TYPE H C&G OR CITY EQUIVALENT (7,615 LF)
- C&G TRANSITION
- 4" CONCRETE (SIDEWALK) (32,195 SF)
- 6" CONCRETE (SIDEWALK/DRIVEWAY/PARKING STALL) (48,046 SF)



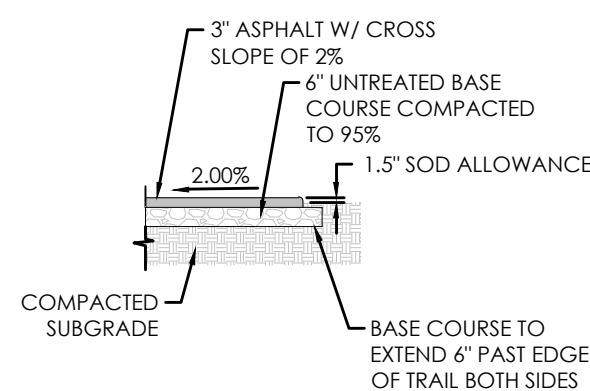
Type H



28' SERVICE DRIVE
N.T.S.



20' SERVICE ALLEY
N.T.S.



8' ASPHALT TRAIL
N.T.S.



GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.



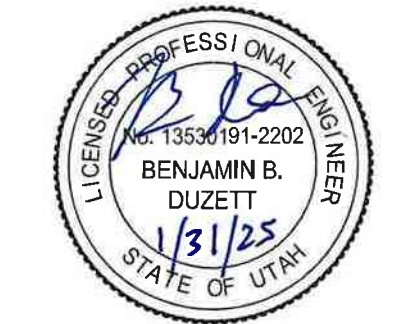
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
HARDSCAPE PLAN

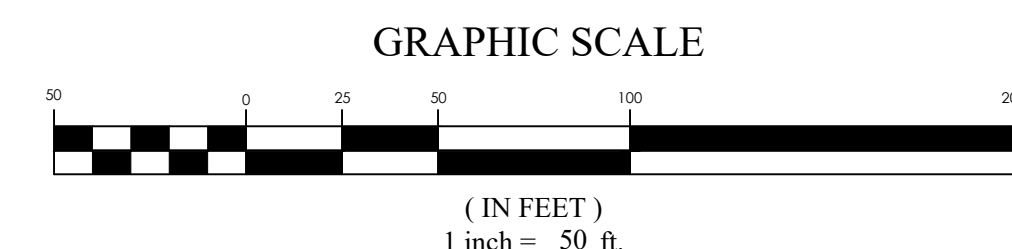
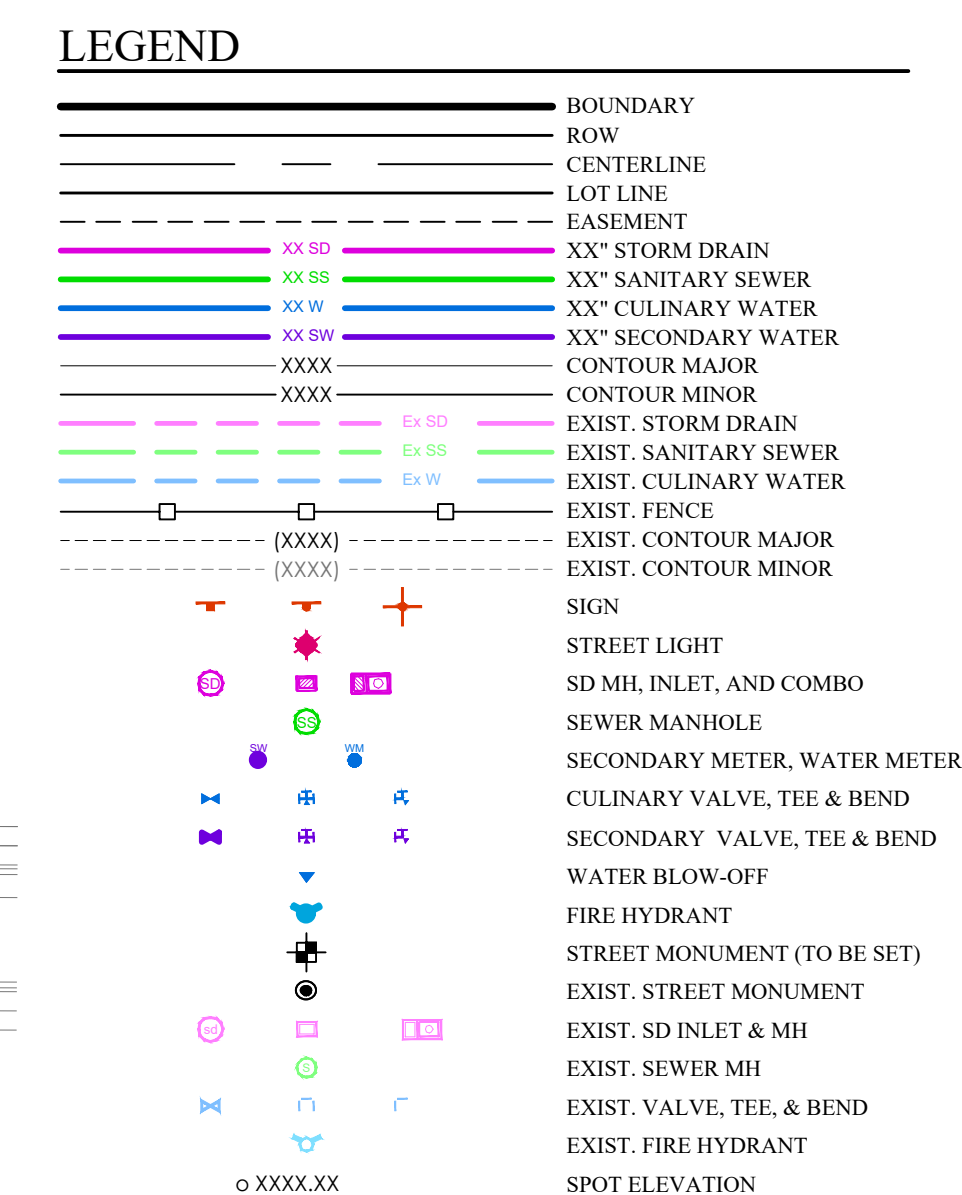
REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

HARDSCAPE PLAN

Scale: 1"=60' Drawn: MEC
Date: 01/30/25 Job #: 24-0230

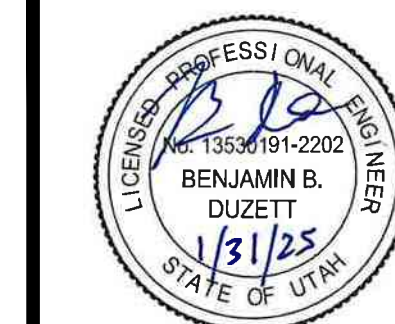
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**Know what's below.
Call 811 before you dig.**

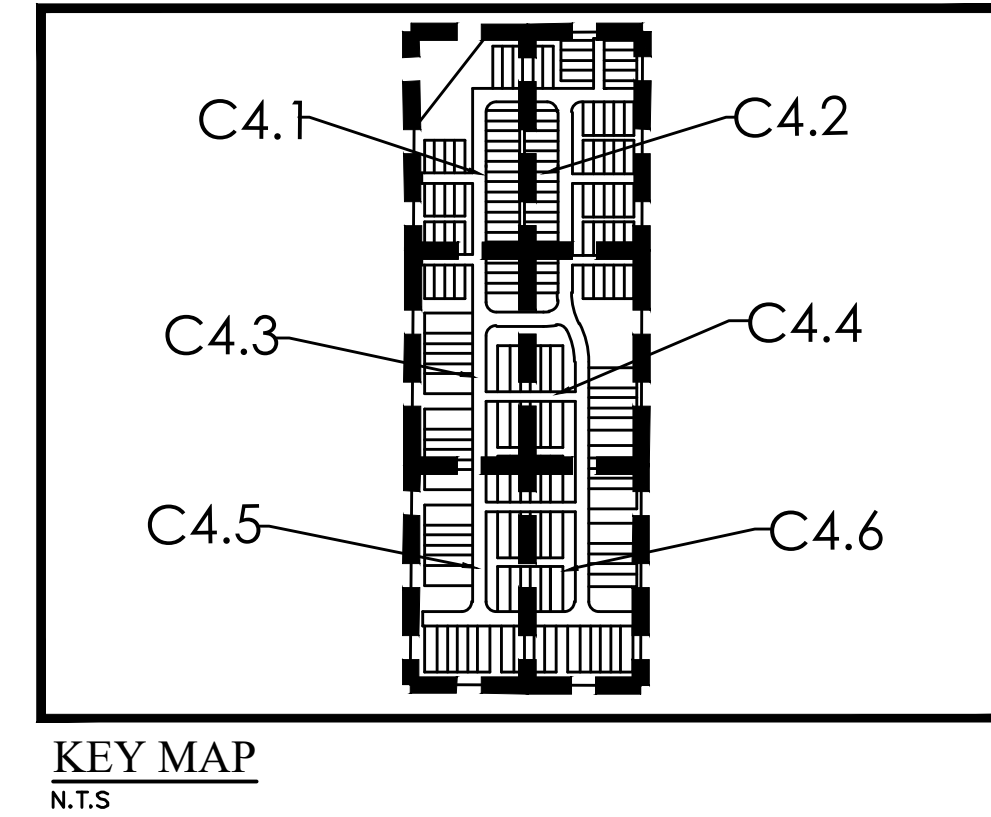
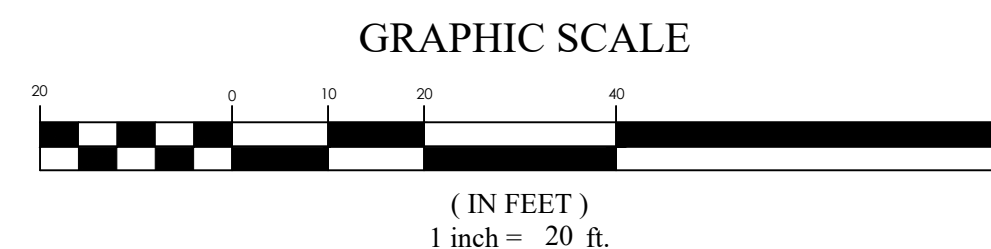
OVERALL GRADING AND DRAINAGE PLAN	
Scale: 1"=50'	Drawn: MEC
Date: 01/30/25	Job #: 24-023
Sheet:	
C4	



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
OVERALL GRADING AND DRAINAGE PLAN

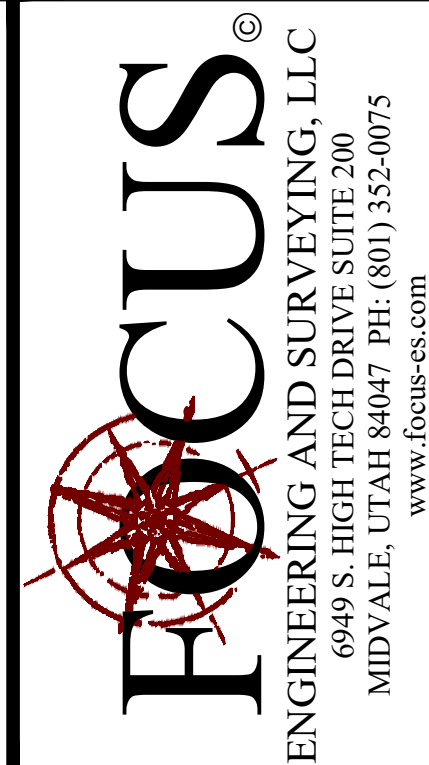


MATCHLINE
SEE SHEET C4.2



	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
	XX* STORM DRAIN
	XX* SANITARY SEWER
	XX* CULINARY WATER
	XX* SECONDARY WATER
	CONTOUR MAJOR
	CONTOUR MINOR
	EXIST. STORM DRAIN
	EXIST. SANITARY SEWER
	EXIST. CULINARY WATER
	EXIST. FENCE
	EXIST. CONTOUR MAJOR
	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	SECONDARY METER, WATER METER
	CULINARY VALVE, TEE & BEND
	SECONDARY VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
	SPOT ELEVATION

o XXXXX



PINNACLES PLAT B PHASE 3

EAGLE MOUNTAIN, UT

GRADING AND DRAINAGE PLAN

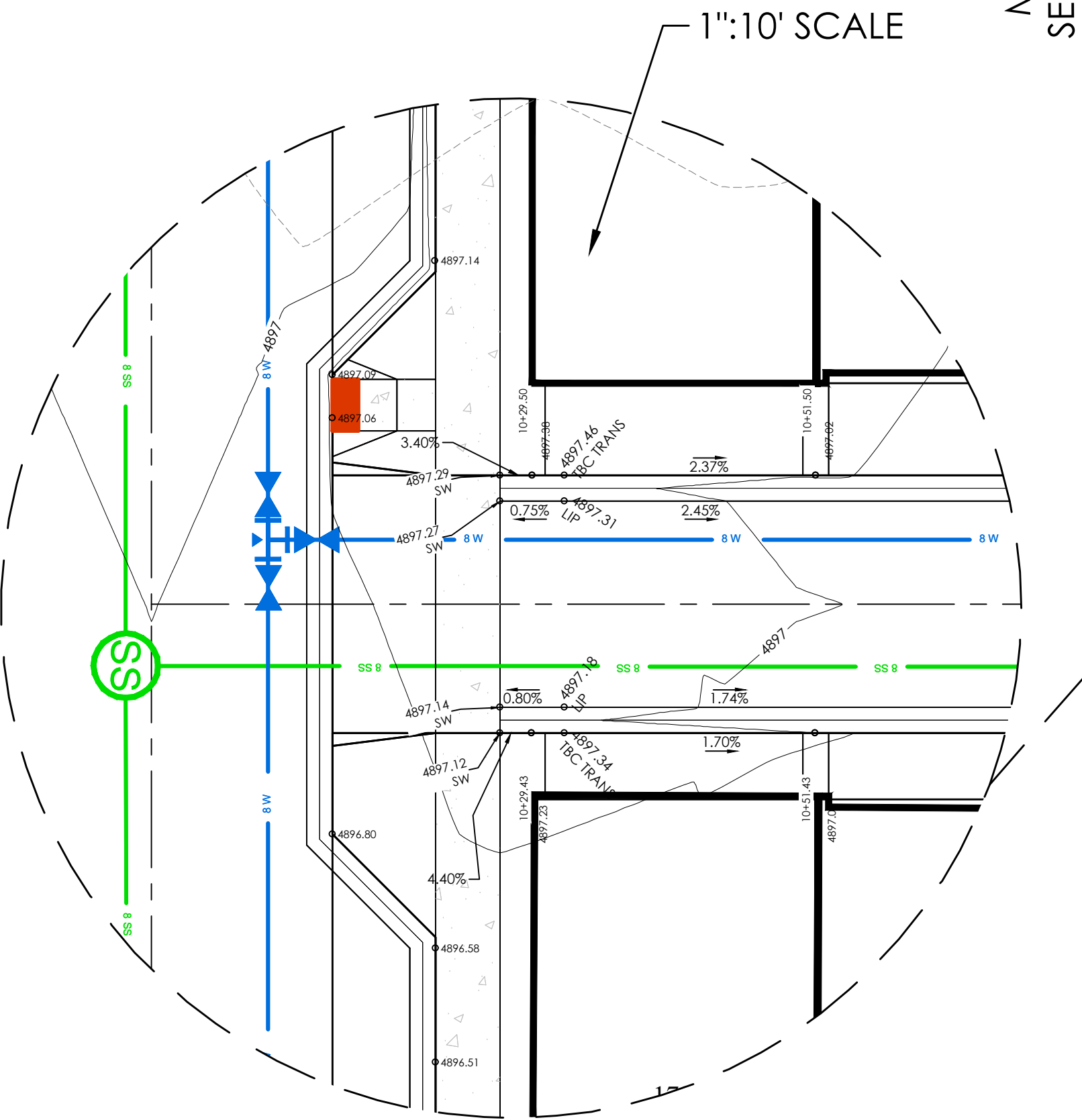
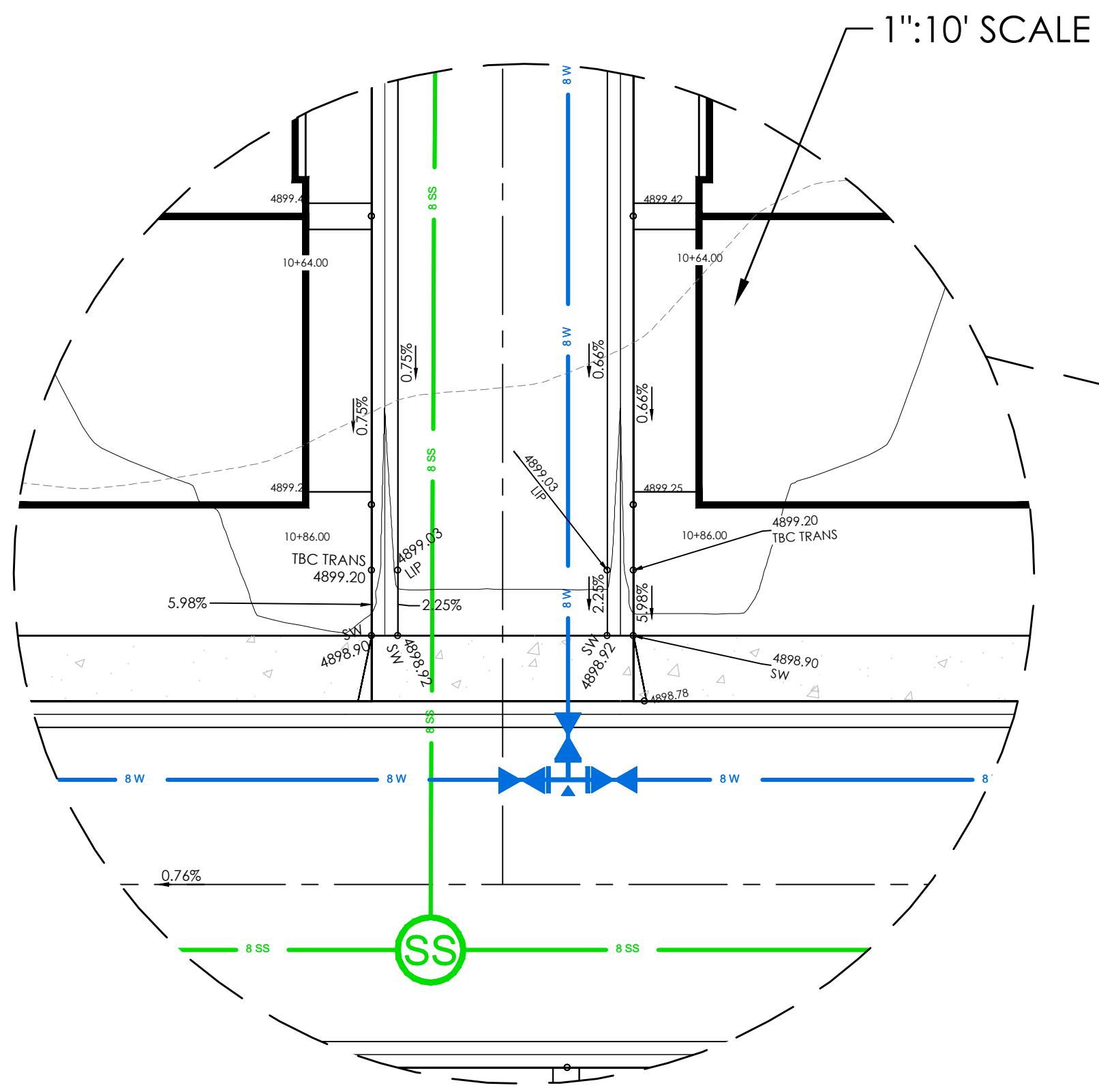
REVISION BLOCK		
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3	10-1-2000	10-1-2000
4	10-1-2000	10-1-2000
5	10-1-2000	10-1-2000
6	10-1-2000	10-1-2000

GRADING AND DRAINAGE PLAN

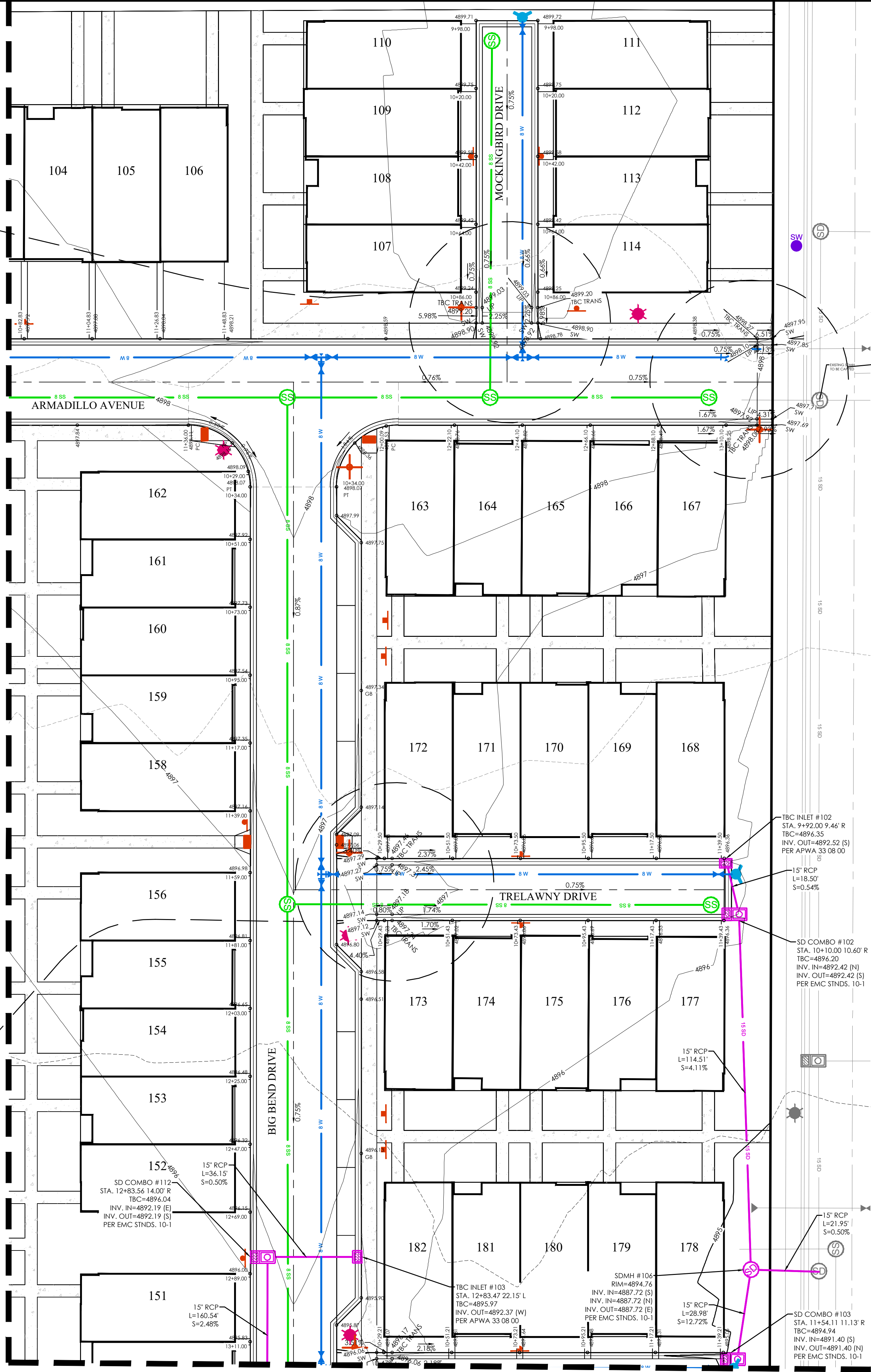
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Date: 01/30/25	Job #: 24-0230

C4.1

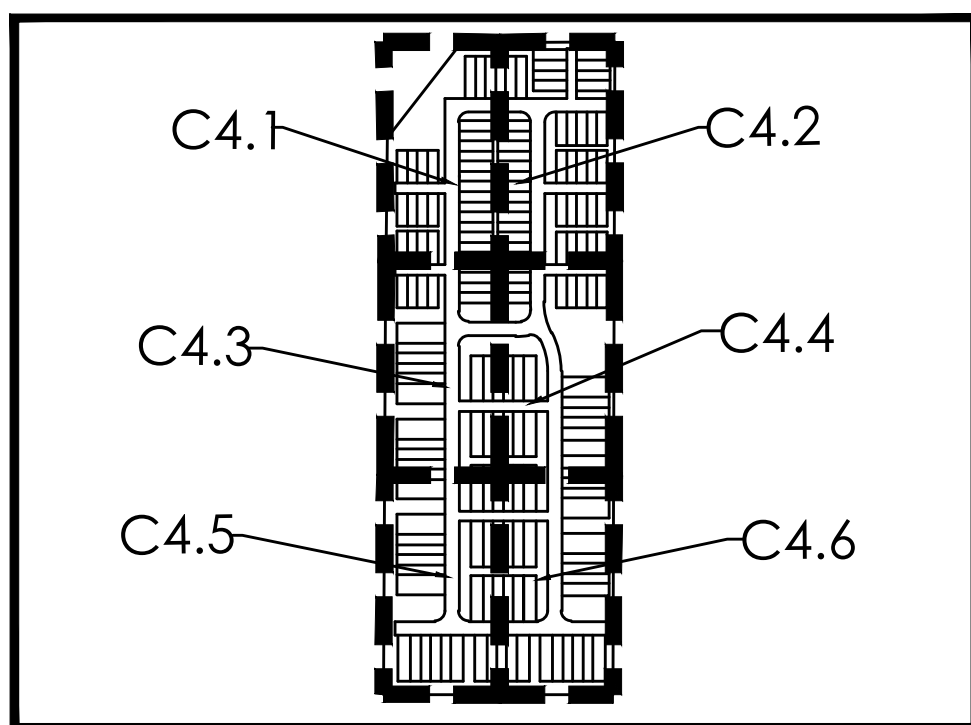
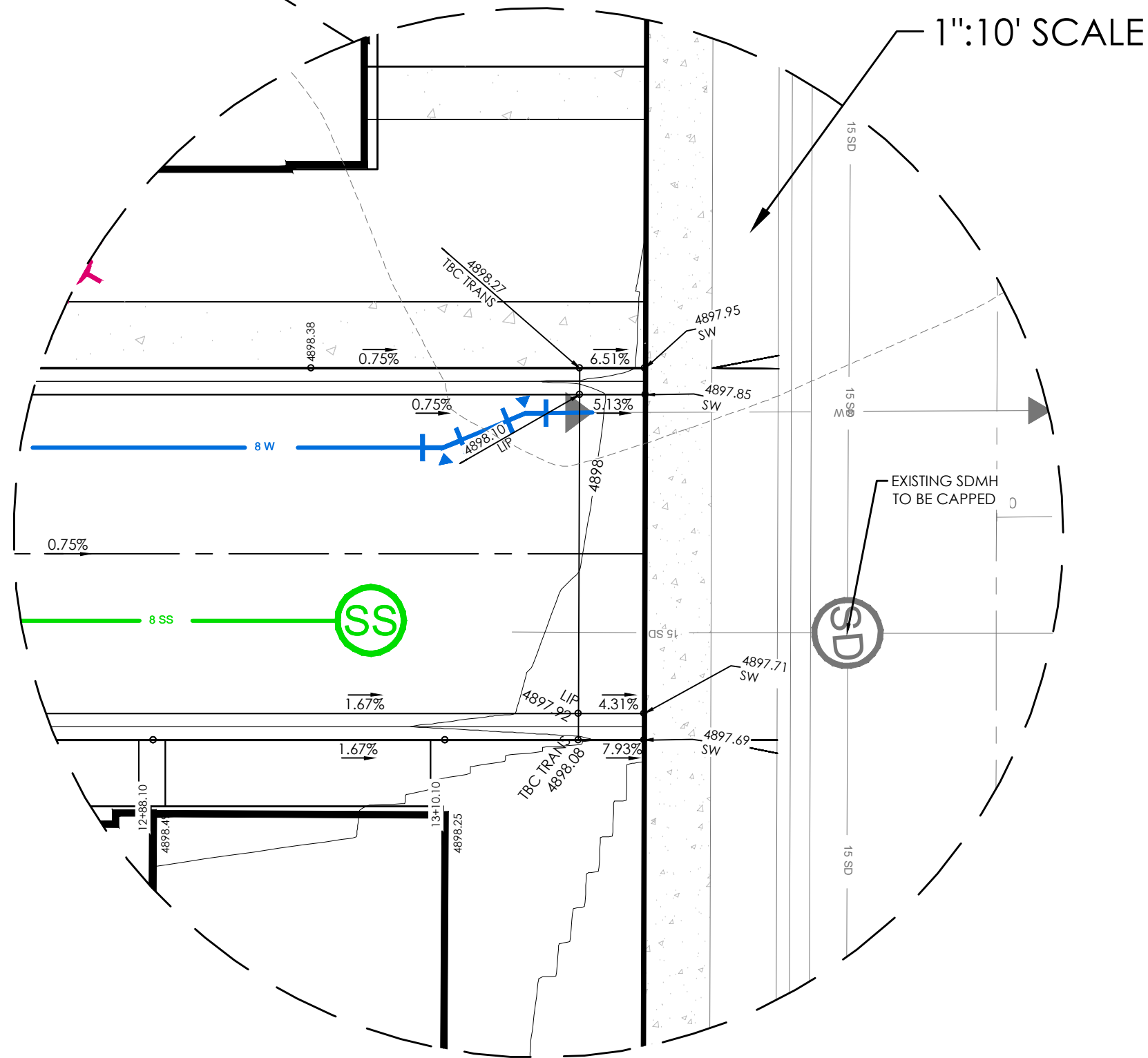
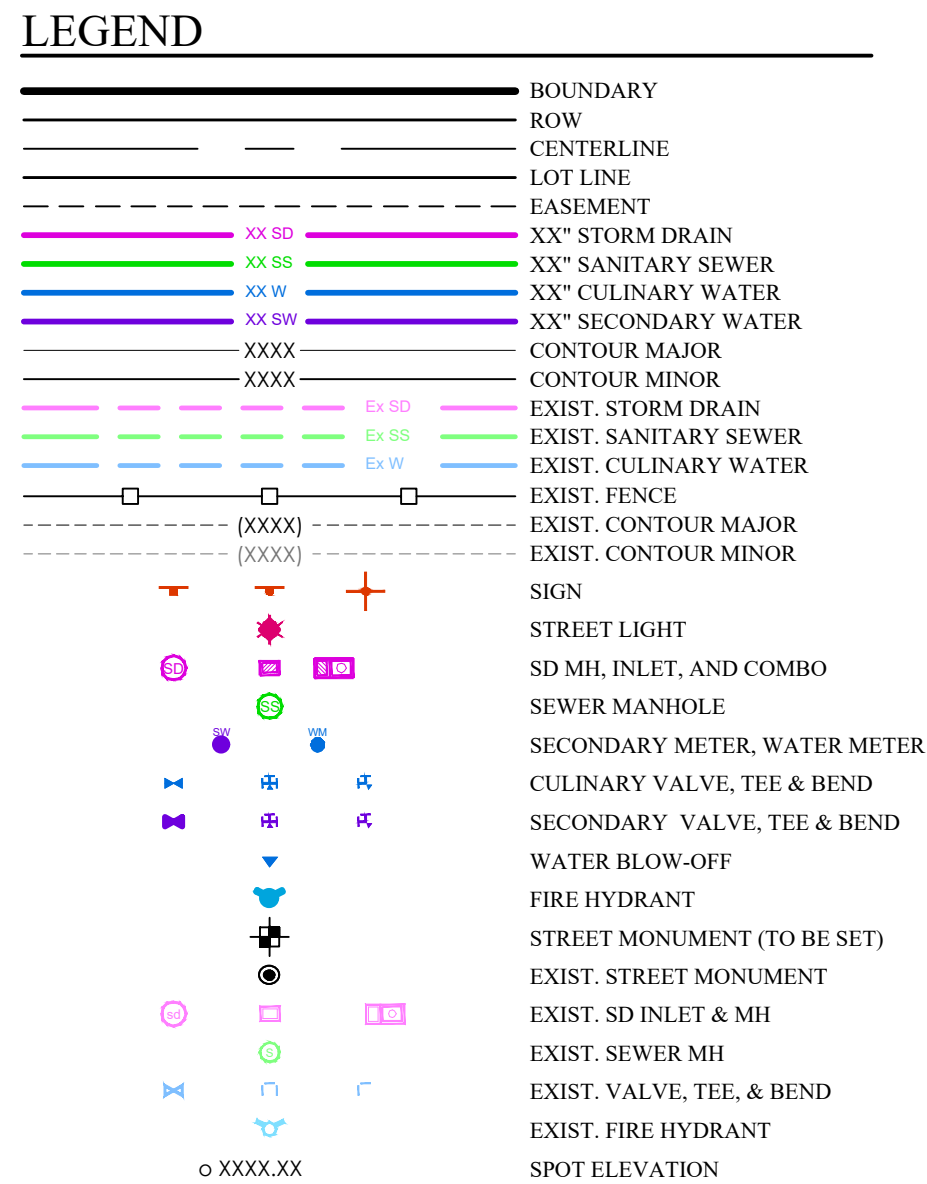




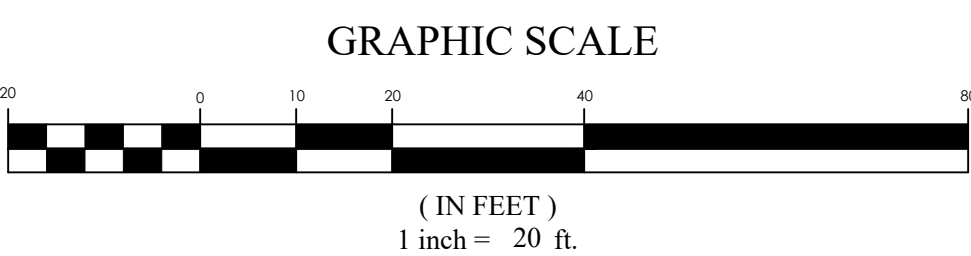
MATCHLINE
SEE SHEET C4.1



MATCHLINE SEE SHEET C4.4



KEY MAP
N.T.S.



PINNACLES PLAT B PHASE 3

EAGLE MOUNTAIN, UT

GRADING AND DRAINAGE PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

GRADING AND DRAINAGE PLAN

Scale: 1"=20'
Date: 01/30/25
Job #: 24-0230
Sheet: C4.2

Drawn: MEC
Job #: 24-0230





PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
GRADING AND DRAINAGE PLAN

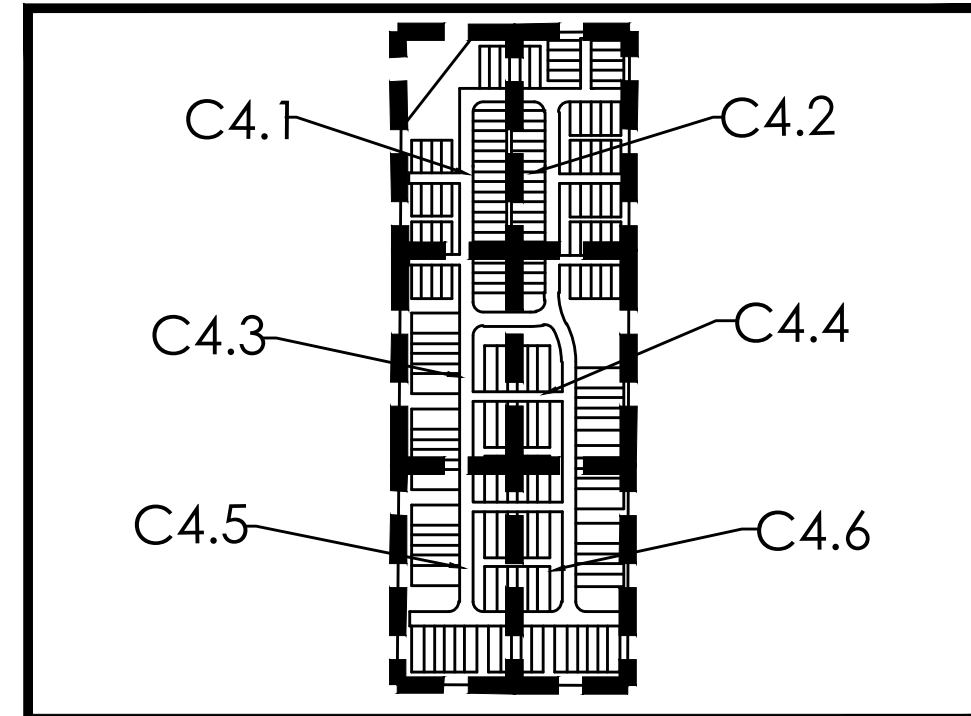
REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

GRADING AND DRAINAGE PLAN

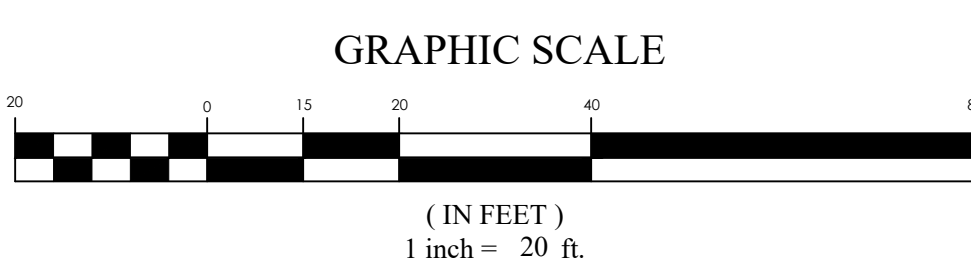
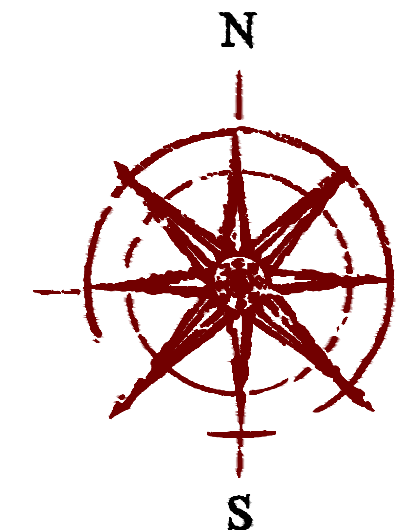
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Date: 01/30/25
Sheet: C4.4

Drawn: MEC
Job #: 24-0230

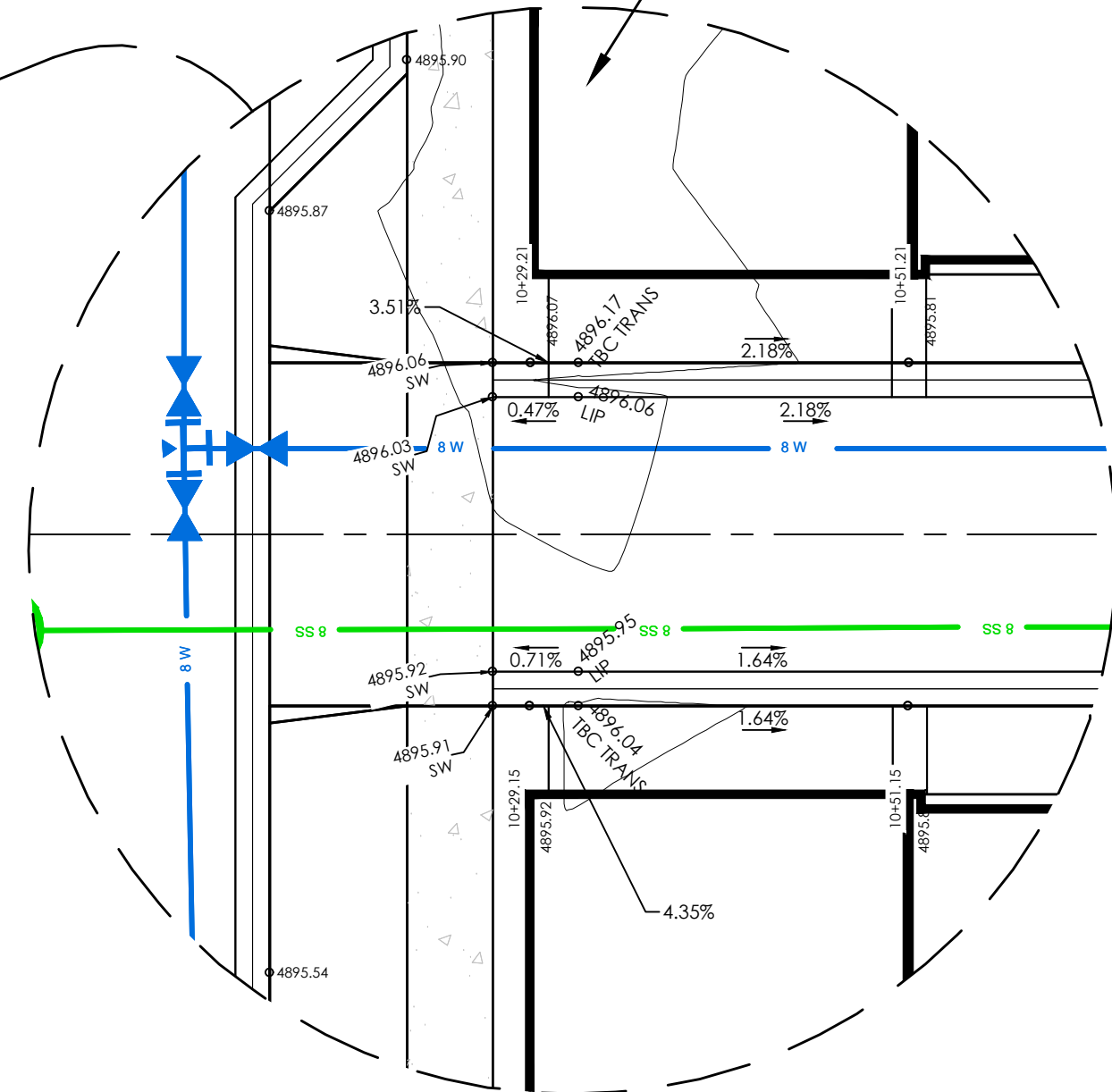
- LEGEND**
- BOUNDARY
 - ROW
 - CENTERLINE
 - LOT LINE
 - EASEMENT
 - XX SD 15" STORM DRAIN
 - XX SS 15" SANITARY SEWER
 - XX W 15" CULINARY WATER
 - XX SW 15" SECONDARY WATER
 - XXXX CONTOUR MAJOR
 - XXXX CONTOUR MINOR
 - EXIST. STORM DRAIN
 - EXIST. SANITARY SEWER
 - EXIST. CULINARY WATER
 - EXIST. FENCE
 - EXIST. CONTOUR MAJOR
 - EXIST. CONTOUR MINOR
 - SIGN
 - STREET LIGHT
 - SD MH, INLET, AND COMBO
 - SEWER MANHOLE
 - SECONDARY METER, WATER METER
 - CULINARY VALVE, TEE & BEND
 - SECONDARY VALVE, TEE & BEND
 - WATER BLOW-OFF
 - FIRE HYDRANT
 - STREET MONUMENT (TO BE SET)
 - EXIST. STREET MONUMENT
 - EXIST. SD INLET & MH
 - EXIST. SEWER MH
 - EXIST. VALVE, TEE, & BEND
 - EXIST. FIRE HYDRANT
 - SPOT ELEVATION



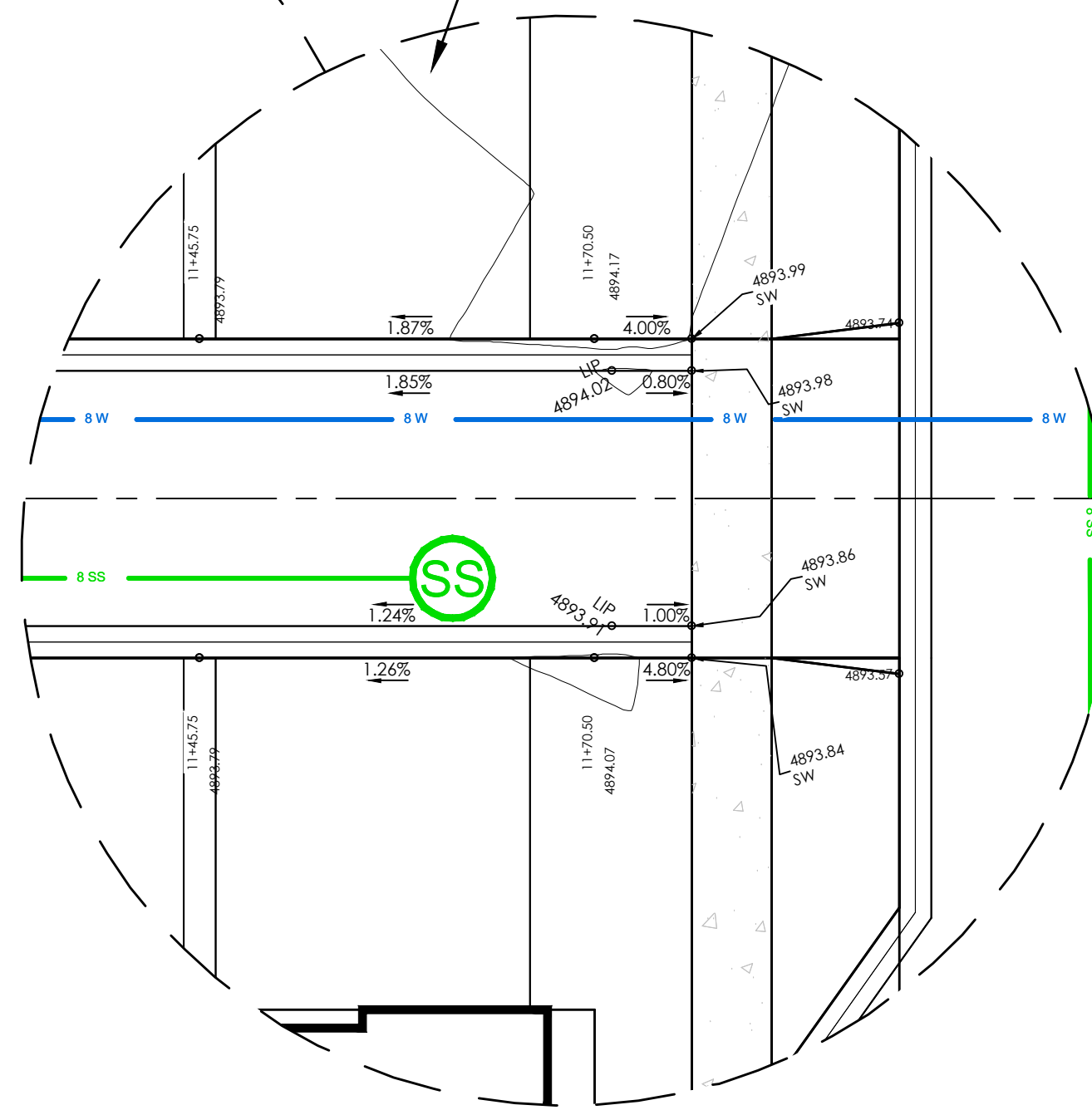
KEY MAP
N.T.S



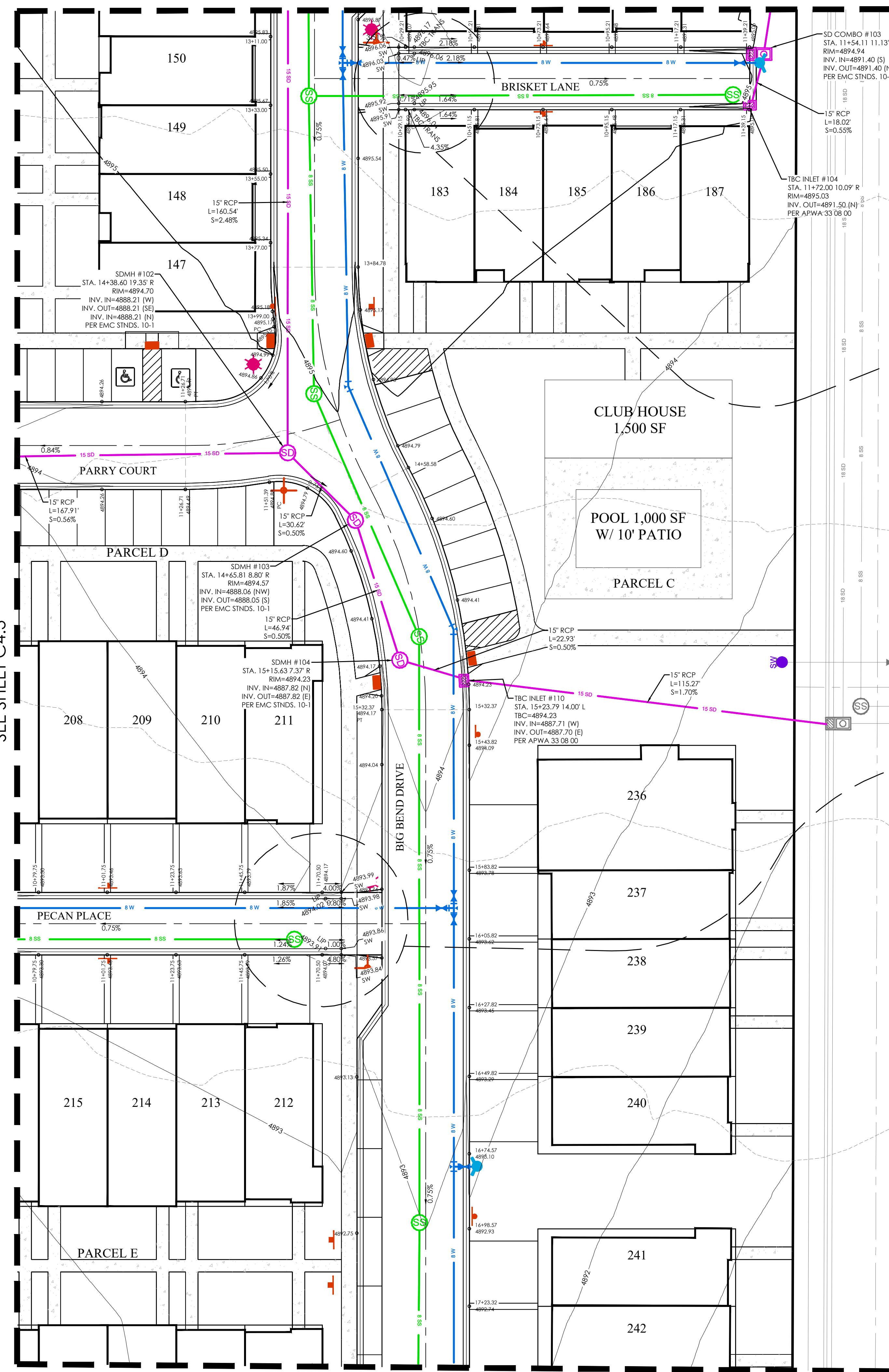
1"=10' SCALE



1"=10' SCALE



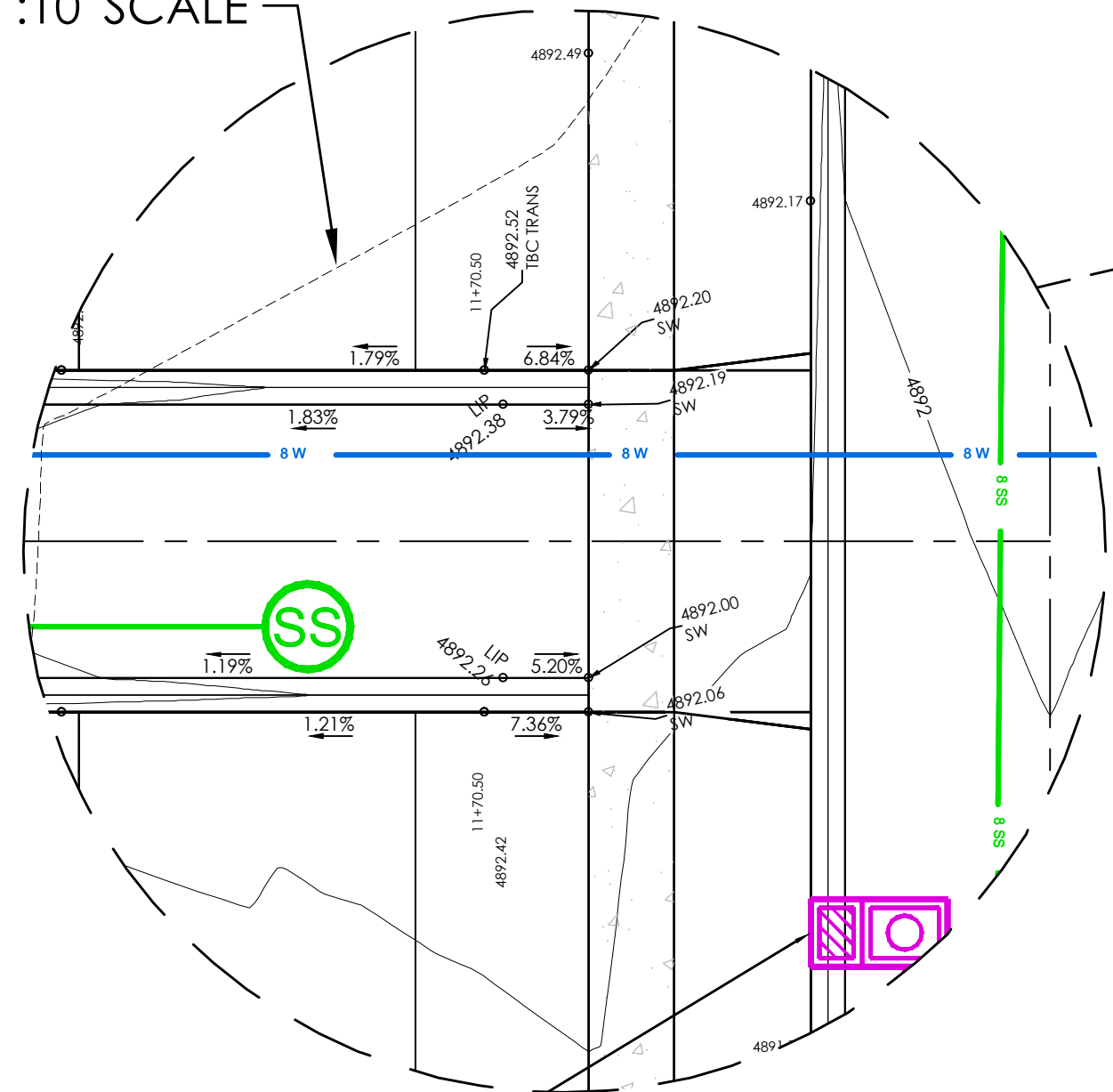
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SEE SHEET C4.3



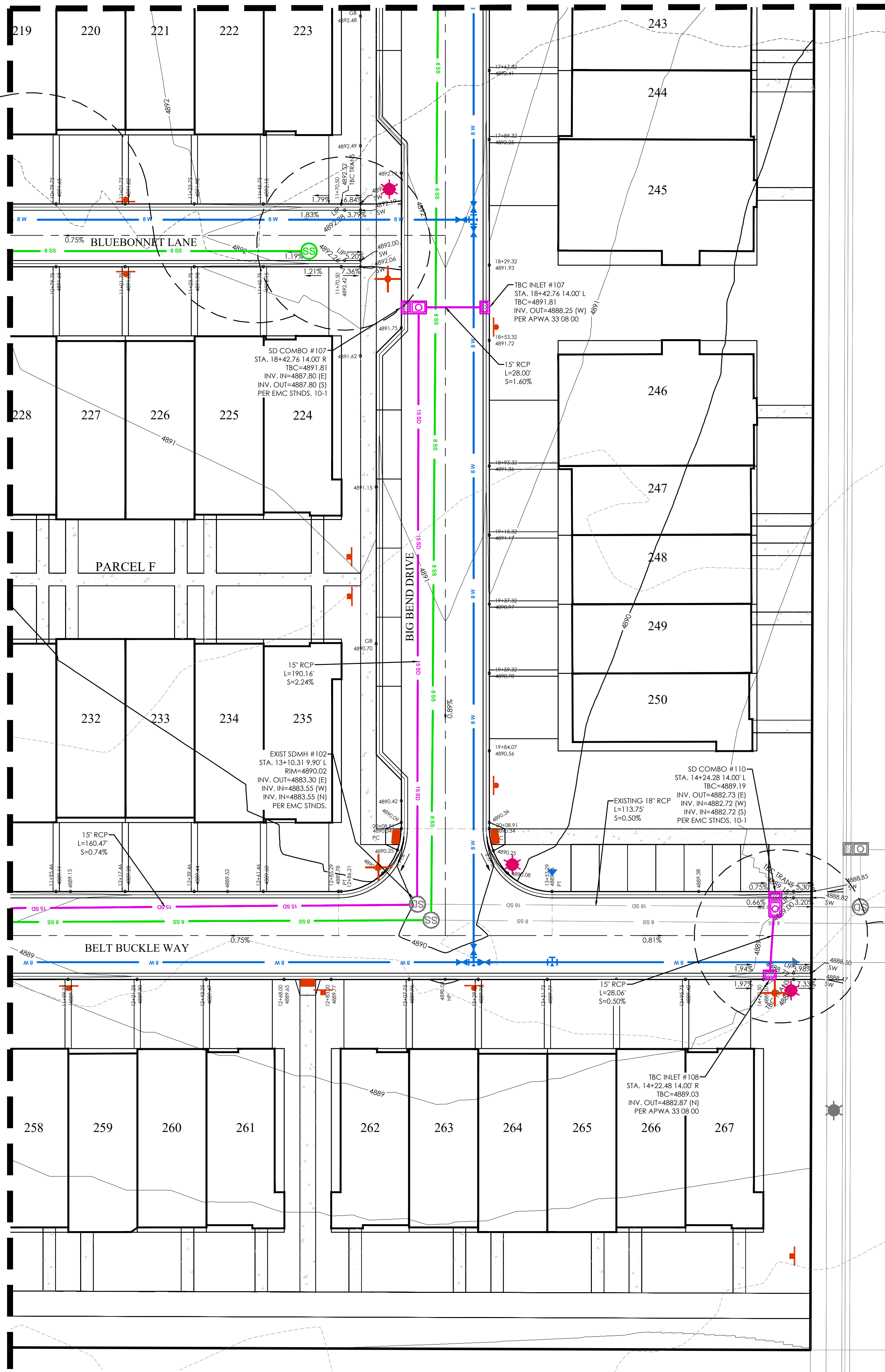
MATCHLINE SEE SHEET C4.2

MATCHLINE SEE SHEET C4.6

1"=10' SCALE



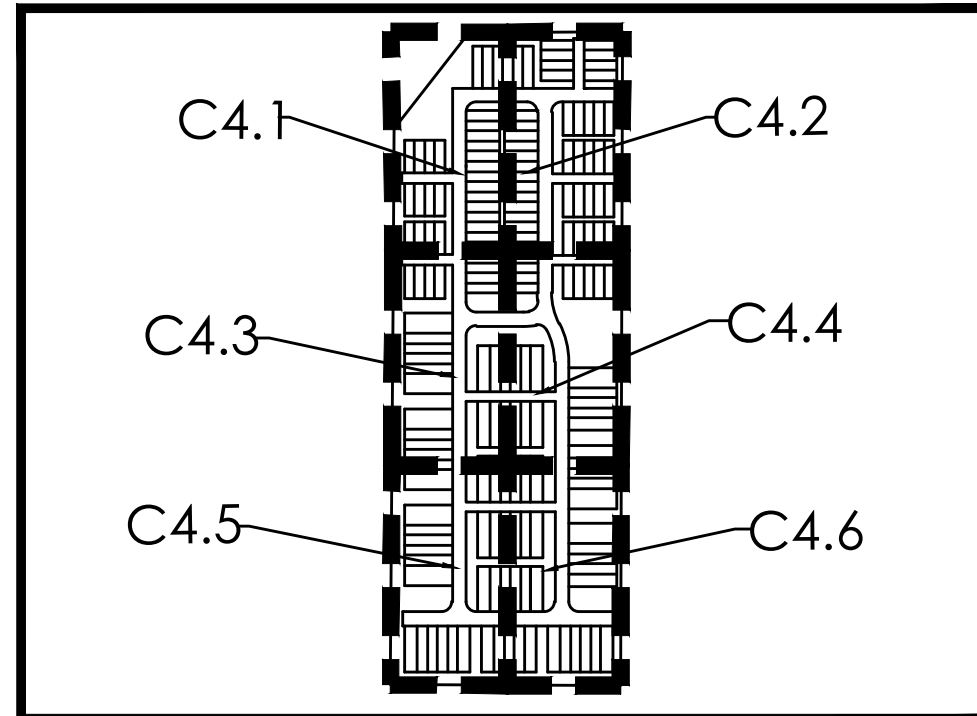
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SEE SHEET C4.5



MATCHLINE SEE SHEET C4.4

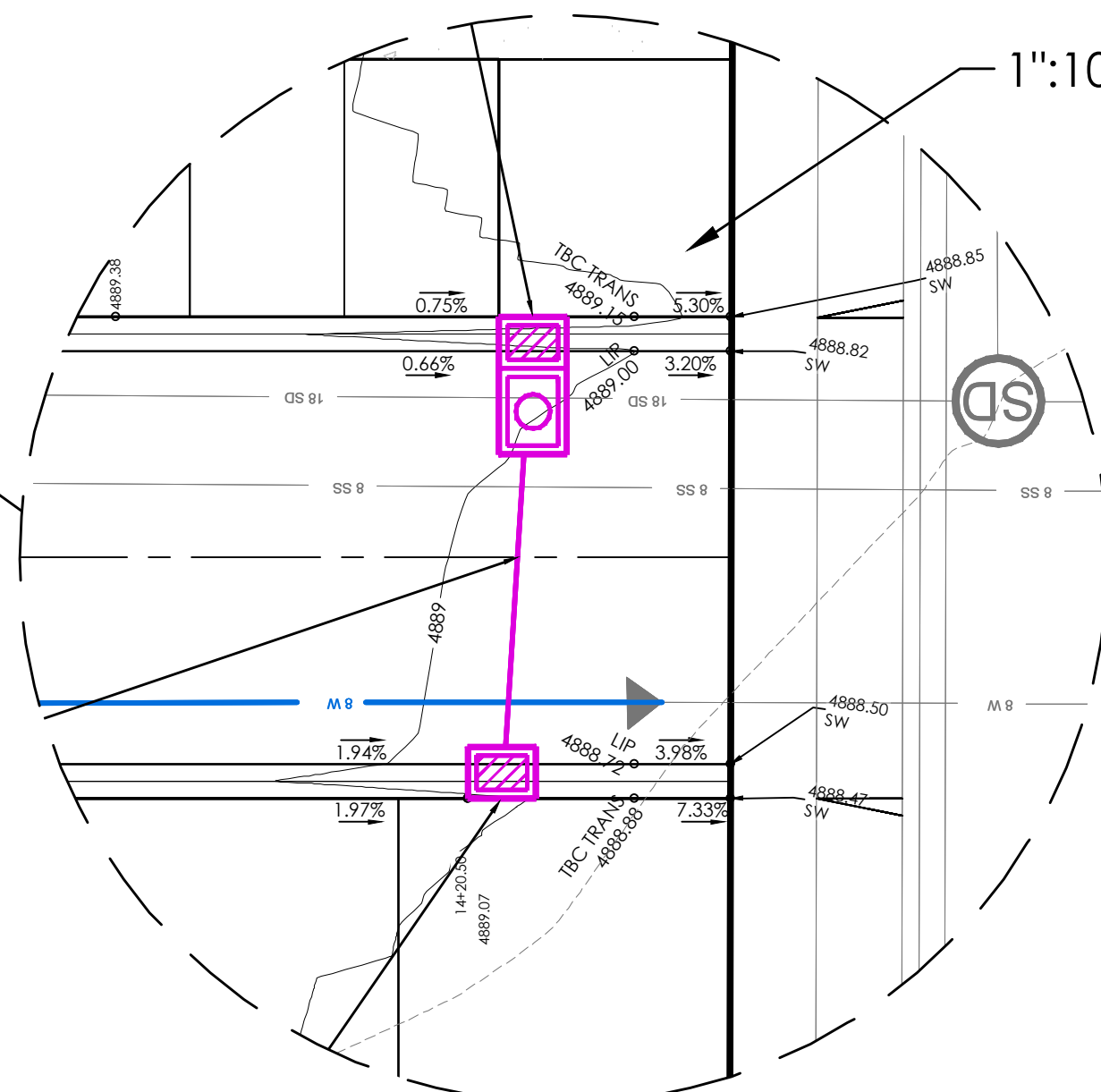
LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- XX" STORM DRAIN
- XX" SANITARY SEWER
- XX" CULINARY WATER
- XX" SECONDARY WATER
- XXXX
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- SECONDARY METER, WATER METER
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION



KEY MAP
N.T.S

1"=10' SCALE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.



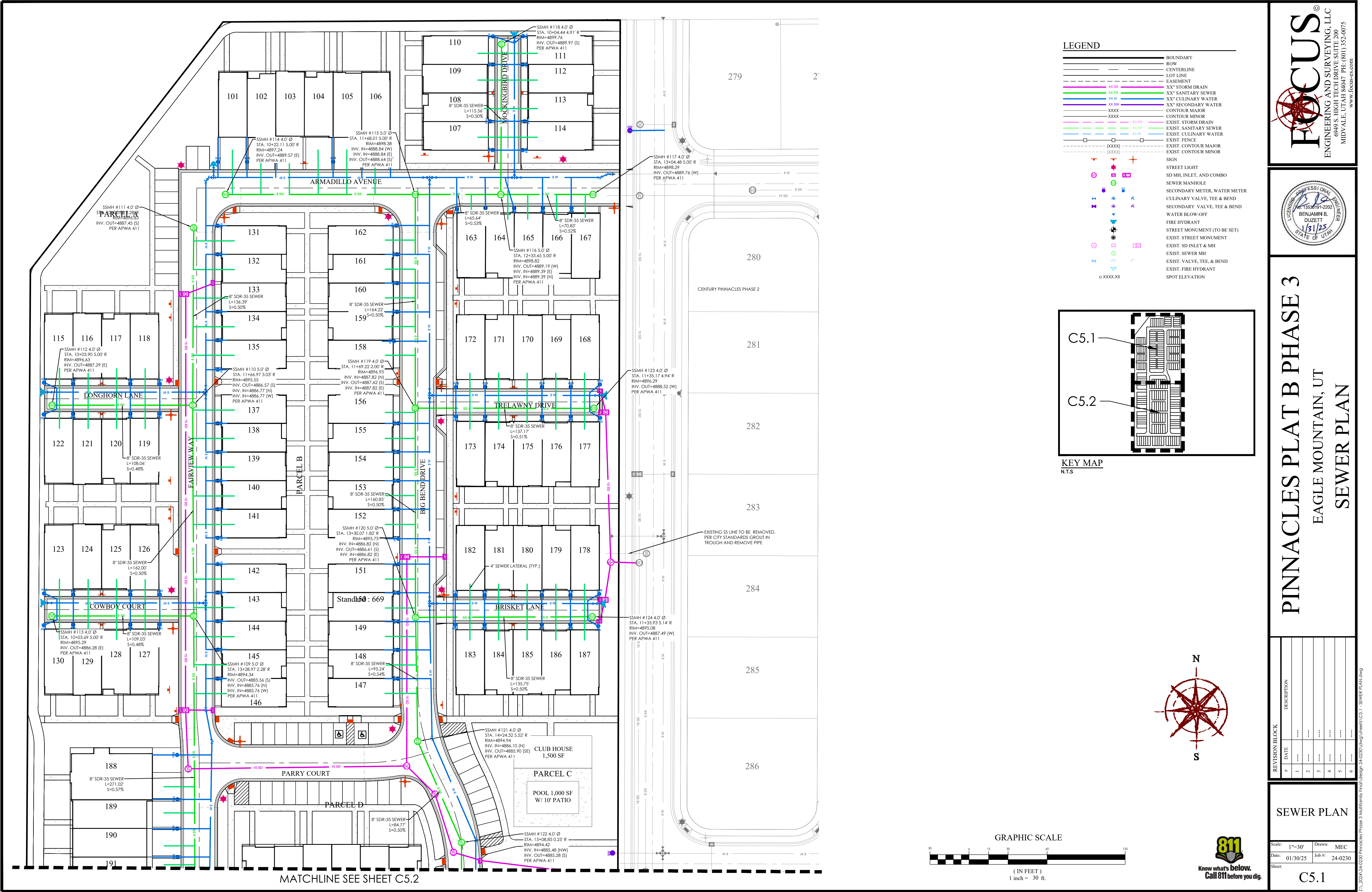
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
GRADING AND DRAINAGE PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

GRADING AND DRAINAGE PLAN

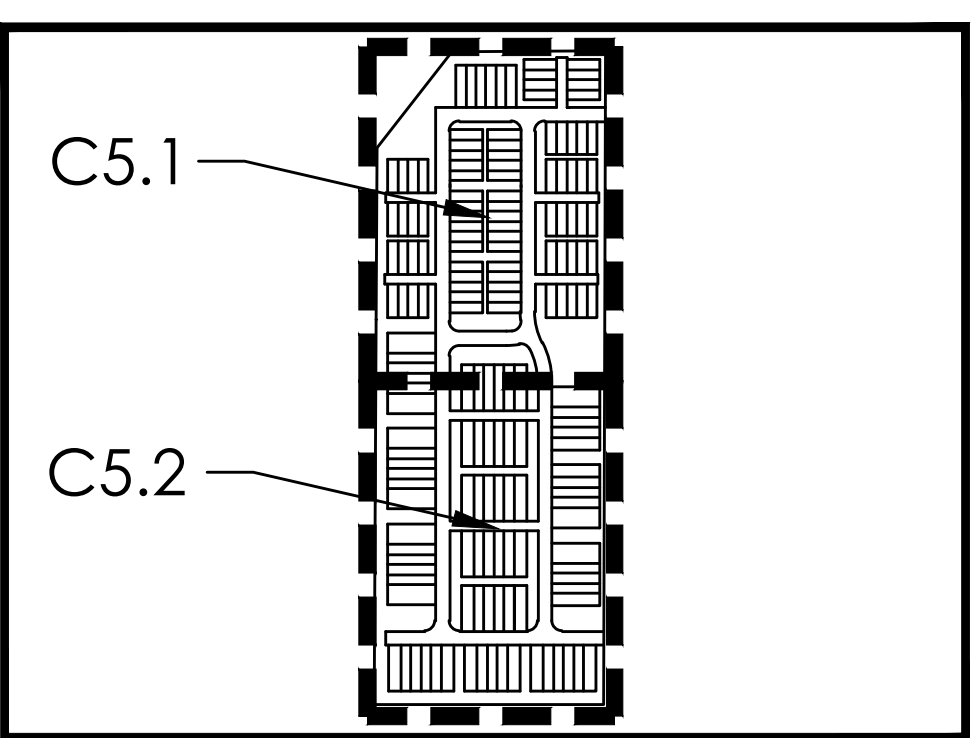
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Date: 01/30/25
Job #: 24-0230

Sheet: C4.6

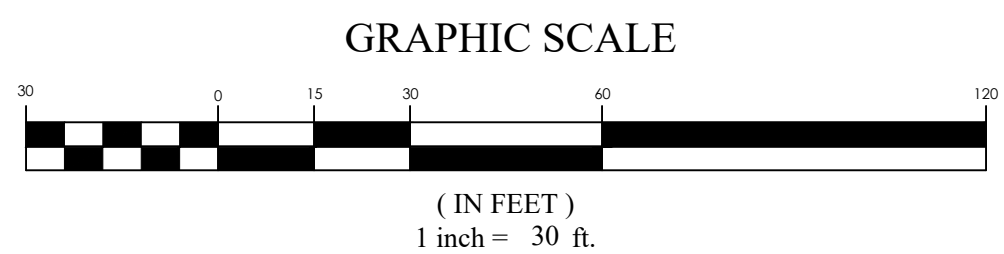




- LEGEND**
- BOUNDARY
 - ROW
 - CENTERLINE
 - LOT LINE
 - EASEMENT
 - XX" STORM DRAIN
 - XX" SANITARY SEWER
 - XX" CULINARY WATER
 - XX" SECONDARY WATER
 - XXXX
 - CONTOUR MAJOR
 - CONTOUR MINOR
 - EXIST. STORM DRAIN
 - EXIST. SANITARY SEWER
 - EXIST. CULINARY WATER
 - EXIST. FENCE
 - EXIST. CONTOUR MAJOR
 - EXIST. CONTOUR MINOR
 - SIGN
 - STREET LIGHT
 - SD MH, INLET, AND COMBO
 - SEWER MANHOLE
 - SECONDARY METER, WATER METER
 - CULINARY VALVE, TEE & BEND
 - SECONDARY VALVE, TEE & BEND
 - WATER BLOW-OFF
 - FIRE HYDRANT
 - STREET MONUMENT (TO BE SET)
 - EXIST. STREET MONUMENT
 - EXIST. SD INLET & MH
 - EXIST. SEWER MH
 - EXIST. VALVE, TEE, & BEND
 - EXIST. FIRE HYDRANT
 - SPOT ELEVATION



KEY MAP
N.T.S.



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
SEWER PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

SEWER PLAN

Scale: 1"=30'
Date: 01/30/25
Sheet:

Drawn: MEC
Job #: 24-0230

C5.2

PARCEL C

FIRE HYDRANT #117
PER EMC STND. CH. 7
45 BEND #106
1 - 45° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=3.73±

45 BEND #105
1 - 45° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=162.34±

FIRE HYDRANT #109
PER EMC STND. CH. 7

8" PVC C900
L=125.18±

TEE #103
1 - 8" TEE 3 - 8" GATE VALVES
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=162.00±

TEE #105
1 - 8" TEE 3 - 8" GATE VALVES
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=125.00±

FIRE HYDRANT #112
PER EMC STND. CH. 7

11.25 BEND #102
1 - 11.25° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

11.25 BEND #101
1 - 11.25° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=164.67±

8" PVC C900
L=169.37±

TEE #102
1 - 8" TEE 3 - 8" GATE VALVES
W/ THRUST BLOCKS
PER EMC STND 7.110

TEE #101
1 - 8" TEE 3 - 8" GATE VALVES
W/ THRUST BLOCKS
PER EMC STND 7.110

22.5 BEND #108
1 - 22.5° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

22.5 BEND #107
1 - 22.5° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

TEE #104
1 - 8" TEE 3 - 8" GATE VALVES
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=134.29±

TEE #106
1 - 8" TEE 3 - 8" GATE VALVES
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=133.47±

FIRE HYDRANT #111
PER EMC STND. CH. 7

22.5 BEND #103
1 - 22.5° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

22.5 BEND #104
1 - 22.5° BEND
W/ THRUST BLOCKS
PER EMC STND 7.110

8" PVC C900
L=89.27±

MATCHLINE SEE SHEET C6.2

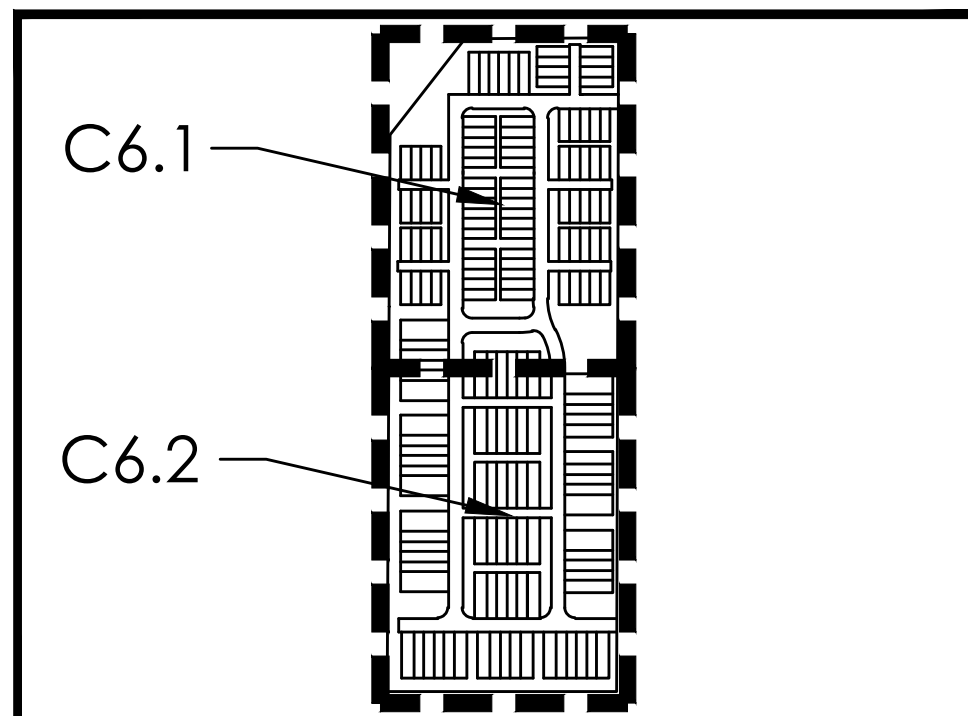
CLUB HOUSE
1,500 SF

POOL 1,000 SF
W/ 10' PATIO

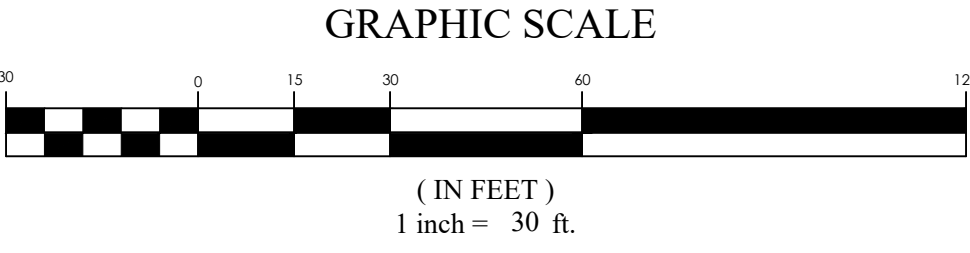
1" IRRIGATION METER TO
REPLACE EXISTING WATER
BLOWOFF. SEE IRRIGATION
PLAN FOR MORE INFO.

3/4" IRRIGATION METER. SEE
IRRIGATION PLAN FOR
MORE INFO.

- LEGEND**
- BOUNDARY
 - ROW
 - CENTERLINE
 - LOT LINE
 - EASEMENT
 - XX" STORM DRAIN
 - XX" SANITARY SEWER
 - XX" CULINARY WATER
 - XX" SECONDARY WATER
 - XXXX
 - CONTOUR MAJOR
 - CONTOUR MINOR
 - EXIST. STORM DRAIN
 - EXIST. SANITARY SEWER
 - EXIST. CULINARY WATER
 - EXIST. FENCE
 - EXIST. CONTOUR MAJOR
 - EXIST. CONTOUR MINOR
 - SIGN
 - STREET LIGHT
 - SD MH, INLET, AND COMBO
 - SEWER MANHOLE
 - SECONDARY METER, WATER METER
 - CULINARY VALVE, TEE & BEND
 - SECONDARY VALVE, TEE & BEND
 - WATER BLOW-OFF
 - FIRE HYDRANT
 - STREET MONUMENT (TO BE SET)
 - EXIST. STREET MONUMENT
 - EXIST. SD INLET & MH
 - EXIST. SEWER MH
 - EXIST. VALVE, TEE, & BEND
 - EXIST. FIRE HYDRANT
 - SPOT ELEVATION



KEY MAP
N.T.S.



811
Know what's below.
Call 811 before you dig.

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ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focus-es.com



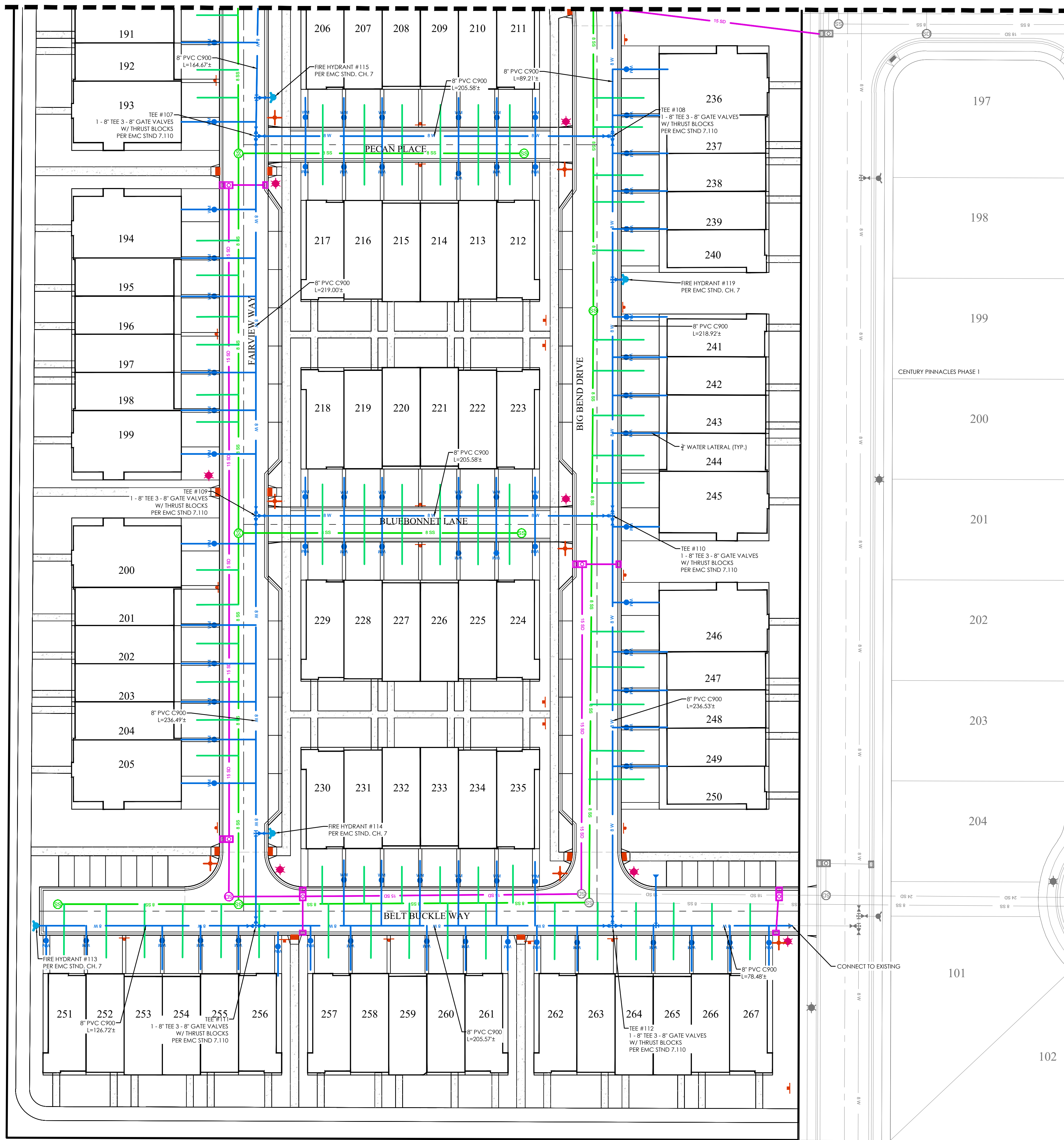
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
WATER PLAN

REVISION BLOCK		DESCRIPTION
#	DATE	
1		
2		
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4		
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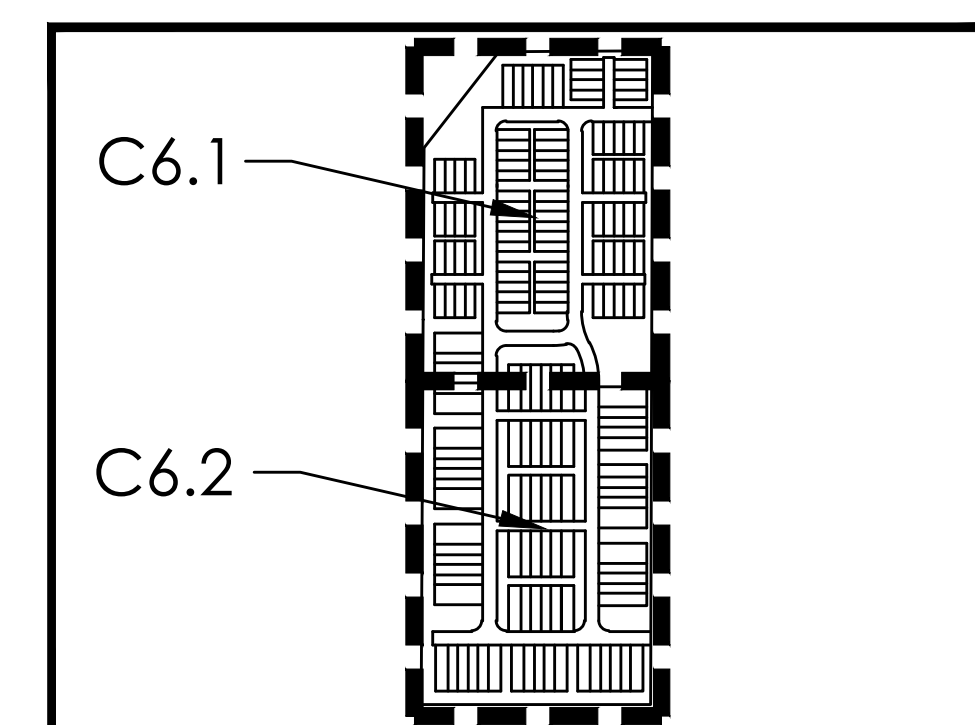
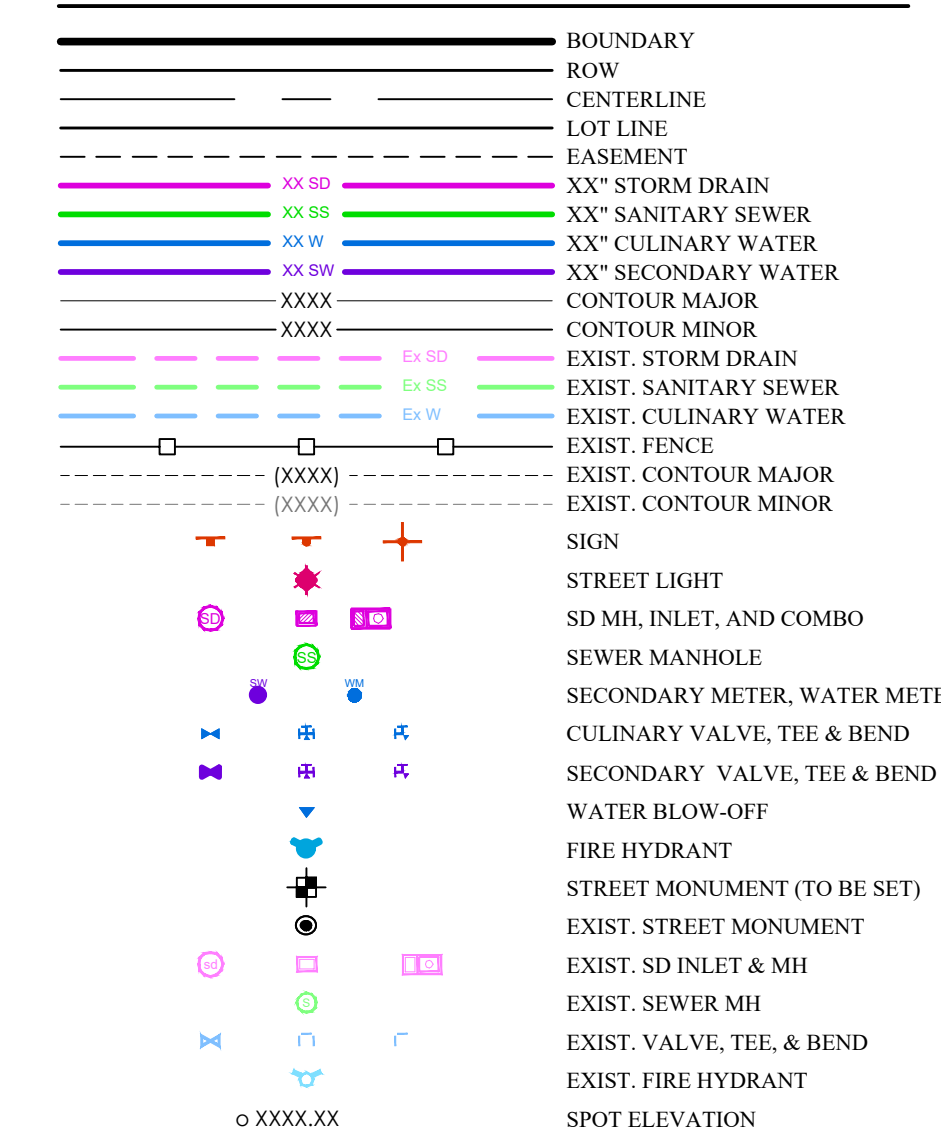
WATER PLAN	
Scale: 1"=30'	Drawn: MEC
Date: 01/30/25	Job #: 24-0230
Sheet:	C6.1

Z:\2024\240230 Pinnacles Phase 3 Multifamily Final Design - 24-0230.dwg Sheets\C6.1 - WATER PLAN.dwg

MATCHLINE SEE SHEET C6.1



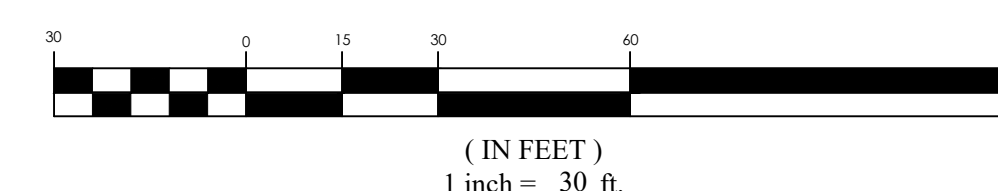
LEGEND



KEY MAP
N.T.S



GRAPHIC SCALE



Know what's **below**.
Call 811 before you dig.

PINNACLES PLAT B PHASE 3

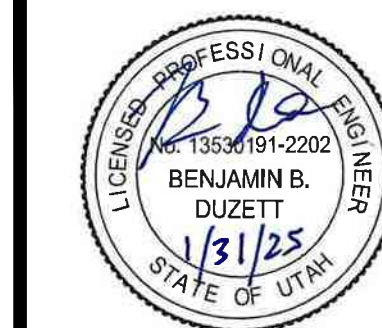
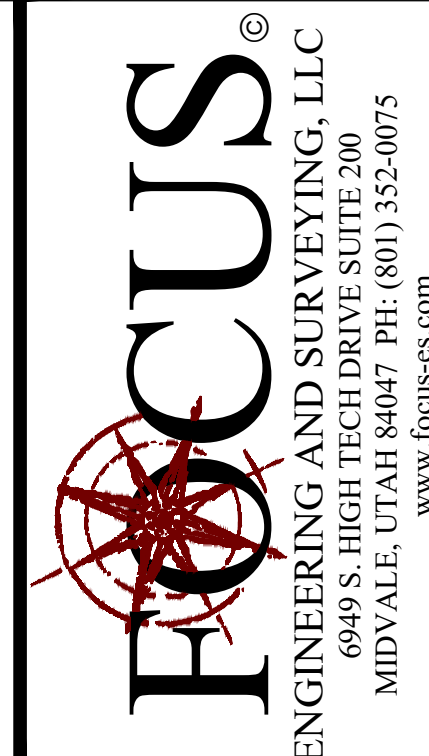
EAGLE MOUNTAIN, UT

WATER PLAN

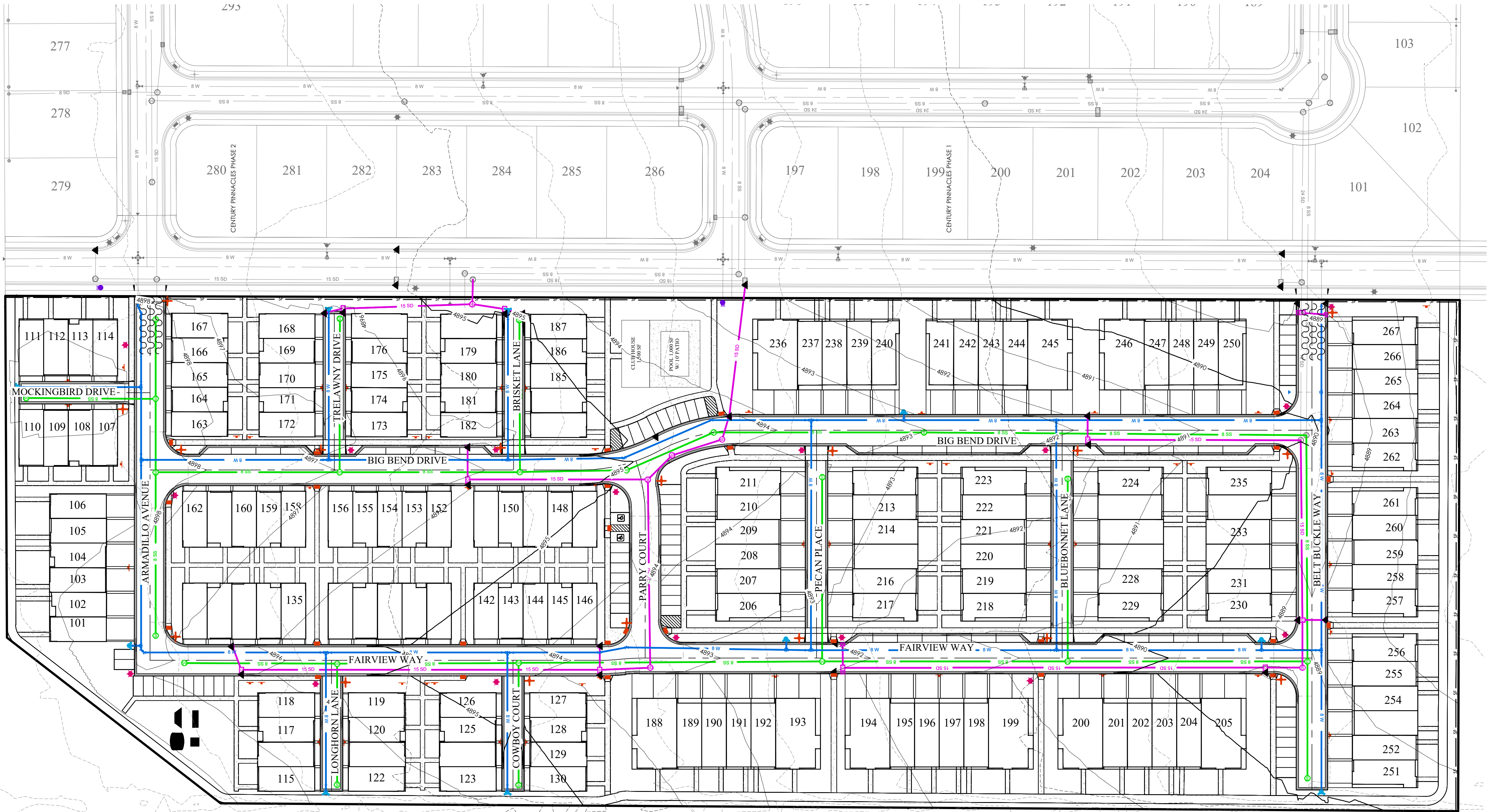
WATER PLAN

Scale:	1"=30'	Drawn:	MEC
Date:	01/30/25	Job #:	24-0230
Sheet:			

C6.2

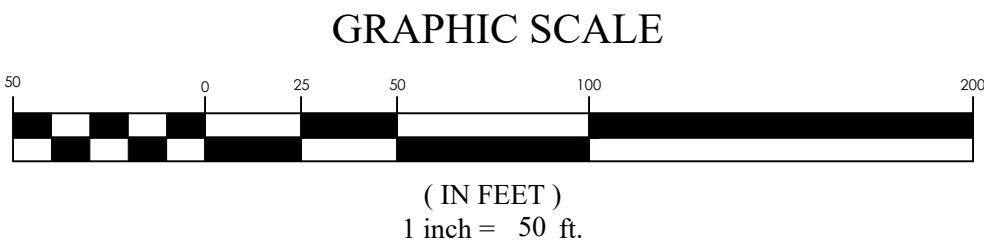


2) 0004) 04 0020 Direzione Provinciale n. 3 34, all. 100010, 04 0020) all. 100010) C/3 MATERIA DI AMM.



EROSION CONTROL LEGEND

- CONSTRUCTION ENTRANCE
- MATERIALS STORAGE
- FUEL TANKS
- CONCRETE WASHOUT
- TRASH BIN
- PORTABLE TOILET
- CONSTRUCTION TRAILER
- INLET PROTECTION
- SURFACE WATERS
- OUTFALL
- SILT FENCE OR BERM
- CUTBACK CURB
- FIBER ROLL



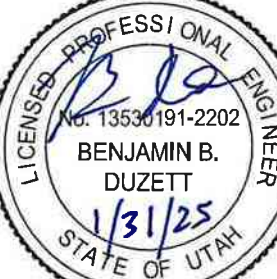
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
EROSION CONTROL PLAN

REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

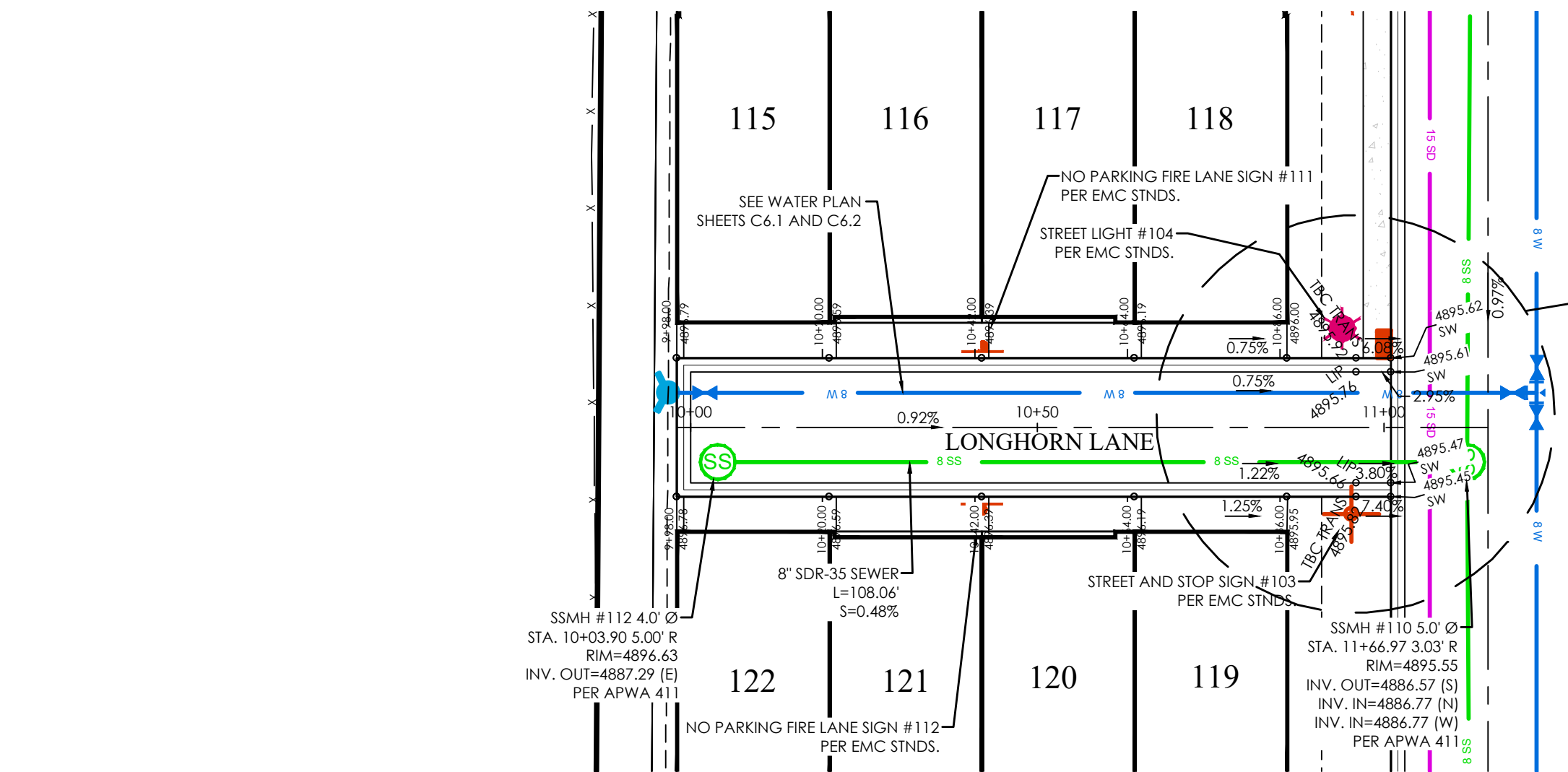
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Date: 01/30/25	Job #: 24-0230
Sheet:	C7



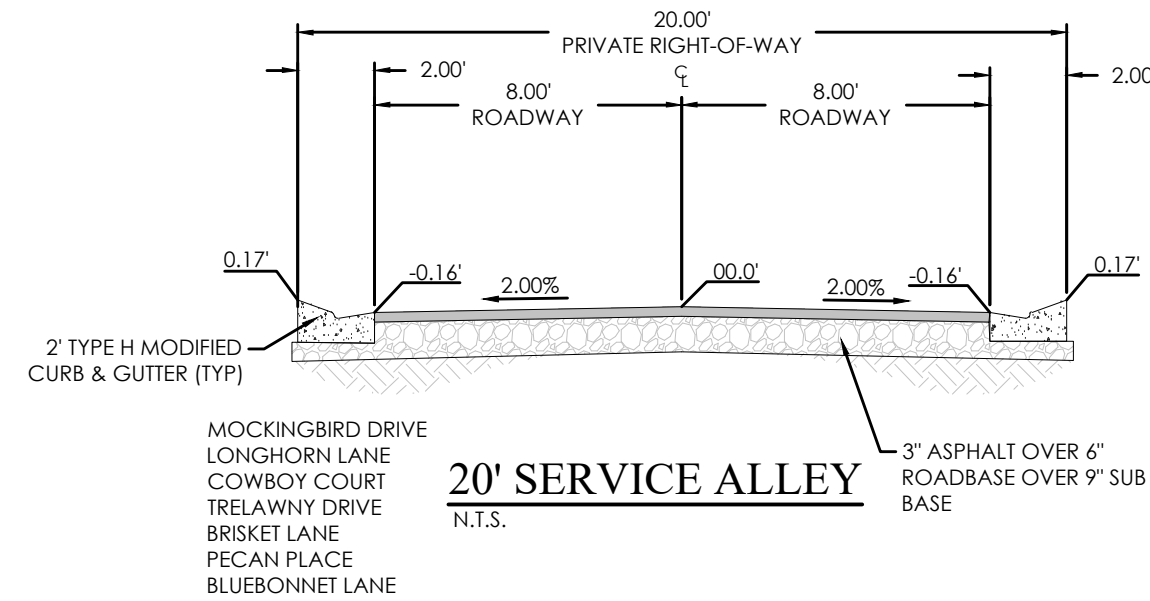
FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focus-es.com



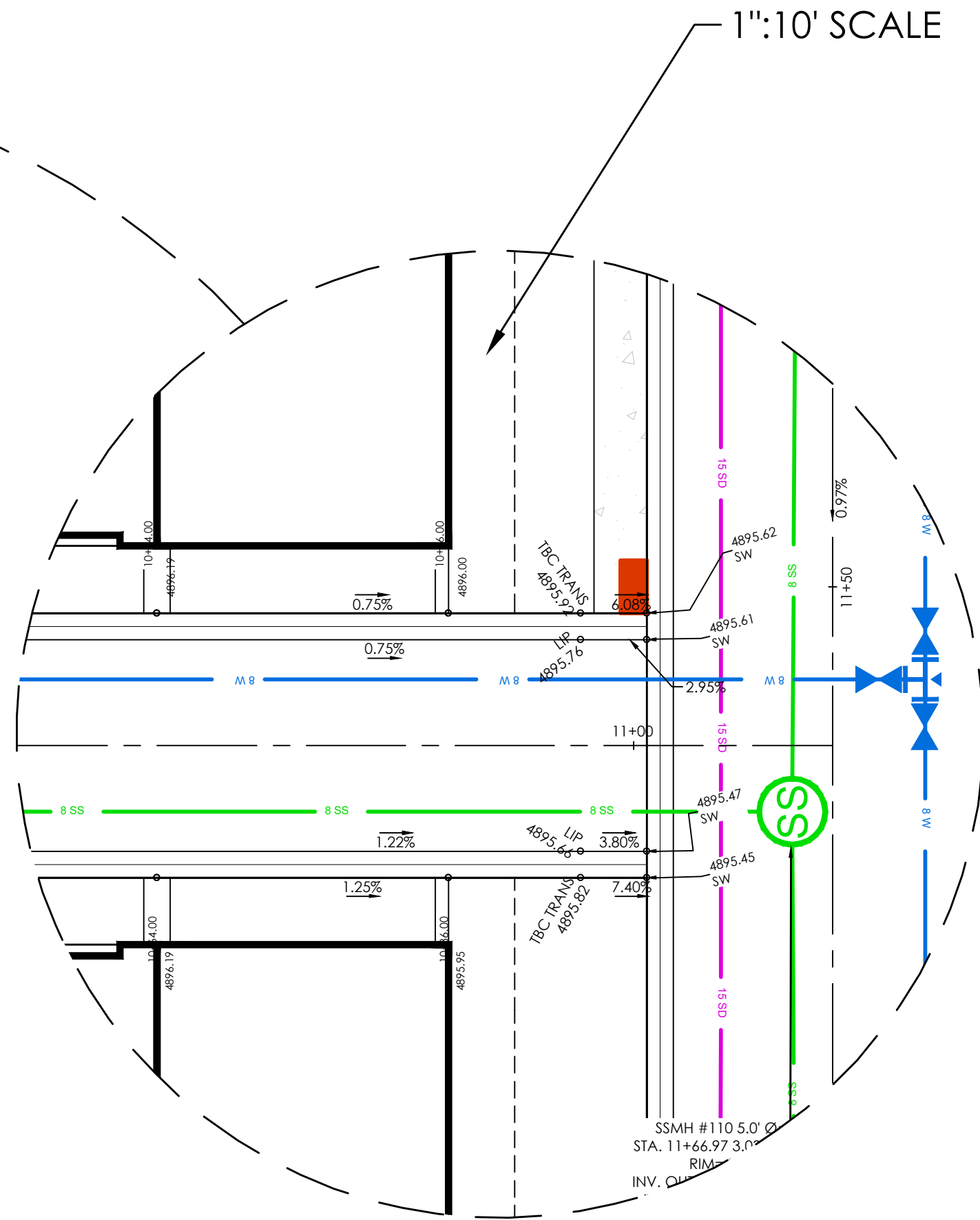
1353191220
BENJAMIN B. DUZETT
1/31/25
STATE OF UTAH



LONGHORN LANE PLAN

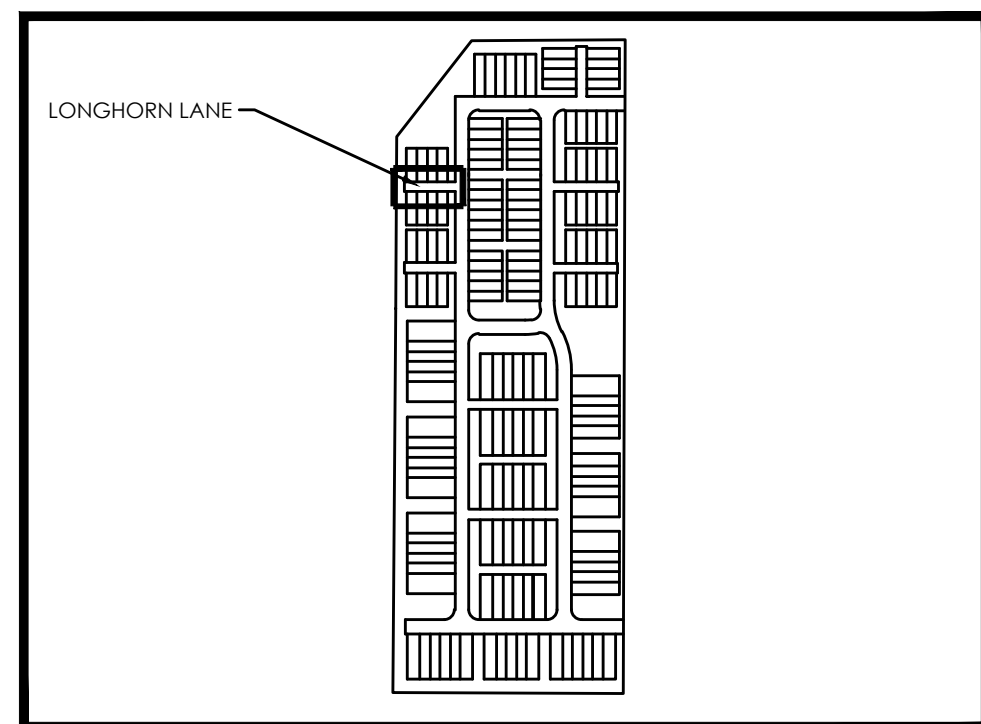


20' SERVICE ALLEY
N.T.S.

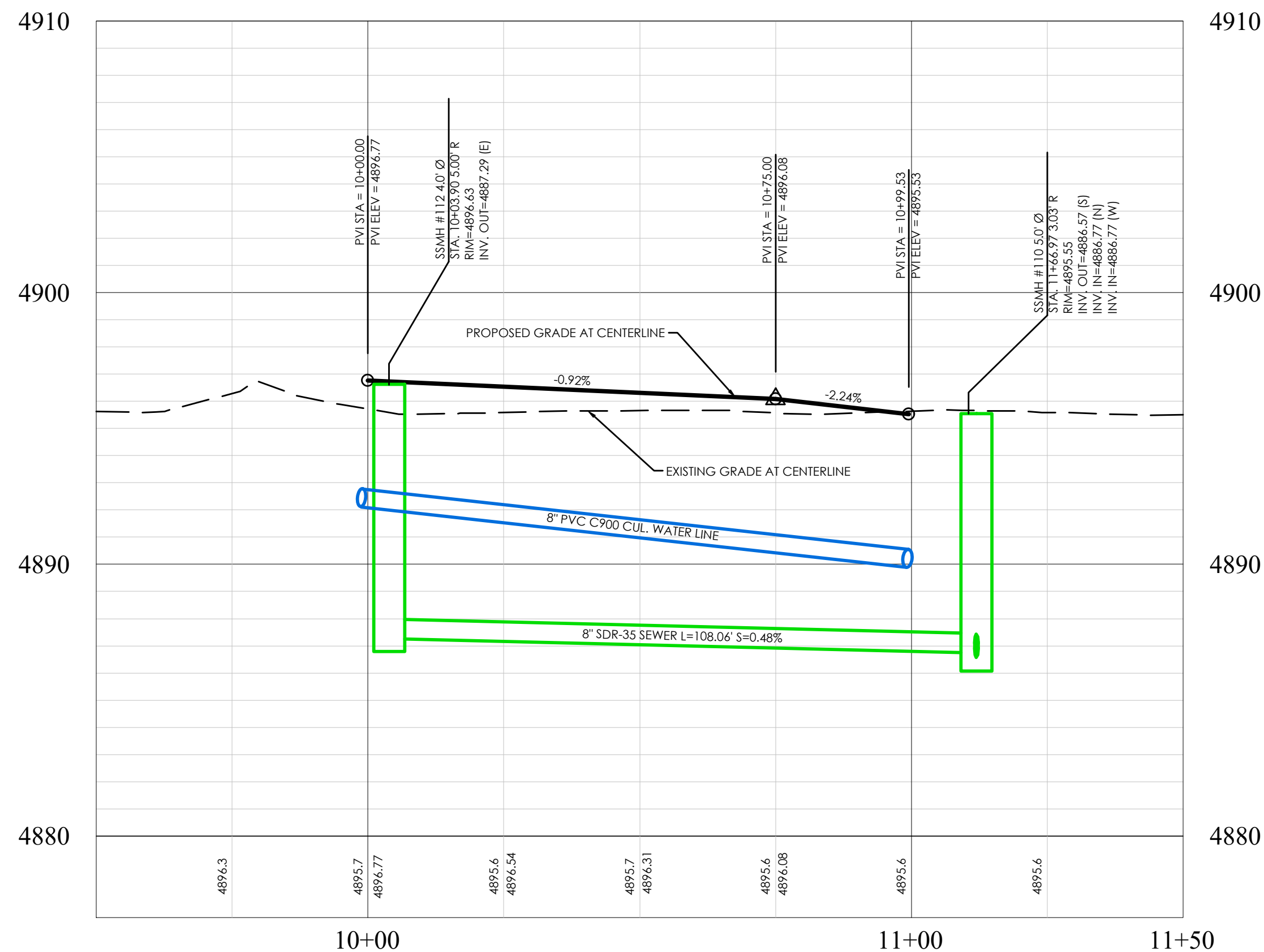


LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- XX SD XX" STORM DRAIN
- XX SS XX" SANITARY SEWER
- XX W XX" CULINARY WATER
- XX SW XX" SECONDARY WATER
- XXXX CONTOUR MAJOR
- XXXX CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- SECONDARY METER, WATER METER
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION



KEY MAP
N.T.S.

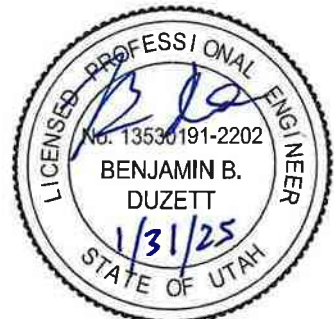
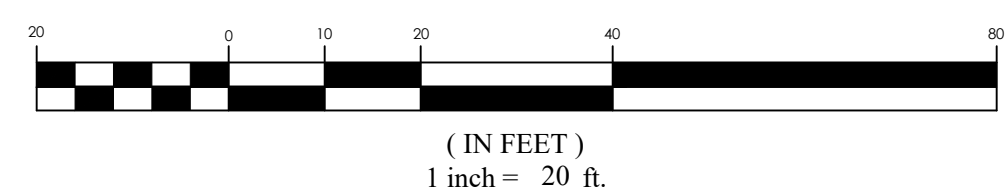


LONGHORN LANE PROFILE

BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29

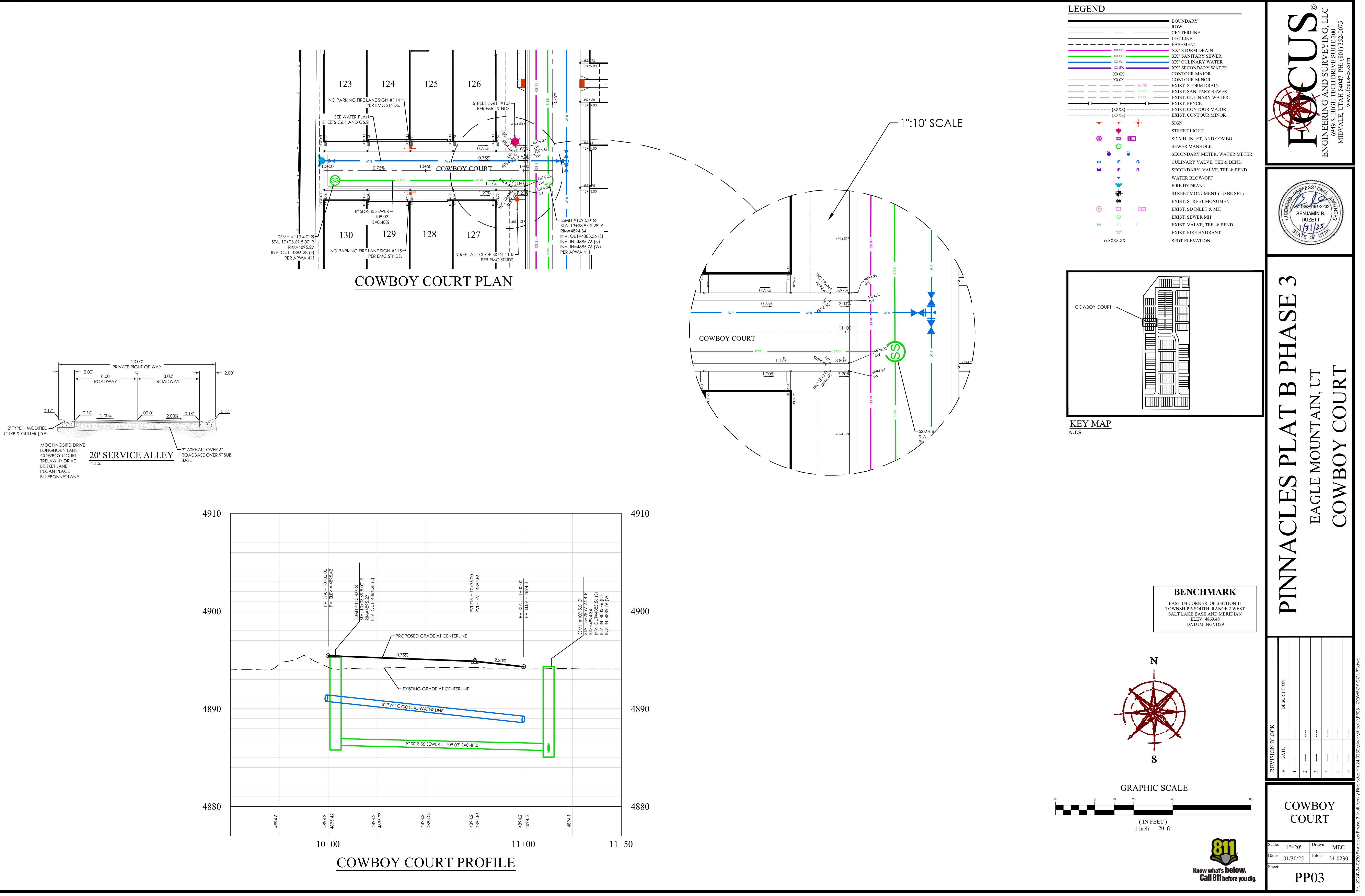


GRAPHIC SCALE



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
LONGHORN LANE

REVISION BLOCK	
#	DESCRIPTION
1	
2	
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4	
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6	



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PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
COWBOY COURT

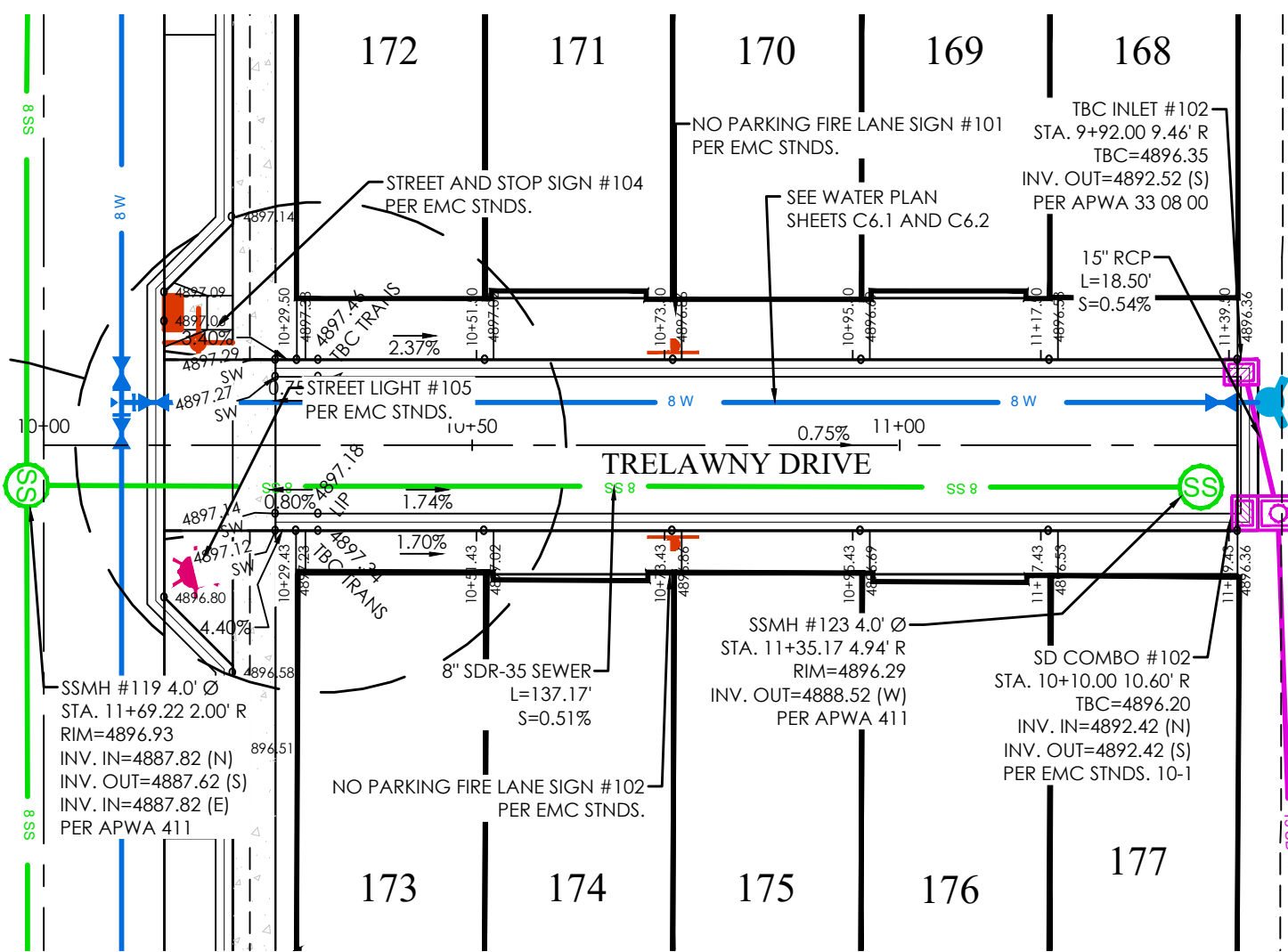
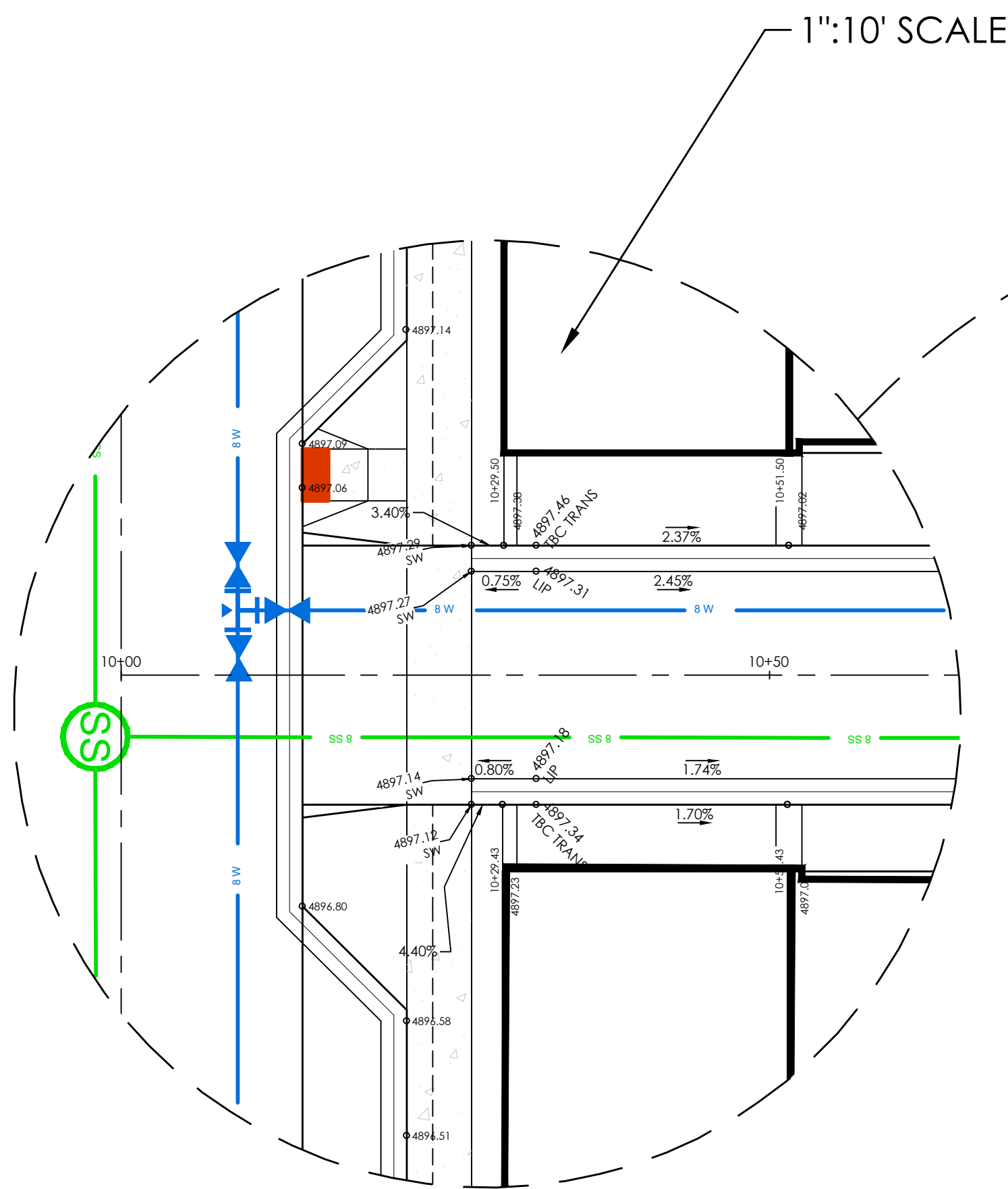
REVISION BLOCK	
#	DESCRIPTION
1	
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COWBOY COURT

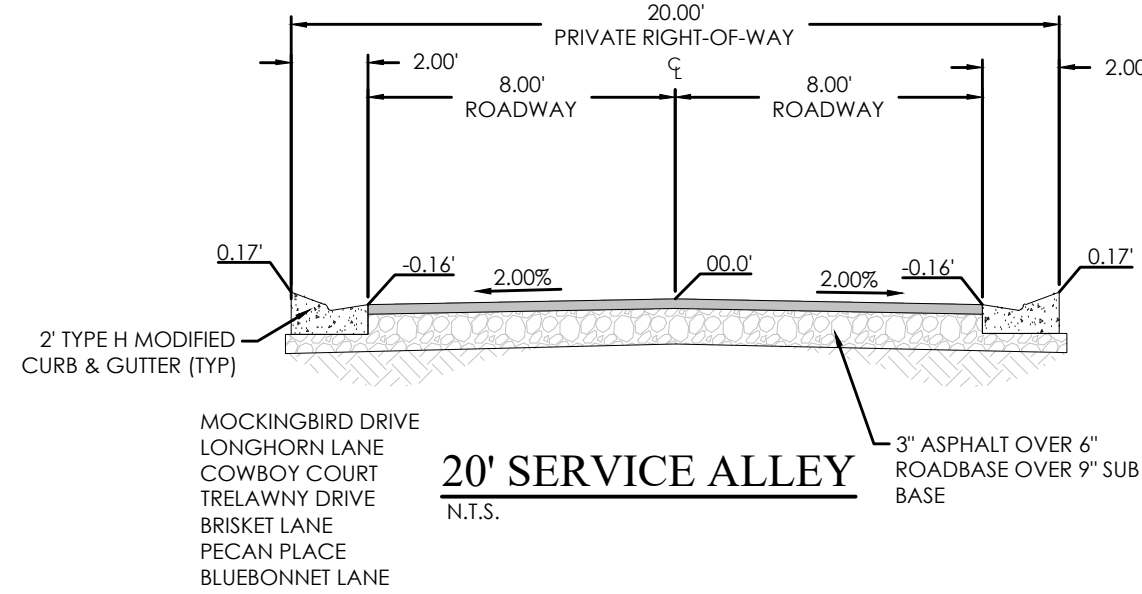
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Date: 01/30/25
Sheet:

Drawn: MEC
Job #: 24-0230
PP03

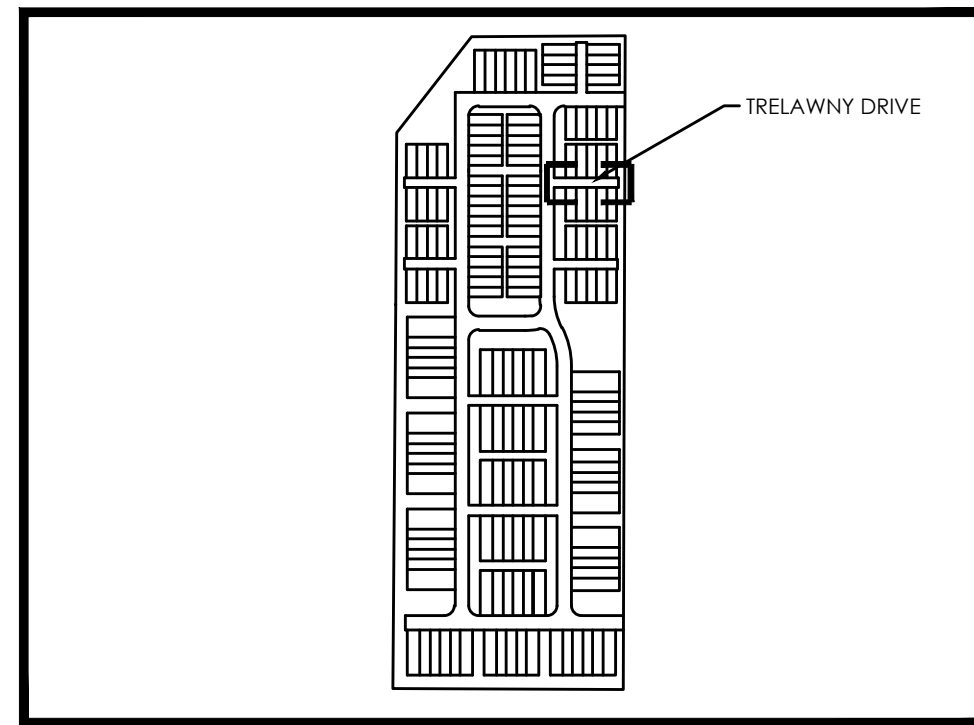
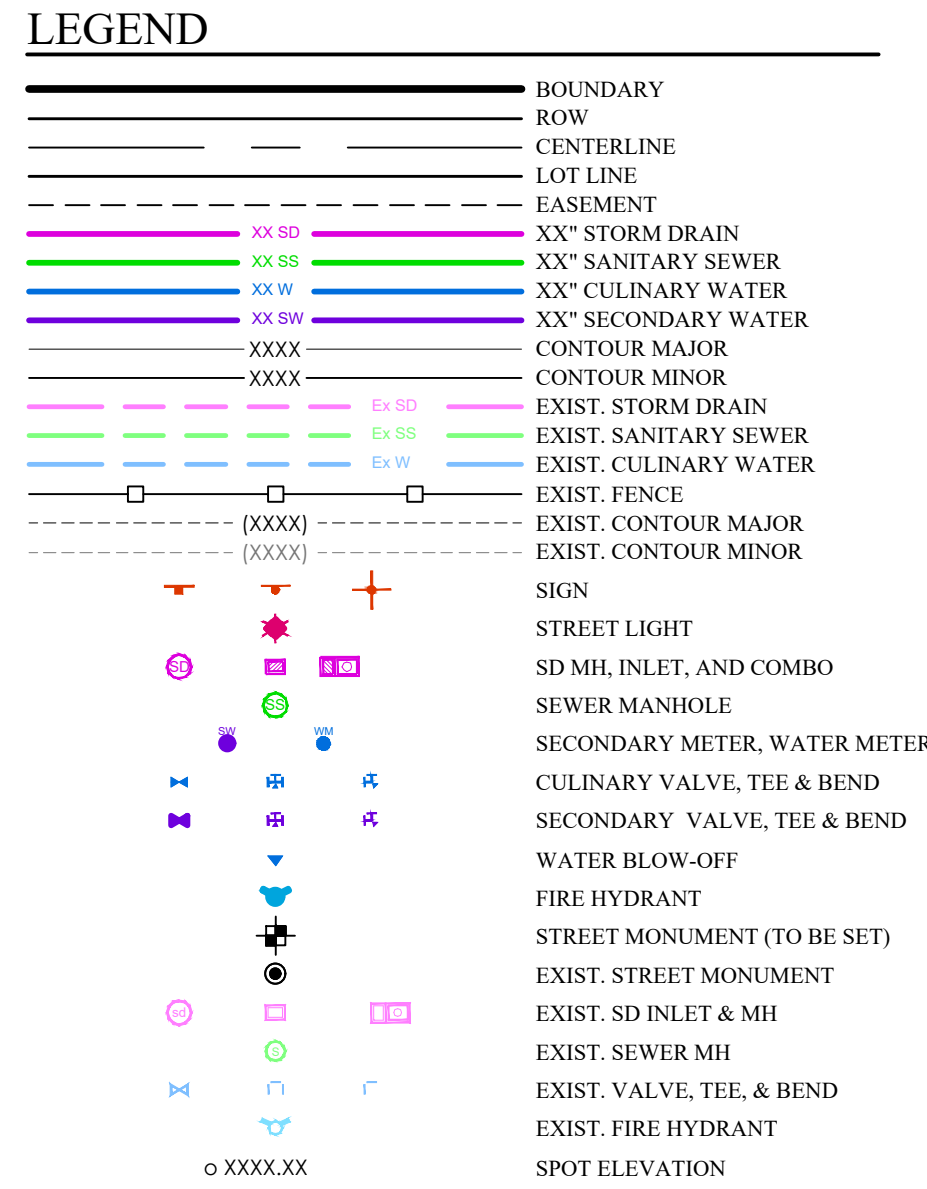
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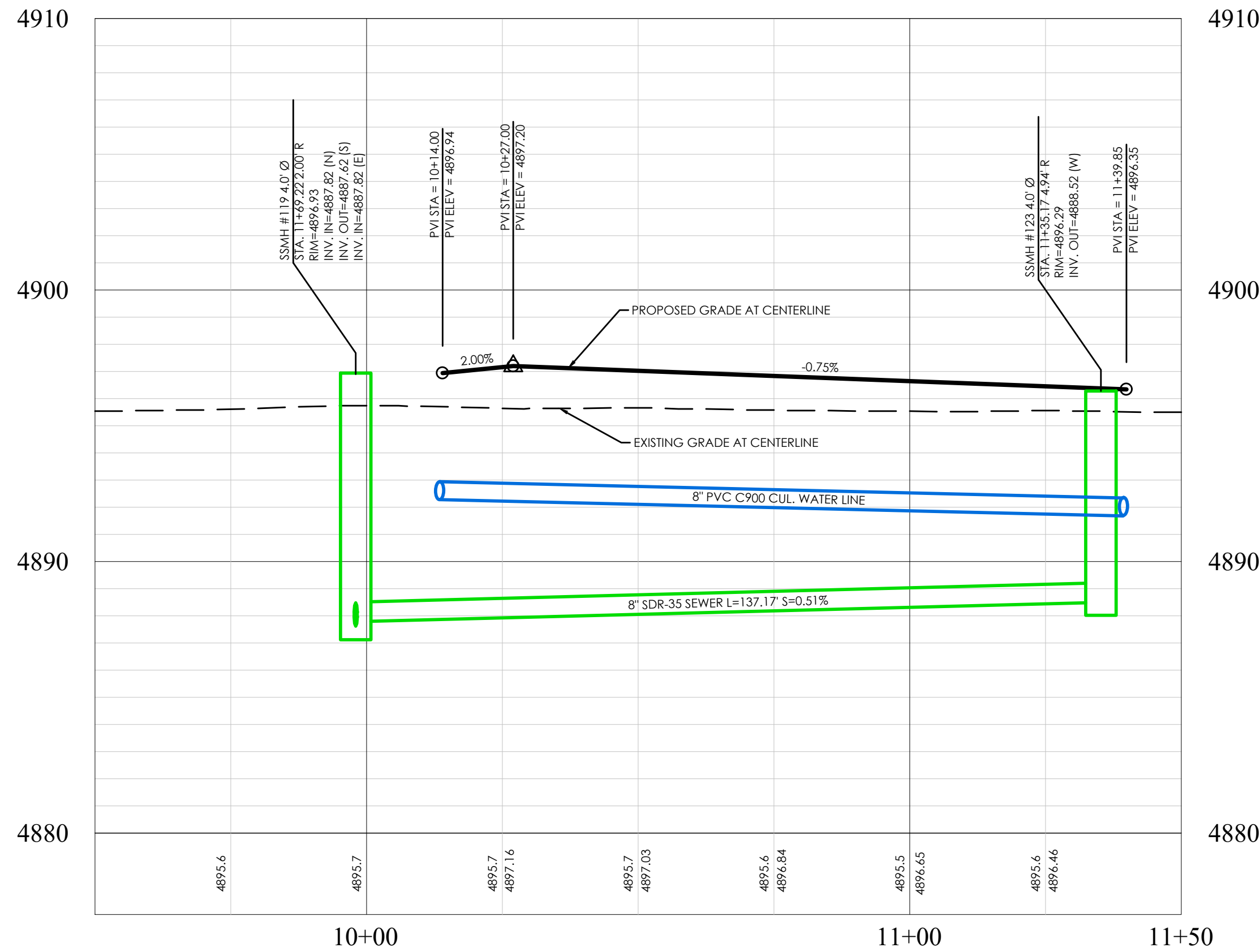
TRELAWNY DRIVE PLAN



20' SERVICE ALLEY



KEY MAP
N.T.S.

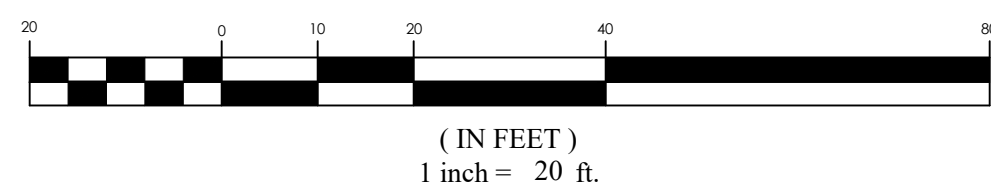


TRELAWNY DRIVE PROFILE

BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29



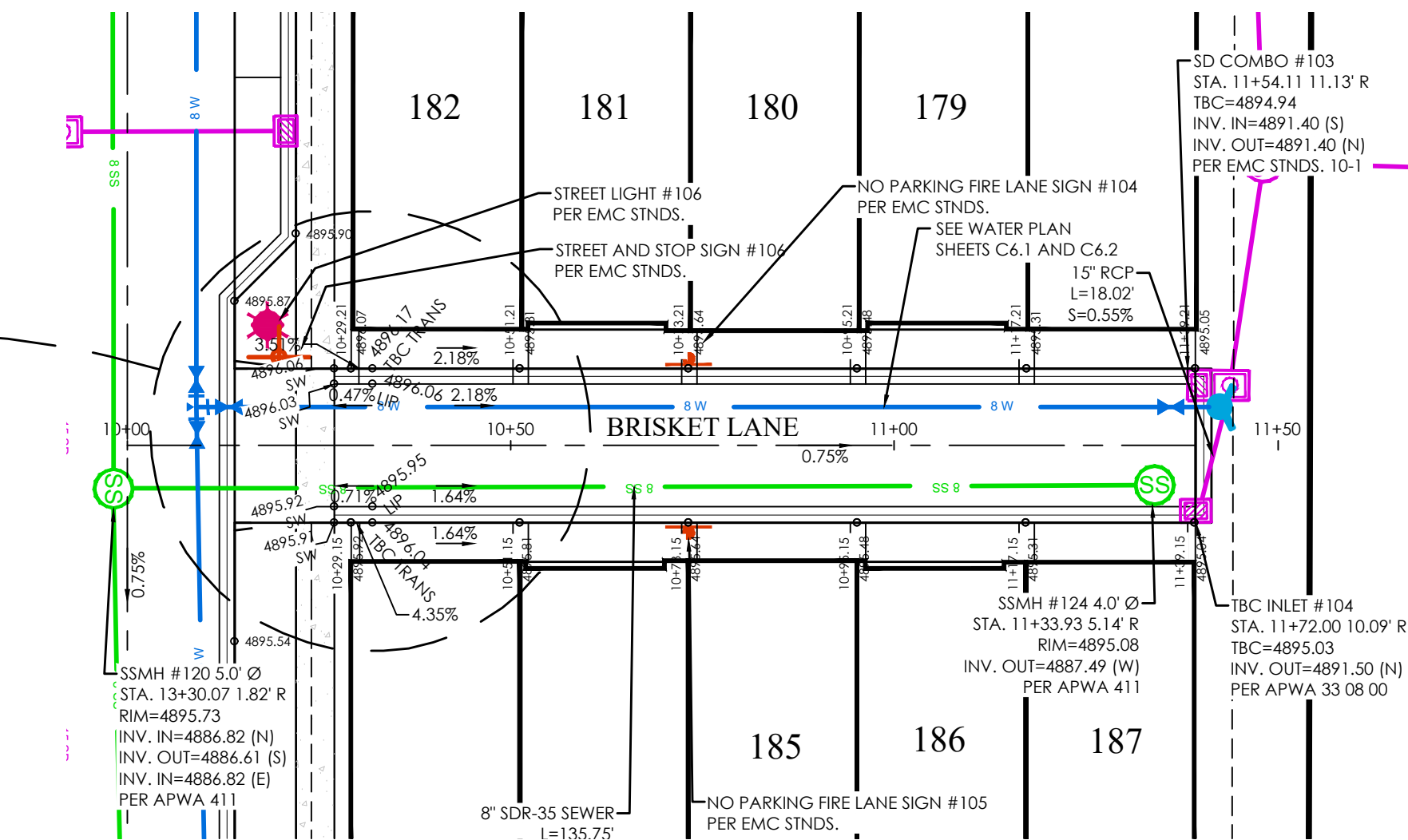
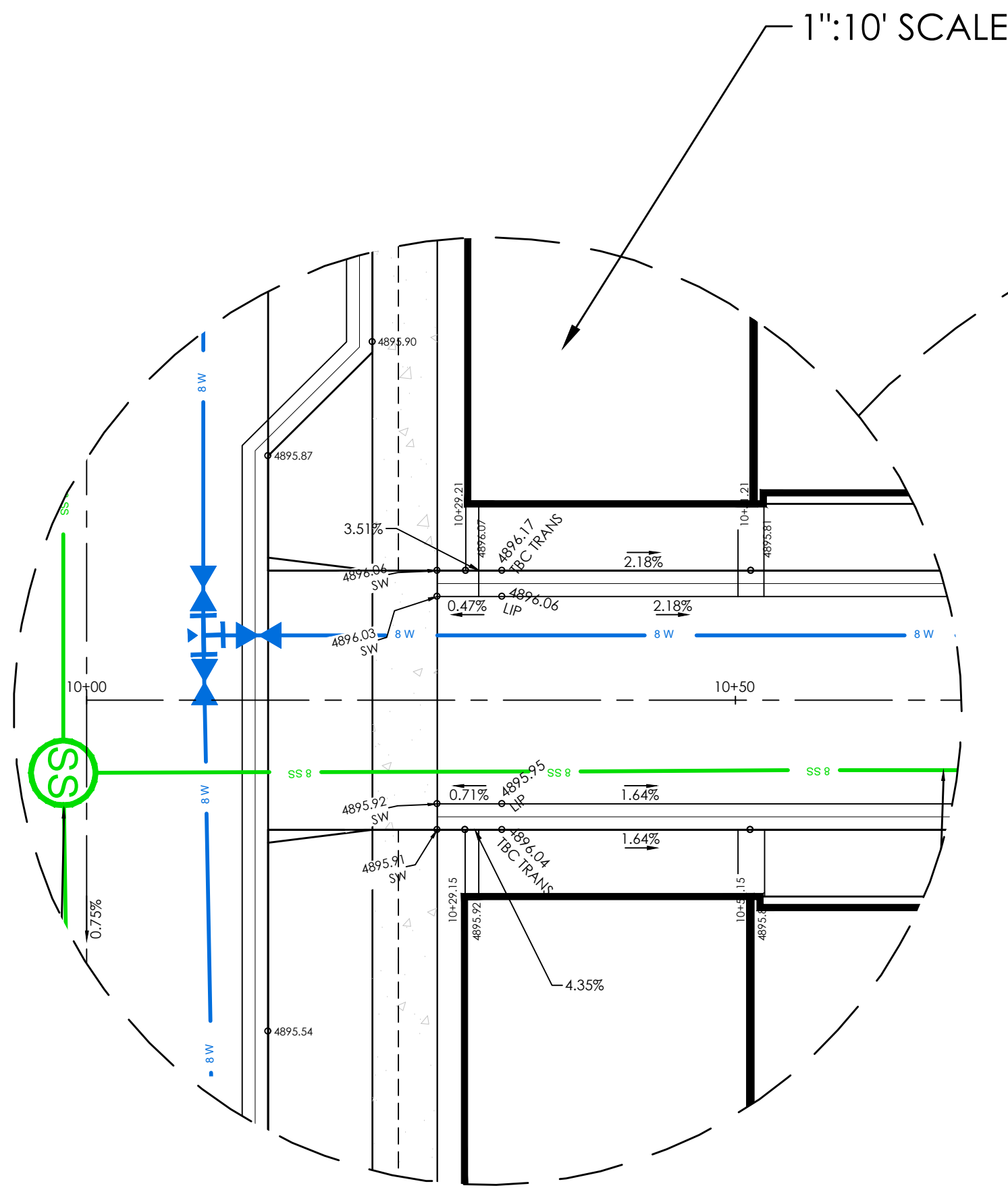
GRAPHIC SCALE



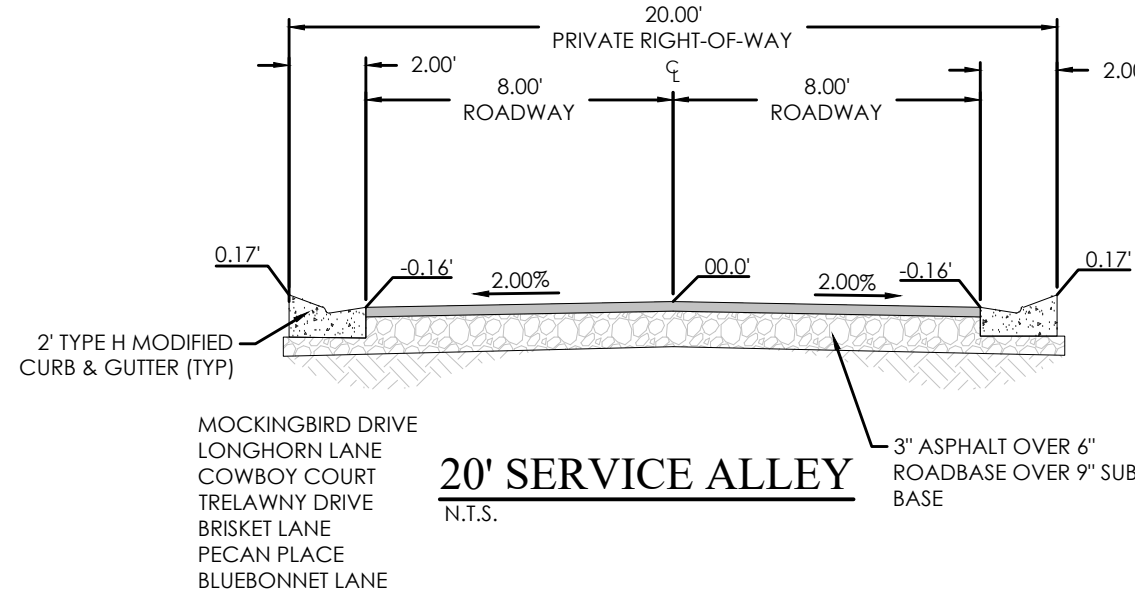
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
TRELAWNY DRIVE

REVISION BLOCK	
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TRELAWNY DRIVE	
Scale: 1"=20'	Drawn: MEC
Date: 01/30/25	Job #: 24-0230
Sheet:	PP04



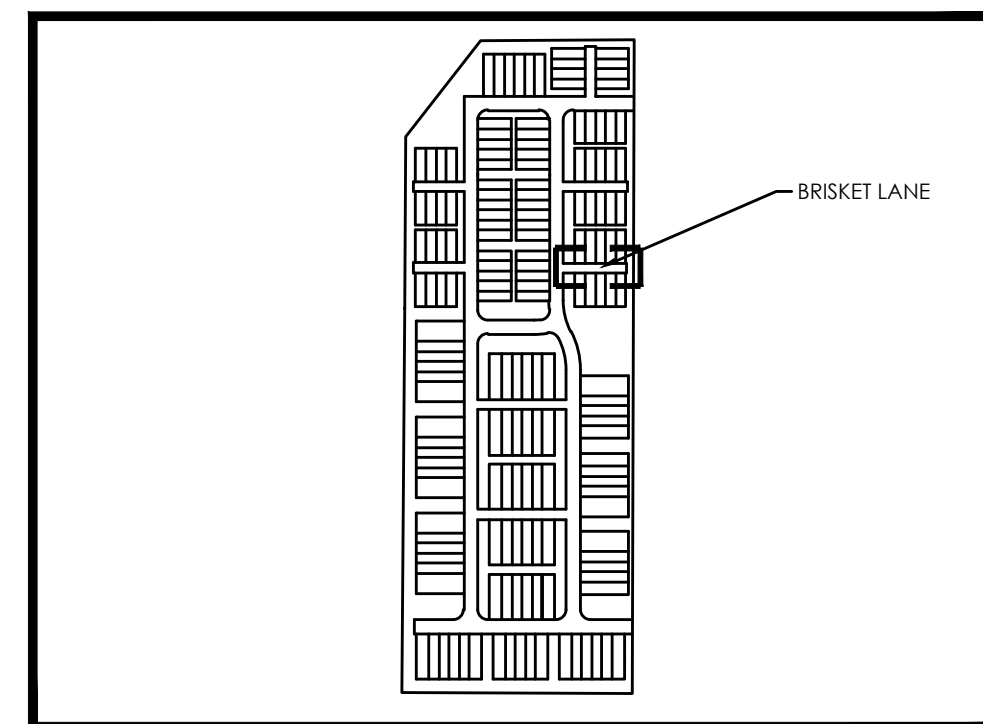
BRISKET LANE PLAN



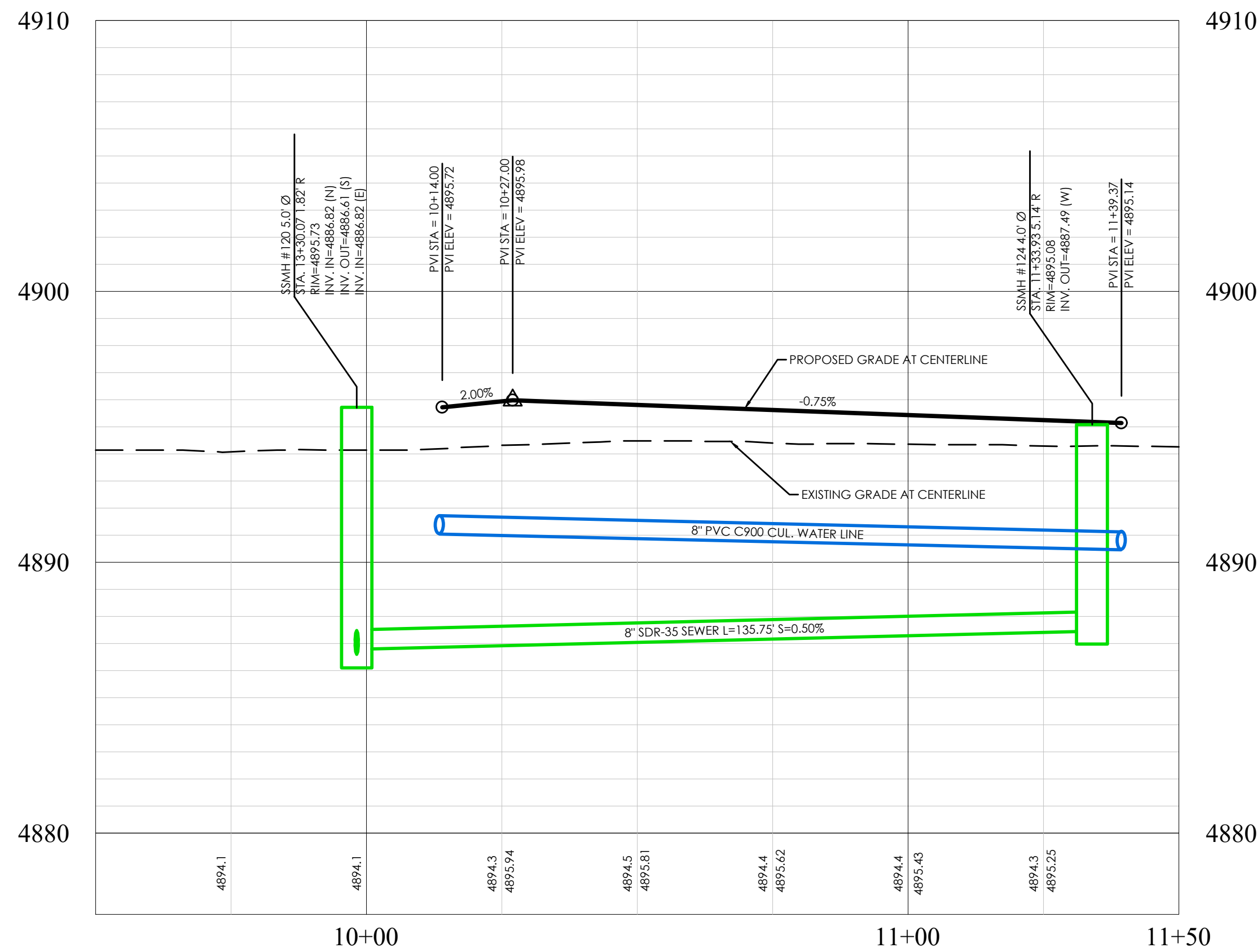
20' SERVICE ALLEY
N.T.S.

LEGEND

BOUNDARY	BOUNDARY
ROW	ROW
LOT LINE	LOT LINE
EASEMENT	EASEMENT
XX SD	XX" STORM DRAIN
XX SS	XX" SANITARY SEWER
XX W	XX" CULINARY WATER
XX SW	XX" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
Ex SW	EXIST. SECONDARY WATER
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
SIGN	SIGN
STREET LIGHT	STREET LIGHT
SD MH, INLET, AND COMBO	SD MH, INLET, AND COMBO
SEWER MANHOLE	SEWER MANHOLE
SECONDARY METER, WATER METER	SECONDARY METER, WATER METER
CULINARY VALVE, TEE & BEND	CULINARY VALVE, TEE & BEND
SECONDARY VALVE, TEE & BEND	SECONDARY VALVE, TEE & BEND
WATER BLOW-OFF	WATER BLOW-OFF
FIRE HYDRANT	FIRE HYDRANT
STREET MONUMENT (TO BE SET)	STREET MONUMENT (TO BE SET)
EXIST. STREET MONUMENT	EXIST. STREET MONUMENT
EXIST. SD INLET & MH	EXIST. SD INLET & MH
EXIST. SEWER MH	EXIST. SEWER MH
EXIST. VALVE, TEE, & BEND	EXIST. VALVE, TEE, & BEND
EXIST. FIRE HYDRANT	EXIST. FIRE HYDRANT
SPOT ELEVATION	SPOT ELEVATION

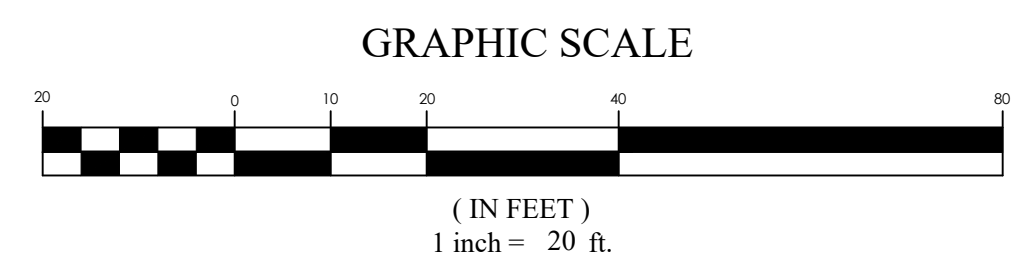


KEY MAP
N.T.S.



BRISKET LANE PROFILE

BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29

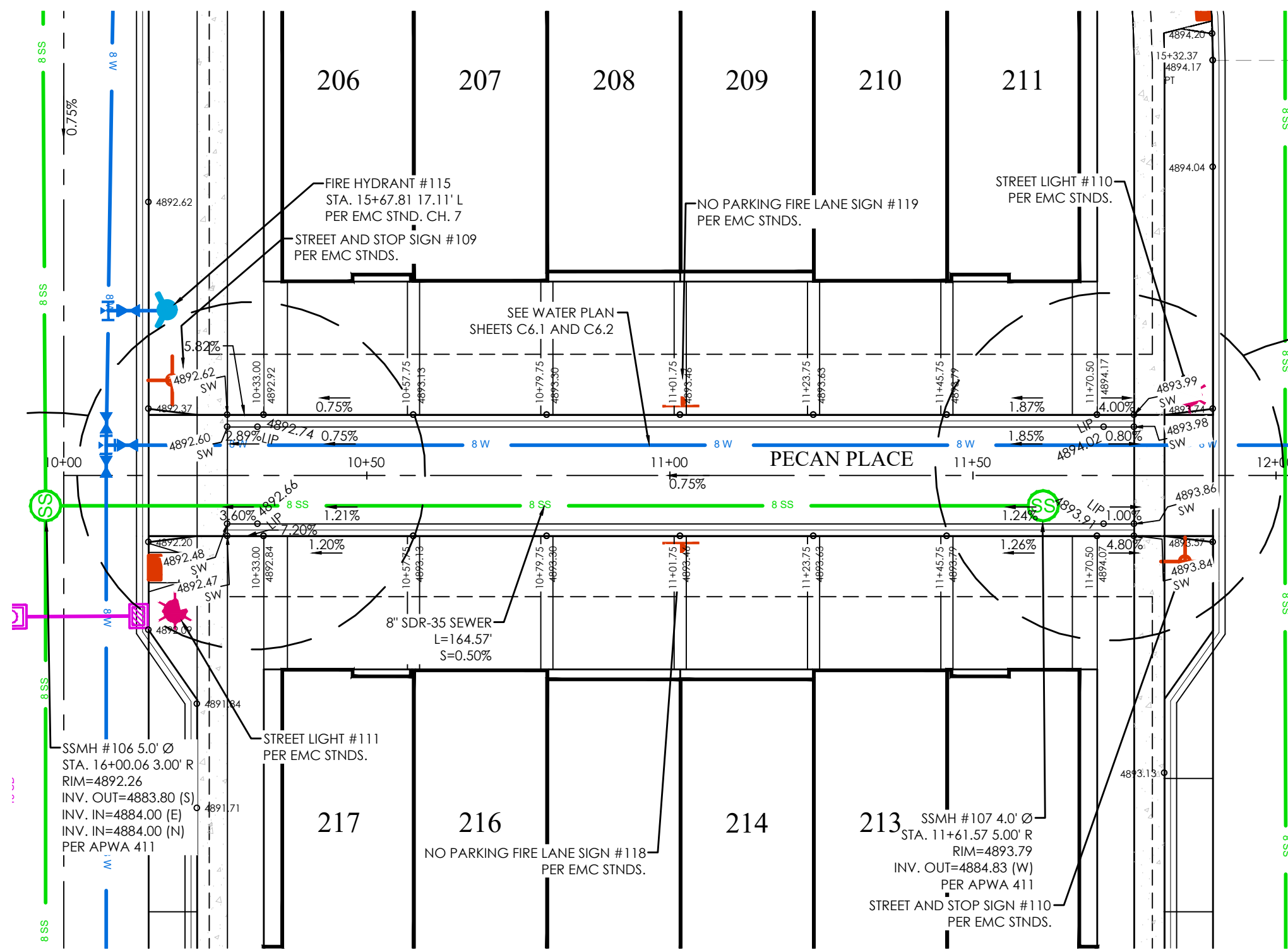
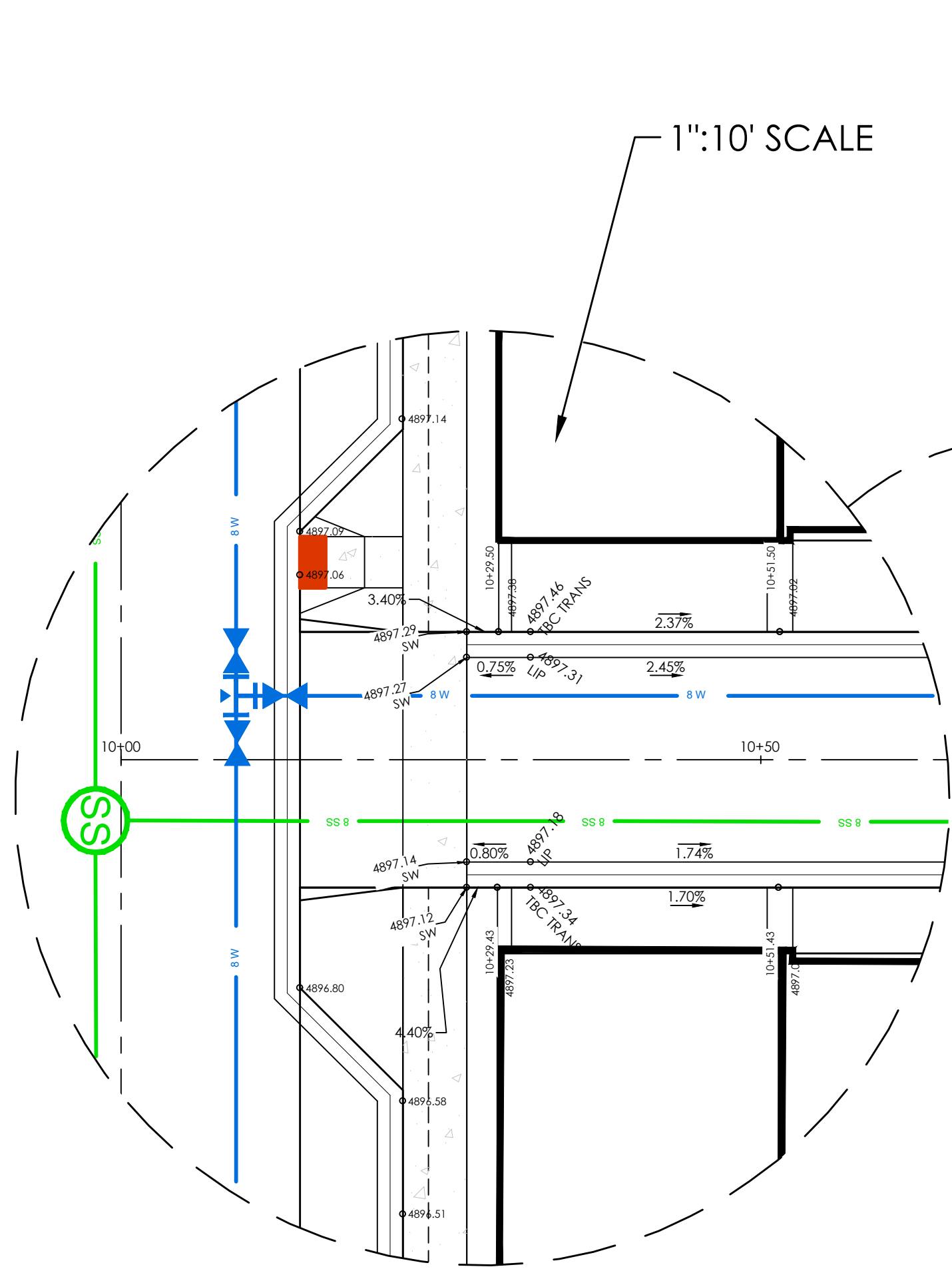


(IN FEET)
1 inch = 20 ft.

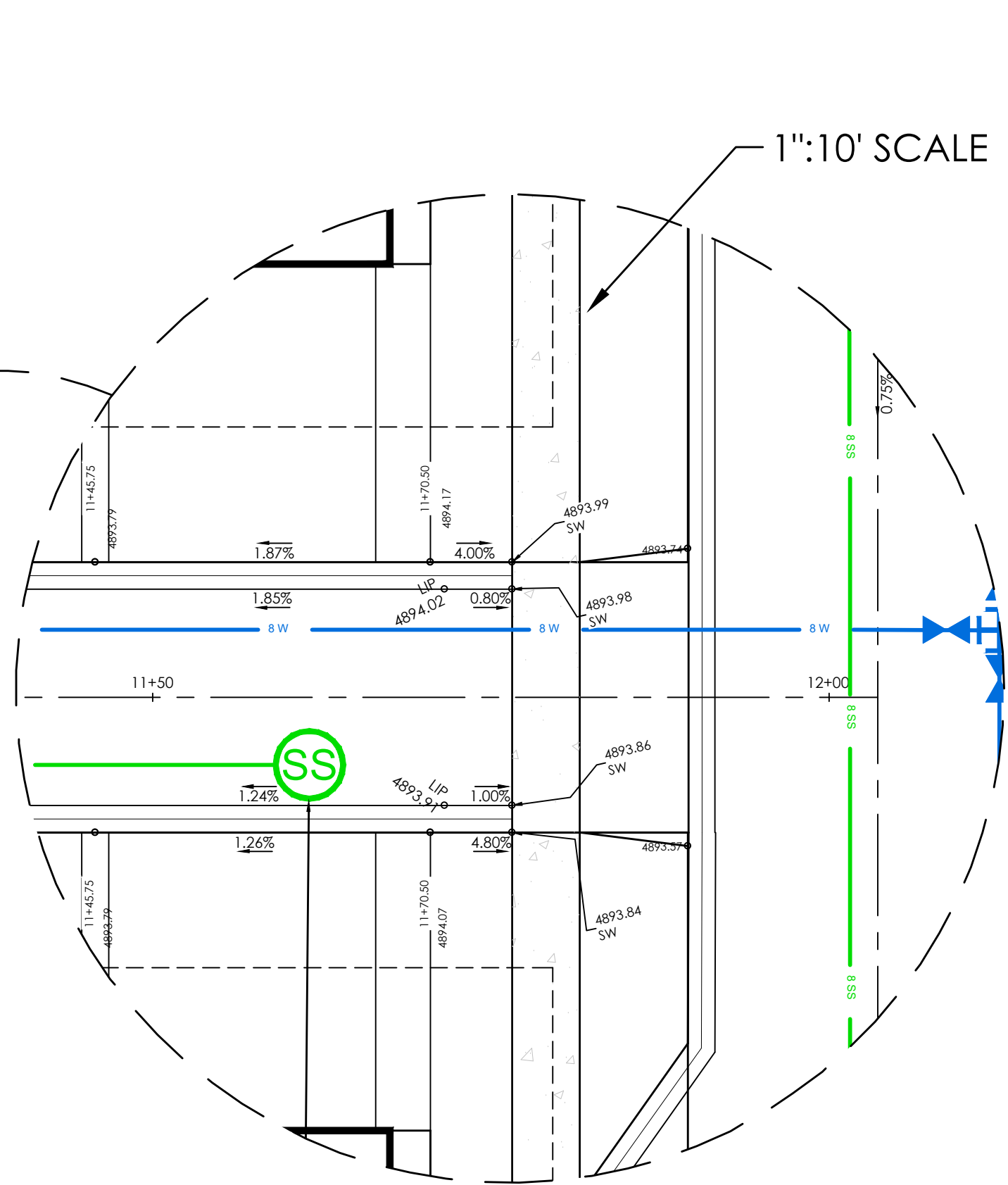
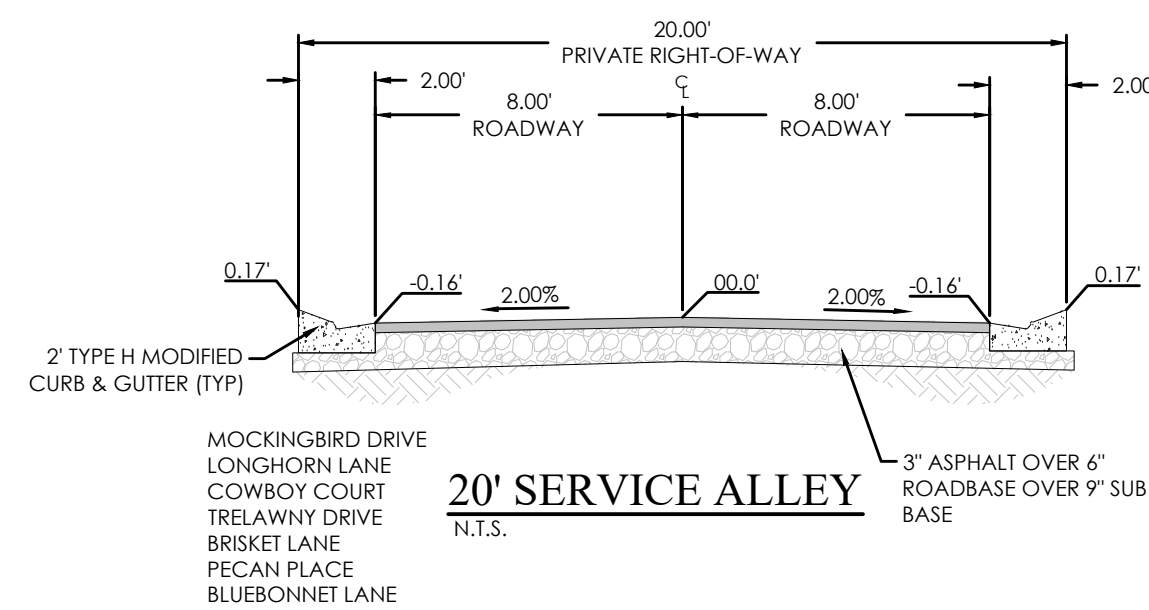


PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
BRISKET LANE

REVISION BLOCK		DESCRIPTION
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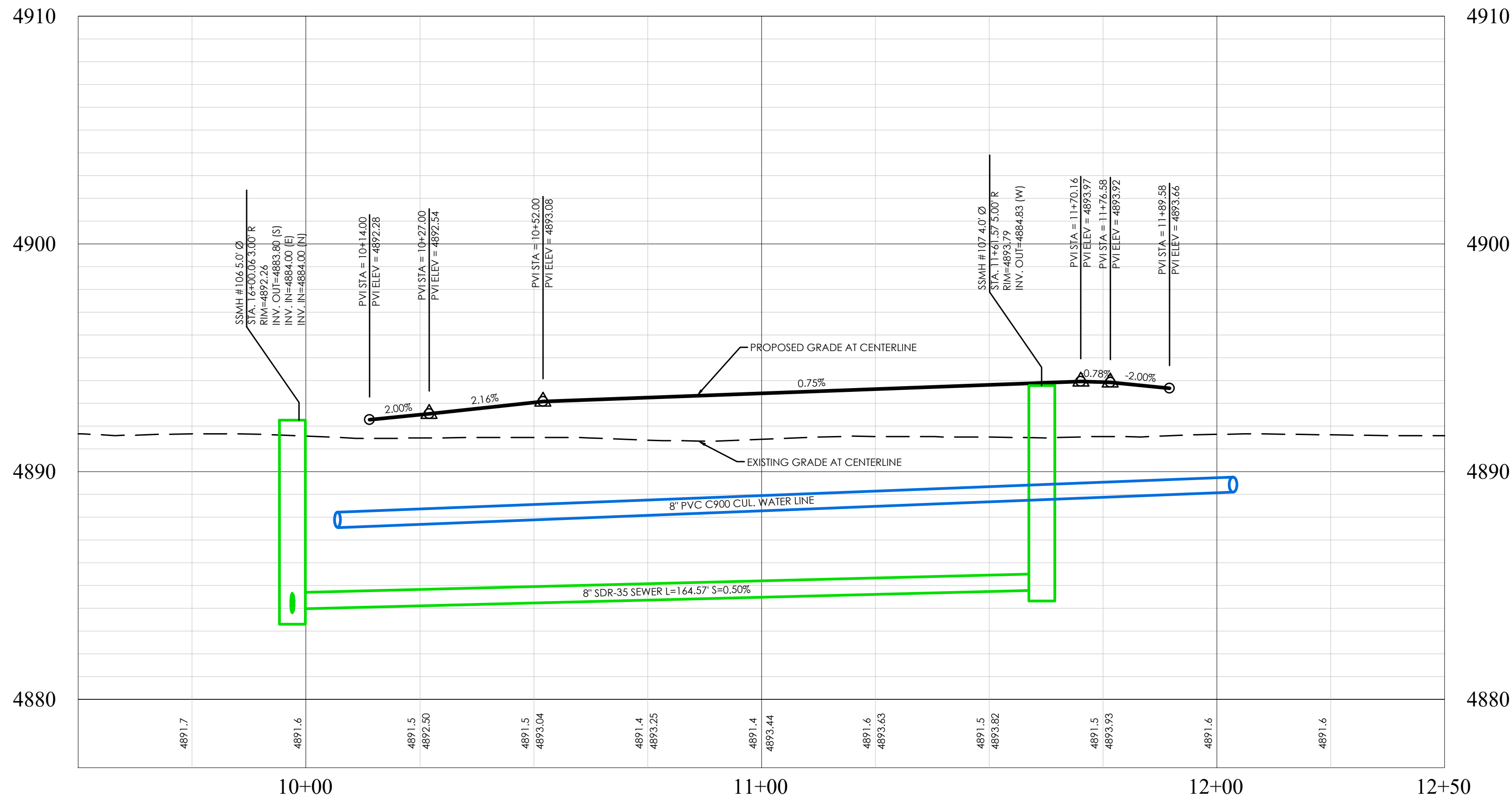
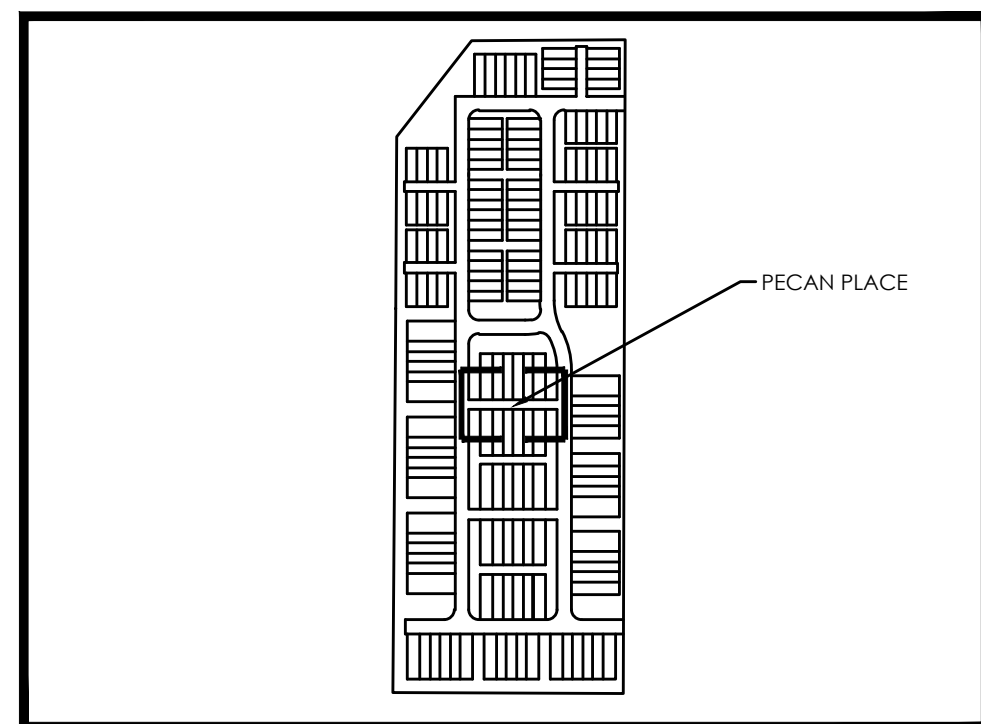


PECAN PLACE PLAN



LEGEND

BOUNDARY	XX SD	XX" STORM DRAIN
ROW	XX SS	XX" SANITARY SEWER
CENTERLINE	XX W	XX" CULINARY WATER
LOT LINE	XX SW	XX" SECONDARY WATER
EASEMENT	XXXX	CONTOUR MAJOR
	XXXX	CONTOUR MINOR
	Ex SD	EXIST. STORM DRAIN
	Ex SS	EXIST. SANITARY SEWER
	Ex W	EXIST. CULINARY WATER
	Ex SW	EXIST. SECONDARY WATER
	XXXX	EXIST. CONTOUR MAJOR
	XXXX	EXIST. CONTOUR MINOR
SIGN		
STREET LIGHT		
SD MH, INLET, AND COMBO		
SEWER MANHOLE		
SECONDARY METER, WATER METER		
CULINARY VALVE, TEE & BEND		
SECONDARY VALVE, TEE & BEND		
WATER BLOW-OFF		
FIRE HYDRANT		
STREET MONUMENT (TO BE SET)		
EXIST. STREET MONUMENT		
EXIST. SD INLET & MH		
EXIST. SEWER MH		
EXIST. VALVE, TEE, & BEND		
EXIST. FIRE HYDRANT		
SPOT ELEVATION		

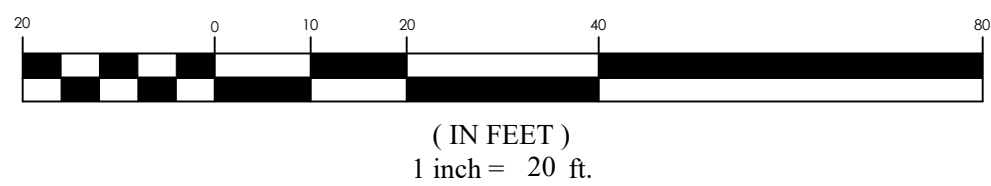


BENCHMARK

EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29



GRAPHIC SCALE



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PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
PECAN PLACE

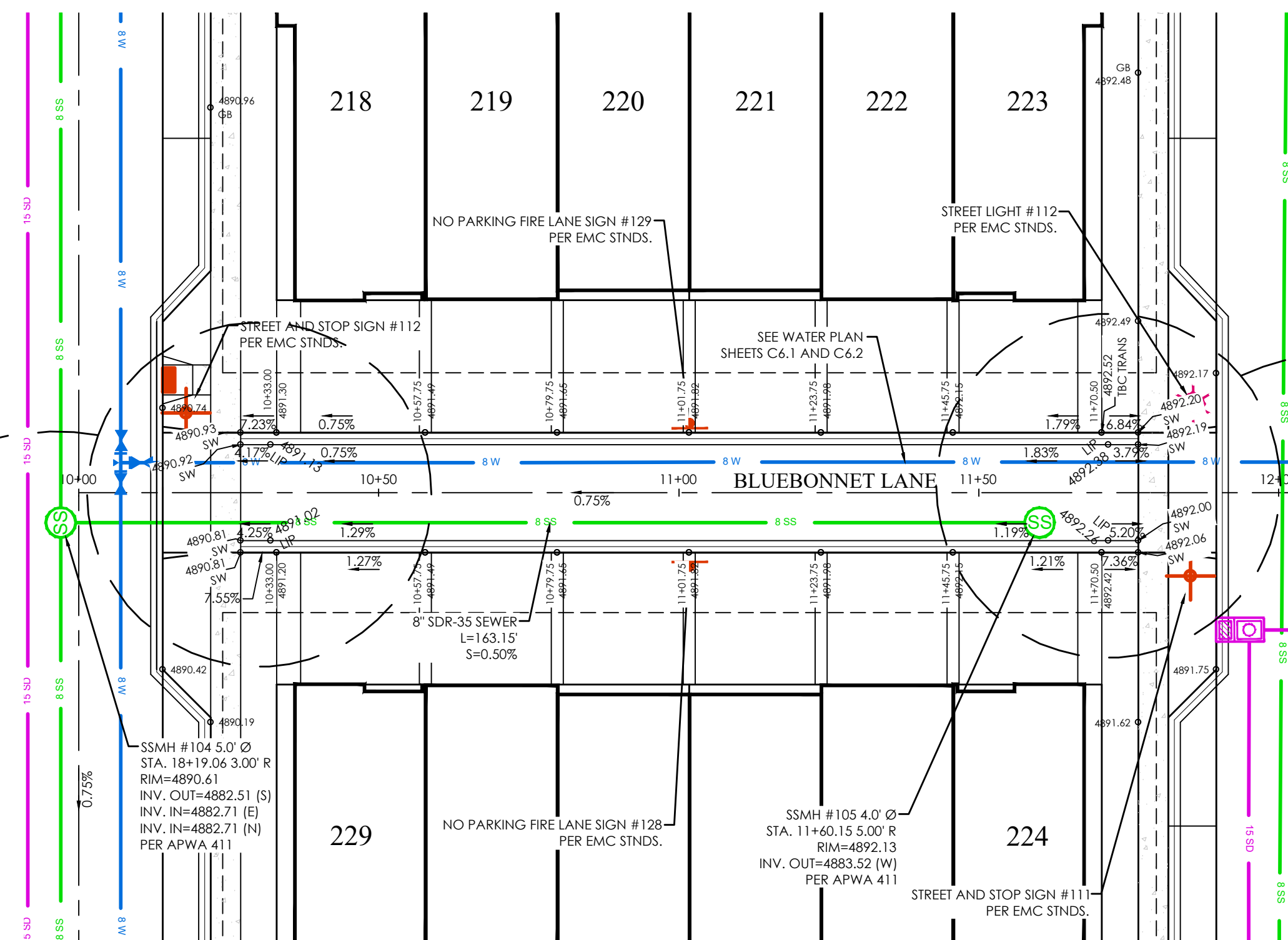
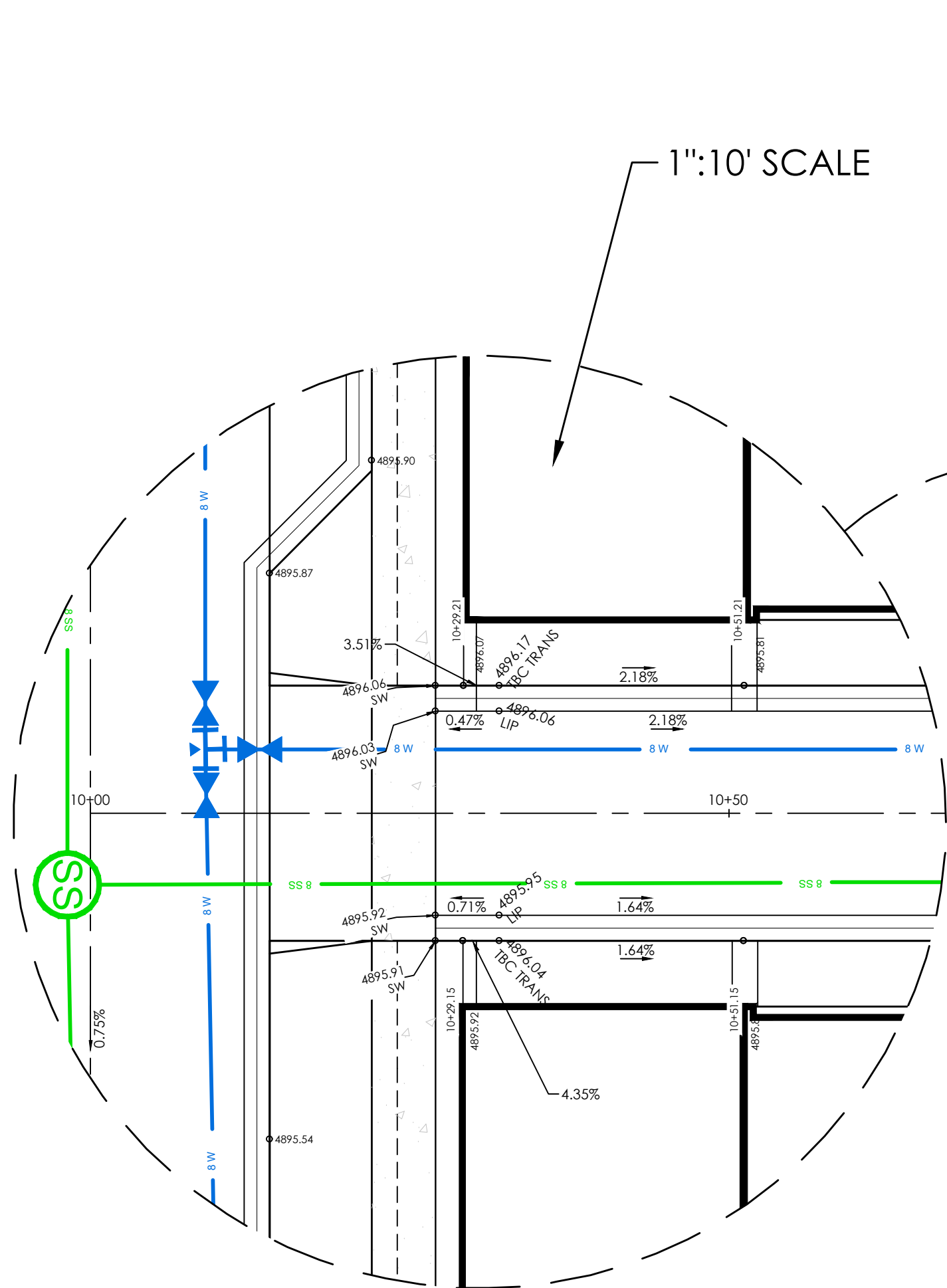
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PECAN PLACE

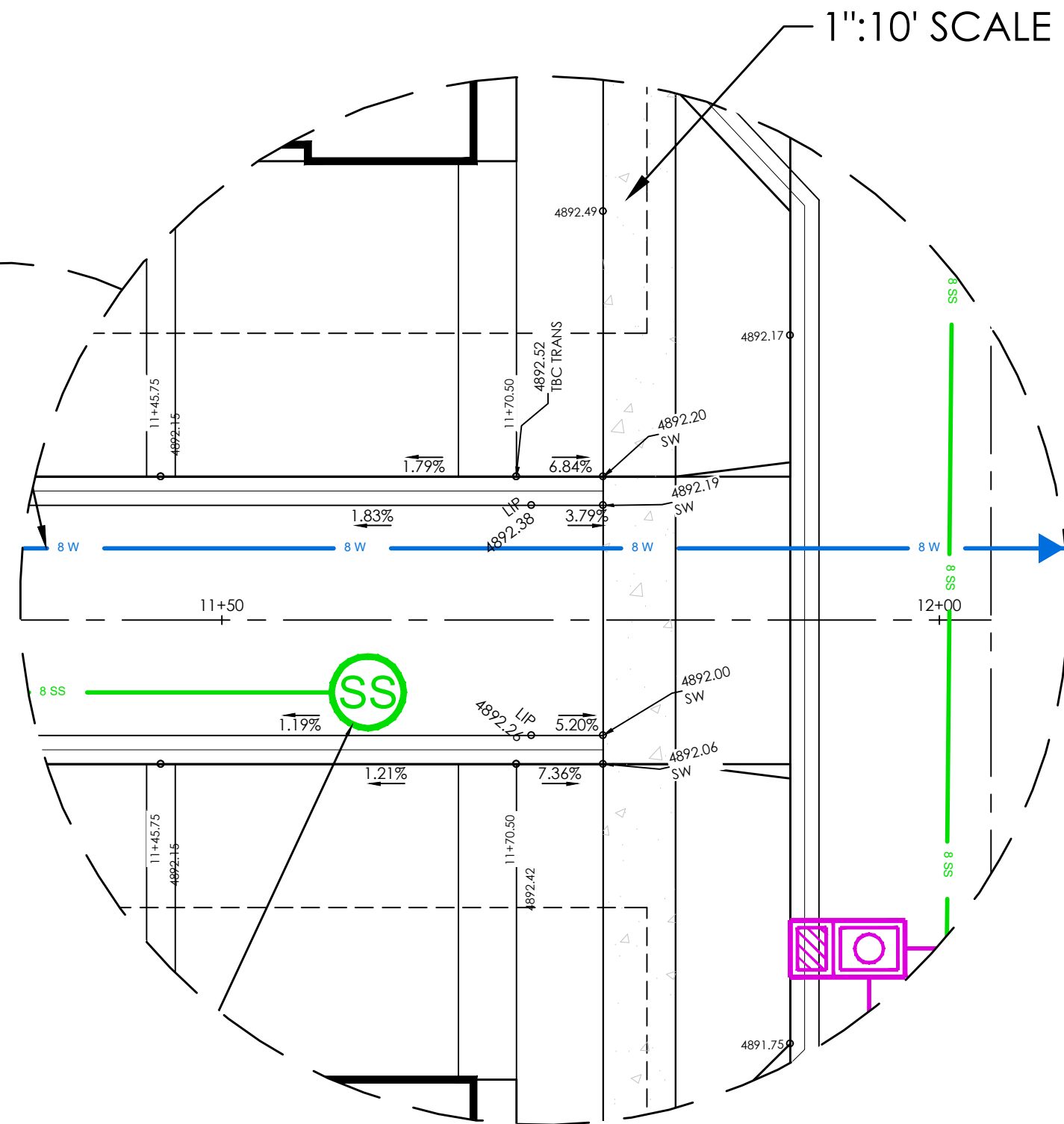
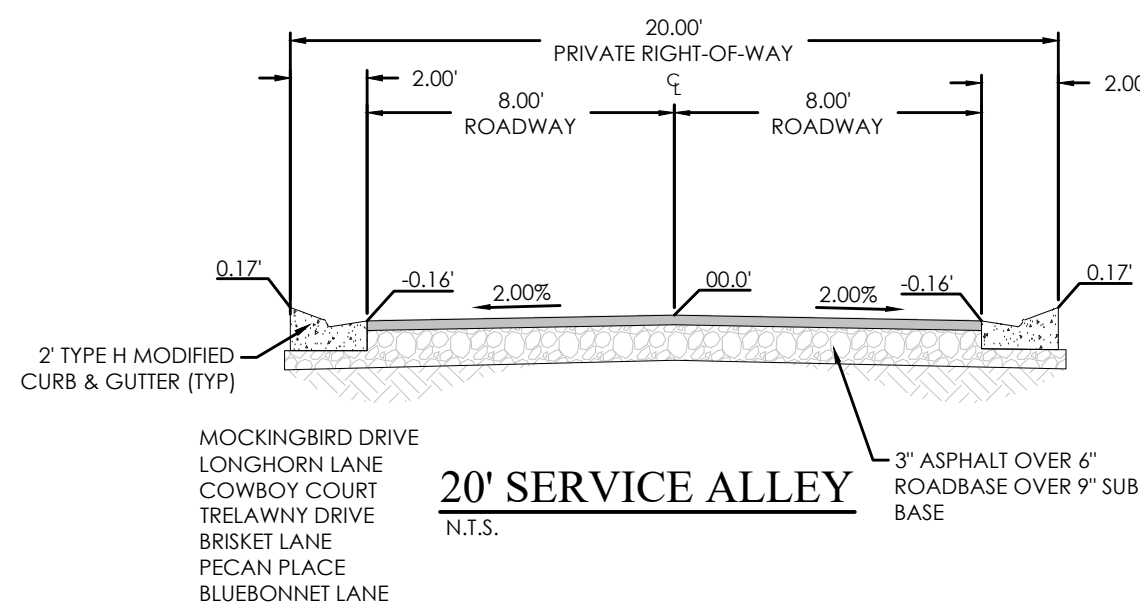
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Date: 01/30/25
Sheet: PP06

Drawn: MEC
Job #: 24-0230



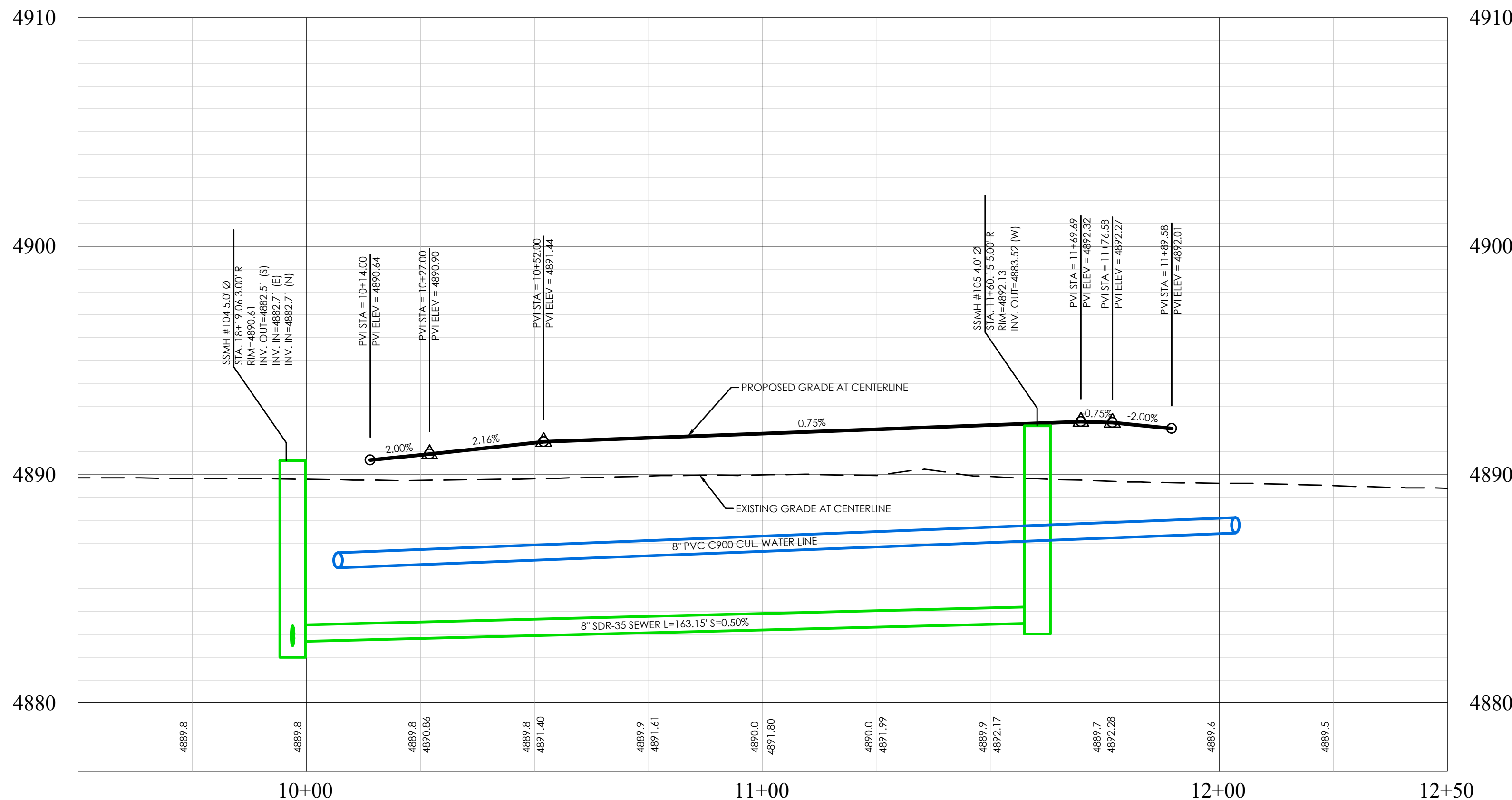
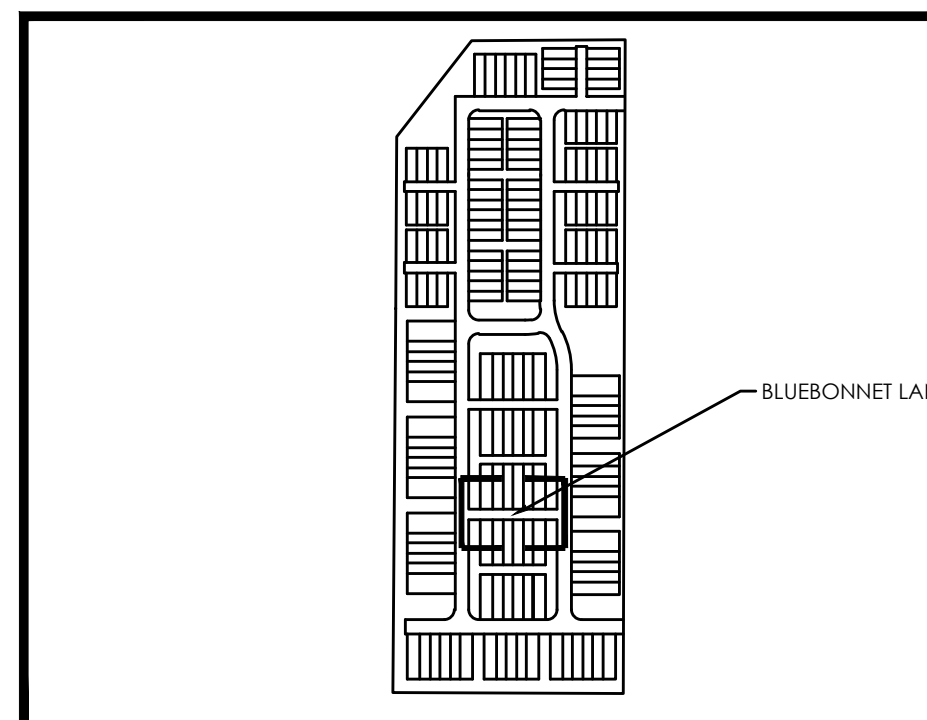


BLUEBONNET LANE PLAN

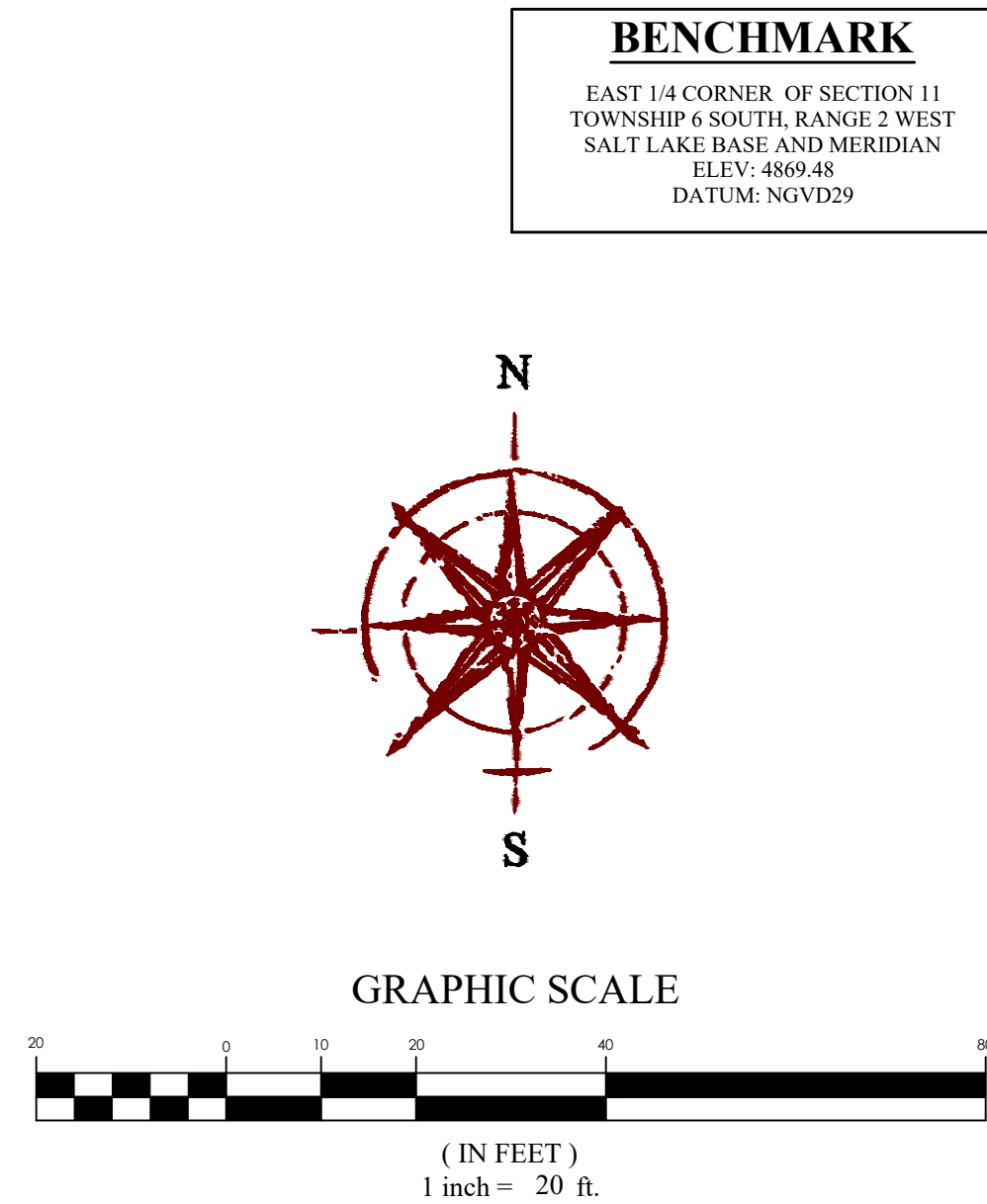


LEGEND

BOUNDARY	XX SD	XX" STORM DRAIN
ROW	XX SS	XX" SANITARY SEWER
CENTERLINE	XX W	XX" CULINARY WATER
LOT LINE	XX SW	XX" SECONDARY WATER
EASEMENT	XXXX	CONTOUR MAJOR
CONTOUR MAJOR	XXXX	CONTOUR MINOR
CONTOUR MINOR	XXXX	EXIST. STORM DRAIN
EXIST. STORM DRAIN	XXXX	EXIST. SANITARY SEWER
EXIST. SANITARY SEWER	XXXX	EXIST. CULINARY WATER
EXIST. CULINARY WATER	XXXX	EXIST. FENCE
EXIST. FENCE	XXXX	EXIST. CONTOUR MAJOR
EXIST. CONTOUR MAJOR	XXXX	EXIST. CONTOUR MINOR
EXIST. CONTOUR MINOR	XXXX	SIGN
SIGN	XXXX	STREET LIGHT
STREET LIGHT	XXXX	SD MH, INLET, AND COMBO
SD MH, INLET, AND COMBO	XXXX	SEWER MANHOLE
SEWER MANHOLE	XXXX	SECONDARY METER, WATER METER
SECONDARY METER, WATER METER	XXXX	CULINARY VALVE, TEE & BEND
CULINARY VALVE, TEE & BEND	XXXX	SECONDARY VALVE, TEE & BEND
SECONDARY VALVE, TEE & BEND	XXXX	WATER BLOW-OFF
WATER BLOW-OFF	XXXX	FIRE HYDRANT
FIRE HYDRANT	XXXX	STREET MONUMENT (TO BE SET)
STREET MONUMENT (TO BE SET)	XXXX	EXIST. STREET MONUMENT
EXIST. STREET MONUMENT	XXXX	EXIST. SD INLET & MH
EXIST. SD INLET & MH	XXXX	EXIST. SEWER MH
EXIST. SEWER MH	XXXX	EXIST. VALVE, TEE, & BEND
EXIST. VALVE, TEE, & BEND	XXXX	EXIST. FIRE HYDRANT
EXIST. FIRE HYDRANT	XXXX	SPOT ELEVATION

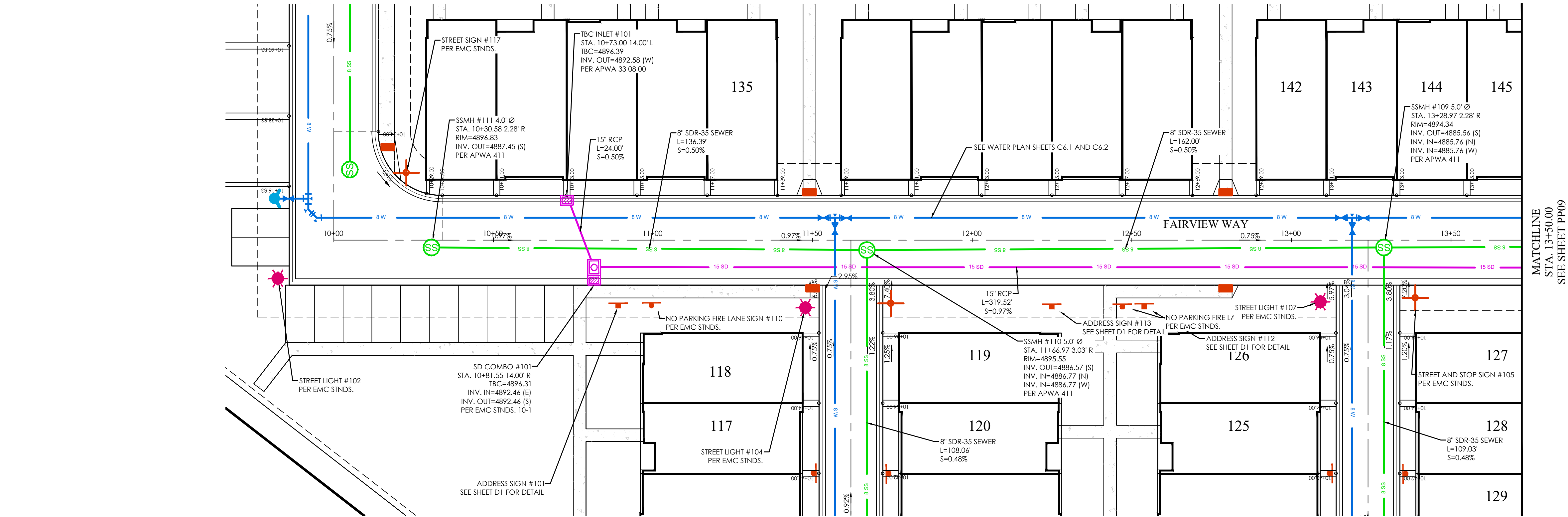


BLUEBONNET LANE PROFILE

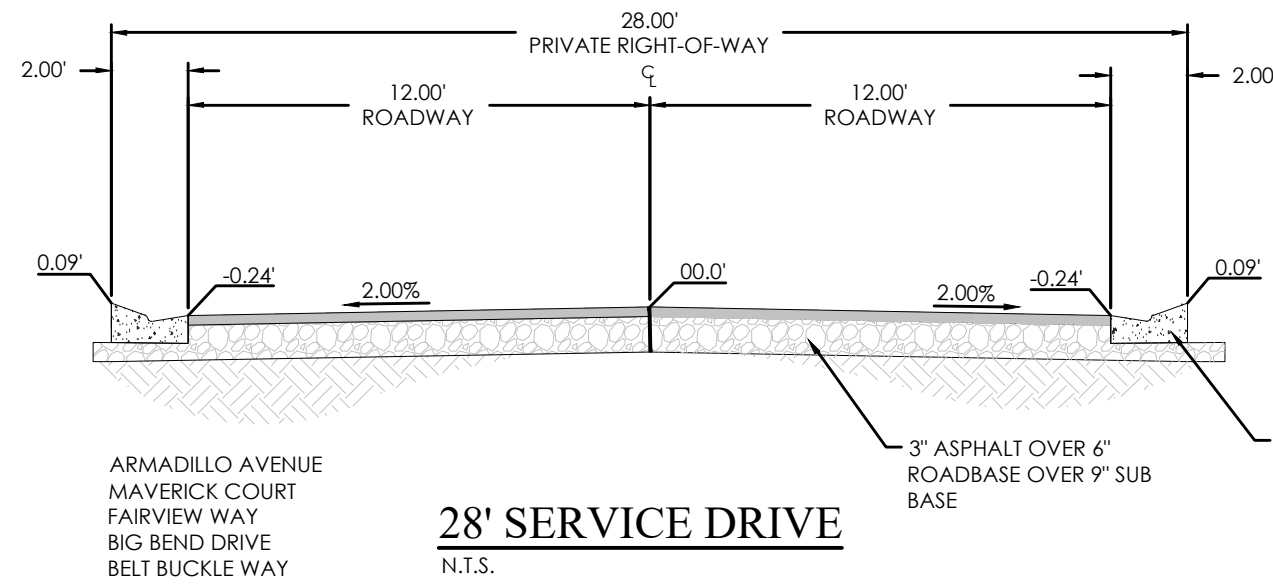


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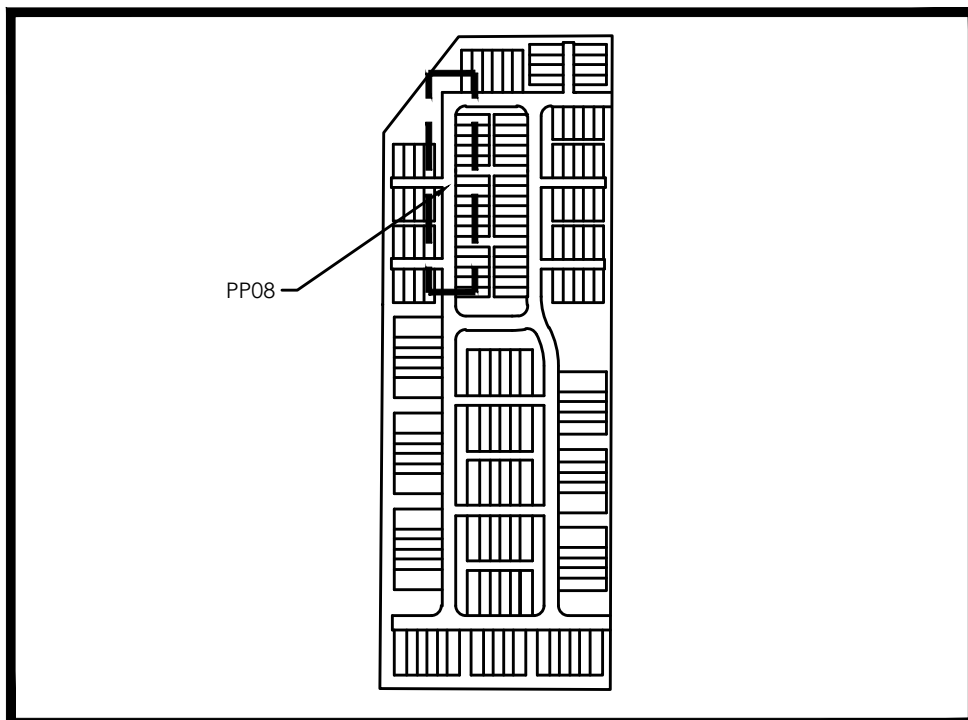
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FAIRVIEW WAY PLAN



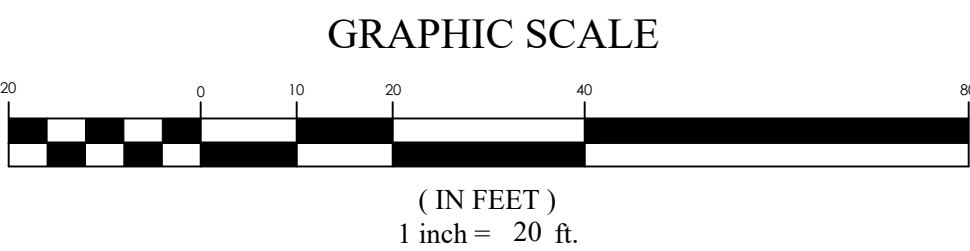
28' SERVICE DRIVE
N.T.S.



KEY MAP
N.T.S.

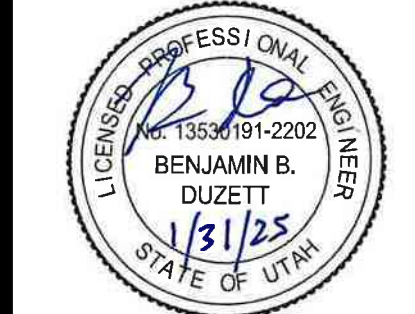
- LEGEND**
- BOUNDARY
 - ROW
 - CENTERLINE
 - LOT LINE
 - EASEMENT
 - XX SD XX" STORM DRAIN
 - XX SS XX" SANITARY SEWER
 - XX W XX" CULINARY WATER
 - XX SW XX" SECONDARY WATER
 - XXXX CONTOUR MAJOR
 - XXXX CONTOUR MINOR
 - XX SD EXIST. STORM DRAIN
 - XX SS EXIST. SANITARY SEWER
 - XX W EXIST. CULINARY WATER
 - XX SW EXIST. SECONDARY WATER
 - XXXX EXIST. CONTOUR MAJOR
 - XXXX EXIST. CONTOUR MINOR
 - SIGN
 - STREET LIGHT
 - SD MH, INLET, AND COMBO
 - SEWER MANHOLE
 - SEWAGE VALVE, TEE & BEND
 - SEWAGE VALVE, TEE & BEND
 - WATER BLOW-OFF
 - FIRE HYDRANT
 - STREET MONUMENT (TO BE SET)
 - EXIST. STREET MONUMENT
 - EXIST. SD INLET & MH
 - EXIST. SEWER MH
 - EXIST. VALVE, TEE, & BEND
 - EXIST. FIRE HYDRANT
 - SPOT ELEVATION

BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
FAIRVIEW WAY

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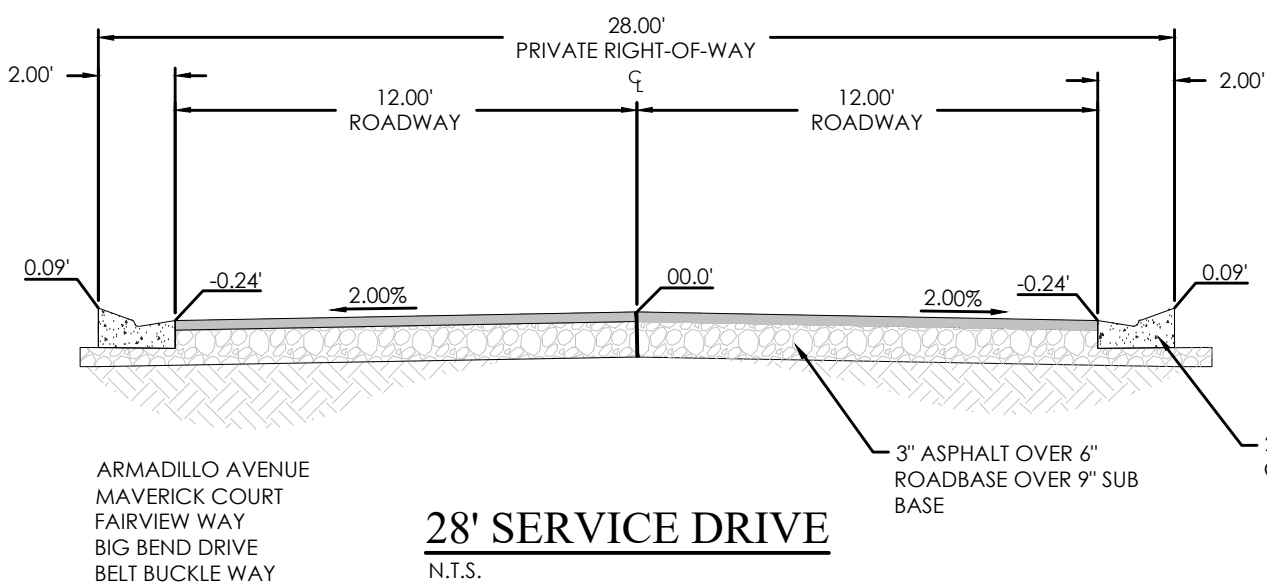
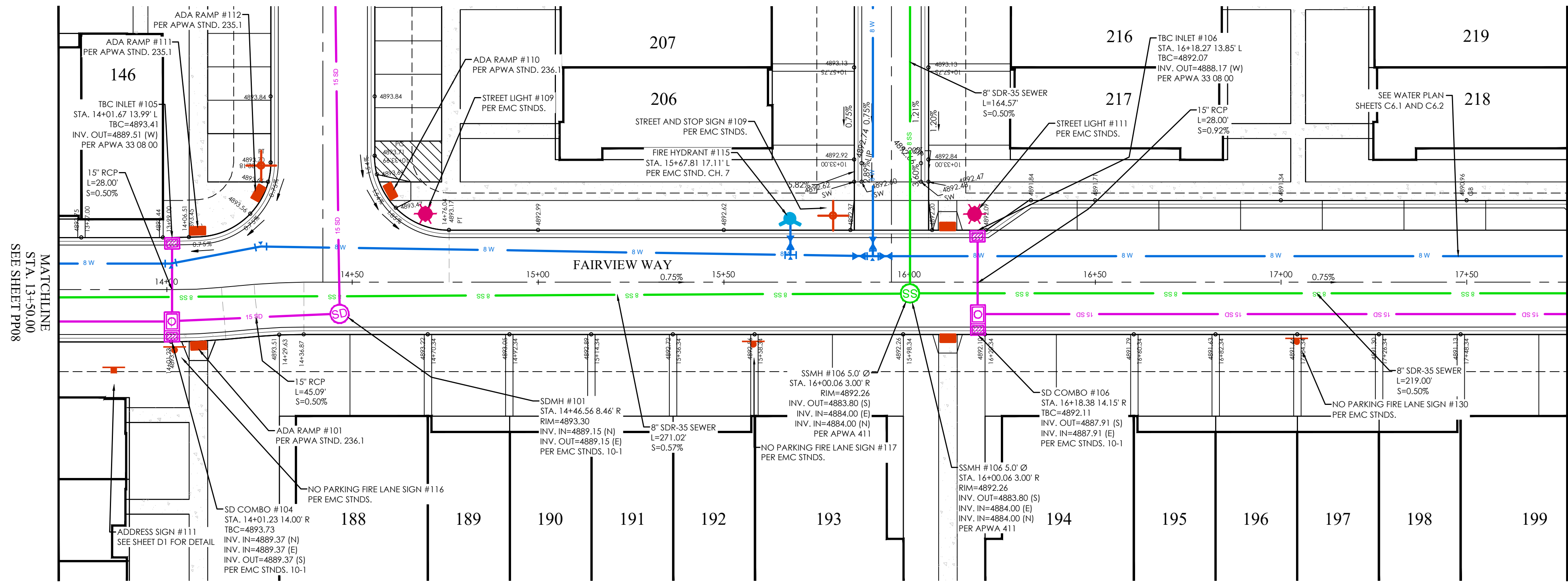


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FAIRVIEW WAY

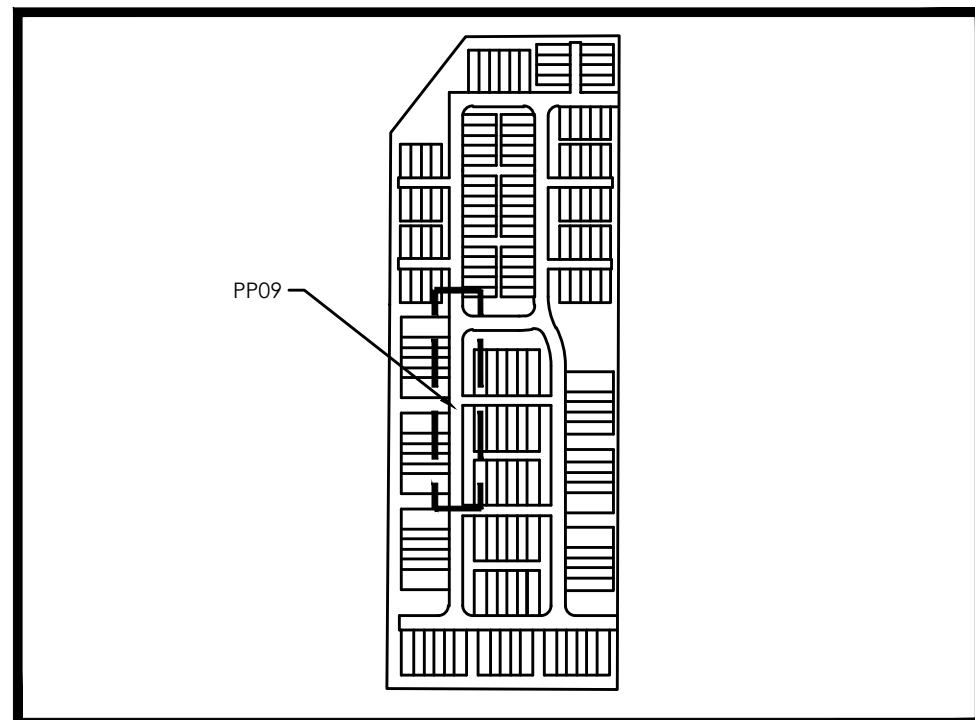
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Date: 01/30/25
Sheet: PP08

Drawn: MEC
Job #: 24-0230

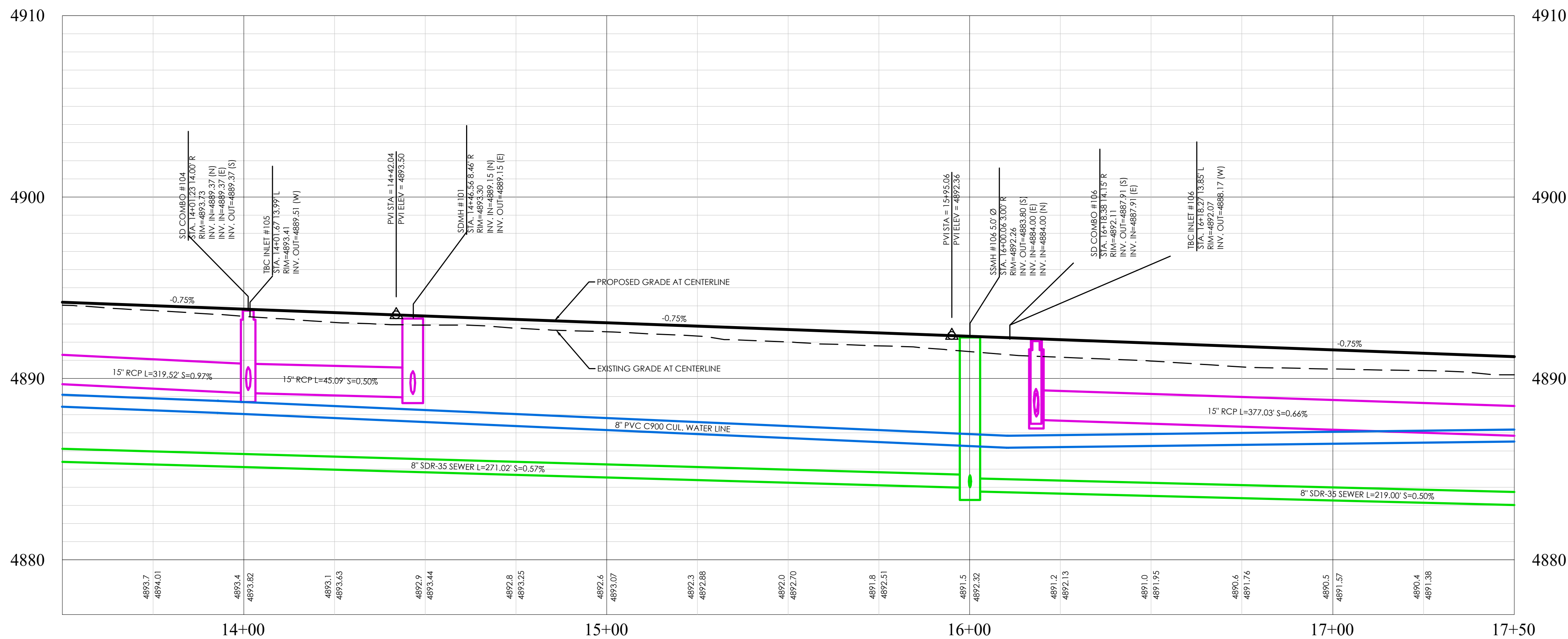


FAIRVIEW WAY PLAN

- LEGEND**
- BOUNDARY
 - CENTERLINE
 - LOT LINE
 - EASEMENT
 - XX SD XX" STORM DRAIN
 - XX SS XX" SANITARY SEWER
 - XX W XX" CULINARY WATER
 - XX SW XX" SECONDARY WATER
 - XXXX CONTOUR MAJOR
 - XXXX CONTOUR MINOR
 - EXIST. STORM DRAIN
 - EXIST. SANITARY SEWER
 - EXIST. CULINARY WATER
 - EXIST. FENCE
 - EXIST. CONTOUR MAJOR
 - EXIST. CONTOUR MINOR
 - SIGN
 - STREET LIGHT
 - SD MH, INLET, AND COMBO
 - SEWER MANHOLE
 - SECONDARY METER, WATER METER
 - CULINARY VALVE, TEE & BEND
 - SECONDARY VALVE, TEE & BEND
 - WATER BLOW-OFF
 - FIRE HYDRANT
 - STREET MONUMENT (TO BE SET)
 - EXIST. STREET MONUMENT
 - EXIST. SD INLET & MH
 - EXIST. SEWER MH
 - EXIST. VALVE, TEE, & BEND
 - EXIST. FIRE HYDRANT
 - SPOT ELEVATION

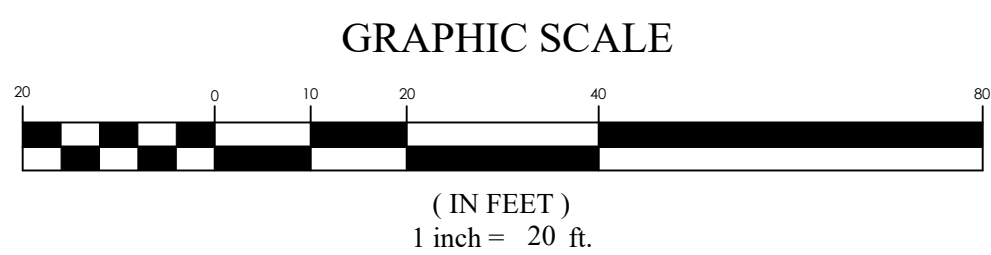


KEY MAP
N.T.S



FAIRVIEW WAY PROFILE

BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
FAIRVIEW WAY

REVISION BLOCK	
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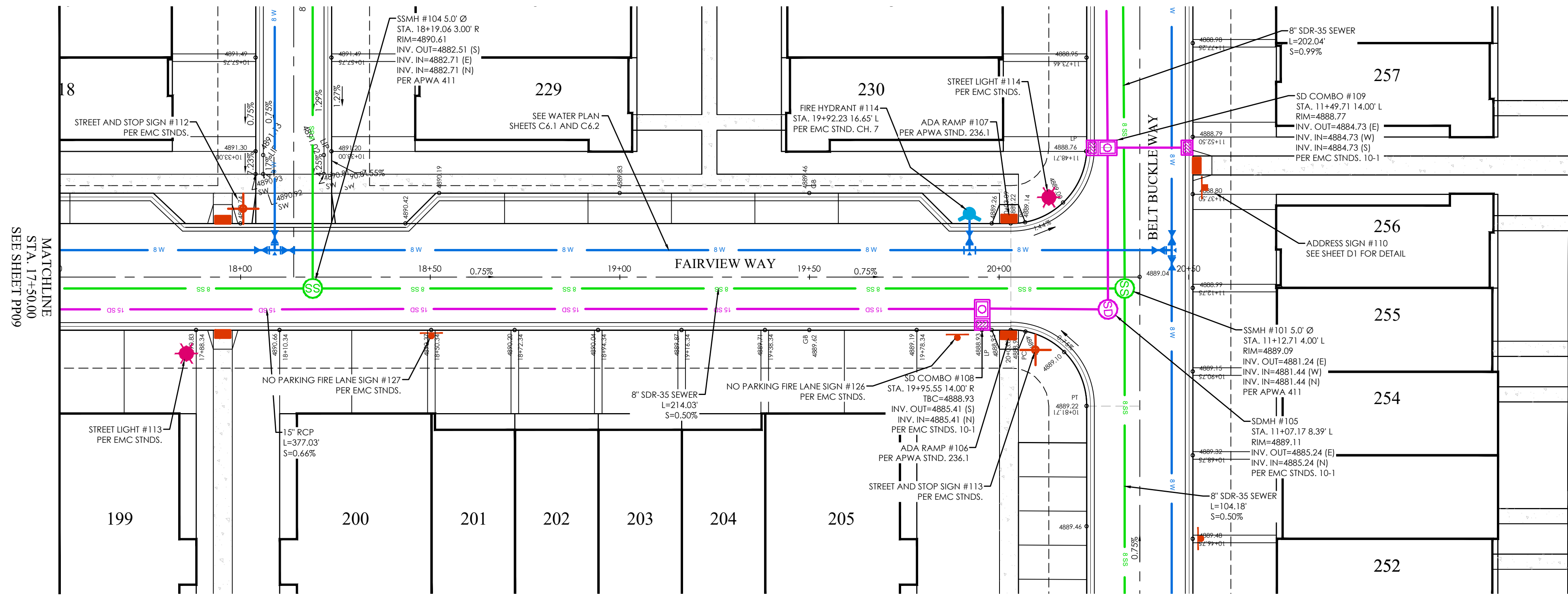
FAIRVIEW WAY

Scale: 1"=20'
Date: 01/30/25
Sheet: PP09

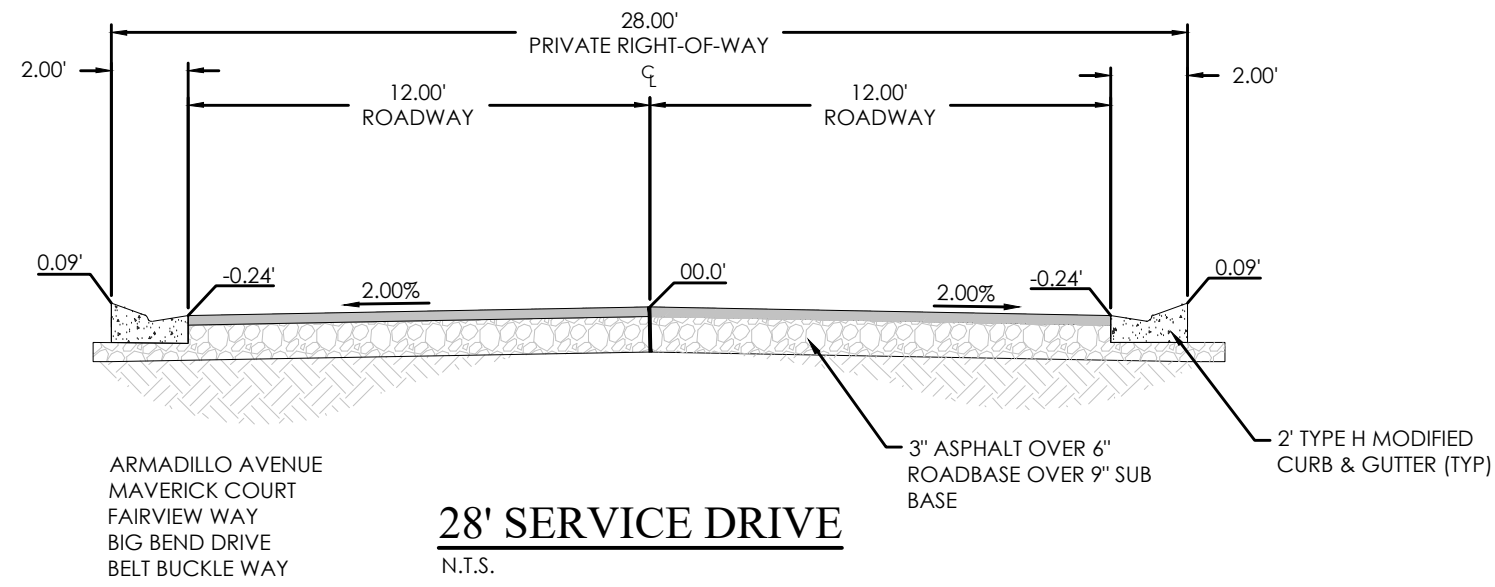
Drawn: MEC
Job #: 24-0230

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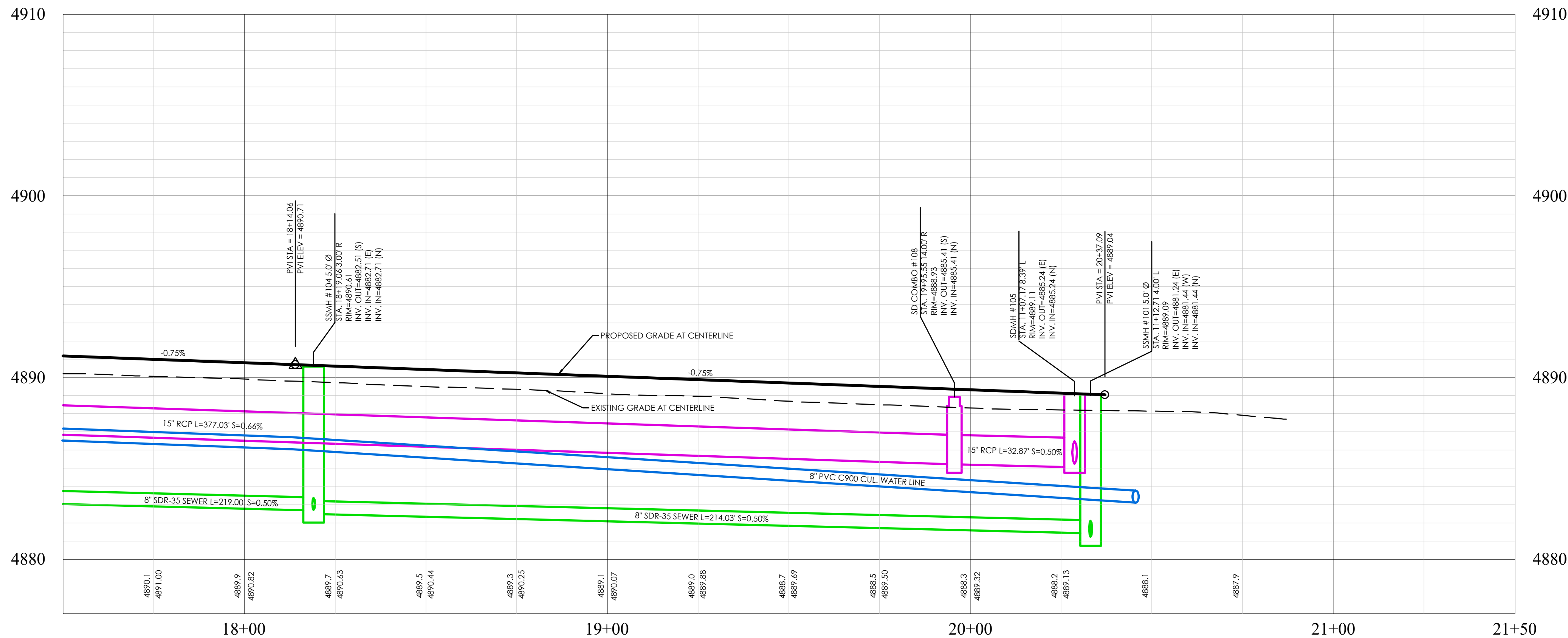




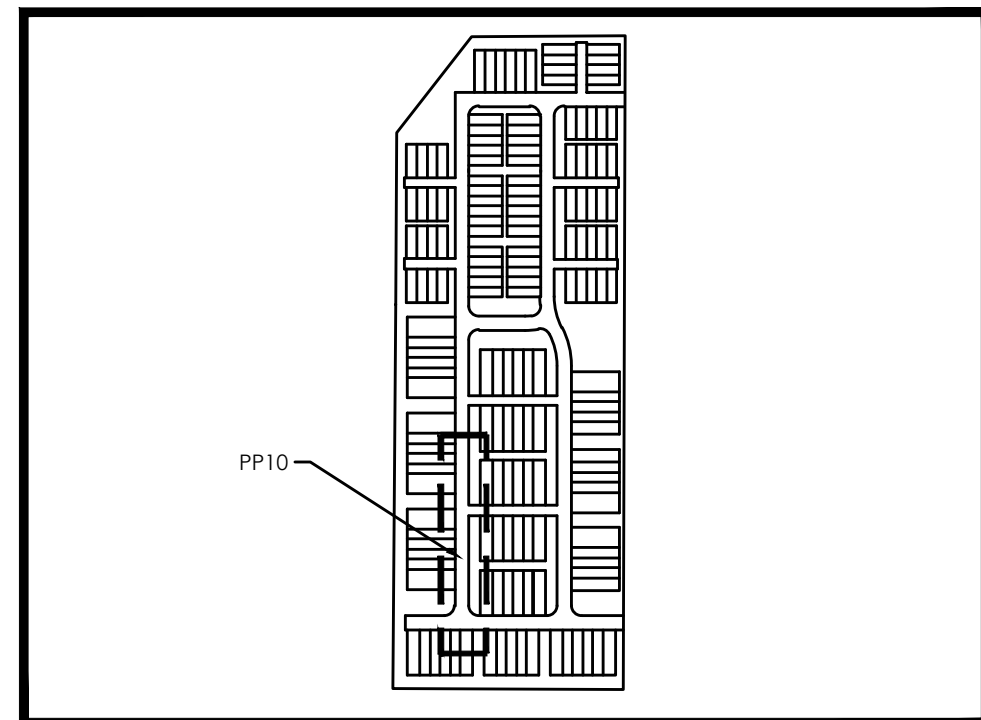
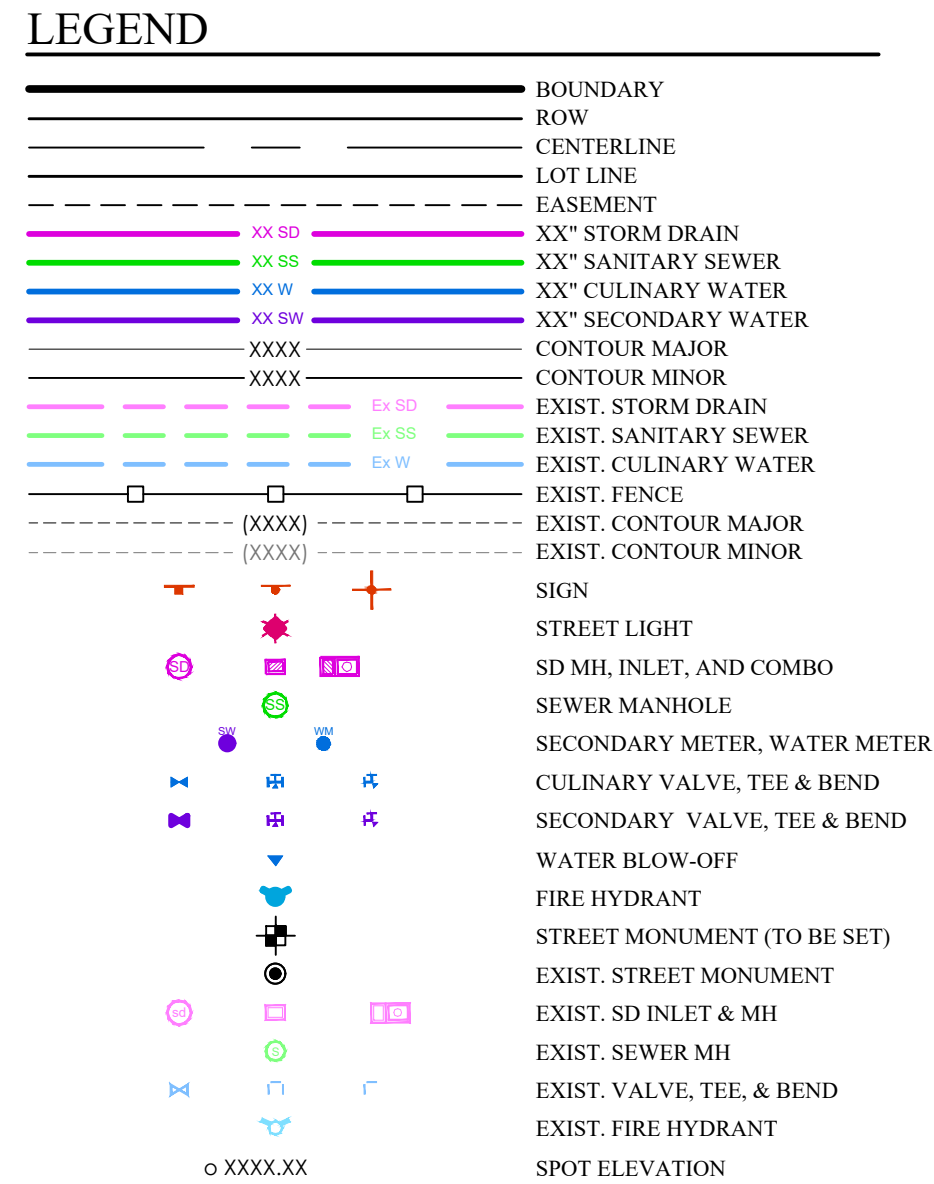
FAIRVIEW WAY PLAN



28' SERVICE DRIVE
N.T.S.

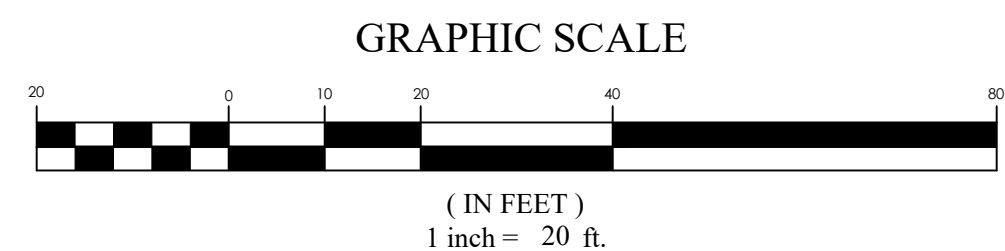


FAIRVIEW WAY PROFILE



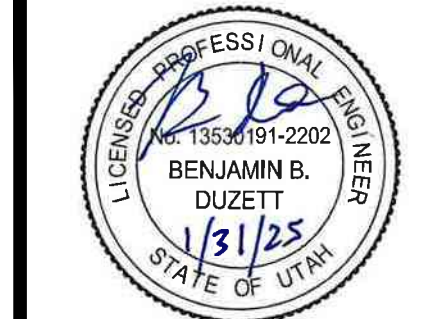
KEY MAP
N.T.S.

BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
FAIRVIEW WAY

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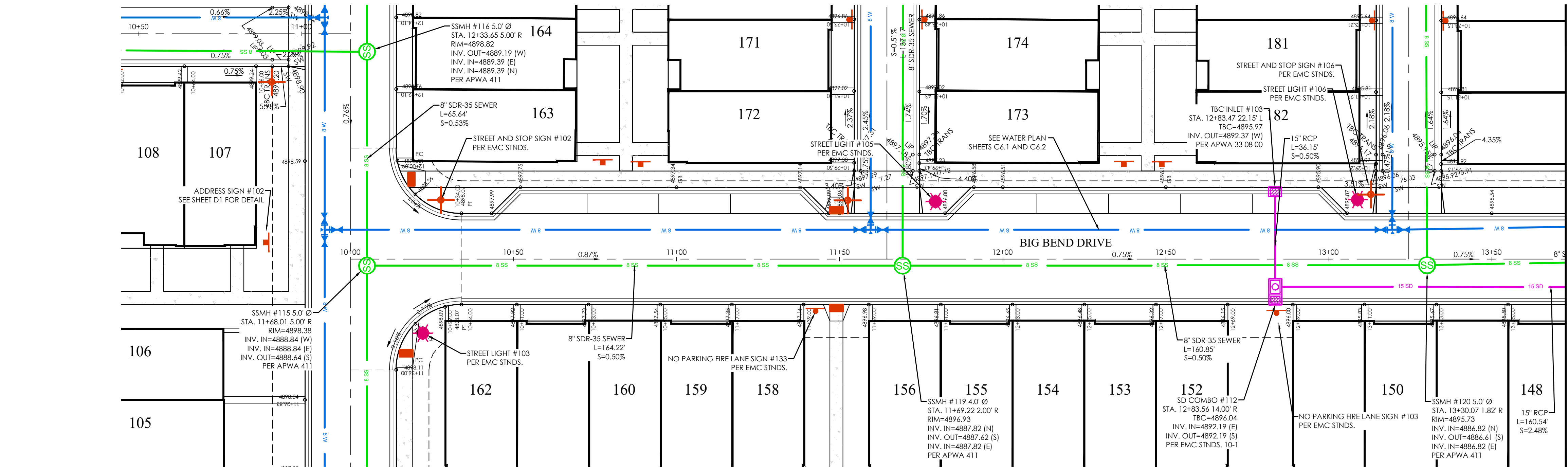


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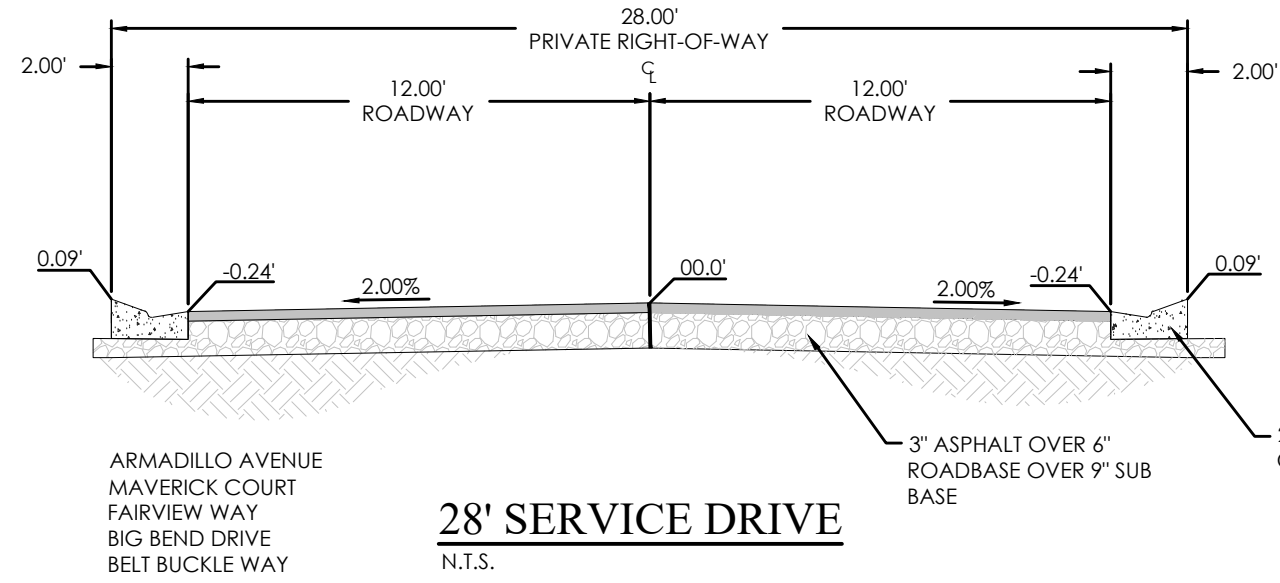
FAIRVIEW WAY

Scale: 1"=20'
Date: 01/30/25
Sheet:

Drawn: MEC
Job #: 24-0230
PP10

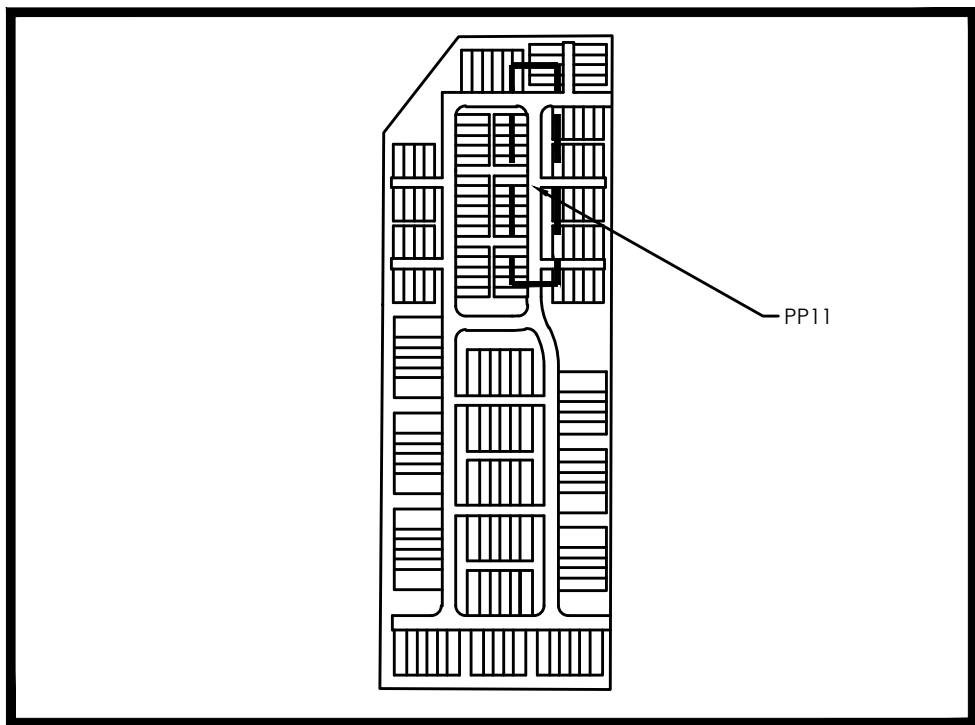


BIG BEND DRIVE PLAN

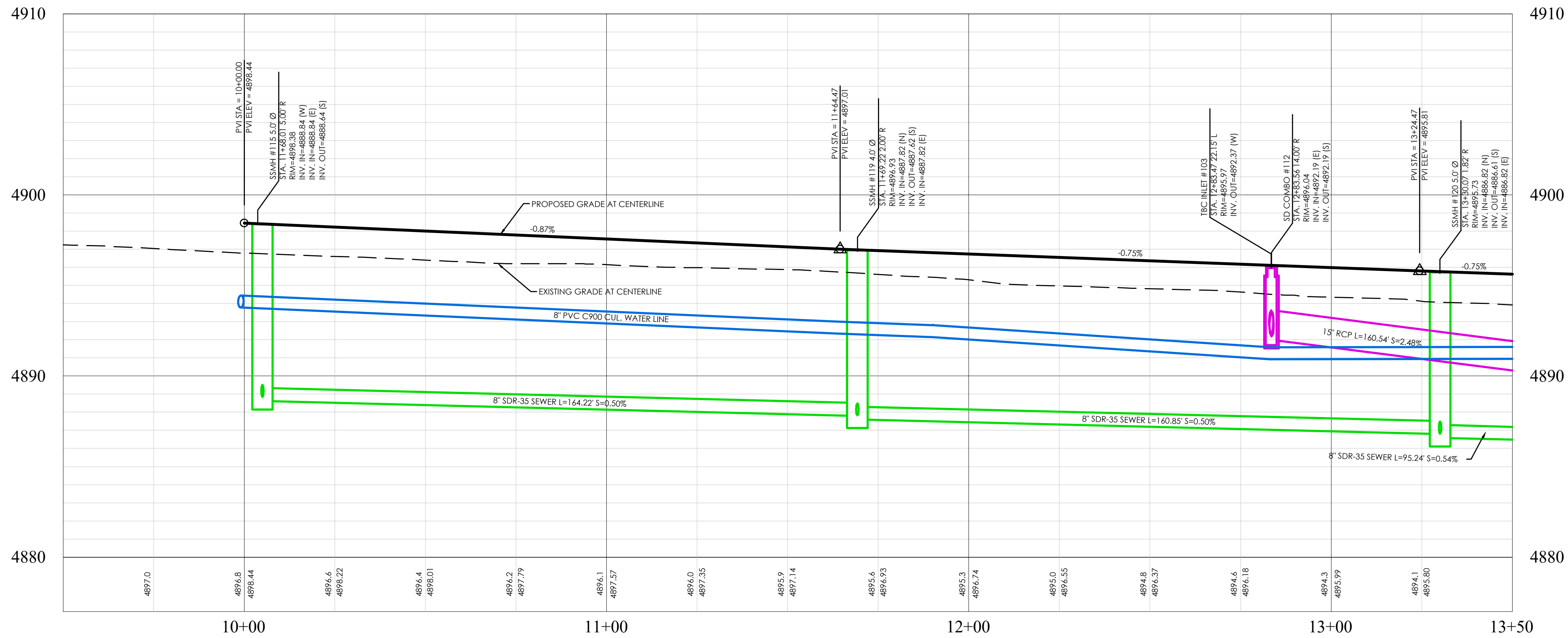


LEGEND

BOUNDARY	XX SD	XX" STORM DRAIN
CENTERLINE	XX SS	XX" SANITARY SEWER
LOT LINE	XX W	XX" CULINARY WATER
EASEMENT	XX SH	XX" SECONDARY WATER
CONTOUR MAJOR	XXXX	CONTOUR MAJOR
CONTOUR MINOR	XXXX	CONTOUR MINOR
EXIST. STORM DRAIN	XXXX	EXIST. STORM DRAIN
EXIST. SANITARY SEWER	XXXX	EXIST. SANITARY SEWER
EXIST. CULINARY WATER	XXXX	EXIST. CULINARY WATER
EXIST. FENCE	XXXX	EXIST. FENCE
EXIST. CONTOUR MAJOR	XXXX	EXIST. CONTOUR MAJOR
EXIST. CONTOUR MINOR	XXXX	EXIST. CONTOUR MINOR
SIGN		
STREET LIGHT		
SD MH, INLET, AND COMBO		
SEWER MANHOLE		
SECONDARY METER, WATER METER		
CULINARY VALVE, TEE & BEND		
SECONDARY VALVE, TEE & BEND		
WATER BLOW-OFF		
FIRE HYDRANT		
STREET MONUMENT (TO BE SET)		
EXIST. STREET MONUMENT		
EXIST. SD INLET & MH		
EXIST. SEWER MH		
EXIST. VALVE, TEE, & BEND		
EXIST. FIRE HYDRANT		
SPOT ELEVATION		

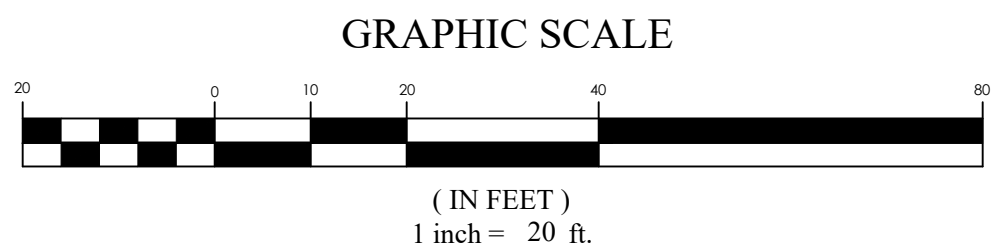


KEY MAP
N.T.S.



BIG BEND DRIVE PROFILE

BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
BIG BEND DRIVE

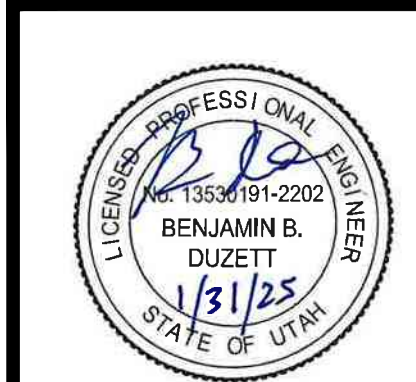
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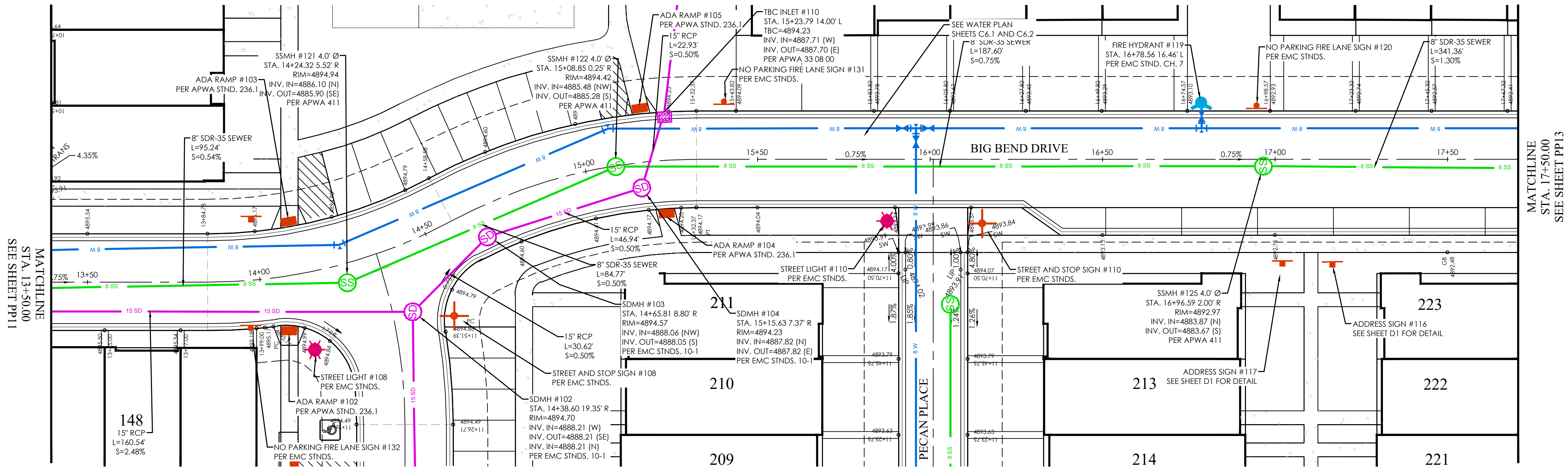
BIG BEND DRIVE

Scale: 1"=20'
Date: 01/30/25
Sheet: PP11

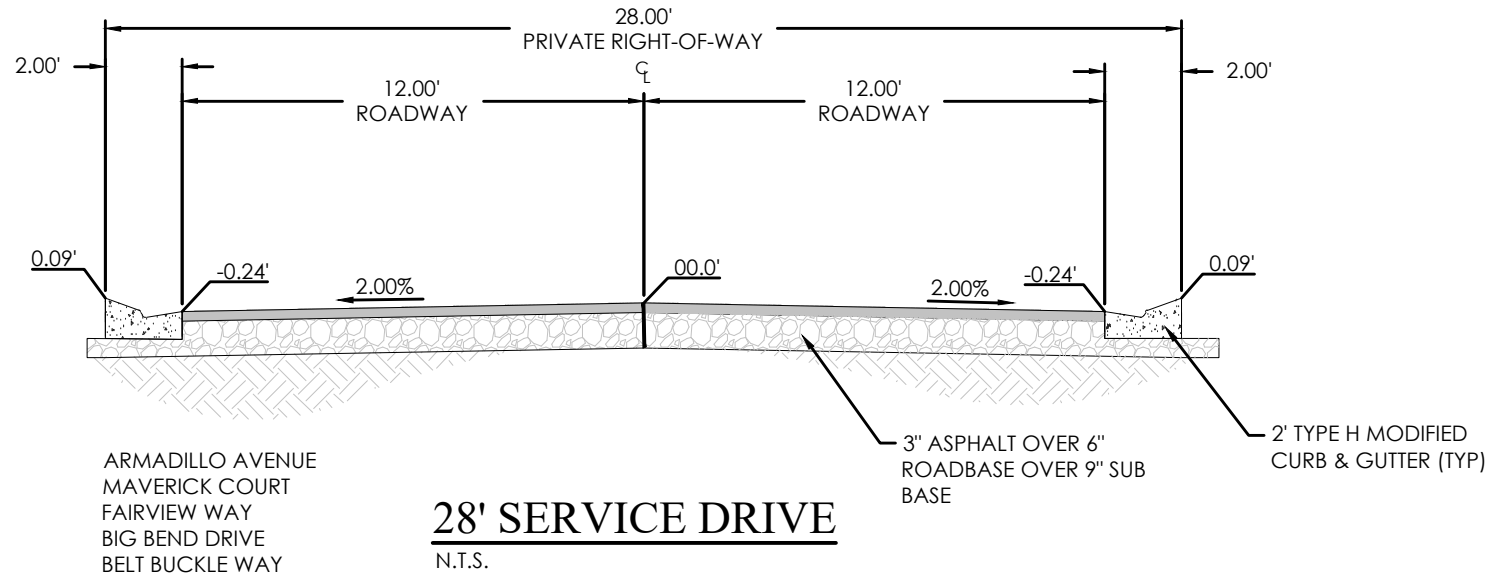
Drawn: MEC
Job #: 24-0230

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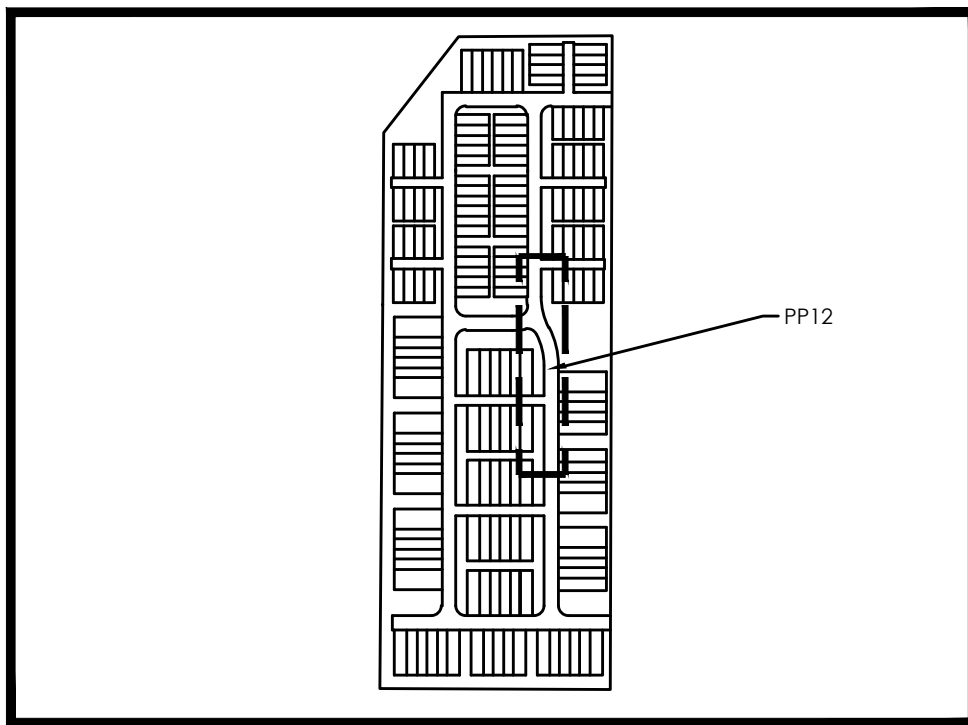




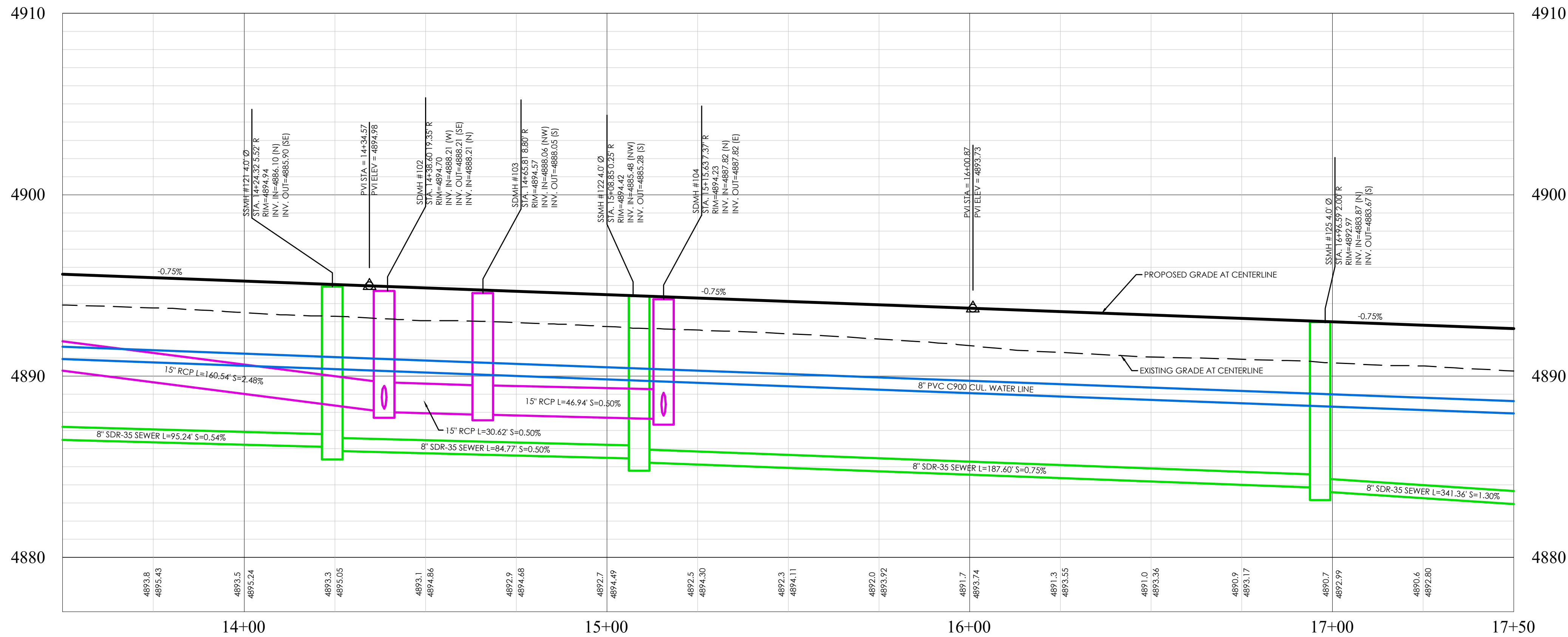
BIG BEND DRIVE PLAN



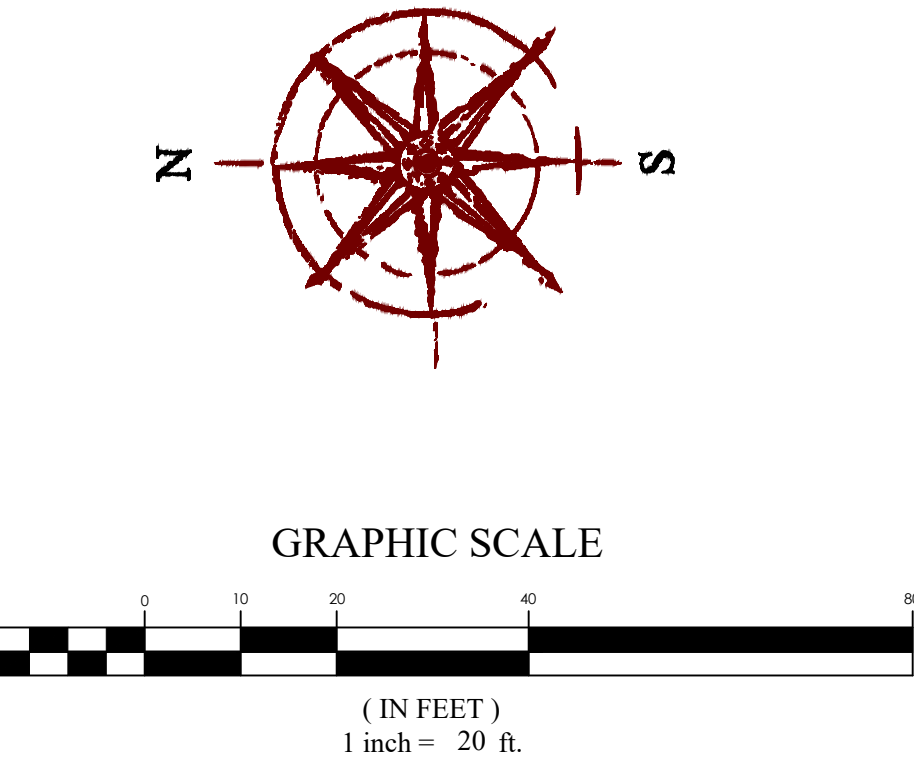
28' SERVICE DRIVE
N.T.S.



KEY MAP
N.T.S.



BIG BEND DRIVE PROFILE

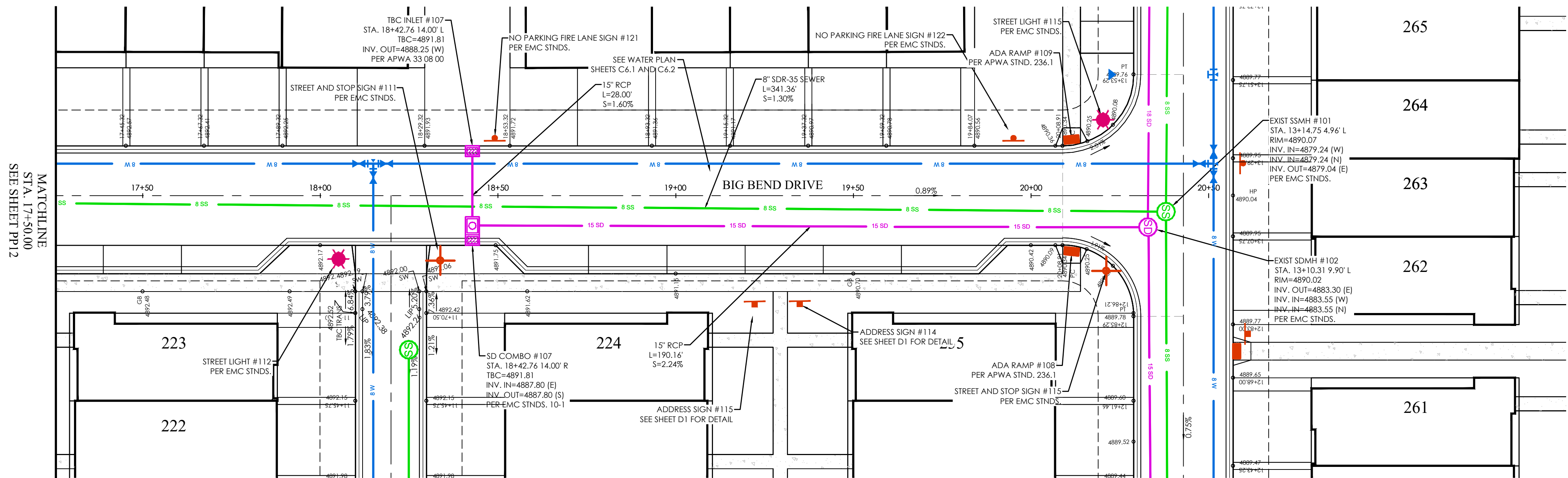


LEGEND	
BOUNDARY	XX SD
CENTERLINE	XX SS
LOT LINE	XX W
EASEMENT	XX SW
CONTOUR MAJOR	XXXX
CONTOUR MINOR	XXXX
EXIST. STORM DRAIN	XX SD
EXIST. SANITARY SEWER	XX SS
EXIST. CULINARY WATER	XX W
EXIST. SECONDARY WATER	XX SW
EXIST. FENCE	XXXX
EXIST. CONTOUR MAJOR	XXXX
EXIST. CONTOUR MINOR	XXXX
SIGN	XXXX
STREET LIGHT	XXXX
SD MH, INLET, AND COMBO	XXXX
SEWER MANHOLE	XXXX
SECONDARY METER, WATER METER	XXXX
CULINARY VALVE, TEE & BEND	XXXX
SECONDARY VALVE, TEE & BEND	XXXX
WATER BLOW-OFF	XXXX
FIRE HYDRANT	XXXX
STREET MONUMENT (TO BE SET)	XXXX
EXIST. STREET MONUMENT	XXXX
EXIST. SD INLET & MH	XXXX
EXIST. SEWER MH	XXXX
EXIST. VALVE, TEE, & BEND	XXXX
EXIST. FIRE HYDRANT	XXXX
SPOT ELEVATION	XXXX

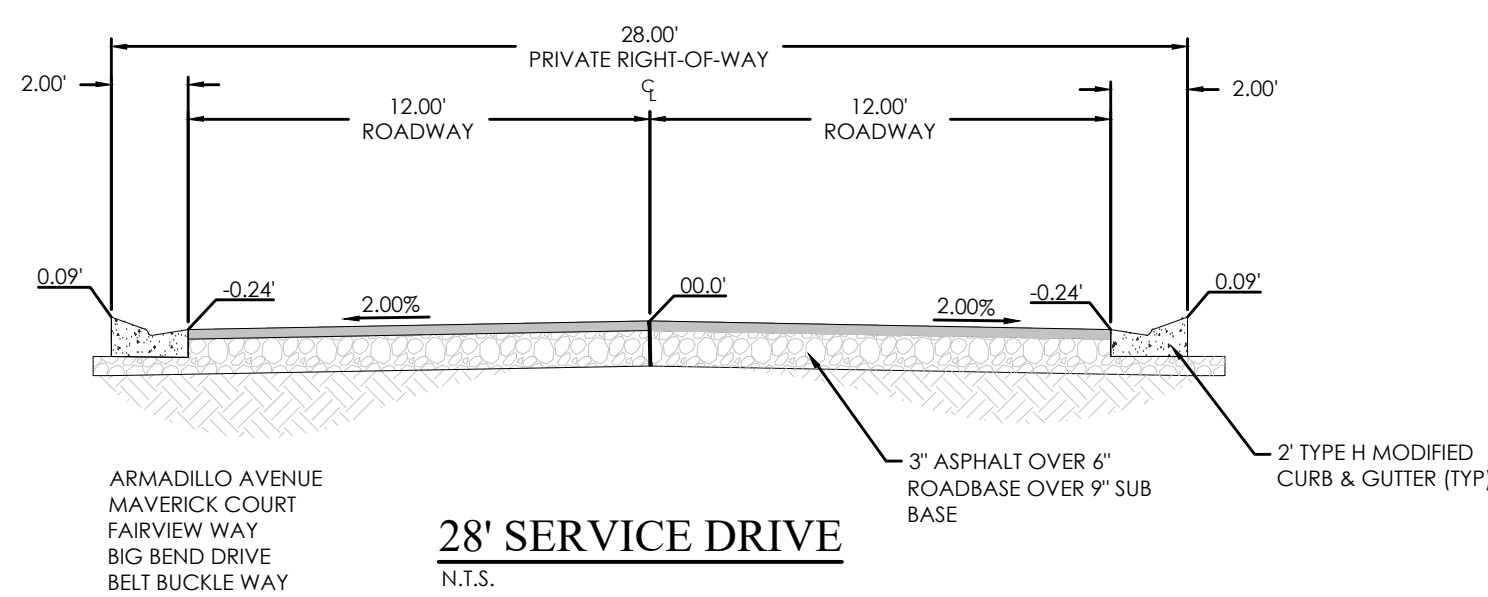
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
BIG BEND DRIVE

REVISION BLOCK	DATE	DESCRIPTION
1	01/30/25	1
2	01/30/25	2
3	01/30/25	3
4	01/30/25	4
5	01/30/25	5
6	01/30/25	6

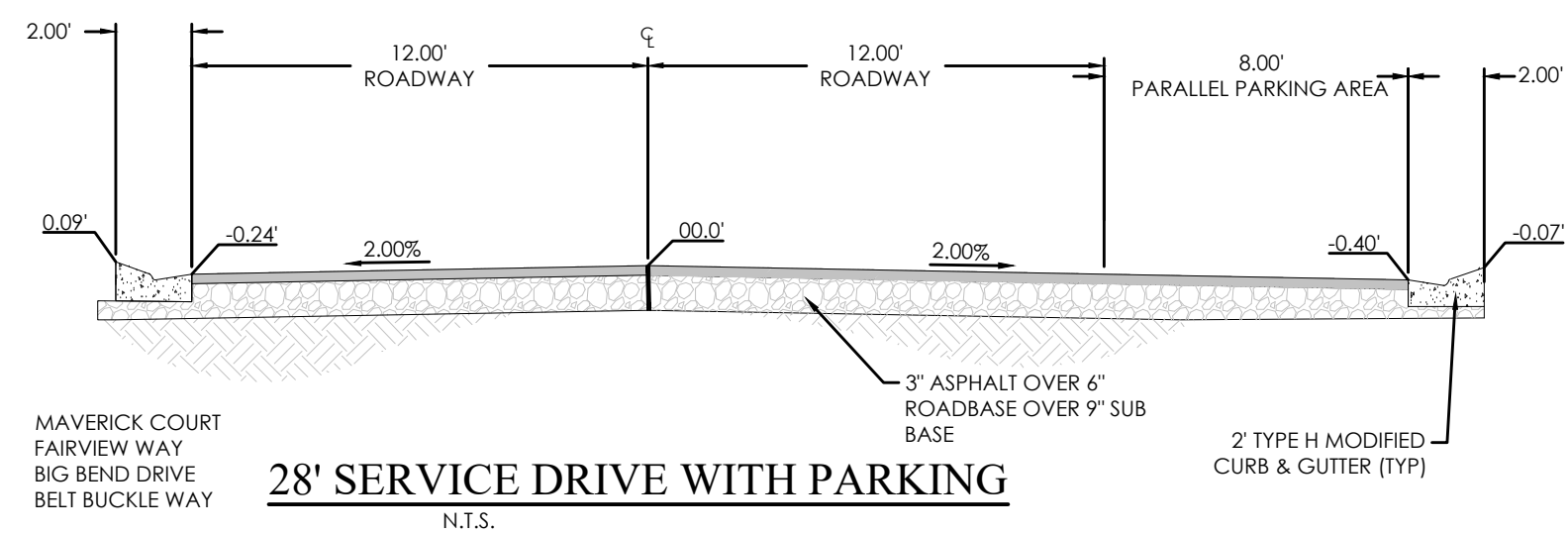
BIG BEND DRIVE	
Scale: 1"=20'	Drawn: MEC
Date: 01/30/25	Job #: 24-0230
Sheet:	PP12



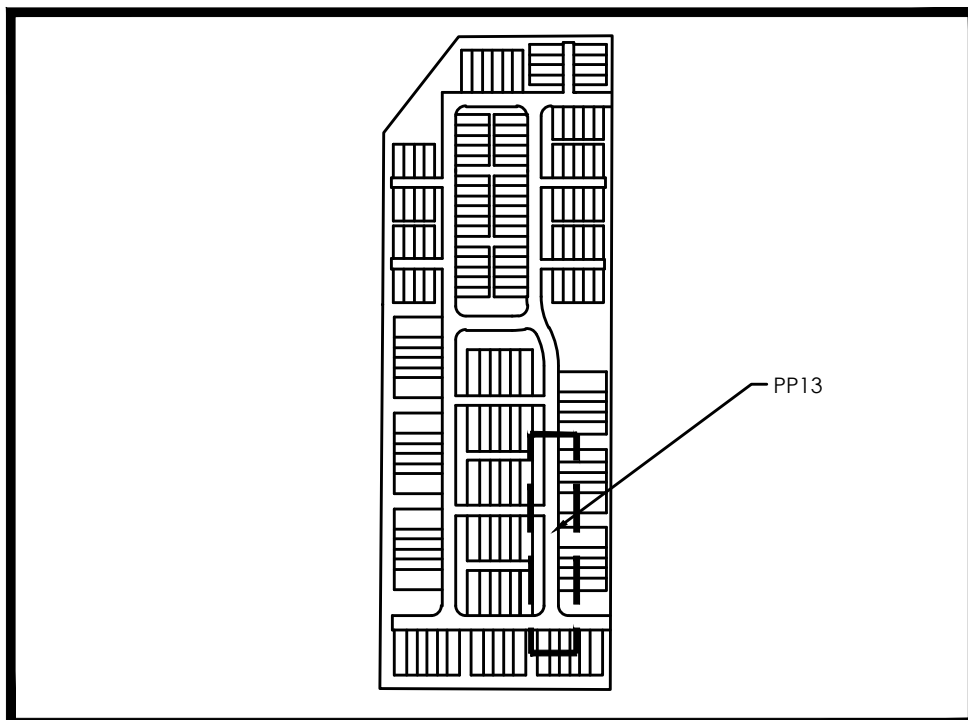
BIG BEND DRIVE PLAN



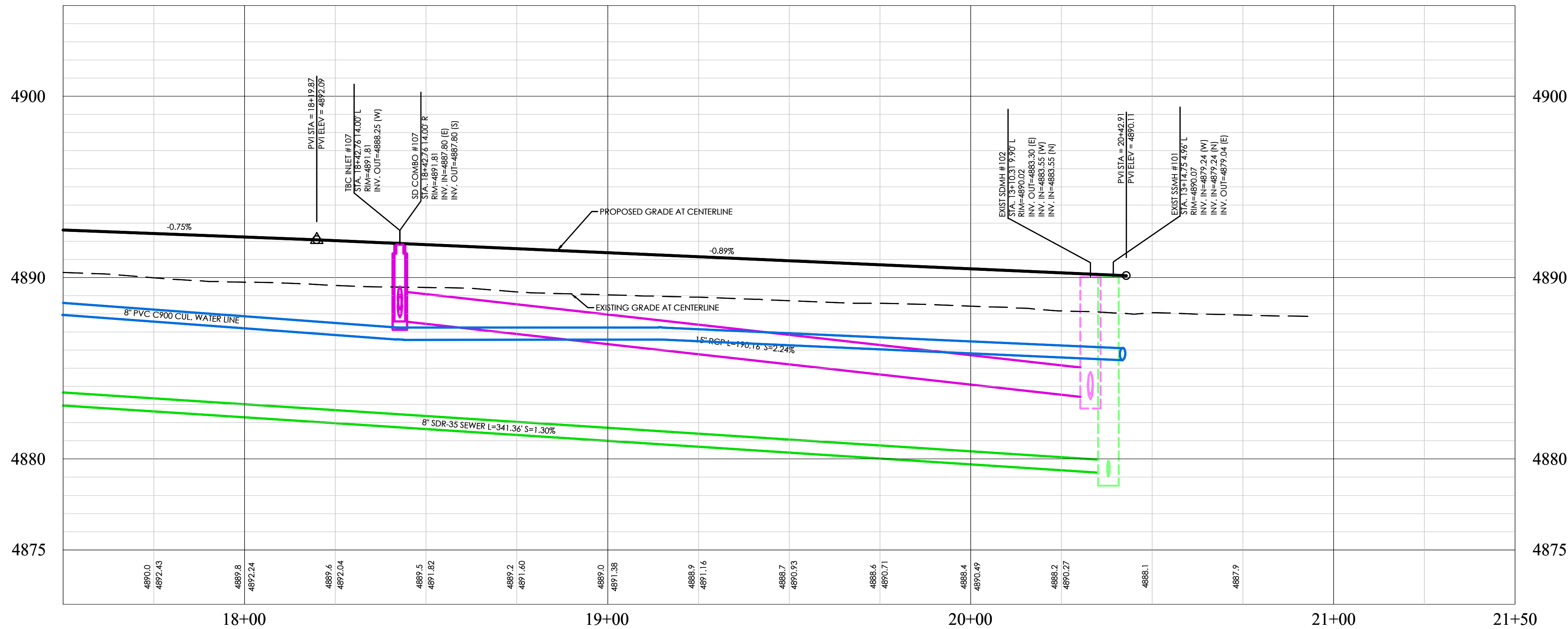
28' SERVICE DRIVE
N.T.S.



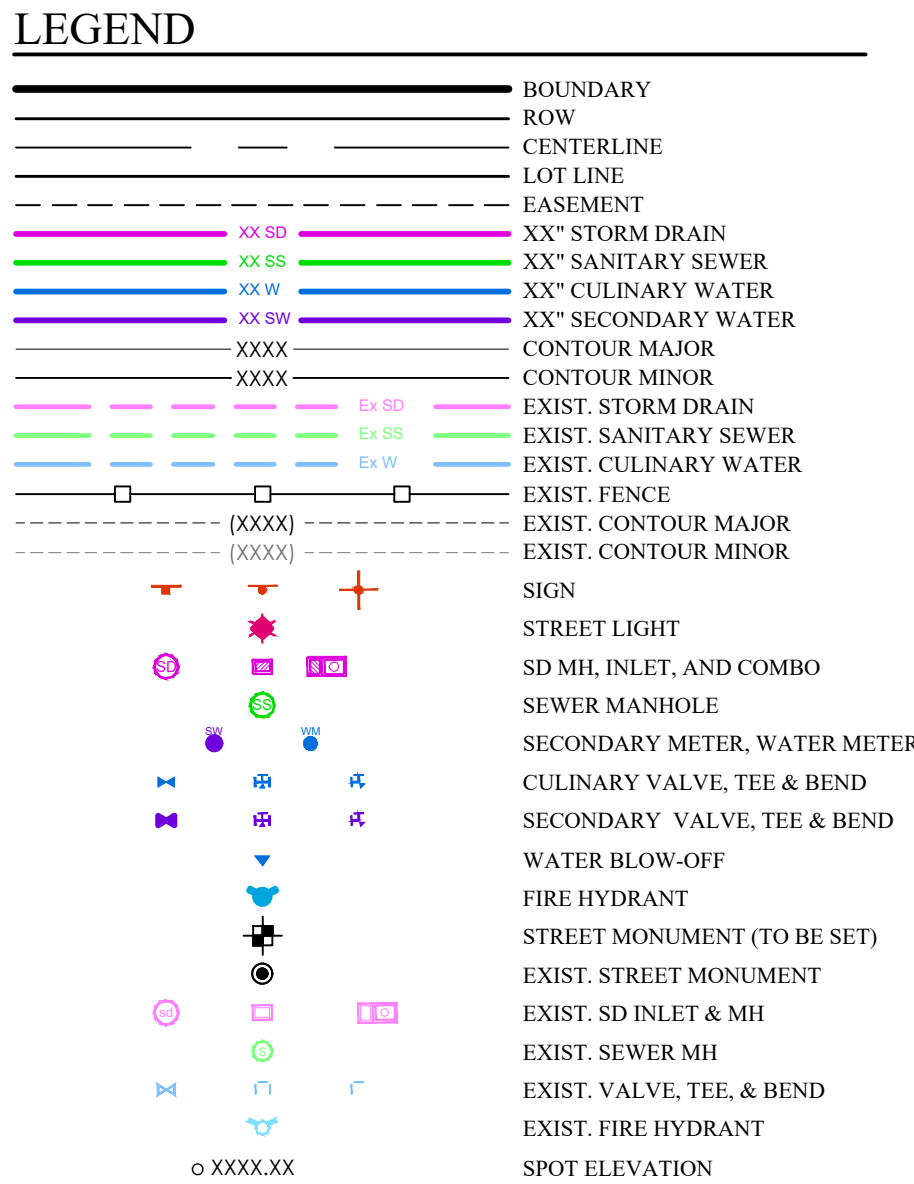
28' SERVICE DRIVE WITH PARKING
N.T.S.



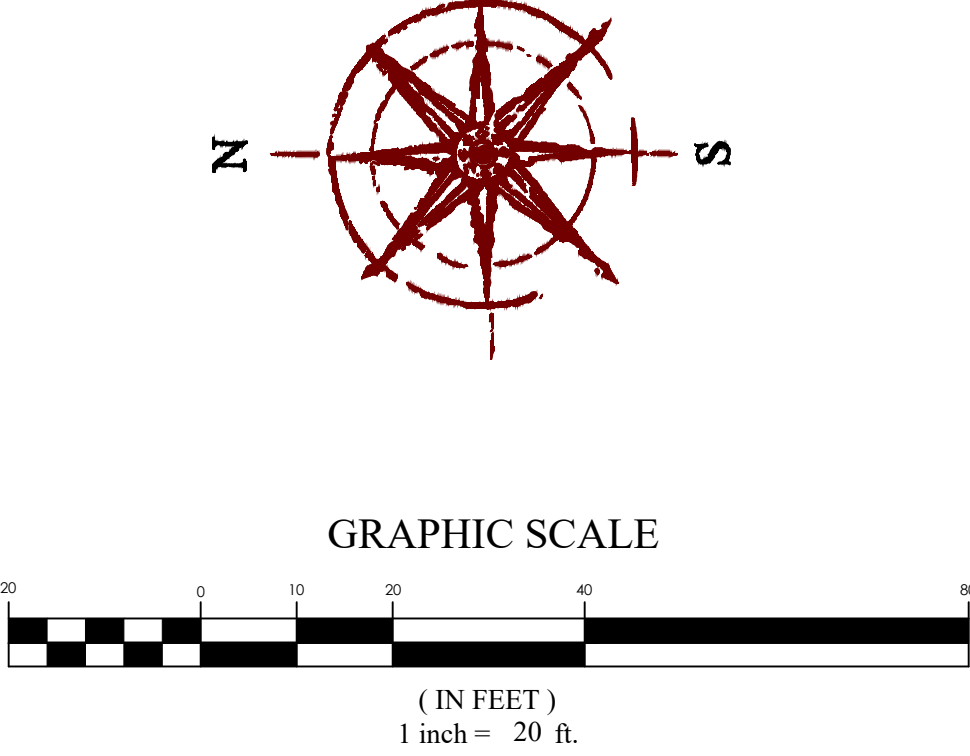
KEY MAP
N.T.S.



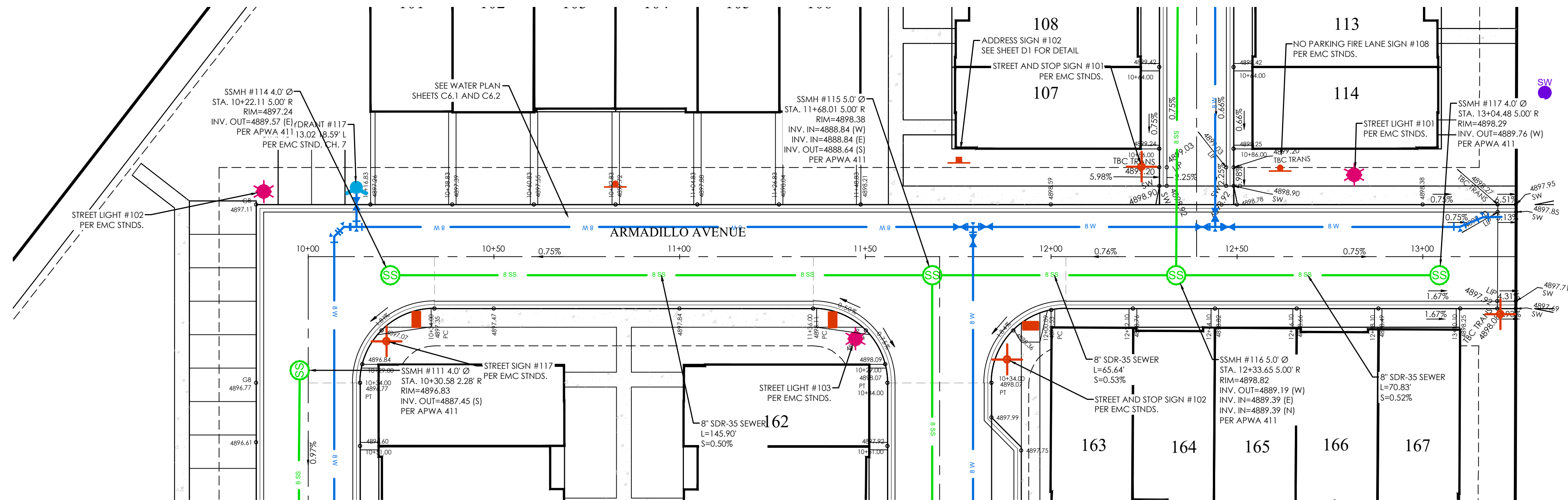
BIG BEND DRIVE PROFILE



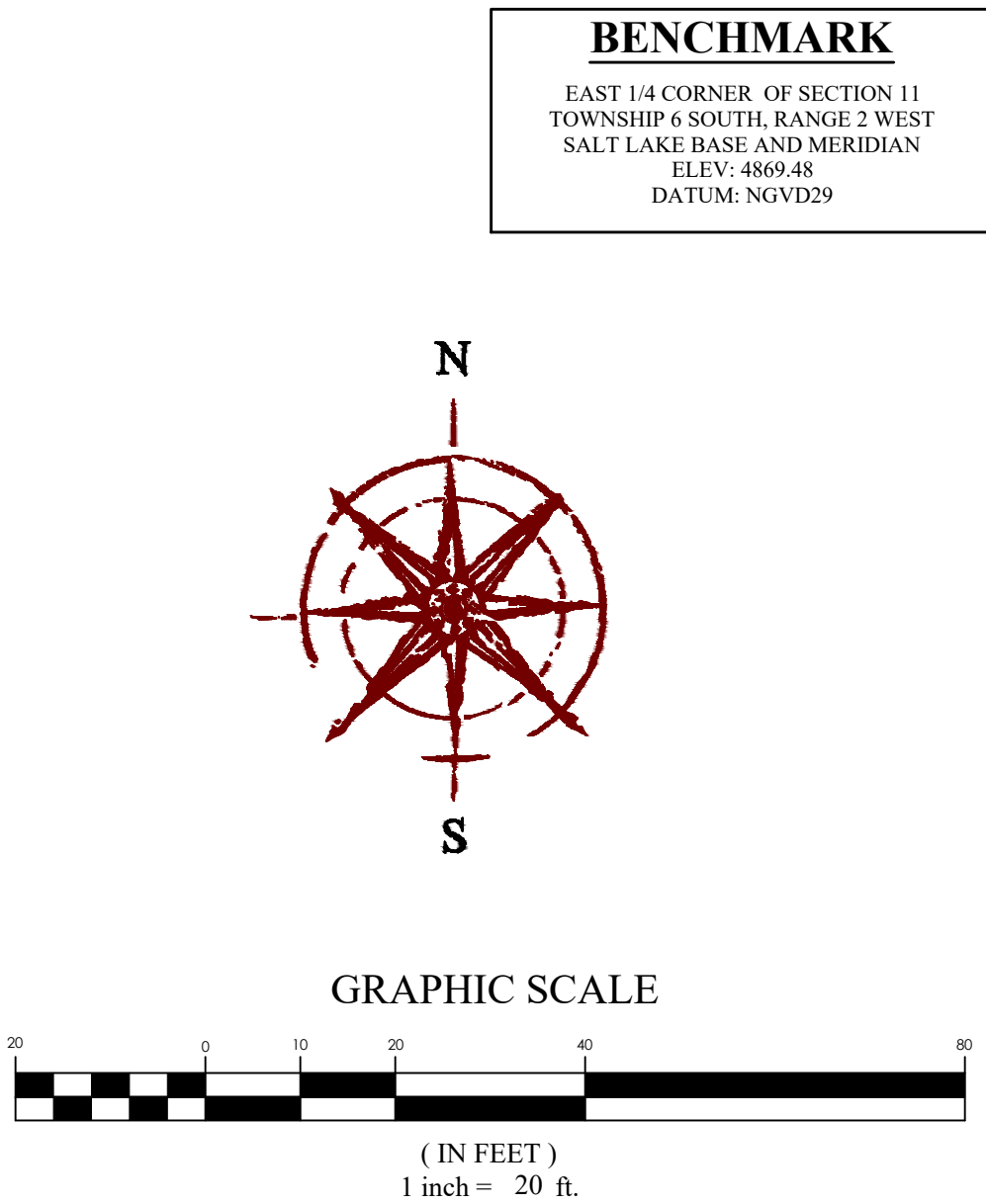
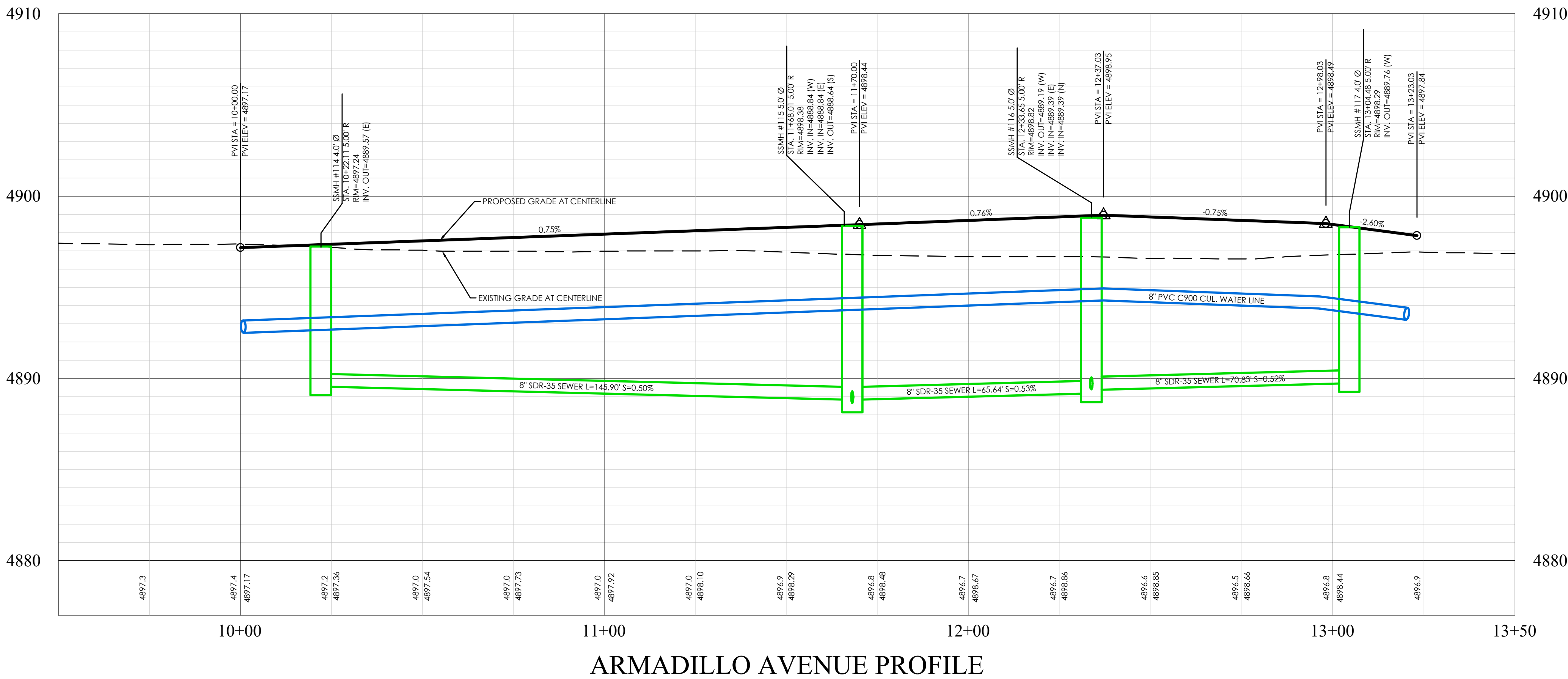
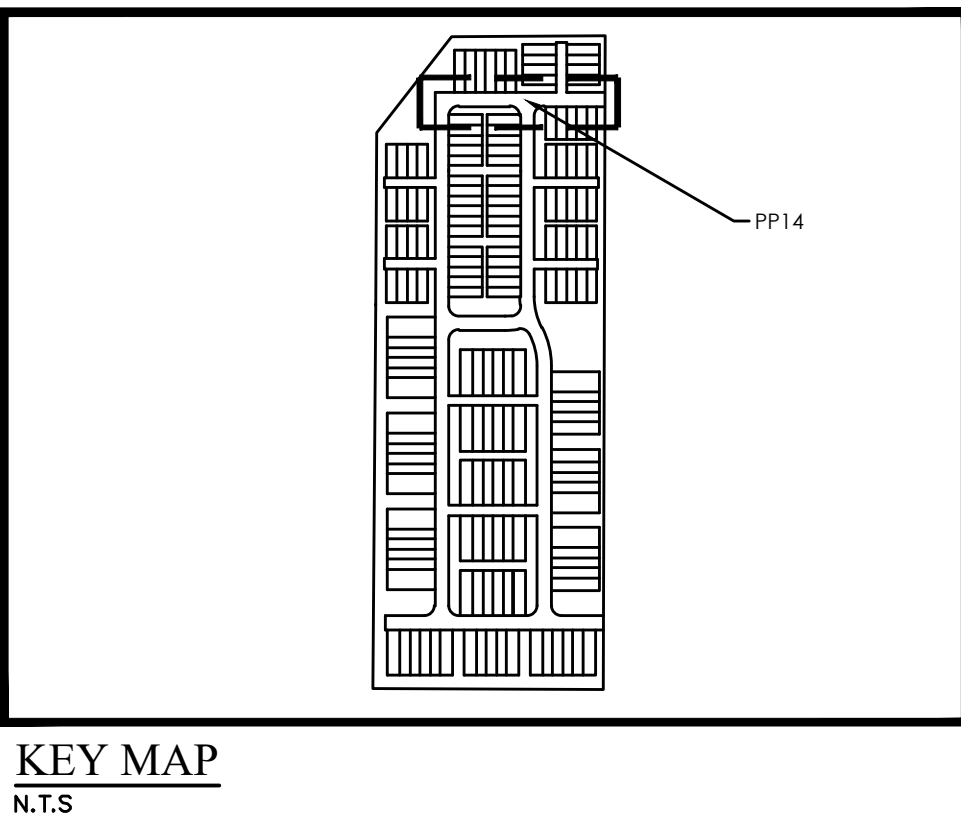
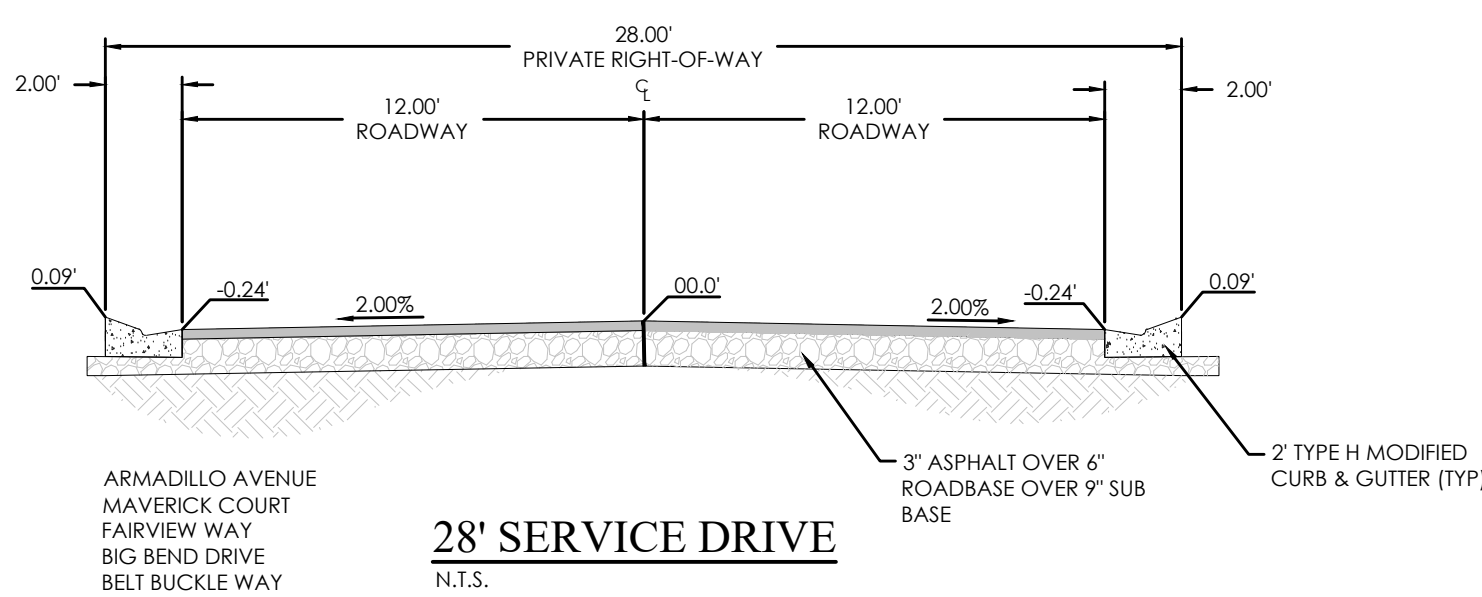
BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29



REVISION BLOCK	
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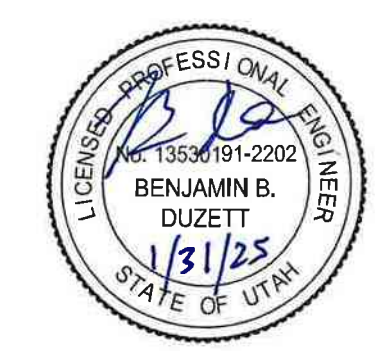
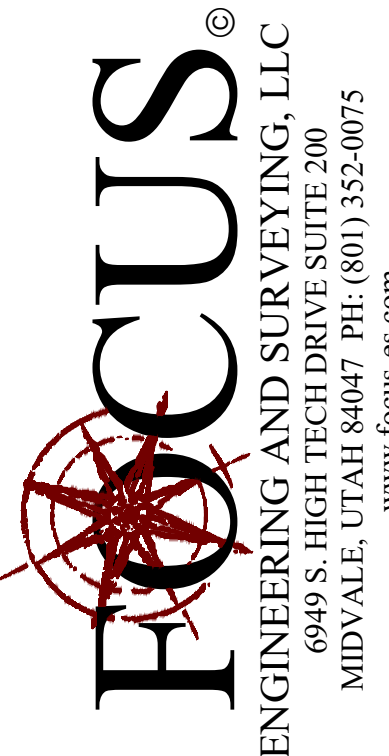
ARMADILLO AVENUE PLAN

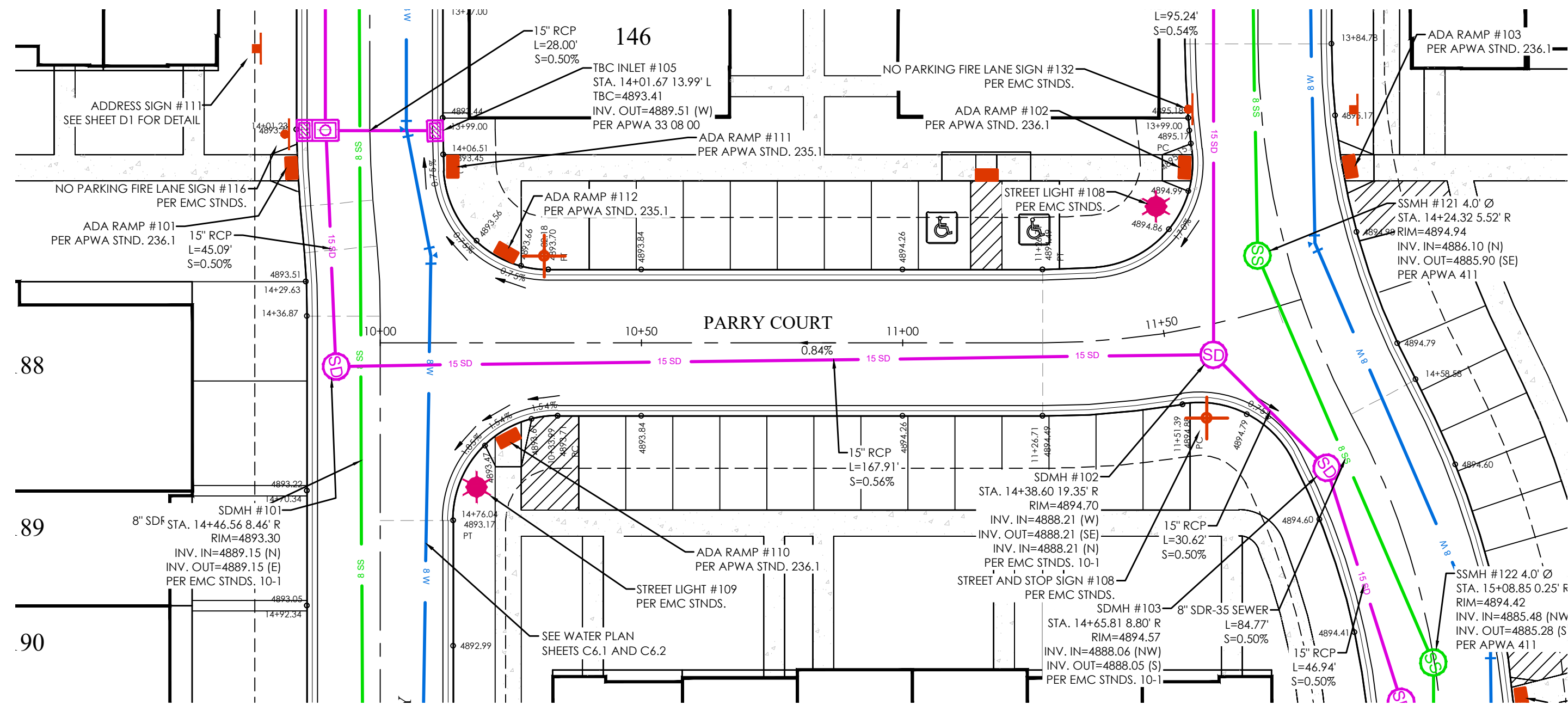


PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
ARMADILLO AVENUE

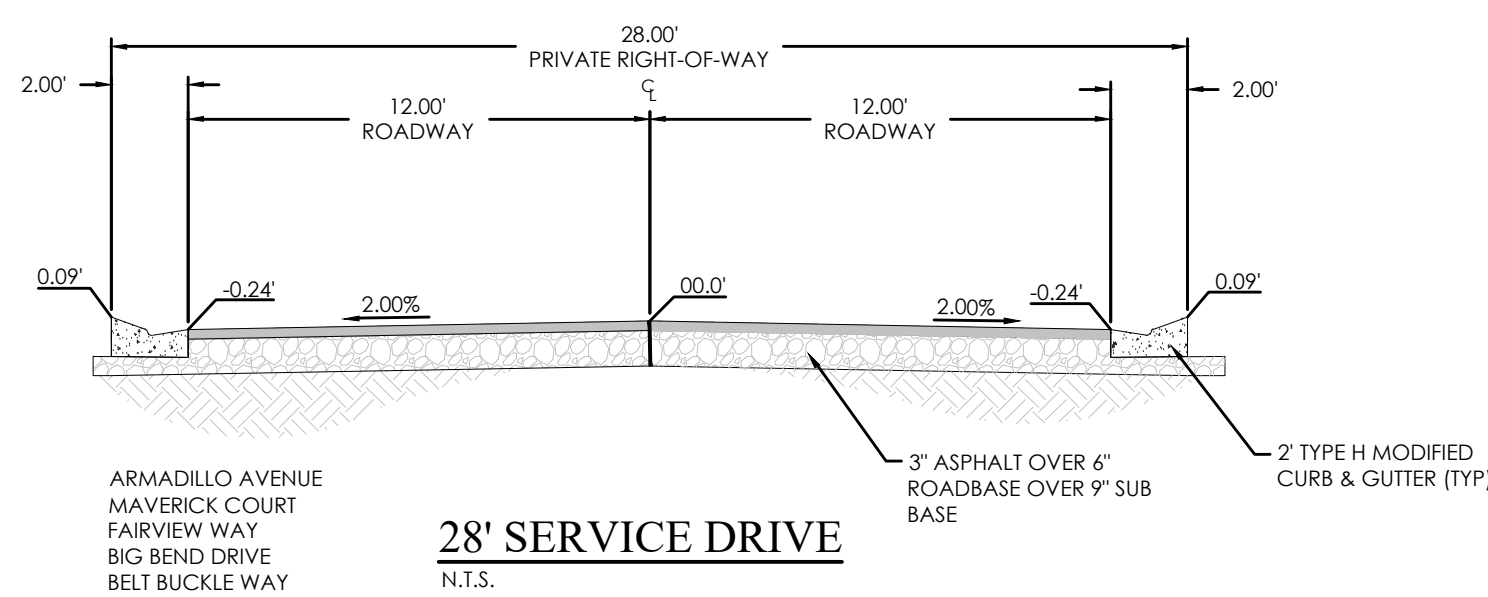
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5	01/30/25	PP14
6	01/30/25	PP14

ARMADILLO AVENUE
Scale: 1"=20'
Date: 01/30/25
Sheet: PP14
Drawn: MEC
Job #: 24-0230

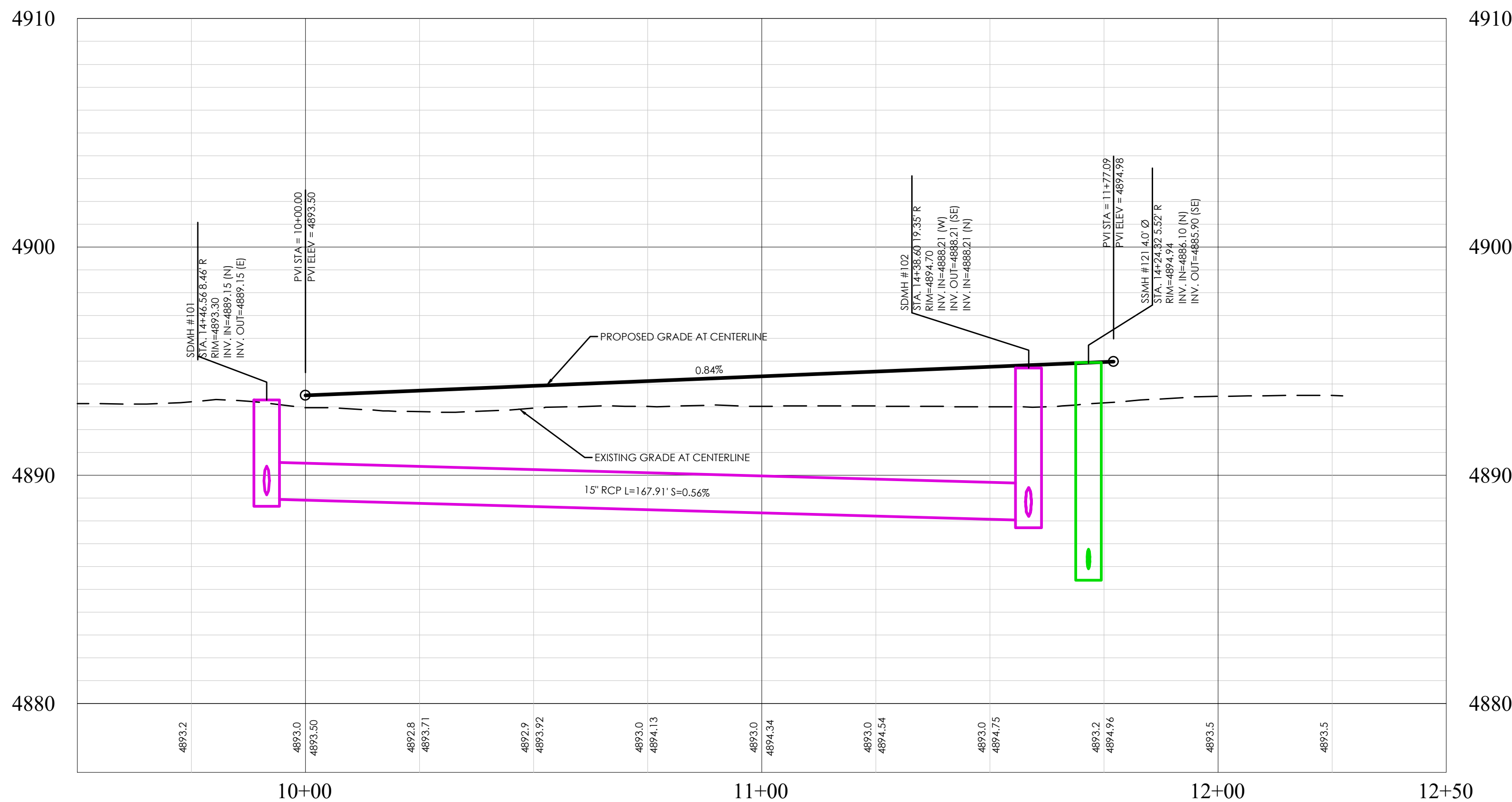




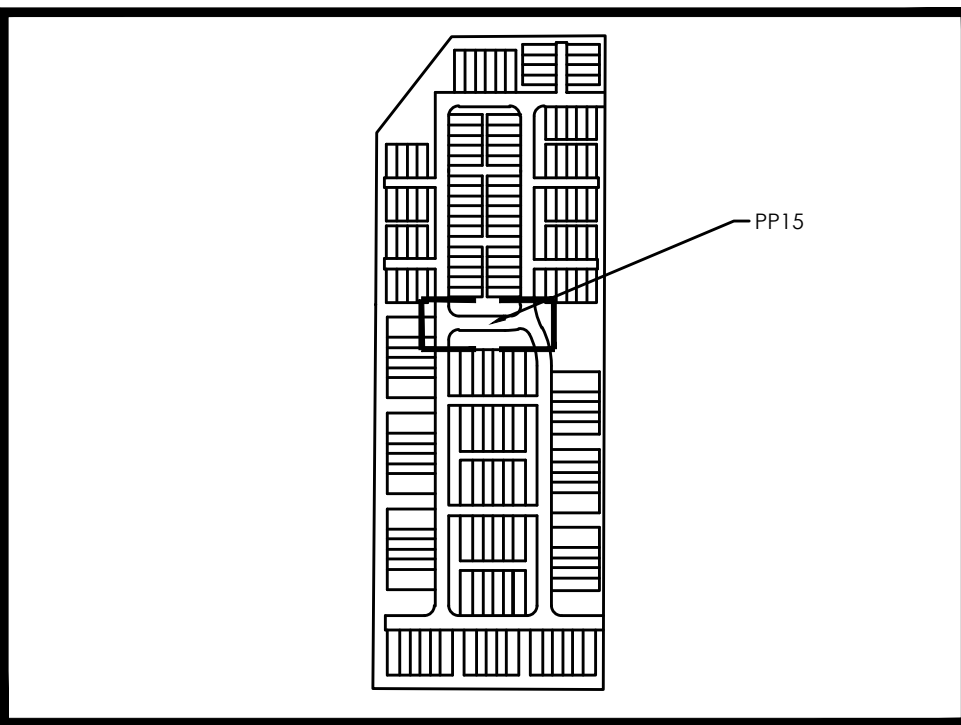
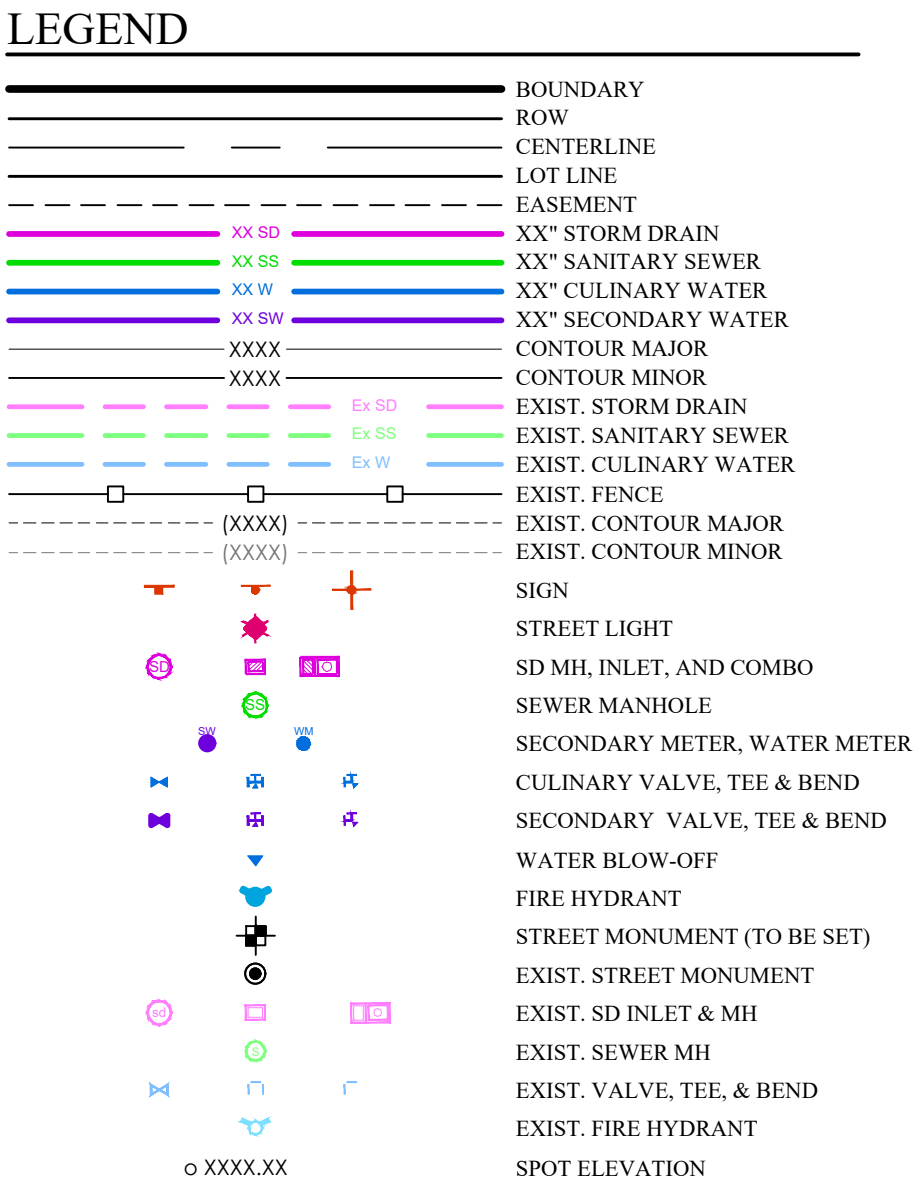
MAVERICK COURT PLAN



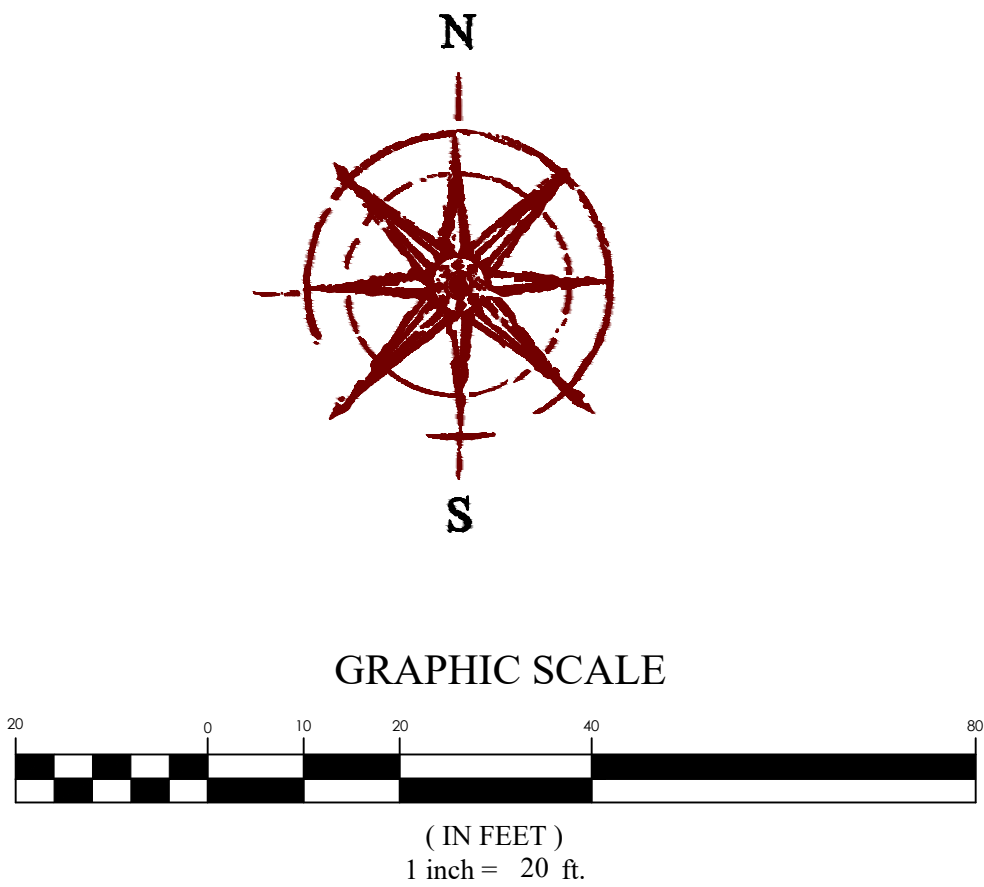
28' SERVICE DRIVE
N.T.S.



PARRY COURT PROFILE



KEY MAP
N.T.S.



BENCHMARK
EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29

PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
MAVERICK COURT

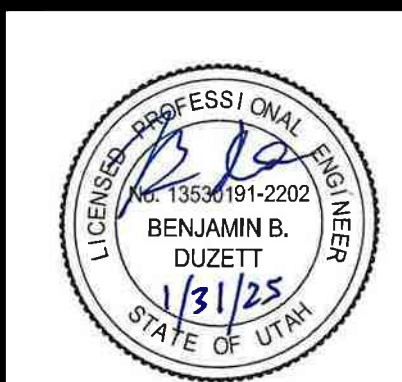
REVISION BLOCK	DATE	DESCRIPTION
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5	01/30/25	5
6	01/30/25	6

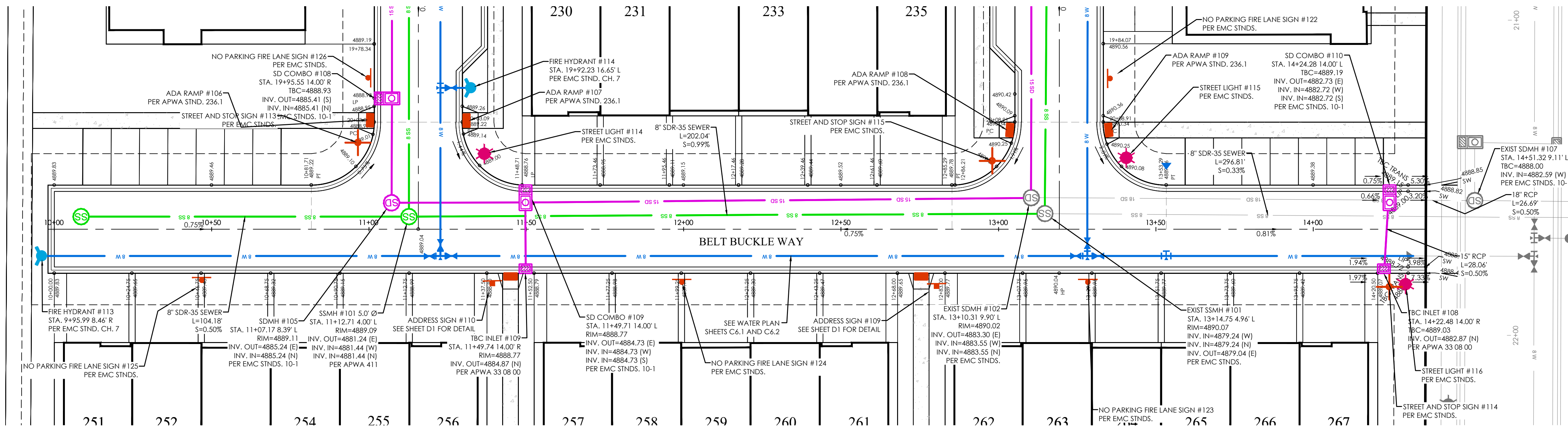
MAVERICK COURT

Scale: 1"=20'
Date: 01/30/25
Sheet: PP15

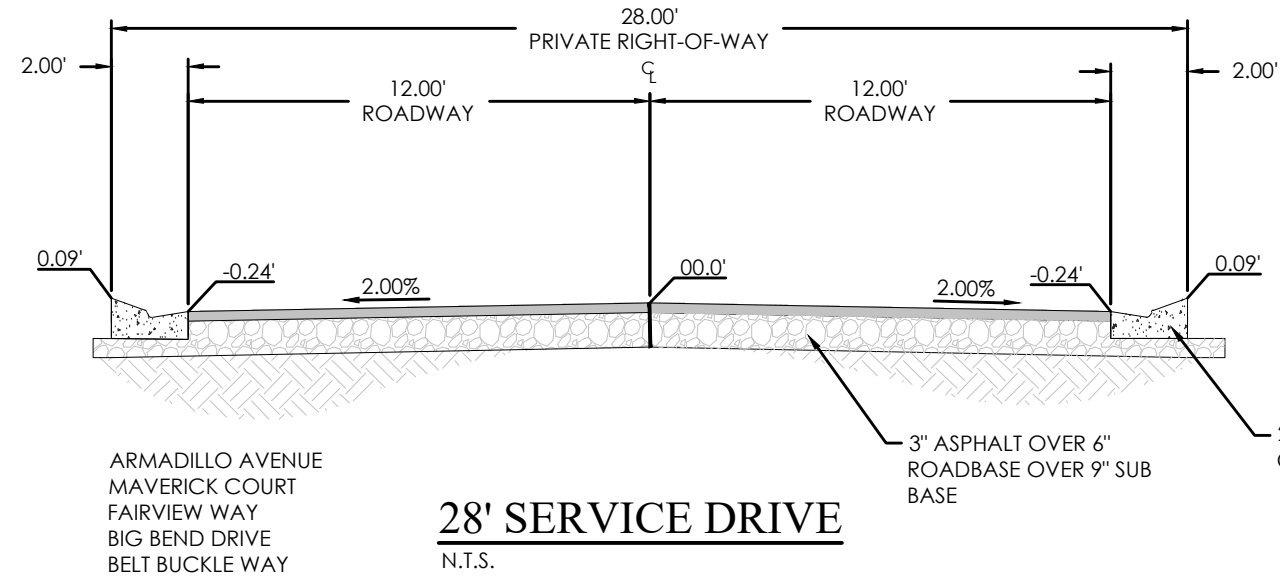
Drawn: MEC
Job #: 24-0230

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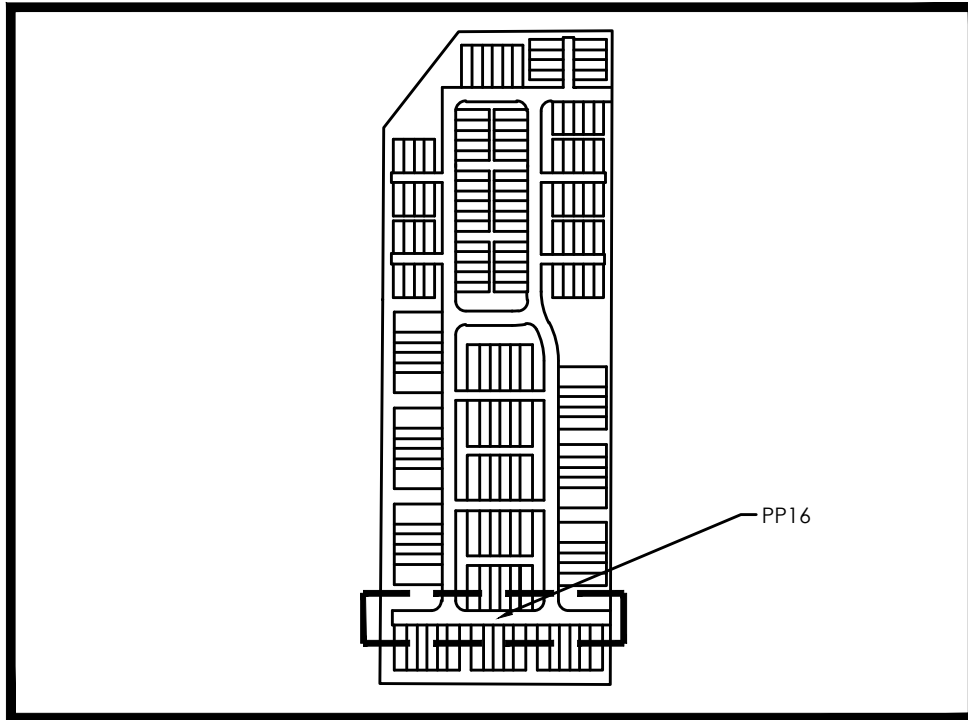




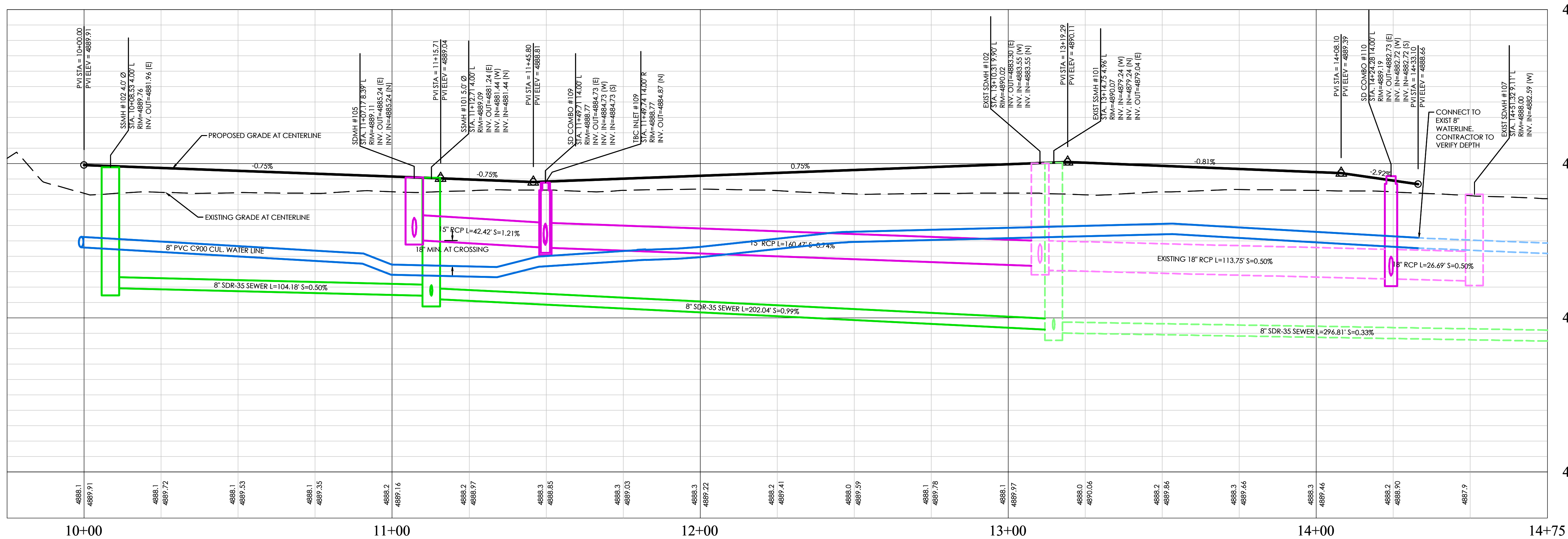
BELT BUCKLE WAY PLAN



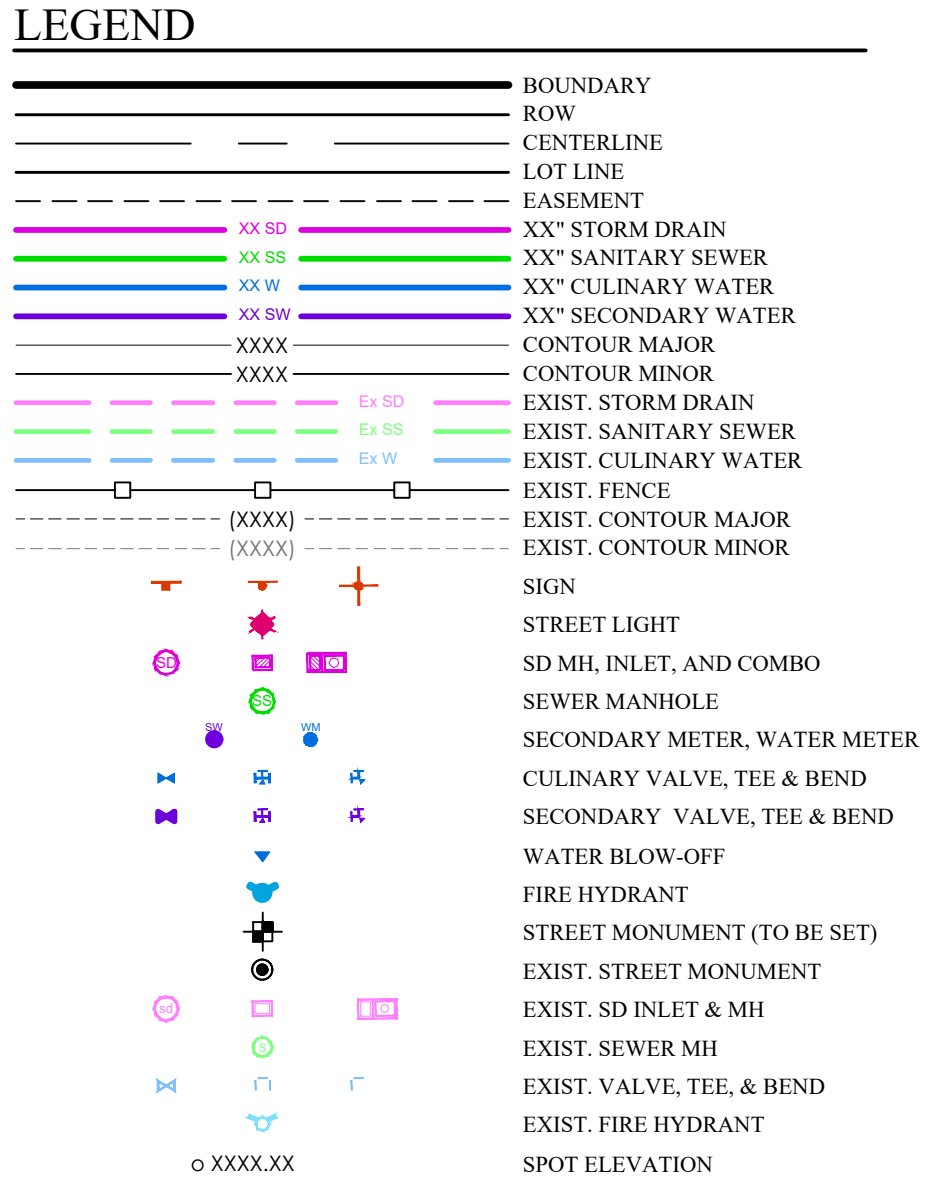
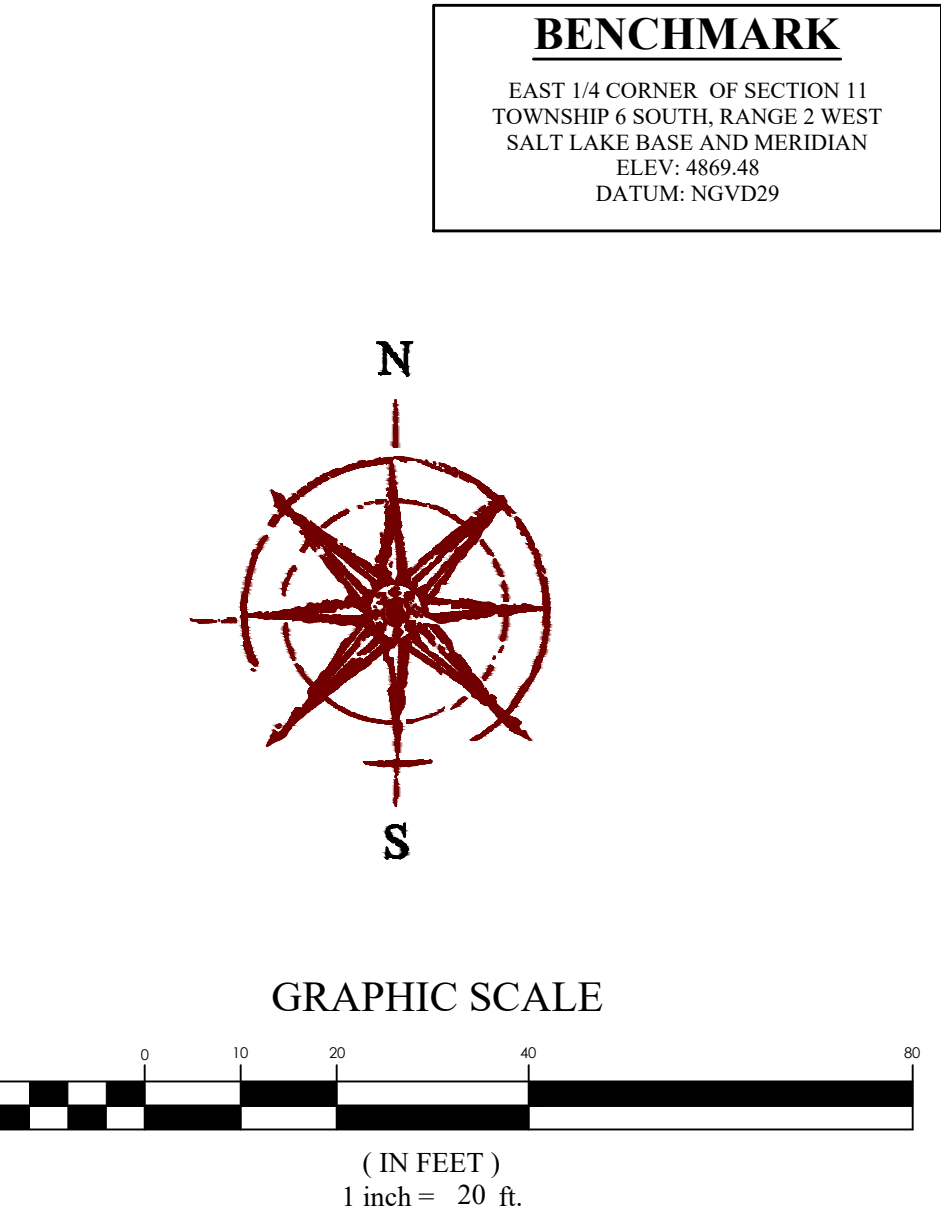
28' SERVICE DRIVE
N.T.S.



KEY MAP
N.T.S.



BELT BUCKLE WAY PROFILE

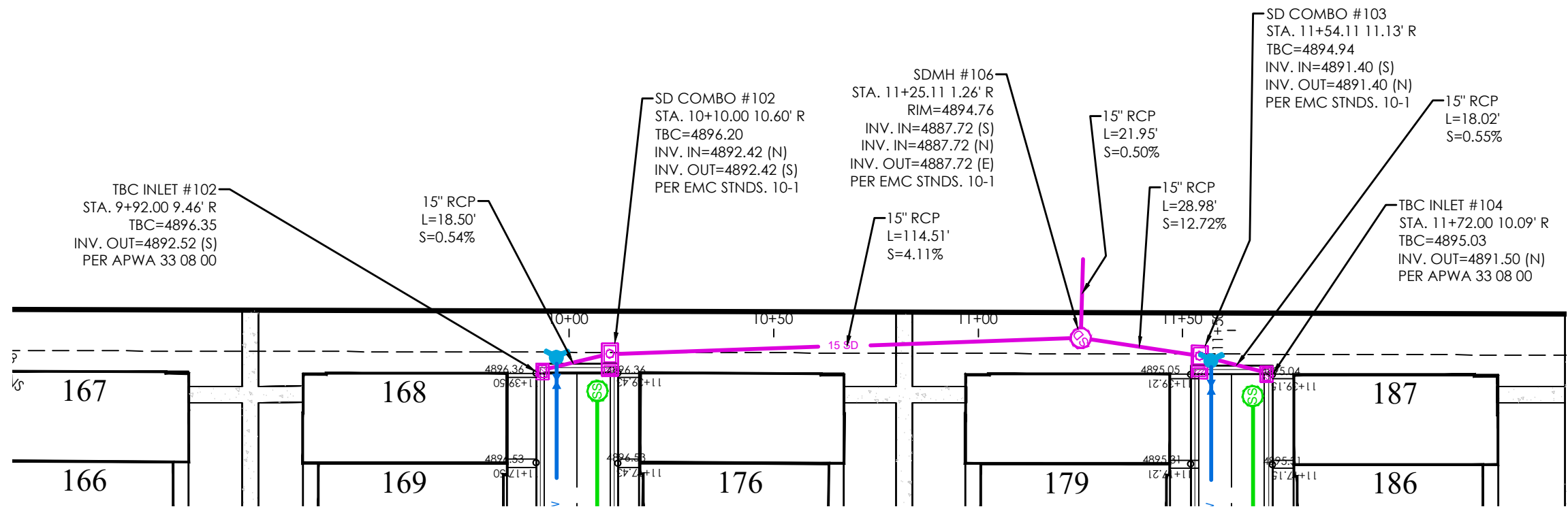


PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
BELT BUCKLE WAY

REVISION BLOCK	DATE	DESCRIPTION
1	01/30/25	1"=20'
2	01/30/25	Drawn: MEC
3	01/30/25	Date: 01/30/25
4	01/30/25	Job #: 24-0230
5	01/30/25	Sheet: PP16
6	01/30/25	

BELT BUCKLE WAY

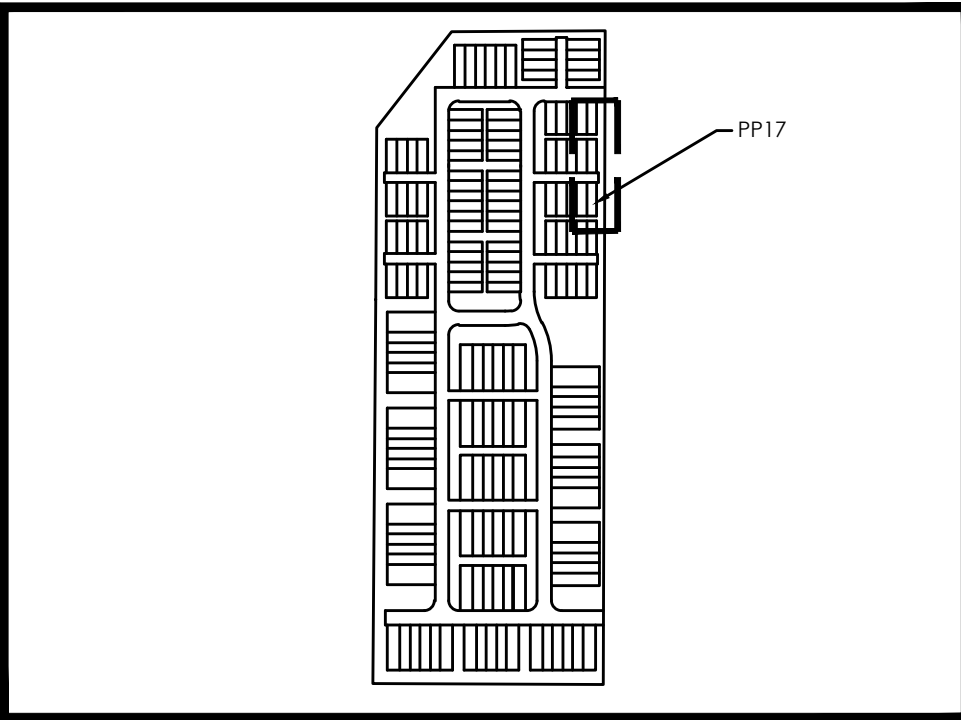
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Date: 01/30/25
Job #: 24-0230
Sheet: PP16



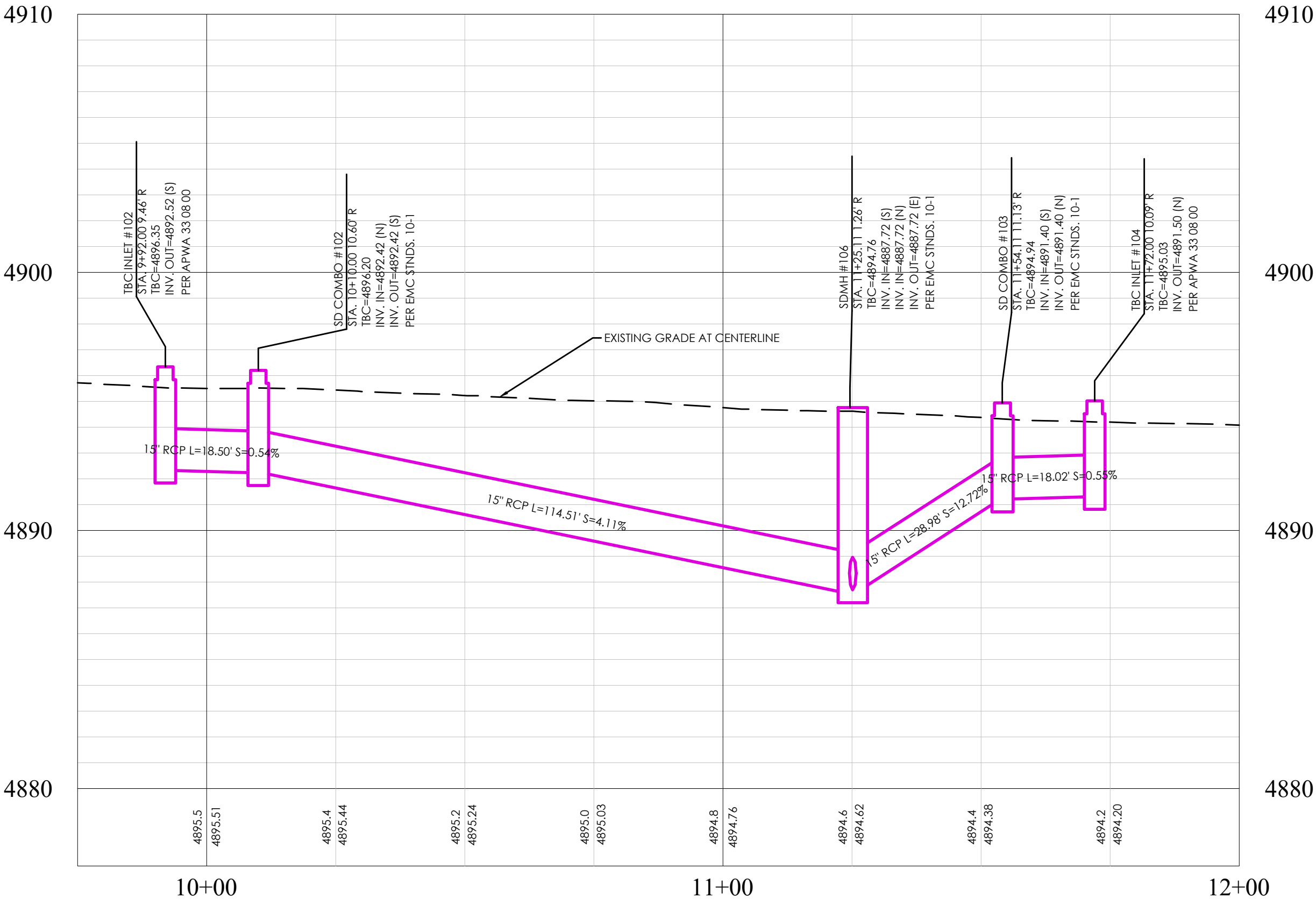
STORM DRAIN PLAN

LEGEND

—	BOUNDARY
—	ROW
—	CENTERLINE
—	LOT LINE
---	EASEMENT
XX SD	XX" STORM DRAIN
XX SS	XX" SANITARY SEWER
XX W	XX" CULINARY WATER
XX SW	XX" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
---	EXIST. STORM DRAIN
---	EXIST. SANITARY SEWER
---	EXIST. CULINARY WATER
---	EXIST. FENCE
---	EXIST. CONTOUR MAJOR
---	EXIST. CONTOUR MINOR
+	SIGN
+	STREET LIGHT
+	SD MH, INLET, AND COMBO
+	SEWER MANHOLE
+	SECONDARY METER, WATER METER
+	CULINARY VALVE, TEE & BEND
+	SECONDARY VALVE, TEE & BEND
+	WATER BLOW-OFF
+	FIRE HYDRANT
+	STREET MONUMENT (TO BE SET)
+	EXIST. STREET MONUMENT
+	EXIST. SD INLET & MH
+	EXIST. SEWER MH
+	EXIST. VALVE, TEE, & BEND
+	EXIST. FIRE HYDRANT
+	SPOT ELEVATION



KEY MAP
N.T.S.



STORM DRAIN PROFILE

BENCHMARK

EAST 1/4 CORNER OF SECTION 11
TOWNSHIP 6 SOUTH RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4869.48
DATUM: NGVD29

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

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NO. 1353191-2202
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1/31/25
STATE OF UTAH

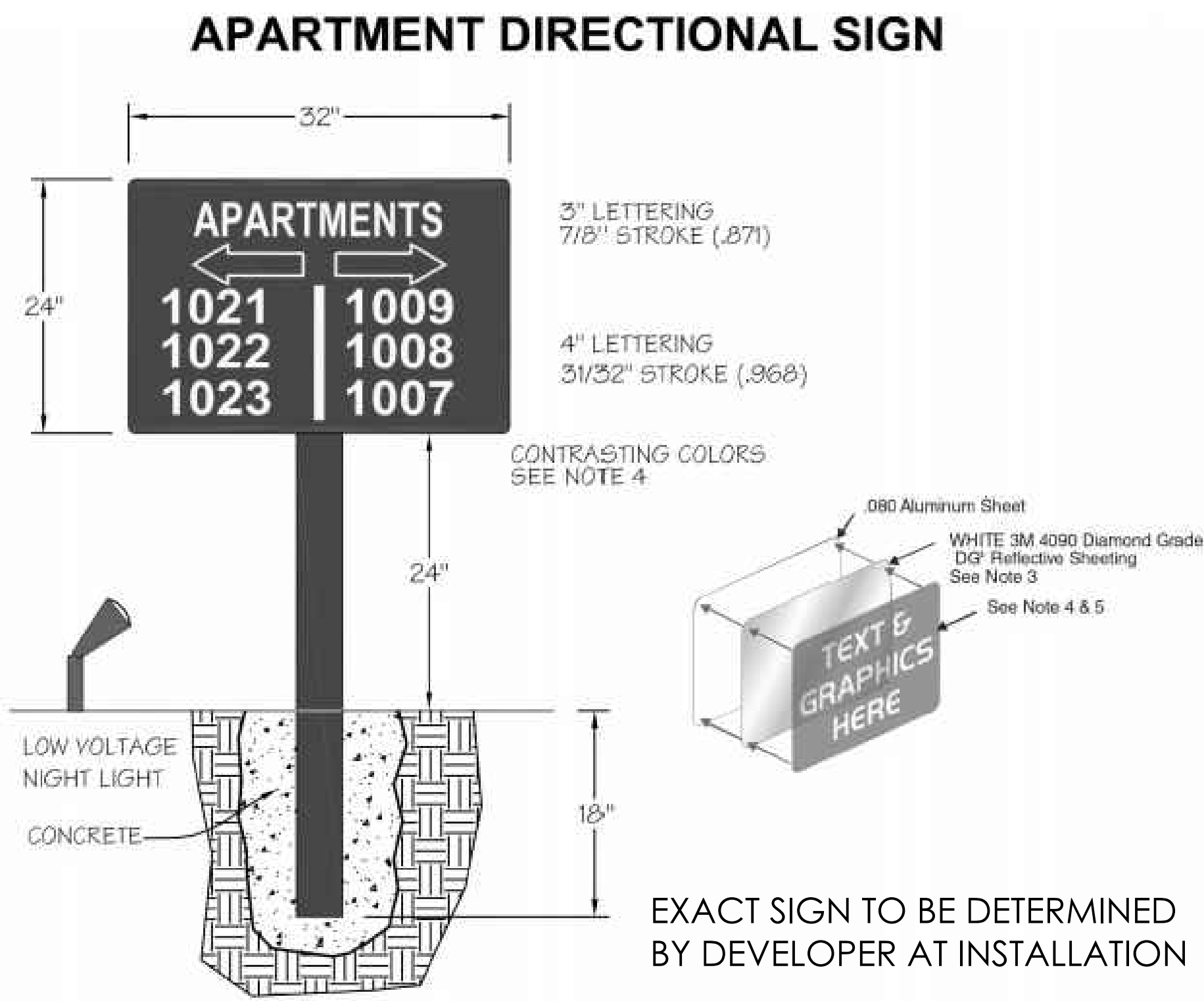
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
STORM DRAIN

REVISION BLOCK	
#	DESCRIPTION
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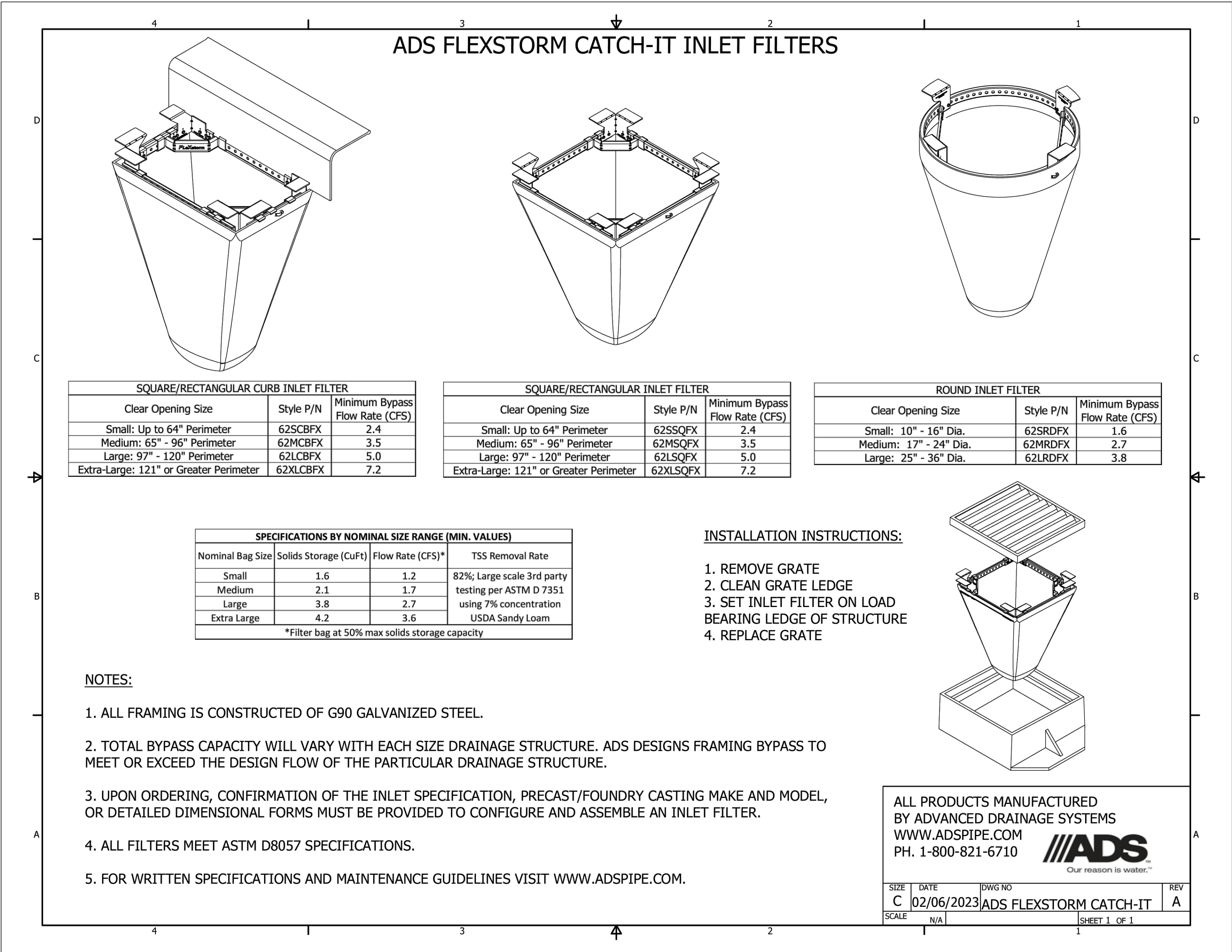
STORM DRAIN

Scale: 1"=20'
Date: 01/30/25
Sheet:

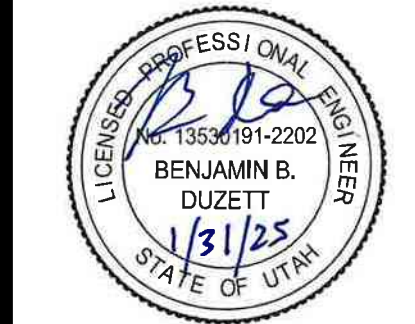
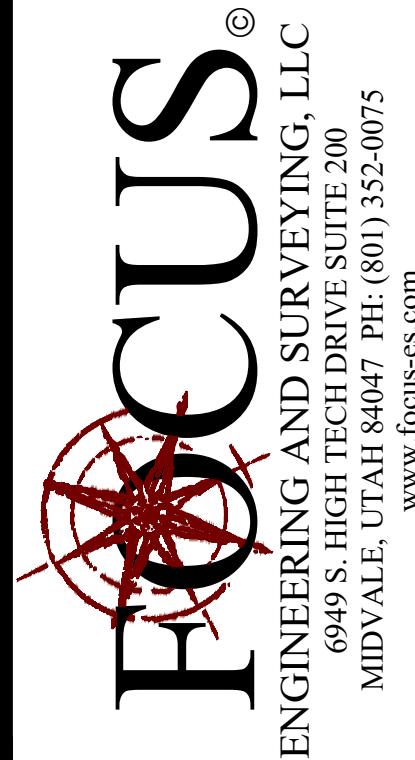
Drawn: MEC
Job #: 24-0230
PP17



EXACT SIGN TO BE DETERMINED
BY DEVELOPER AT INSTALLATION



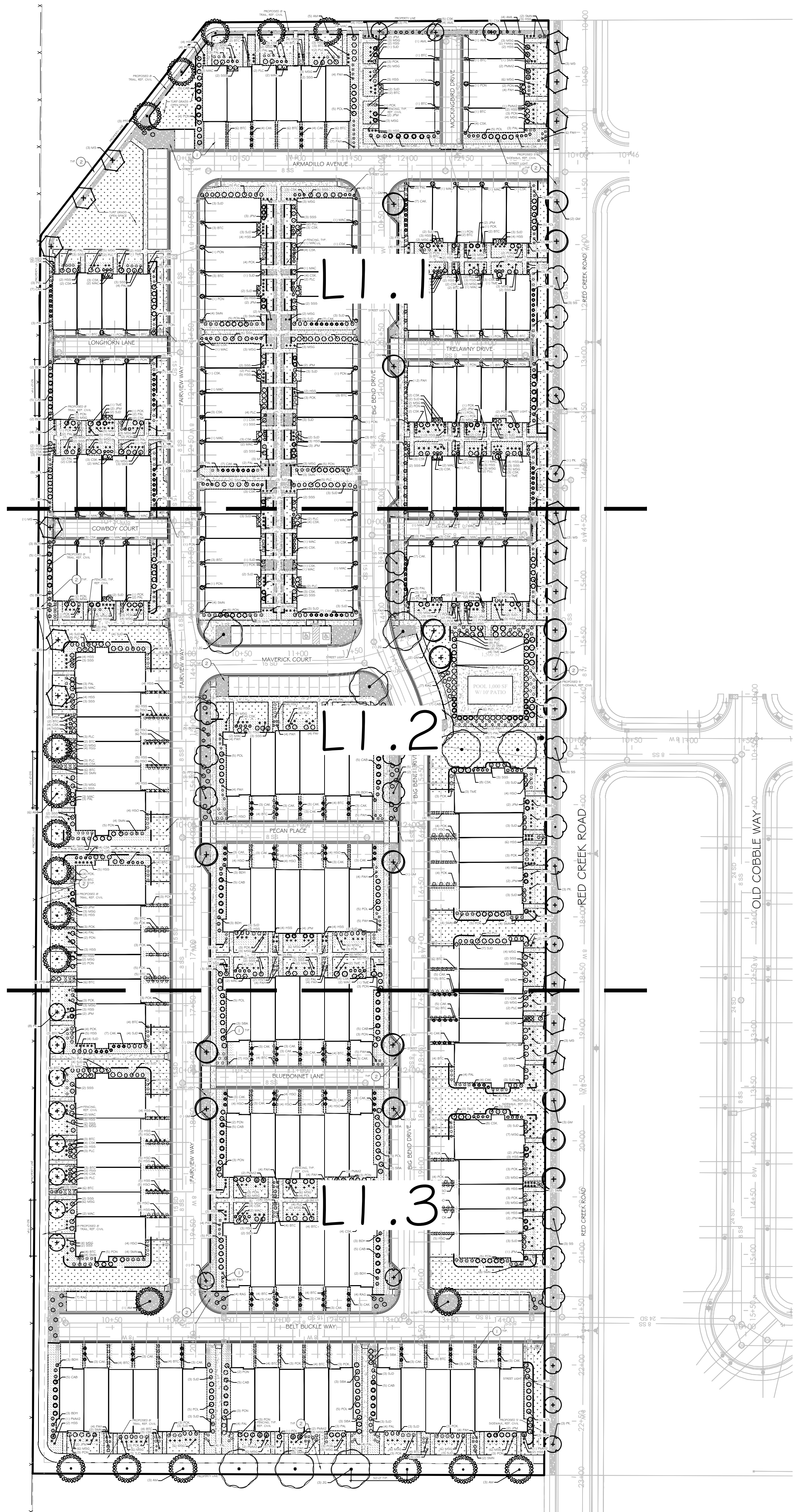
PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN, UT
DETAILS



REVISION BLOCK		DESCRIPTION
#	DATE	
1		
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DETAILS	
Scale: 1"=60'	Drawn: MEC
Date: 01/30/25	Job #: 24-0230
Sheet:	D1





PLANT SCHEDULE

	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS	WATER WISE
TREES							
	GM	Acer campestre	Hedge Maple	2' Cal.	18	30'x30'	YES
	AM	Acer x 'Pacific Sunset	Pacific Sunset Maple	2' Cal.	19	25'x30'	NO
	MS	Malus x 'Spring Snow'	Spring Snow Crabapple	2' Cal.	15	20'x25'	YES
	PK	Prunus serrulata 'Kwanzan'	Kwanzan Japanese Flowering Cherry	2' Cal.	21	15'x20'	NO
	SS	Syringa reticulata	Japanese Tree Lilac	2' Cal.	17	20'x30'	YES
	ZG	Zelkova serrata 'Green Vase'	Green Vase Sawleaf Zelkova	2' Cal.	9	35'x45'	YES
SHRUBS							
	AML	Aronia melanocarpa 'Low Scape Hedge'	Dwarf Chokeberry	2 gal.	10	2'x2'	NO
	BTC	Berberis thunbergii 'Concorde'	Concorde Japanese Barberry	5 gal.	226	2'x2'	YES
	BDH	Buddleja davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush	2 gal.	67	3'x4'	NO
	CAB	Cornus alba 'Bailhato' TM	Ivory Halo Dogwood	5 gal.	79	5'x5'	NO
	CSK	Cornus sencea 'Kelsey'	Kelsey's Dwarf Red Twig Dogwood	2 gal.	232	2'x2'	YES
	JHB	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	5 gal.	8	6'x1'	YES
	JPM	Juniperus x pfitzenana 'Monsari' TM	Sea of Gold Pfitzer Juniper	5 gal.	50	4'x3'	YES
	MAC	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 gal.	77	4'x3'	YES
	POL	Physocarpus opulifolius 'Donna May' TM	Little Devil Ninebark	5 gal.	89	4'x4'	YES
	PON	Physocarpus opulifolius 'Nugget'	Nugget Ninebark	5 gal.	128	4'x5'	YES
	PMM2	Pinus mugo 'Mops'	Mugo Pine	5 gal.	15	4'x4'	NO
	PPD	Potentilla fruticosa 'Dakota Sunspot'	Dakota Sunspot Bush Cinquefoil	2 gal.	19	4'x3'	YES
	PLC	Prunus laurocerasus 'Chestnut Hill'	Chestnut Hill English Laurel	5 gal.	114	4'x4'	YES
	RAG	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	5 gal.	28	6'x3'	NO
	SMN	Salvia nemorosa 'May Night'	May Night Sage	5 gal.	87	2'x2'	YES
	SSS	Sorbaria sorbifolia 'Sem'	Sem Ash Leaf Spirea	5 gal.	103	4'x4'	NO
	SJD	Spiraea japonica 'Double Play Doozie'	Doozie Spirea	2 gal.	143	3'x3'	YES
	SBA	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Bumald Spiraea	2 gal.	26	4'x4'	YES
	TME	Taxus x media 'Everlow'	Everlow Yew	5 gal.	27	5'x2'	YES

ORNAMENTAL GRASSES

CAK	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	191	3'x5'	NO
HSS	Helictotrichon sempervirens 'Sapphire'	Sapphire Blue Oat Grass	1 gal.	381	2'x2'	YES
MSG	Miscanthus sinensis 'Gold Bar'	Gold Bar Eulalia Grass	1 gal.	361		YES
PAH	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 gal.	147	3'x2'	YES
POK	Pennisetum alopecuroides 'Karley Rose'	Karley Rose Fountain Grass	1 gal.	114	3'x3'	YES

PERENNIALS

H50	Heemerocalis x 'Stella de Oro'	Stella de Oro Daylily	1 gal.	166	1.5'x1'	
L55	Leucanthemum x superbum 'Snowcap'	Snowcap Shasta Daisy	1 gal.	12	1.5'x1.5'	
PAL	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 gal.	154	2'x3'	

SYMBOL

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS	WATER WISE
------	----------------	-------------	------	-----	---------	------------

GROUND COVERS

PP	Poa pratensis	Kentucky Bluegrass	sod	54,882 sf		
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REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
①	CRUSHED DECORATIVE GRAVEL, ROYAL GRAY; SIZE 1".	84,951 sf
②	SOUTH TOWN RIVER COBBLE, SIZE: 2"-4".	27,987 sf
③	STEEL EDGING, TBD.	3,465 lf

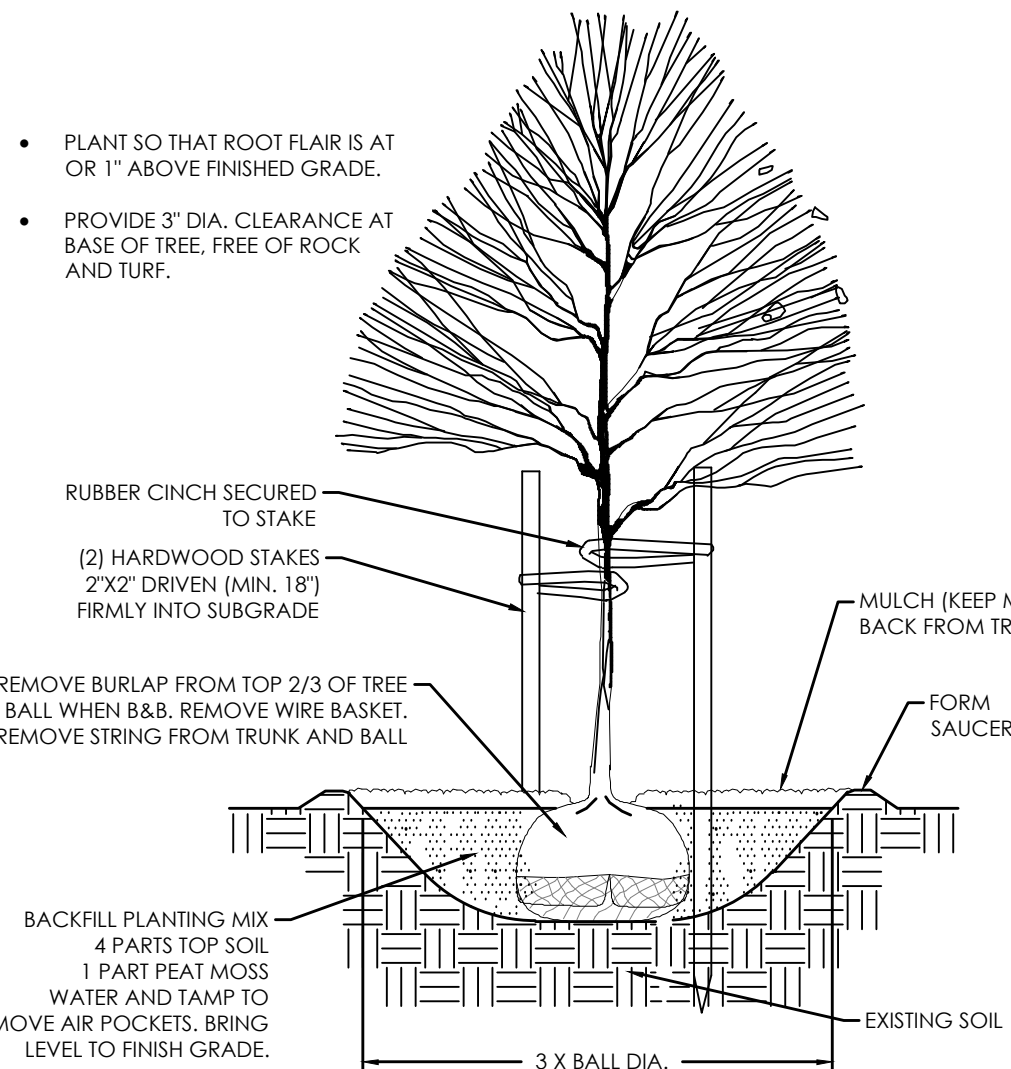
LANDSCAPE NOTES

- LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
- TOP DRESS ALL SHRUB BED AREAS AND OTHER AREAS LABELED ROCK MULCH WITH 4" DEEP OF ROCK MULCH AS SPECIFIED IN THE REFERENCE NOTE SCHEDULE. PLACE ROCK OVER DEWITT PRO-5 WEED BARRIER FABRIC. FABRIC SHALL BE INSTALLED AFTER PRE-EMERGENT HAS BEEN APPLIED.
- INSTALL STEEL EDGING FOR MOW STRIPS BETWEEN LAWN AREAS AND PLANTING BEDS.
- CONTRACTOR TO CONDUCT THEIR OWN QUANTITY TAKE-OFFS IN THE PLAN AND VERIFY ANY DISCREPANCIES WITH THE LANDSCAPE ARCHITECT.

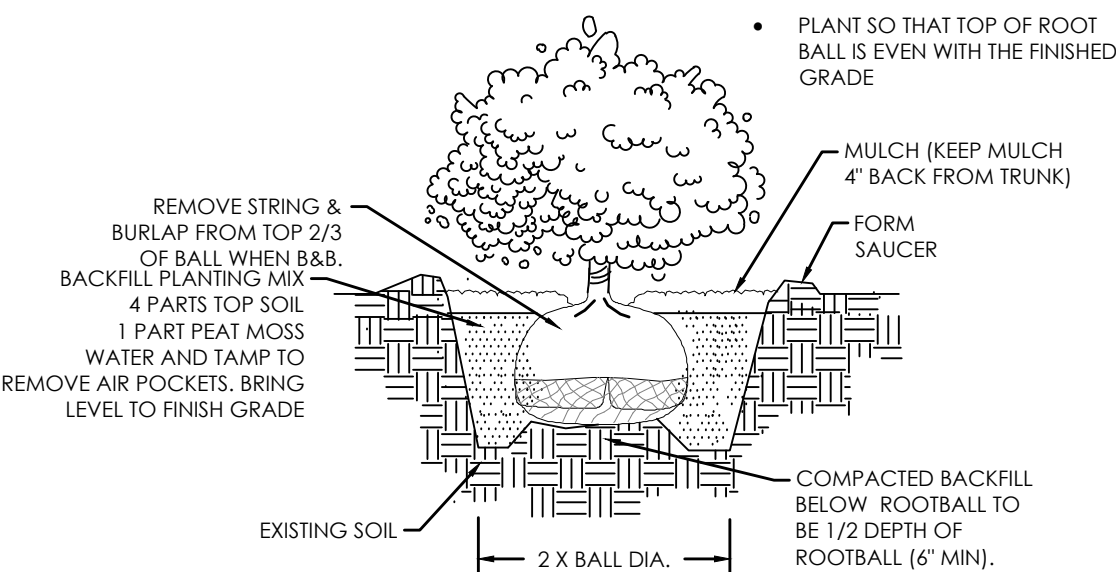
LIVE VEGETATION BREAKDOWN

THE TOTAL LIVE VEGETATION AREA IS CALCULATED BY THE AVERAGE SQUARE FOOTAGE OF PLANTINGS IN ADDITION TO THE TOTAL SQUARE FOOTAGE OF TURF SOD. THE AVERAGE SQUARE FOOTAGE OF PLANTINGS IS CALCULATED BY THE NUMBER OF SHRUBS, ORNAMENTAL GRASSES AND PERENNIALS MULTIPLIED BY 9, THE AVERAGE SQUARE FOOTAGE OF ALL PLANTS.

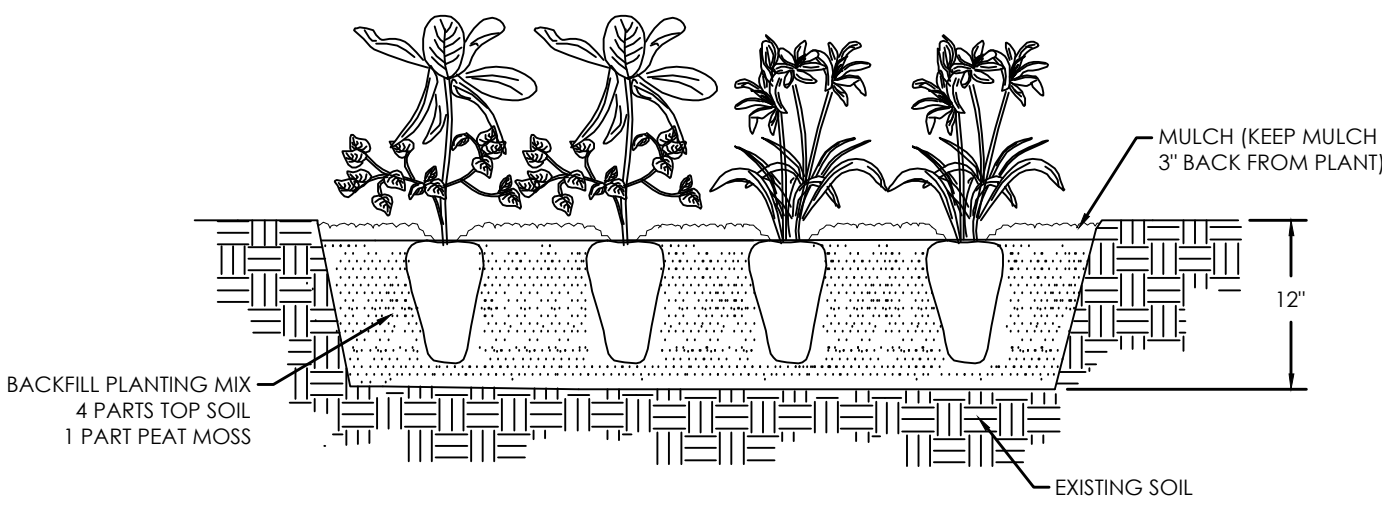
ITEM	AMOUNT	PERCENTAGE %
TOTAL LANDSCAPE AREA	168,130 SF	100%
TOTAL LIVE VEGETATION AREA	82,745 SF	50%



A TREE PLANTING & STAKING
NOT TO SCALE



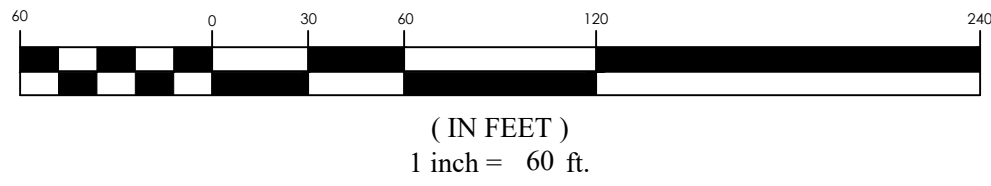
B SHRUB PLANTING
NOT TO SCALE



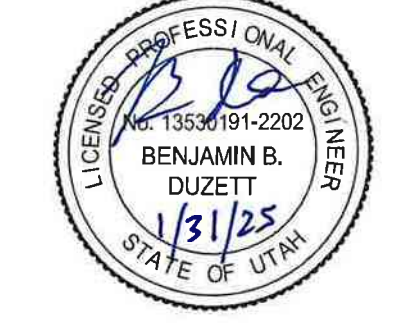
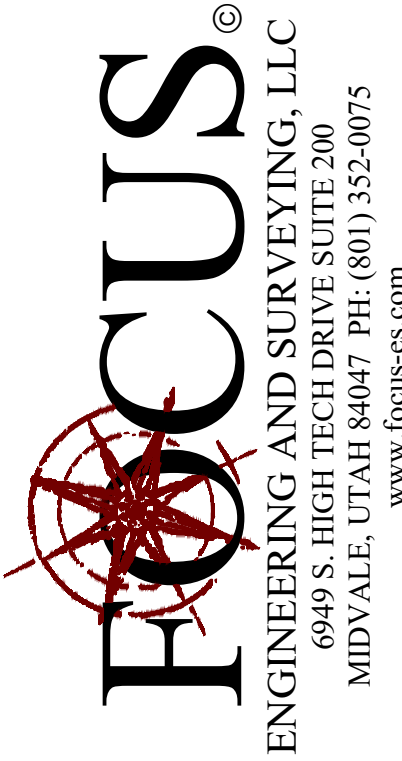
C PERENNIAL PLANTING
NOT TO SCALE



GRAPHIC SCALE



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN CITY, UTAH
OVERALL LANDSCAPE PLAN



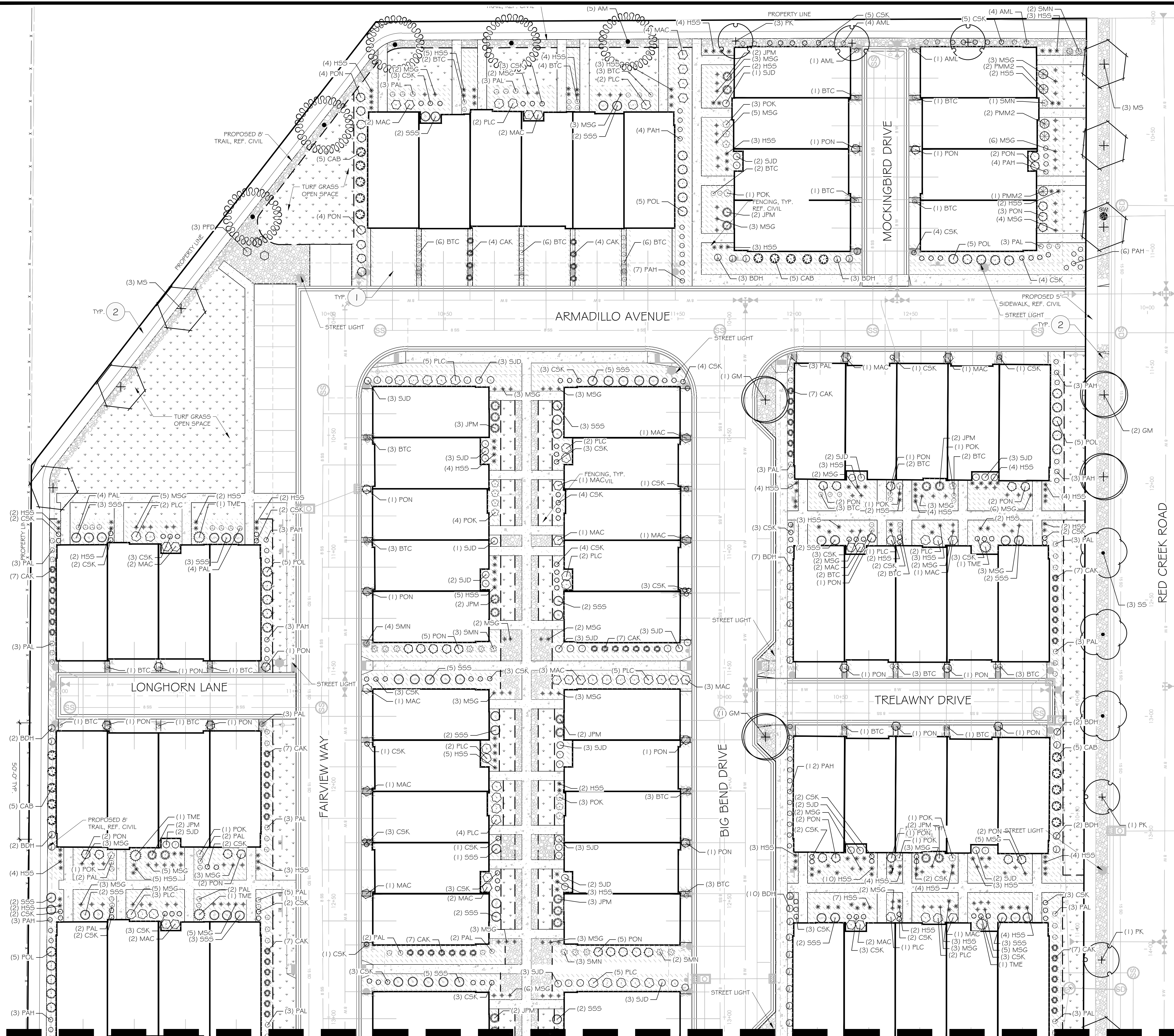
REVISION BLOCK	DATE	DESCRIPTION
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OVERALL LANDSCAPE PLAN

Scale: 1"=60'	Drawn: BW
Date: 07/03/2024	Job #: 24-0230
Sheet:	

L1.0





PLANT SCHEDULE

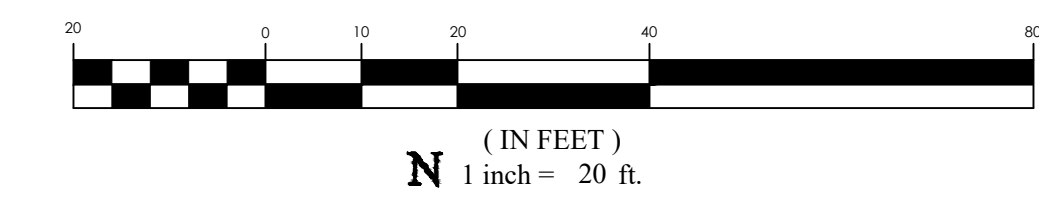
CODE	BOTANICAL / COMMON NAME
TREES	
GM	Acer campestre Hedge Maple
AM	Acer x Pacific Sunset Pacific Sunset Maple
MS	Malus x 'Spring Snow' Spring Snow Crabapple
PK	Prunus serrulata 'Kwanzan' Kwanzan Japanese Flowering Cherry
SS	Syringa reticulata Japanese Tree Lilac
ZG	Zelkova serrata 'Green Vase' Green Vase Sawleaf Zelkova
SHRUBS	
AML	Aronia melanocarpa 'Low Scape Hedger'
BTC	Dwarf Chokeberry
BDH	Berberis thunbergii 'Concorde' Concorde Japanese Barberry
CAB	Buddleja davidii 'Buzz Hot Raspberry' Hot Raspberry Butterfly Bush
CSK	Cornus alba 'Ballialo' TM Ivory Halo Dogwood
JHB	Cornus senecae 'Kelsey' Kelsey's Dwarf Red Twig Dogwood
JPM	Juniperus horizontalis 'Blue Chip' Blue Chip Juniper
MAC	Juniperus x pfitzeriana 'Monsan' TM Sea of Gold Pfitzer Juniper
POL	Mahonia aquifolium 'Compacta' Compact Oregon Grape
PON	Physocarpus opulifolius 'Donna May' TM
PMM2	Physocarpus opulifolius 'Nugget' Nugget Ninebark
PF	Pinus mugo 'Mops' Mugo Pine
PLC	Potentilla fruticosa 'Dakota Sunset' Dakota Sunset Bush Cinquefoil
RAG	Prunus laurocerasus 'Chestnut Hill' Chestnut Hill English Laurel
SMN	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac
SSS	Salvia nemorosa 'May Night' May Night Sage
SJD	Sorbaria sorbifolia 'Sem' Sem Ash Leaf Spirea
SBA	Spiraea japonica 'Double Play Doozie' Doozie Spirea
TME	Spiraea x bumalda 'Anthony Waterer' Anthony Waterer Bumald Spirea
	Taxus x media 'Everlow' Everlow Yew
ORNAMENTAL GRASSES	
CAK	Calamagrostis x acutiflora 'Karl Foerster'
HSS	Karl Foerster Feather Reed Grass
MSG	Helictotrichon sempervirens 'Sapphire' Sapphire Blue Oat Grass
PAH	Miscanthus sinensis 'Gold Bar' Gold Bar Eulalia Grass
POK	Pennisetum alopecuroides 'Hameln' Hameln Fountain Grass
	Pennisetum alopecuroides 'Karley Rose'
	Karley Rose Fountain Grass
PERENNIALS	
H50	Hemerocallis x 'Stella de Oro' Stella de Oro Daylily
L55	Leucanthemum x superbum 'Snowcap' Snowcap Shasta Daisy
PAL	Perovskia atropurpurea 'Little Spire' Little Spire Russian Sage
SYMBOL CODE BOTANICAL / COMMON NAME	
GROUND COVERS	
PP	Poa pratensis Kentucky Bluegrass

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	CRUSHED DECORATIVE GRAVEL, ROYAL GRAY: SIZE 1".
2	SOUTH TOWN RIVER COBBLE, SIZE: 2"-4".
3	STEEL EDGING, TBD.

NOTE: REFERENCE SHEET L1.0 FOR OVERALL PLANT AND MATERIAL QUANTITIES

GRAPHIC SCALE



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN CITY, UTAH
LANDSCAPE PLAN

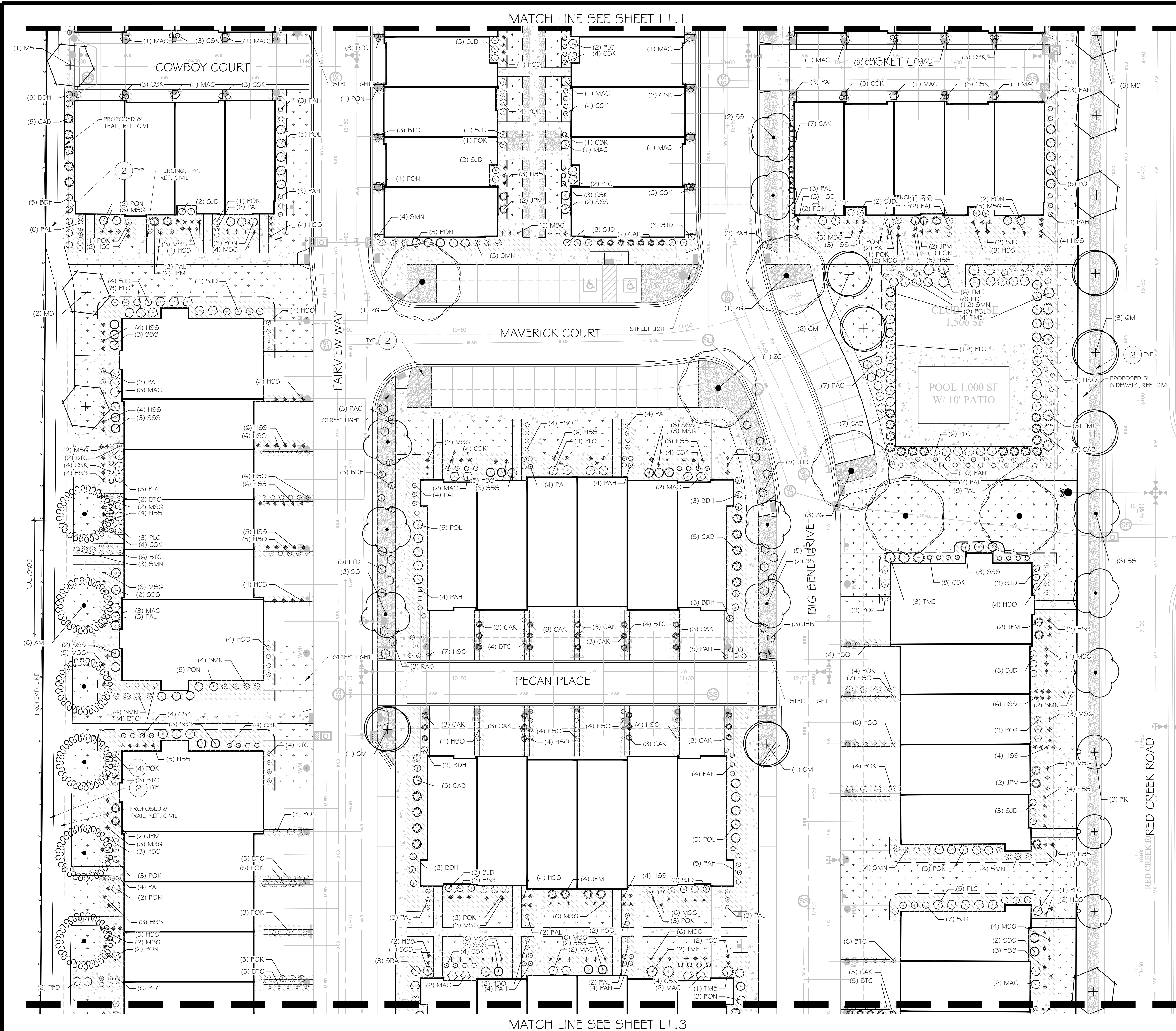
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REVISION BLOCK	
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LANDSCAPE PLAN

Scale: 1"=20' Drawn: BW
Date: 07/03/2024 Job #: 24-0230
Sheet: L1.1



PLANT SCHEDULE

CODE	BOTANICAL / COMMON NAME
TREES	
GM	Acer campestre Hedge Maple
AM	Acer x 'Pacific Sunset Pacific Sunset Maple
MS	Malus x 'Spring Snow' Spring Snow Crabapple
PK	Prunus serrulata 'Kwanzan' Kwanzan Japanese Flowering Cherry
SS	Syringa reticulata Japanese Tree Lilac
ZG	Zelkova serrata 'Green Vase' Green Vase Sawleaf Zelkova
SHRUBS	
AML	Aronia melanocarpa 'Low Scape Hedger'
BTC	Berberis thunbergii 'Concorde' Concorde Japanese Barberry
BDH	Buddleja davidii 'Buzz Hot Raspberry' Hot Raspberry Butterfly Bush
CAB	Cornus alba 'Bailhala' TM Ivory Halo Dogwood
CSK	Cornus sericea 'Kelsey' Kelsey's Dwarf Red Twig Dogwood
JHB	Juniperus horizontalis 'Blue Chip' Blue Chip Juniper
JPM	Juniperus x pfitzeniana 'Monsan' TM Sea of Gold Pfitzer Juniper
MAC	Mahonia aquifolium 'Compacta' Compact Oregon Grape
POL	Physocarpus opulifolius 'Donna May' TM
PON	Little Devil Ninebark Physocarpus opulifolius 'Nugget' Nugget Ninebark
PMM2	Pinus mugo 'Mops' Mugo Pine
PFD	Potentilla fruticosa 'Dakota Sunspot' Dakota Sunspot Bush Cinquefoil
PLC	Prunus laurocerasus 'Chestnut Hill' Chestnut Hill English Laurel
RAG	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac
SMN	Salvia nemorosa 'May Night' May Night Sage
SSS	Sorbaria sorbifolia 'Sem' Sem Ash Leaf Spirea
SJD	Spiraea japonica 'Double Play Doozie' Doozie Spirea
SBA	Spiraea x bumalda 'Anthony Waterer' Anthony Waterer Bumald Spirea
TME	Taxus x media 'Everlow' Everlow Yew

ORNAMENTAL GRASSES

CAK	Calamagrostis x acutiflora 'Karl Foerster' Karl Foerster Feather Reed Grass
HSS	Helictotrichon sempervirens 'Sapphire' Sapphire Blue Oat Grass
MSG	Miscanthus sinensis 'Gold Bar' Gold Bar Eulalia Grass
PAH	Pennisetum alopecuroides 'Hameln' Hameln Fountain Grass
POK	Pennisetum alopecuroides 'Karley Rose' Karley Rose Fountain Grass

PERENNIALS

H50	Hemerocallis x 'Stella de Oro' Stella de Oro Daylily
LSS	Leucanthemum x superbum 'Snowcap' Snowcap Shasta Daisy
PAL	Perovskia atriplicifolia 'Little Spire' Little Spire Russian Sage

SYMBOL CODE BOTANICAL / COMMON NAME

GROUND COVERS

PP	Poa pratensis Kentucky Bluegrass
----	-------------------------------------

REFERENCE NOTES SCHEDULE

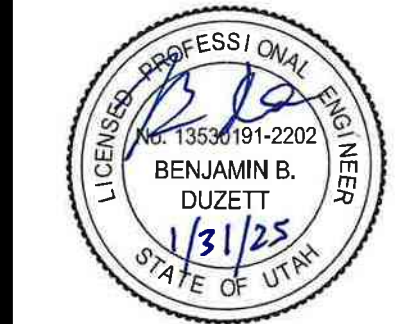
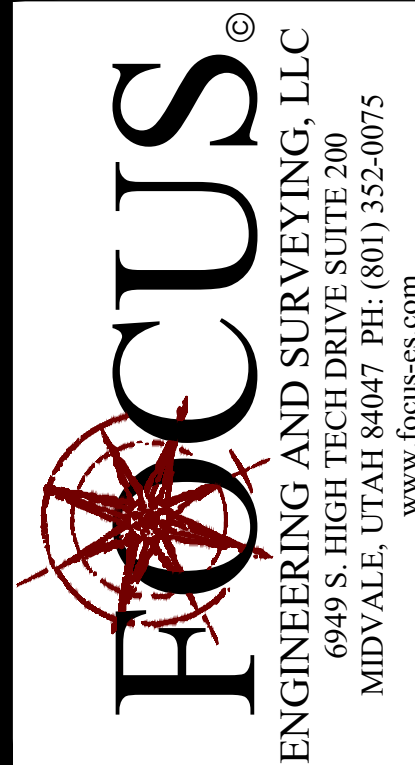
SYMBOL	DESCRIPTION
1	CRUSHED DECORATIVE GRAVEL, ROYAL GRAY: SIZE 1".
2	SOUTH TOWN RIVER COBBLE, SIZE: 2"-4".
3	STEEL EDGING, TBD.

NOTE: REFERENCE SHEET LI.0 FOR OVERALL PLANT AND MATERIAL QUANTITIES

GRAPHIC SCALE

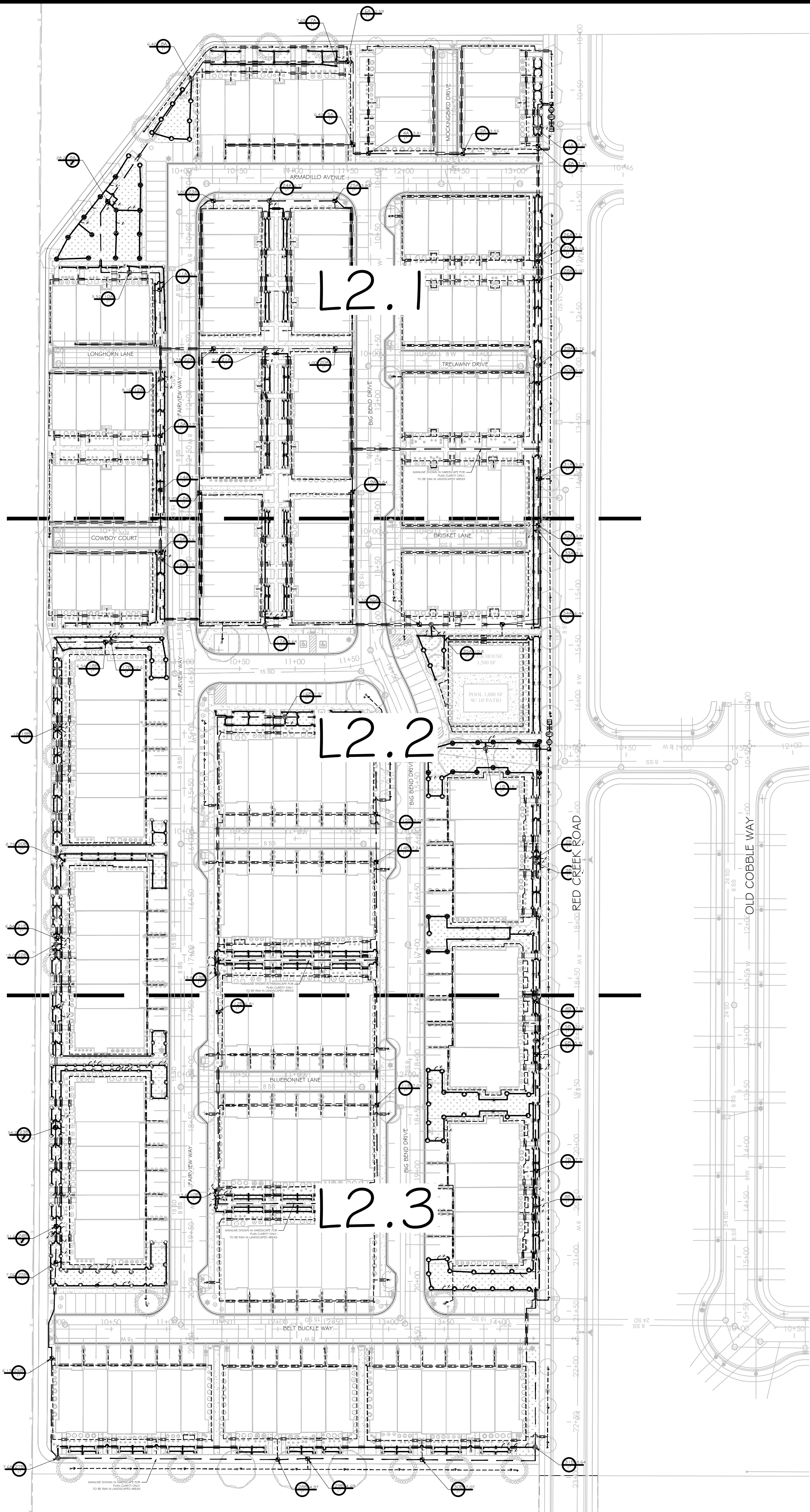


PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN CITY, UTAH
LANDSCAPE PLAN



REVISION BLOCK	
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LANDSCAPE PLAN	
Scale: 1"=20'	Drawn: BW
Date: 07/03/2024	Job #: 24-0230
Sheet: L1.2	

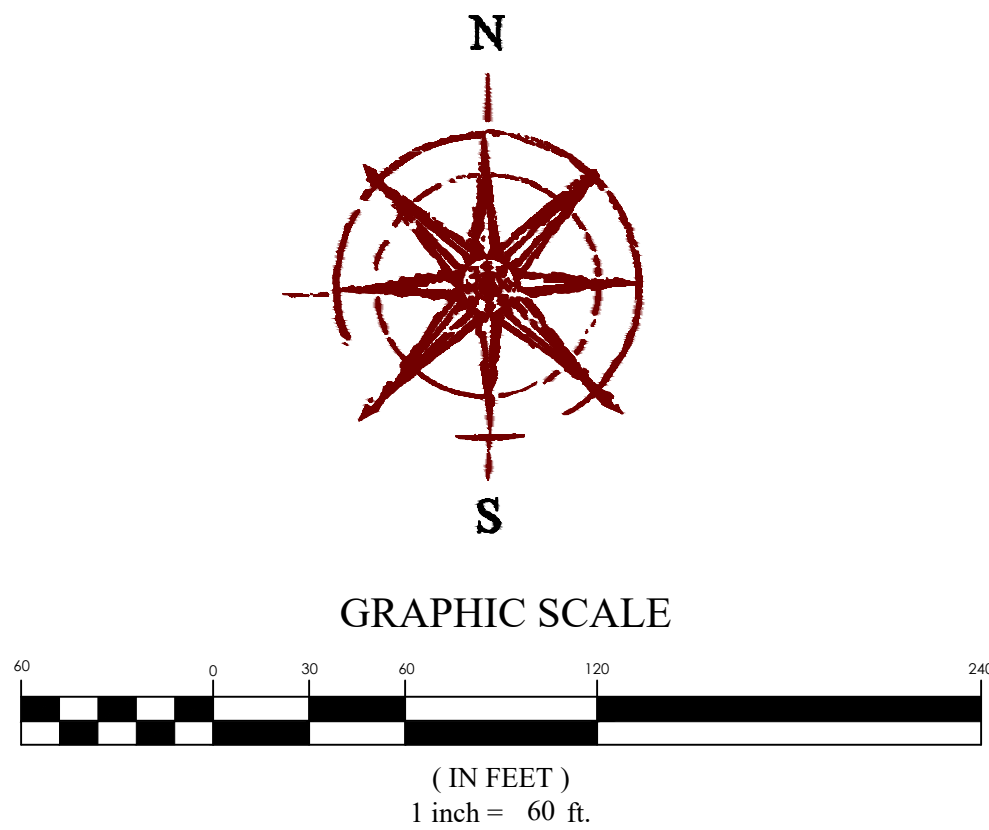


IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird 1804-U U8 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.	72
	Rain Bird 1804-U U10 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.	52
	Rain Bird 1804-U U12 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.	23
	Rain Bird 1804-U U15 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.	23
	Rain Bird R-VAN-STRIP 1804-SAM-P45 Shrub Rotary, 5ft.x15ft. (LCS and RCS), 5ft.x30ft. (SST) Hand Adjustable Multi-Stream Rotary w/ 1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	434
	Rain Bird R-VAN14 1804-SAM-P45 Turf Rotary, 8ft.-14ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/ 1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	74
	Rain Bird R-VAN18 1804-SAM-P45 Turf Rotary, 13ft.-18ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/ 1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	53
	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/ 1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	30
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird XCZ-100-PRF 1" Medium Flow Dnp Control Kit, 1" DV valve, 1" pressure regulating filter, 40psi pressure regulator. 3 GPM-15 GPM.	38
	Rain Bird XB-6 Six-Outlet, Pressure Compensating, Dnp Emitter. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red, at each emitter outlet. Comes with Barb Inlet x Barb Outlet.	74
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird PEB (Zone Valve) 1-1/2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.	3
	Rain Bird PEB (Zone Valve) 1" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.	26
	Rain Bird 44-LRC 1" 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.	2
	STOP AND WASTE VALVE MUELLER MARK II ORISEAL S4W VALVE MODEL H, SIZE TO MATCH METER SIZE	2
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.	1
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.	1
	Zurn 375 1-1/2" Reduced Pressure Principle Assembly. Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..	1
	Zurn 375 2" Reduced Pressure Principle Assembly. Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..	1
	Water Meter 1-1/2"	1
	Water Meter 2"	1
	Irrigation Lateral Line: PVC Schedule 40	427.9 l.f.
	Irrigation Lateral Line: PVC Schedule 40 3/4"	8,576 l.f.
	Irrigation Lateral Line: PVC Schedule 40 1"	782.0 l.f.
	Irrigation Lateral Line: PVC Schedule 40 1 1/4"	538.4 l.f.
	Irrigation Lateral Line: PVC Schedule 40 1 1/2"	129.7 l.f.
	Irrigation Lateral Line: PVC Schedule 40 2"	23.3 l.f.
	Irrigation Mainline: PVC Schedule 40	6,454 l.f.
	Pipe Sleeve: PVC Class 200 SDR 21 Sleeve Shall Be Two Sizes Larger Than The Pipe Within	5,107 l.f.
	Valve Callout Valve Number Valve Flow Valve Size	
	RAINBIRD 3/4" XBS TUBING WITH 1/4" TUBING TO EMITTER	
	1" POLY PIPE CONNECTING DRIPLINE SECTIONS	
	3/4" MANUAL FLUSH VALVE IN 10" ROUND VALVE BOX	

IRRIGATION NOTES

1. THIS SYSTEM IS BASED UPON AN AVAILABLE STATIC PRESSURE OF 60 PSI MINIMUM. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CONFIRM THE STATIC WATER PRESSURE AND THE SIZE OF THE POINT OF CONNECTION (POC).
2. COORDINATE AND LOCATE ALL EXISTING UTILITIES ON THE SITE PRIOR TO EXCAVATION.
3. THIS PLAN IS DIAGRAMMATIC. SOME EQUIPMENT MAY BE SHOWN IN PAVED AREAS AND BUILDINGS FOR PLAN CLARITY.
4. INSTALL PVC SCHEDULE 40 SLEEVES UNDER ALL PAVED SURFACES WHERE LINES AND CONTROL WIRES CROSS INCLUDING ALL SIDEWALKS. SLEEVE SIZE SHALL BE 2 TIMES LARGER THAN THE LINE. EXTEND 6" BEYOND THE PAVED SURFACE ON EACH SIDE. INSTALL A SEPARATE SLEEVE FOR THE CONTROL WIRES.
5. INSTALL MANUAL DRAIN VALVES AT ALL LOW POINTS ALONG IRRIGATION MAIN LINE AND EACH SIDE OF DRIVEWAY WHERE MAIN LINE CROSSES UNDER.
6. INSTALL VARIABLE ARC NOZZLES ON SPRINKLER HEADS WHERE ANGLE IS DIFFERENT THAN STANDARD NOZZLES.
7. ALL PIPE FITTINGS SHALL BE SCHEDULE 80 ON MAIN LINE.
8. XBS TUBING SHALL BE INSTALLED UNDER BARK OR ROCK MULCH.
9. INSTALL 3/4" MANUAL FLUSH VALVE IN AN 10" ROUND VALVE BOX AT THE END OF ALL DRIP LINES.
10. DRIP EMITTERS SHALL BE RAINBIRD XB-20PC (2 GPH)XERI-BUG EMITTER, 1 EMITTER PER PLANT FOR PERENNIALS AND ORNAMENTAL GRASSES AND 2 EMITTERS PER PLANT FOR SHRUBS.
11. RAINBIRD MULTI-OUTLET XERI-BUG EMITTER XB-20-6 (12 GPH) SHALL BE USED ON TREES IN PLANTING BEDS WITH DIFFUSER BUG CAP AT ENDS OF TUBING. DISTRIBUTE EMITTERS AROUND ROOTBALL OF TREE.



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN CITY, UTAH
OVERALL IRRIGATION PLAN

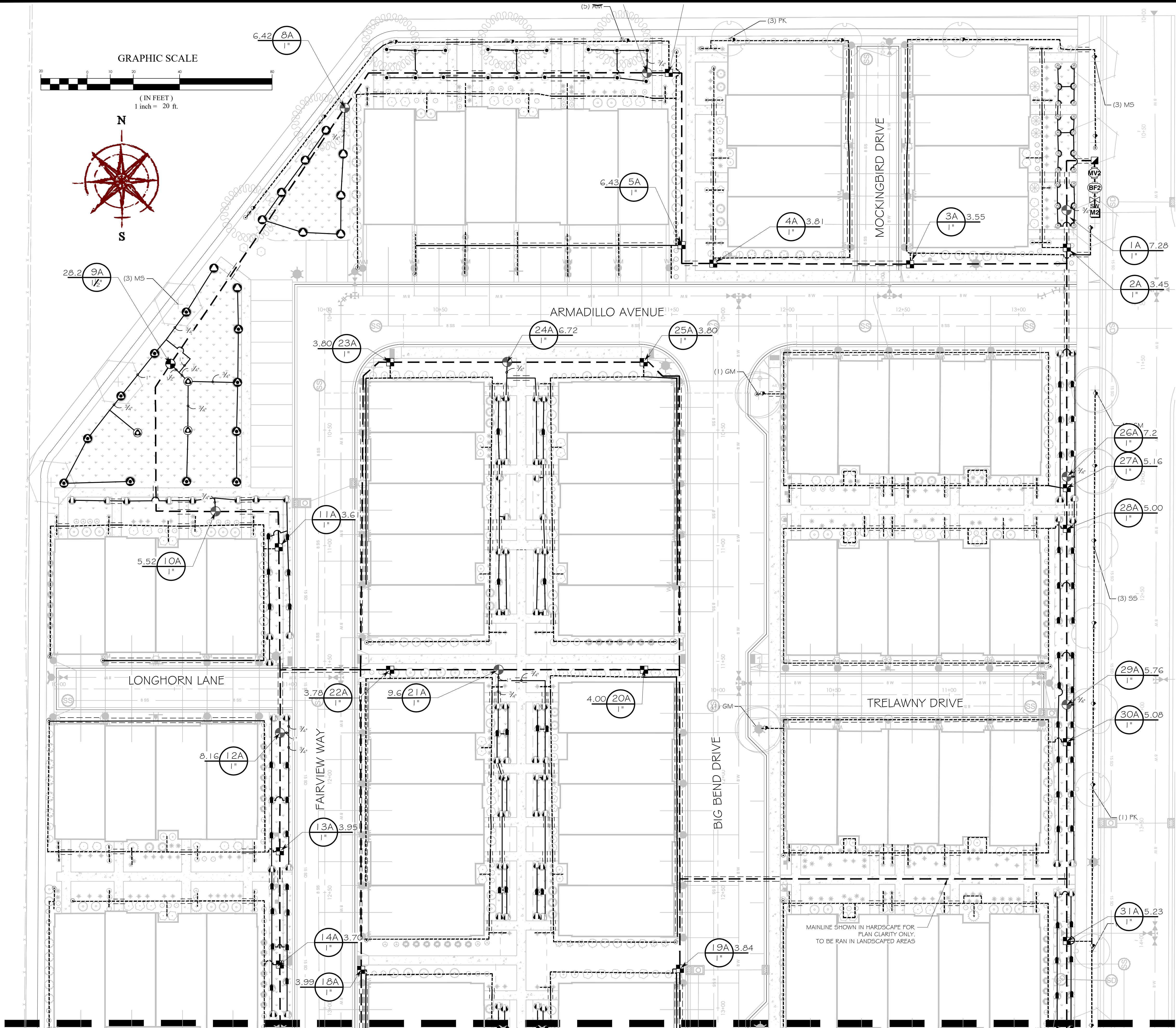
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OVERALL IRRIGATION PLAN

Scale: 1"=60' Drawn: MH
Date: 07/03/2024 Job #: 24-0230
Sheet: L2.0

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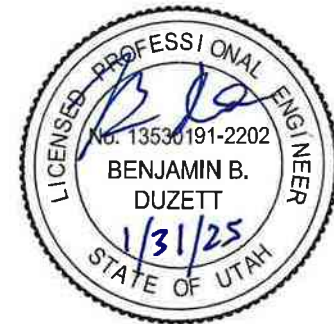




IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird 1804-U U8 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U10 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U12 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U15 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN-STRIP 1804-SAM-P45 Shrub Rotary, 5ft.x15ft. (LCS and RCS), 5ft.x30ft. (SS) Hand Adjustable Multi-Stream Rotary w/ 1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN14 1804-SAM-P45 Turf Rotary, 8ft.-14ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN18 1804-SAM-P45 Turf Rotary, 13ft.-18ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird XCZ-100-PRF 1" Medium Flow Dnp Control Kit, 1" DV valve, 1" pressure regulating filter, 40psi pressure regulator. 3 GPM-15 GPM.
	Rain Bird XB-6 Six-Outlet, Pressure Compensating, Dnp Emitter. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red, at each emitter outlet. Comes with Barb Inlet x Barb Outlet.
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird PEB (Zone Valve) 1-1/2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB (Zone Valve) 1" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.
	Rain Bird 44-LRC 1" 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.
	STOP AND WASTE VALVE MUELLER MARK II ORIGSEAL 5#W VALVE MODEL H, SIZE TO MATCH METER SIZE
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.
	Zurn 375 1-1/2" Reduced Pressure Principle Assembly. Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..
	Zurn 375 2" Reduced Pressure Principle Assembly. Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..
	Water Meter 1-1/2"
	Water Meter 2"
	Irrigation Lateral Line: PVC Schedule 40
	Irrigation Lateral Line: PVC Schedule 40 3/4"
	Irrigation Lateral Line: PVC Schedule 40 1"
	Irrigation Lateral Line: PVC Schedule 40 1 1/4"
	Irrigation Lateral Line: PVC Schedule 40 1 1/2"
	Irrigation Lateral Line: PVC Schedule 40 2"
	Irrigation Mainline: PVC Schedule 40
	Pipe Sleeve: PVC Class 200 SDR 21 Sleeve Shall Be Two Sizes Larger Than The Pipe Within
	Valve Callout Valve Number Valve Flow Valve Size
	RAINBIRD 3/4" XBS TUBING WITH 1/4" TUBING TO EMITTER
	1" POLY PIPE CONNECTING DRIPLINE SECTIONS
	3/4" MANUAL FLUSH VALVE IN 10" ROUND VALVE BOX

NOTE:
REFERENCE SHEET L2.0 FOR OVERALL IRRIGATION QUANTITIES



PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN CITY, UTAH
IRRIGATION PLAN

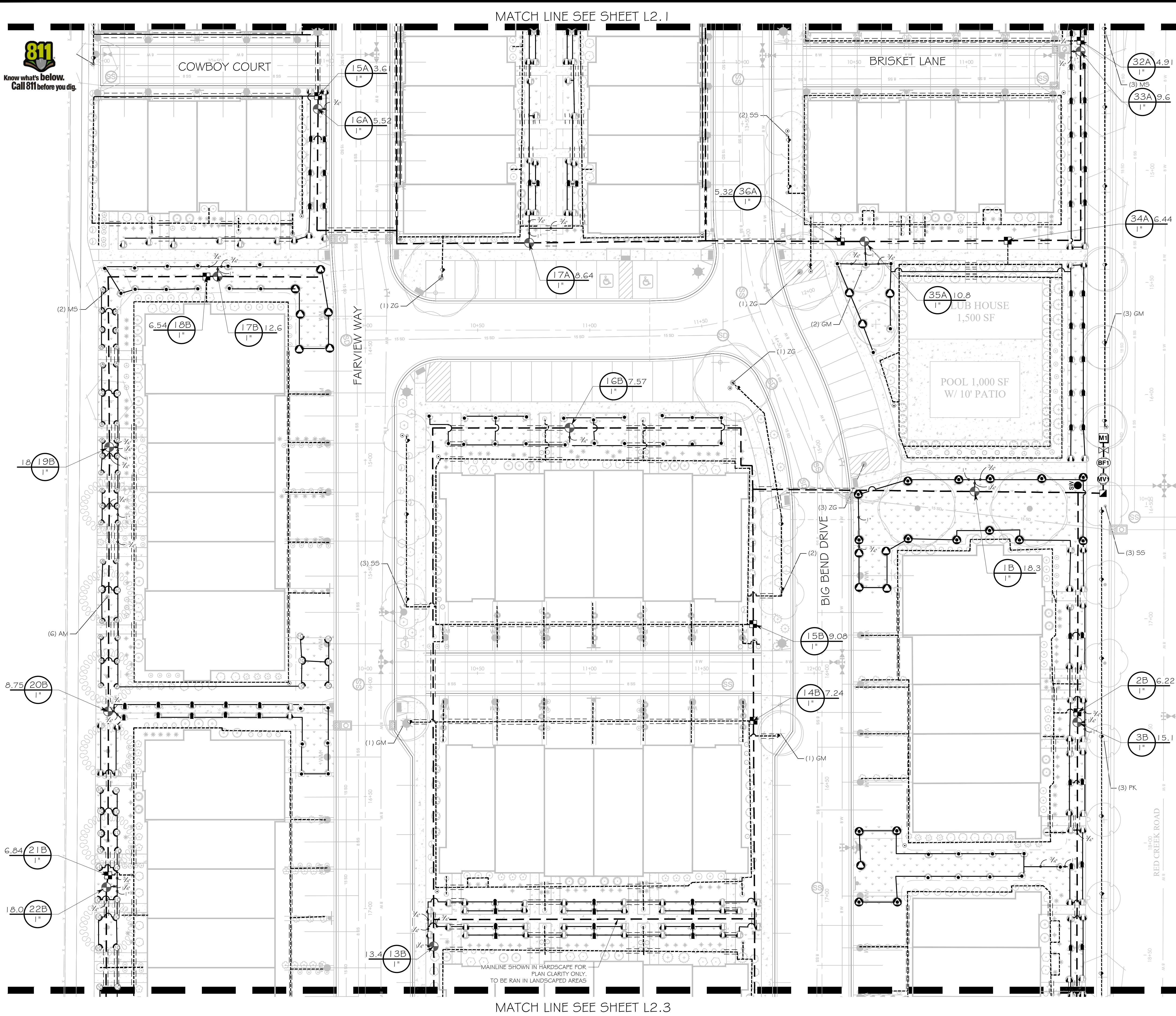
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IRRIGATION PLAN

Scale: 1"=20'
Date: 07/03/2024
Sheet:
Drawn: MH
Job #: 24-0230

L2.1





IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird 1804-U U5 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U10 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U12 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U15 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN-STRIP 1804-SAM-P45 Shrub Rotary, 5ft.x15ft. (LCS and RCS), 5ft.x30ft. (SST) Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN1 1804-SAM-P45 Turf Rotary, 8ft.x14ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN11 1804-SAM-P45 Turf Rotary, 13ft.x16ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird XCZ-100-PRF 1" Medium Flow Drip Control Kit, 1" DV valve, 1" pressure regulating filter, 40psi pressure regulator. 3 GPM-15 GPM.
	Rain Bird XB-G Six-Outlet, Pressure Compensating, Drip Emitter. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red, at each emitter outlet. Comes with Barb Inlet x Barb Outlet.
	Rain Bird PEB (Zone Valve) 1-1/2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB (Zone Valve) 1" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.
	Rain Bird 44-LRC 1" 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.
	STOP AND WASTE VALVE MUELLER MARK II ORISEAL S4W VALVE MODEL H, SIZE TO MATCH METER SIZE
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.
	Zum 375 1-1/2" Reduced Pressure Principle Assembly. Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..
	Zum 375 2" Reduced Pressure Principle Assembly. Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..
	Water Meter 1-1/2"
	Water Meter 2"
	Irrigation Lateral Line: PVC Schedule 40
	Irrigation Lateral Line: PVC Schedule 40 3/4"
	Irrigation Lateral Line: PVC Schedule 40 1"
	Irrigation Lateral Line: PVC Schedule 40 1 1/4"
	Irrigation Lateral Line: PVC Schedule 40 1 1/2"
	Irrigation Lateral Line: PVC Schedule 40 2"
	Irrigation Mainline: PVC Schedule 40
	Pipe Sleeve: PVC Class 200 SDR 21 Sleeve Shall Be Two Sizes Larger Than The Pipe Within
	Valve Callout Valve Number Valve Flow Valve Size
	RAINBIRD 3/4" XBS TUBING WITH 1/4" TUBING TO EMITTER
	1" POLY PIPE CONNECTING DRIPLINE SECTIONS
	3/4" MANUAL FLUSH VALVE IN 10" ROUND VALVE BOX

NOTE:
REFERENCE SHEET L2.0 FOR
OVERALL IRRIGATION QUANTITIES

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

REVISION BLOCK

#	DATE	DESCRIPTION
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IRRIGATION PLAN

Scale: 1"=20'
Date: 07/03/2024
Sheet:

Drawn: MH
Job #: 24-0230

L2.2

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PINNACLES PLAT B PHASE 3
EAGLE MOUNTAIN CITY, UTAH
IRRIGATION PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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IRRIGATION PLAN

Scale: 1"=20'
Date: 07/03/2024
Sheet:

Drawn: MH
Job #: 24-0230

L2.2

NOTE: 2024-02-20 Pinnacles Phase 3 Multifamily Final Design. 24-0230 Dwg Sheets L2.0-L2.3 IRRIGATION PLAN Dwg



(B) PK

34.2 23B
1/2"

31.6 24B
1/2"

7.06 25B
1"

6.13 26B
1"

7.68 27B
1"

MAINLINE SHOWN IN HARDSCAPE FOR
PLAN CLARITY ONLY.
TO BE RAN IN LANDSCAPED AREAS

(3) AM

28B 4.97
1"

29B 4.69
1"

30B 7.07
1"

(3) AM

31B 8.64
1"

7B 7.7
1"

8B 18.1
1"

5B 22.6
1"

6B 5.91
1"

4B 7.35
1"

MATCH LINE SEE SHEET L2.2

BLUEBONNET LANE

BELT BUCKLE WAY

BIG BEND DRIVE

FAIRVIEW WAY

MAINLINE SHOWN IN HARDSCAPE FOR
PLAN CLARITY ONLY.
TO BE RAN IN LANDSCAPED AREAS

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird 1804-U U8 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U10 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U12 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird 1804-U U15 Series Turf Spray 4in. Pop-Up Sprinkler with Co-Molded Wiper Seal. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN-STRIP 1804-SAM-P45 Shrub Rotary, 5ft.x15ft. (LC5 and RC5), 5ft.x30ft. (5ST) Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN 1804-SAM-P45 Turf Rotary, 8ft.-14ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN 1804-SAM-P45 Turf Rotary, 13ft.-18ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird R-VAN 24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.
	Rain Bird XCZ-100-PRF 1" Medium Flow Drip Control Kit, 1" DV Valve, 1" pressure regulating filter, 40psi pressure regulator. 3 GPM-15 GPM.
	Rain Bird XB-G Six-Outlet, Pressure Compensating, Drip Emitter. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red, at each emitter outlet. Comes with Barb Inlet x Barb Outlet.
	Rain Bird PEB (Zone Valve) 1-1/2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB (Zone Valve) 1" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Remote Control Valve. Low Flow Operating Capability, Globe Configuration.
	Rain Bird 44-LRC 1" 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.
	STOP AND WASTE VALVE MUELLER MARK II ORISEAL 5/4W VALVE MODEL H, SIZE TO MATCH METER SIZE
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB (Master Valve) 2" 1in., 1-1/2in., 2in., 3in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.
	Zurn 375 1-1/2" Reduced Pressure Principle Assembly, Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..
	Zurn 375 2" Reduced Pressure Principle Assembly, Sizes 1/2in., 3/4in., 1in., 1-1/4in., 1-1/2in., 2in..
	Water Meter 1-1/2"
	Water Meter 2"
	Irrigation Lateral Line: PVC Schedule 40
	Irrigation Lateral Line: PVC Schedule 40 3/4"
	Irrigation Lateral Line: PVC Schedule 40 1"
	Irrigation Lateral Line: PVC Schedule 40 1 1/4"
	Irrigation Lateral Line: PVC Schedule 40 1 1/2"
	Irrigation Lateral Line: PVC Schedule 40 2"
	Irrigation Mainline: PVC Schedule 40
	Pipe Sleeve: PVC Class 200 SDR 21 Sleeve Shall Be Two Sizes Larger Than The Pipe Within
	Valve Gate
	Valve Flow
	Valve Size
	RAINBIRD 3/4" XBS TUBING WITH 1/4" TUBING TO EMITTER
	1" POLY PIPE CONNECTING DRIPLINE SECTIONS
	3/4" MANUAL FLUSH VALVE IN 10" ROUND VALVE BOX

NOTE:
REFERENCE SHEET L2.0 FOR
OVERALL IRRIGATION QUANTITIES



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.



PINNACLES PLAT B PHASE 3

EAGLE MOUNTAIN CITY, UTAH

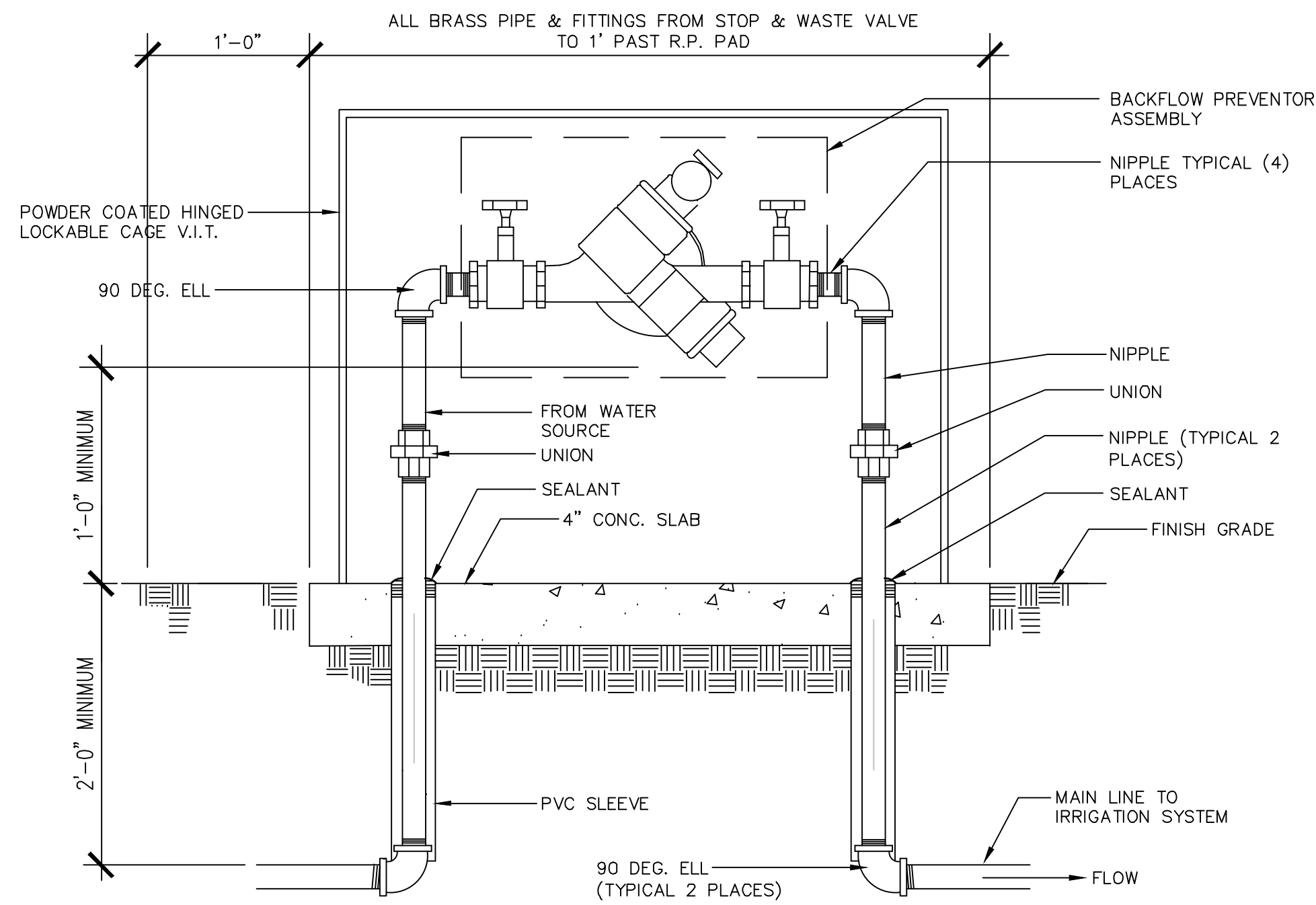
IRRIGATION PLAN

REVISION BLOCK		DESCRIPTION
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3	MM/DD/YY	
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5	MM/DD/YY	
6	MM/DD/YY	

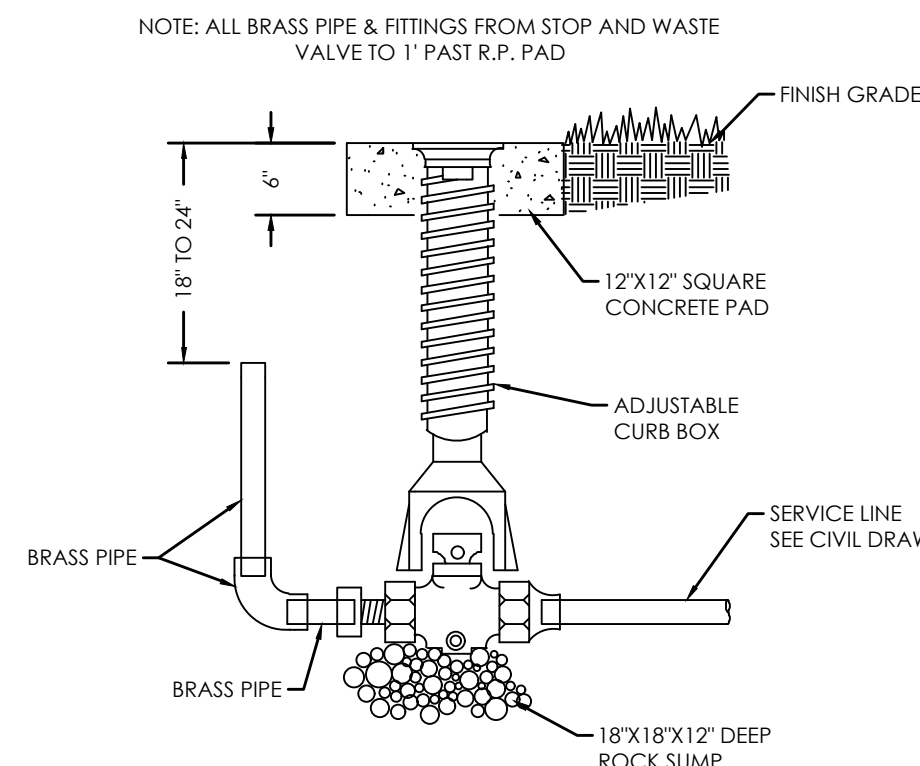
IRRIGATION PLAN

Scale: 1"=20'
Date: 07/03/2024
Sheet:

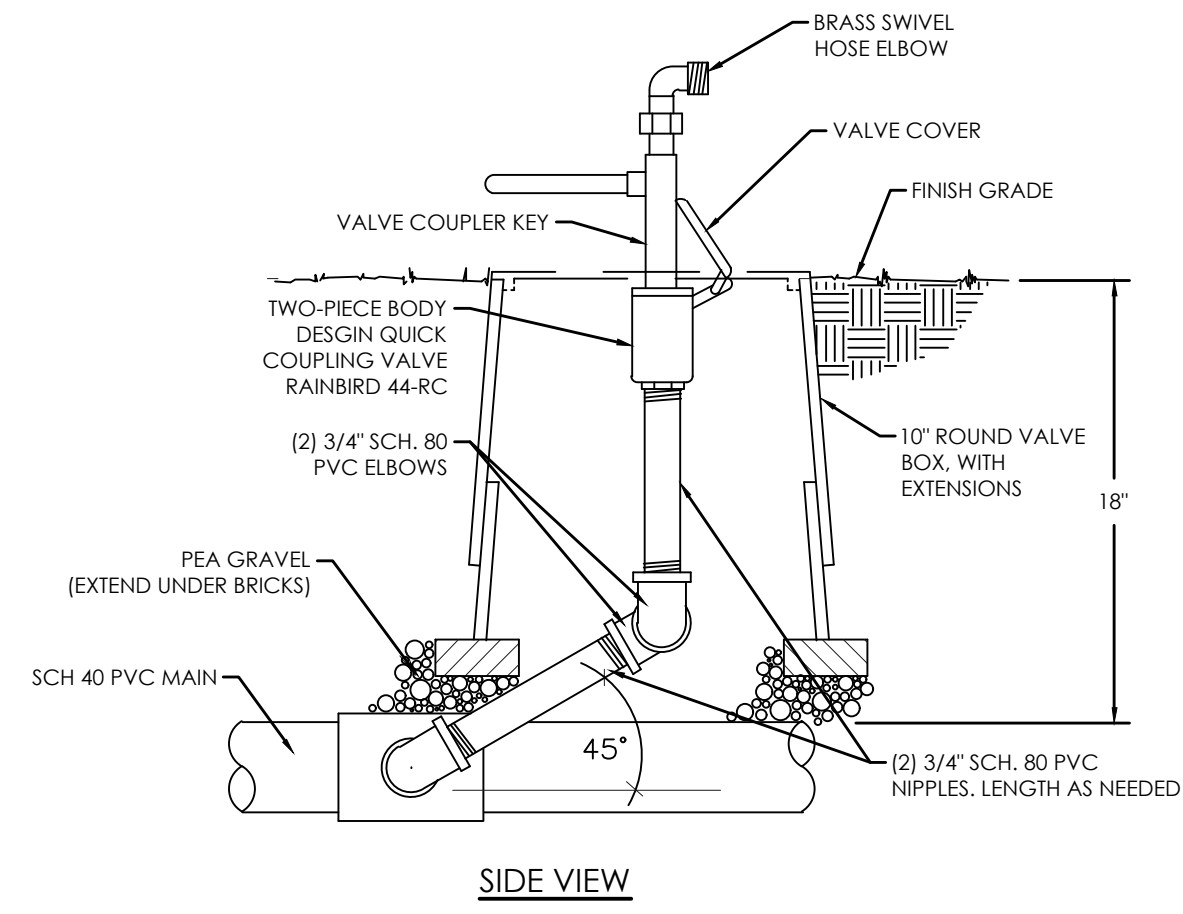
Drawn: MH
Job #: 24-0230
L2.3



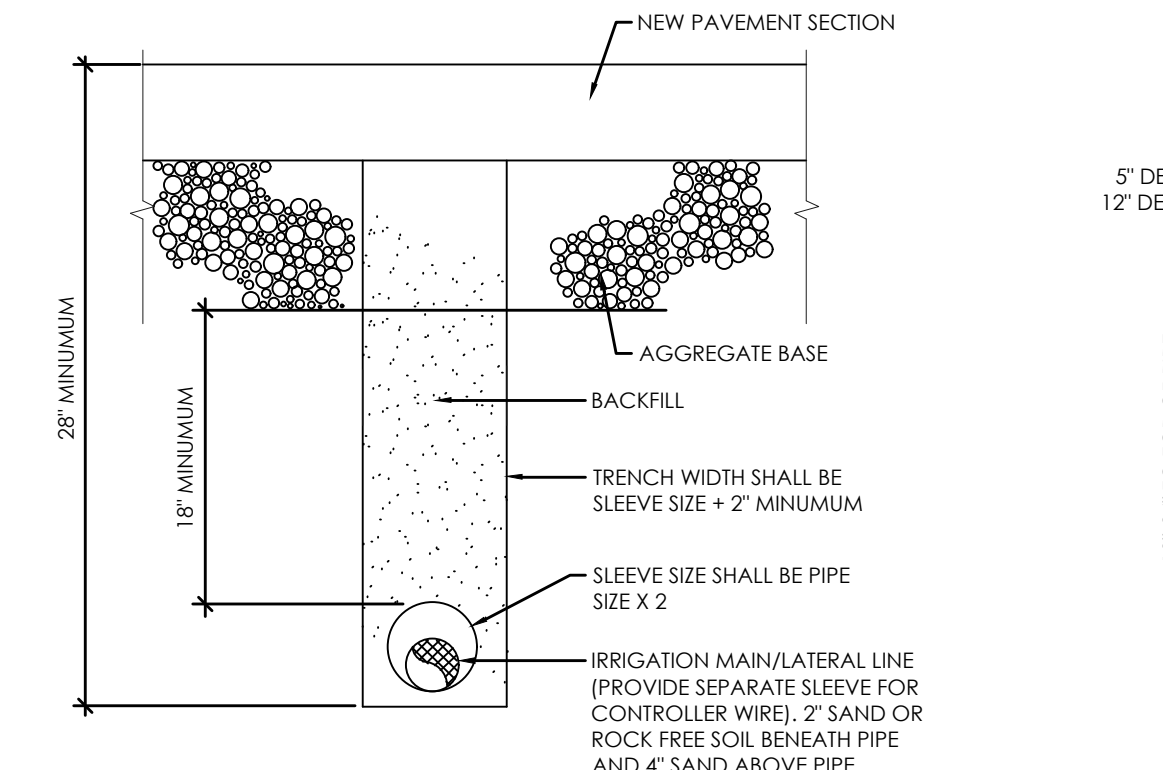
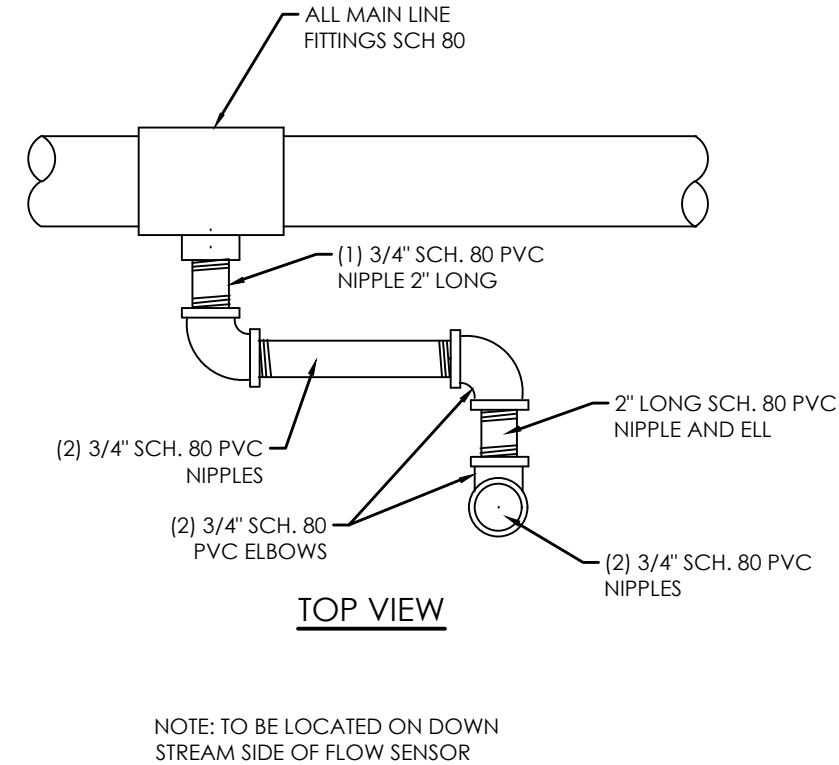
A REDUCED PRESSURE BACK FLOW PRESSURE
NOT TO SCALE



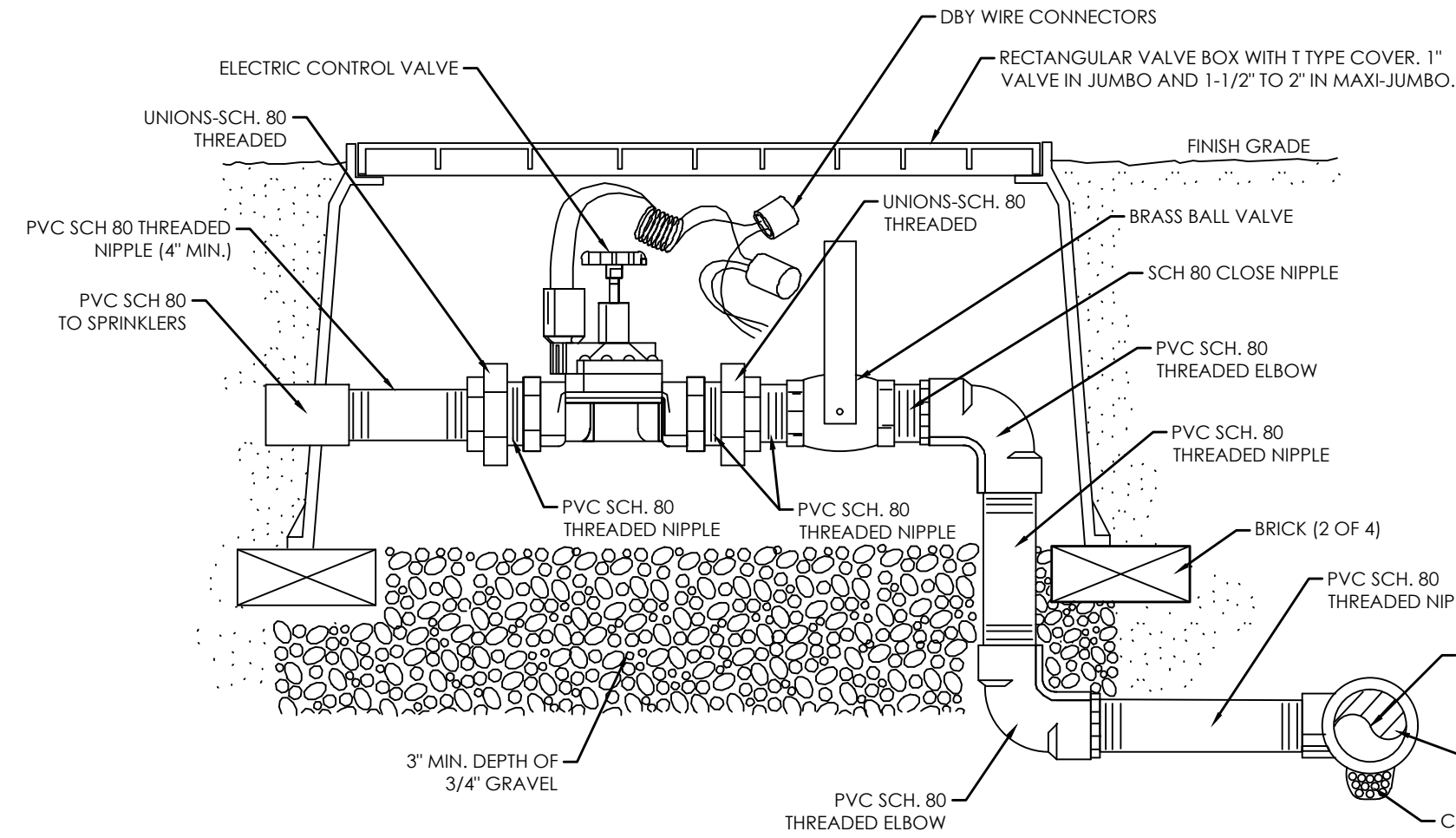
B STOP & WASTE VALVE DETAIL
NOT TO SCALE



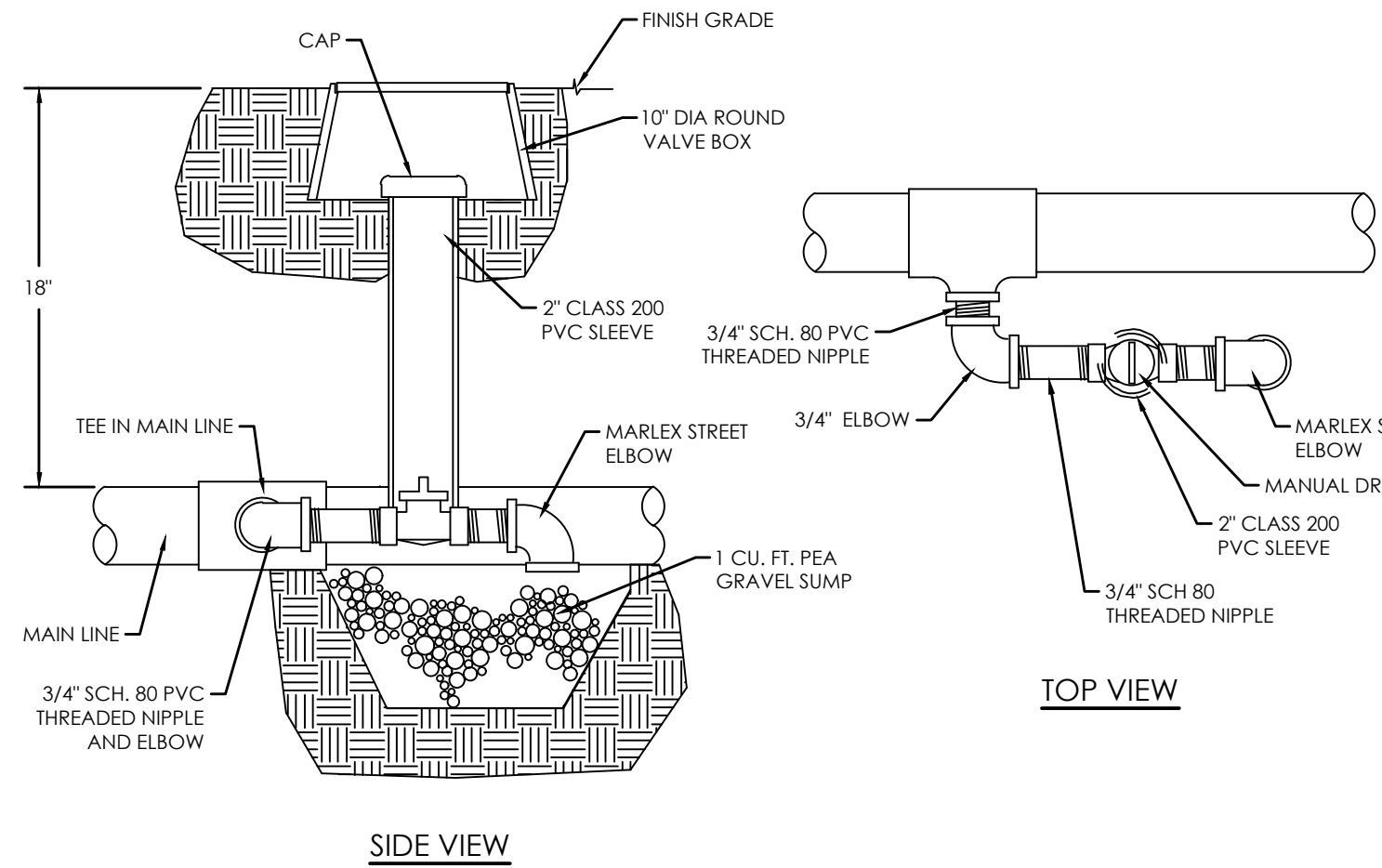
C QUICK COUPLING VALVE
NOT TO SCALE



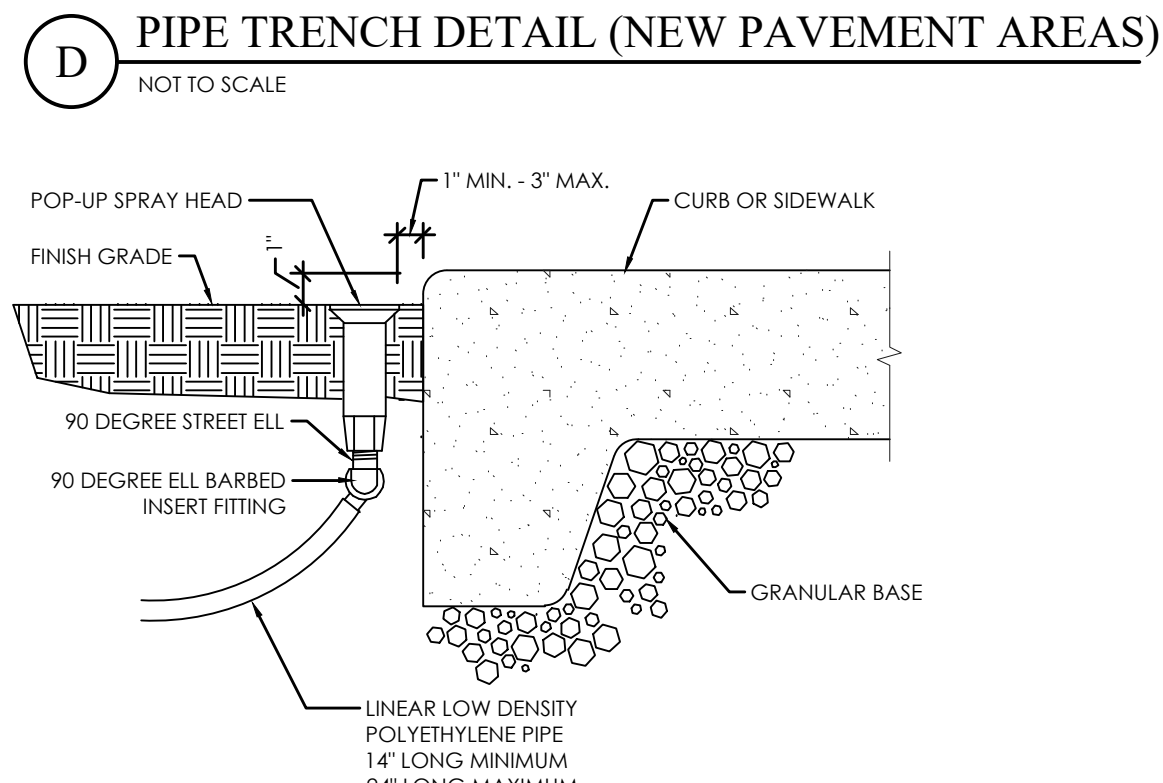
E TRENCH SECTION
NOT TO SCALE



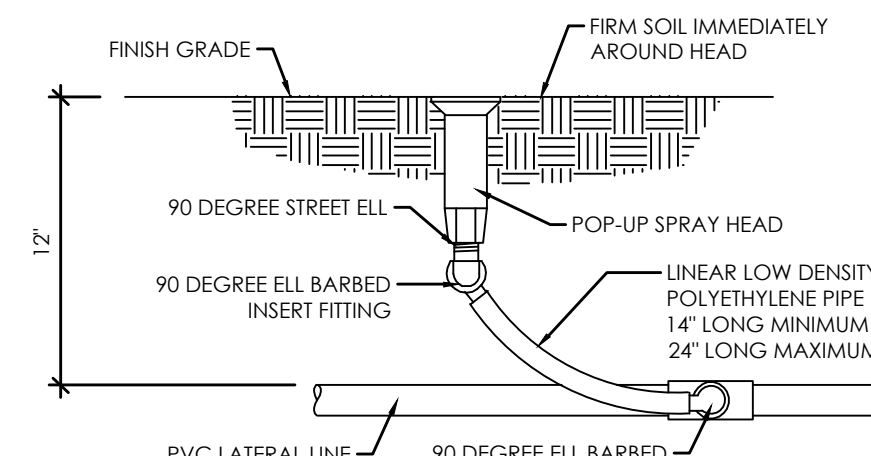
F ELECTRONIC CONTROL VALVE
NOT TO SCALE



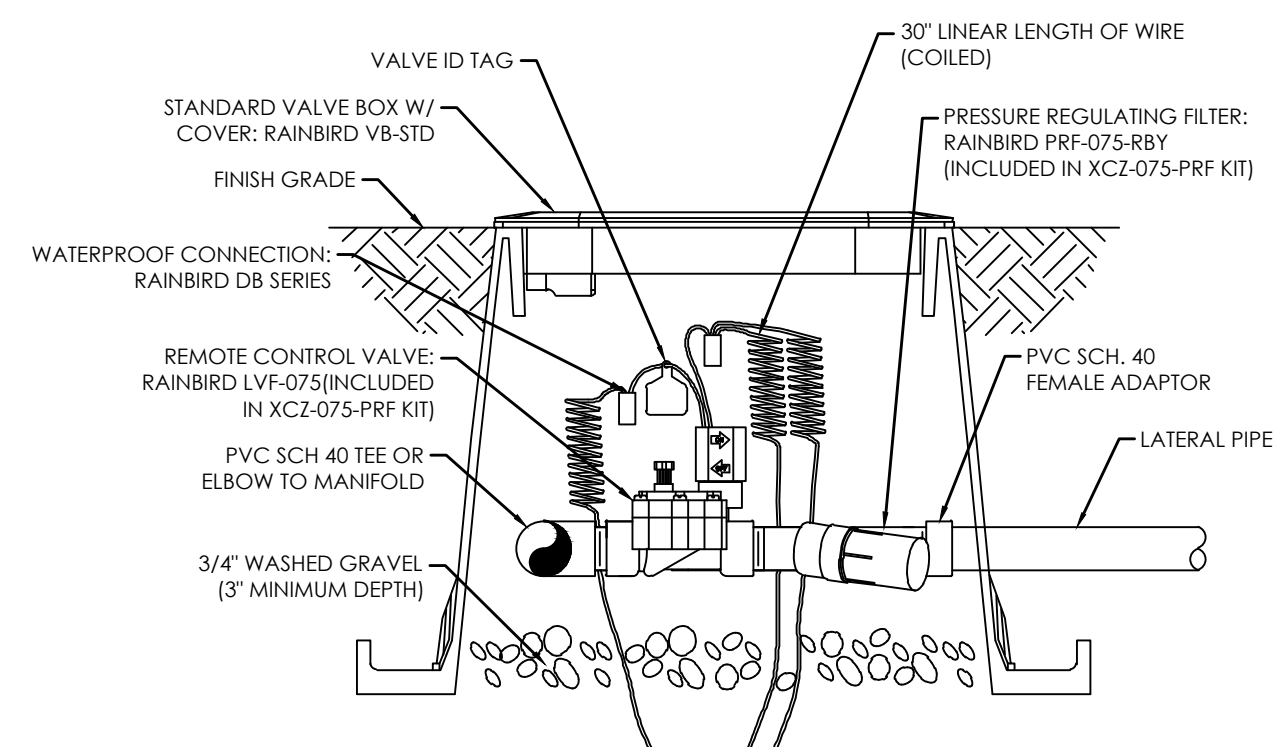
G MANUAL DRAIN VALVE
NOT TO SCALE



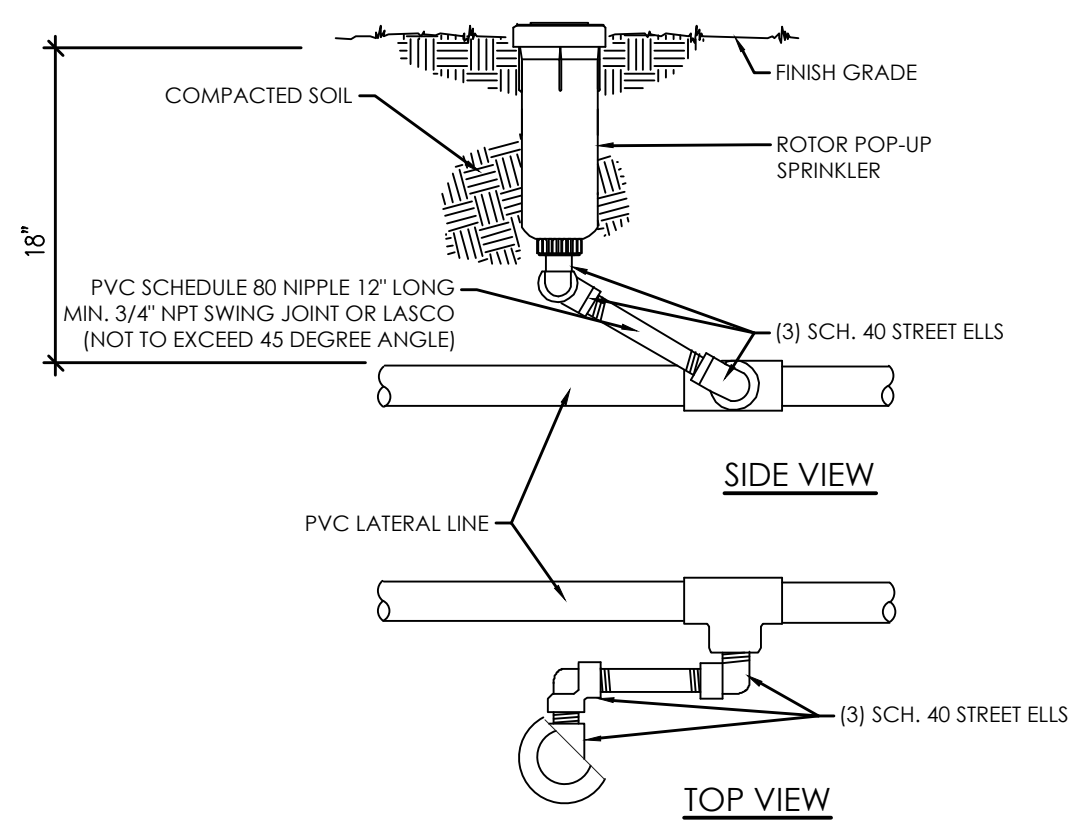
H SPRAY HEAD NEXT TO CURB OR WALK
NOT TO SCALE



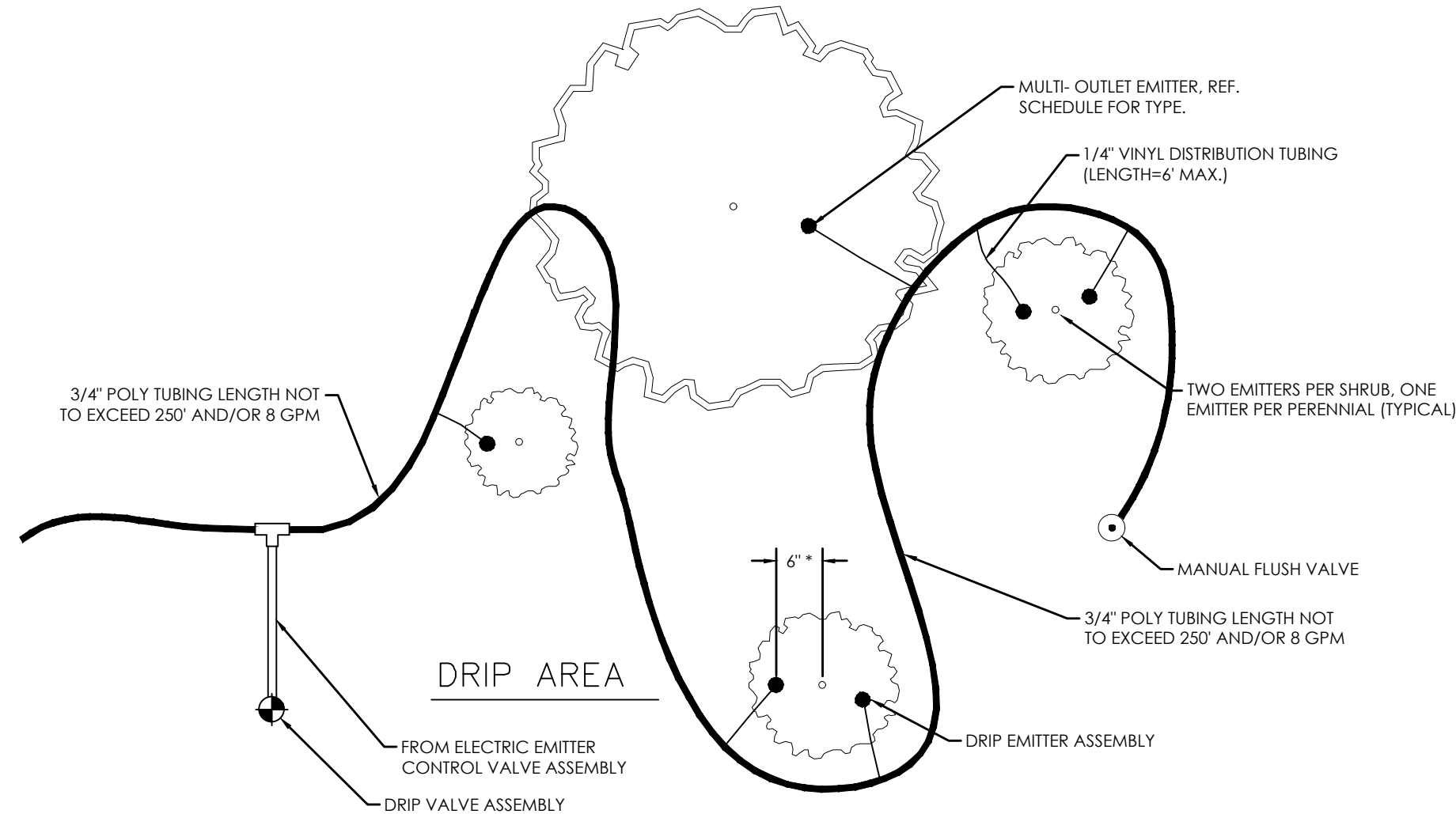
I SPRAY HEAD ASSEMBLY
NOT TO SCALE



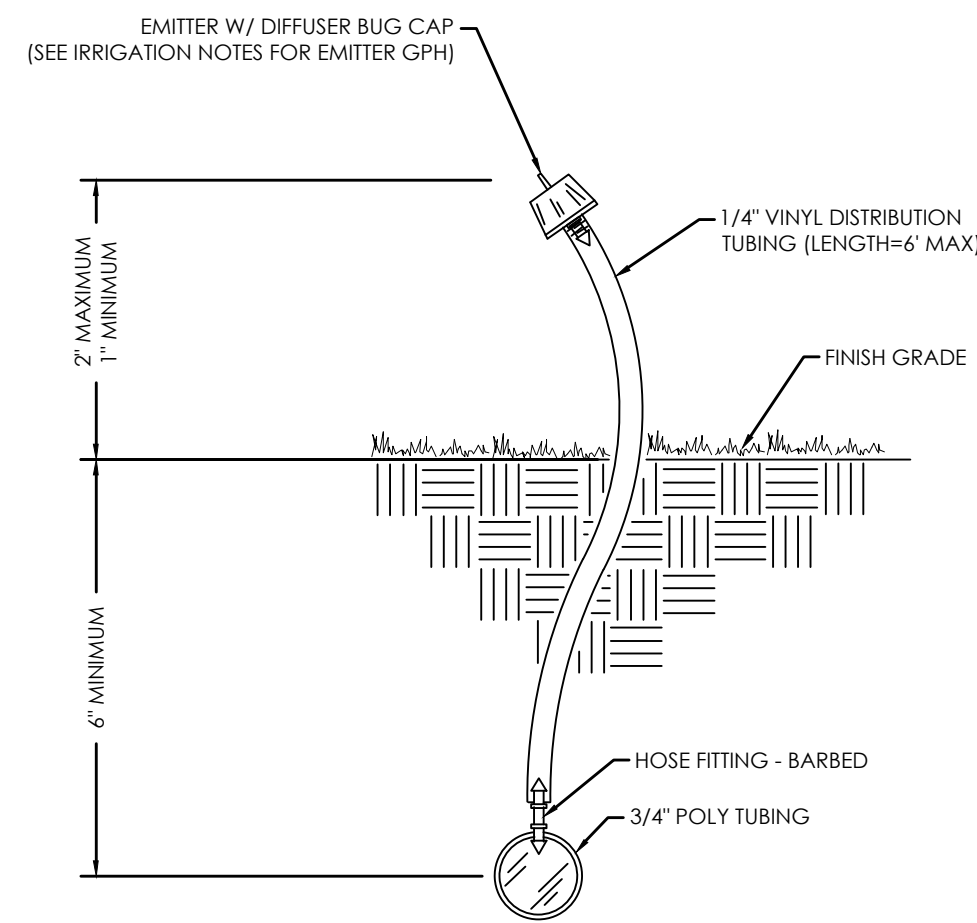
J CONTROL ZONE KIT
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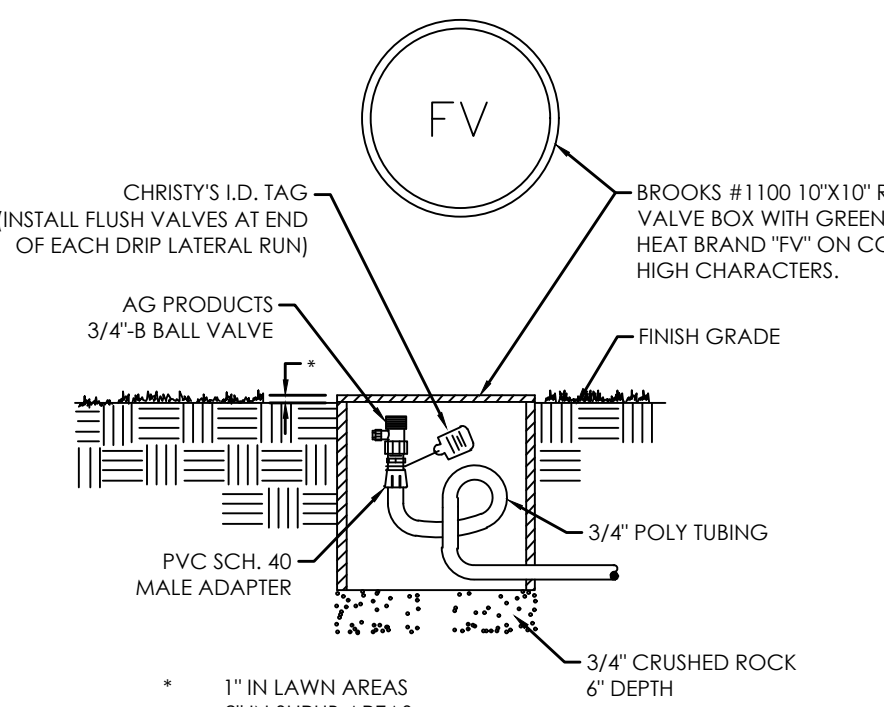
K ROTOR POP-UP HEAD
NOT TO SCALE



L TYPICAL DRIP EMITTER LAYOUT
NOT TO SCALE



M DRIP EMITTER ON VINYL TUBING RISER
NOT TO SCALE



N MANUAL FLUSH VALVE
NOT TO SCALE

REVISION BLOCK		DESCRIPTION
1	DATE	
2	DATE	
3	DATE	
4	DATE	
5	DATE	
6	DATE	

IRRIGATION DETAILS

Scale:	Drawn: BW
Date: 07/03/2024	Job #: 24-0230
Sheet:	

see
WHAT
COULD
BE
...

CENTURY COMMUNITIES - FARMHOUSE -
COLOR PALLETTE 1

SW 7006
Extra White

SW 6258
Tricorn Black

SW 7622
Homburg Gray



REAR



RIGHT

RIGHT



FRONT

ARCHITECTURAL FEATURES

- 1) POPOUTS
- 2) PORCHES
- 3) DECORATIVE GABLES/VENTS
- 4) COLUMNS
- 5) DECORATIVE TRIM
- 6) DETAILED RAILINGS
- 7) ARCHITECTURAL LIGHTING
- 8) WINDOW GRIDS
- 9) DECORATIVE DOORS
- 10) DECORATIVE WINDOWS

see
WHAT
COULD
BE
...

CENTURY COMMUNITIES - FARMHOUSE -
COLOR PALLETTE 2

SW 7636
Origami White

SW 7674
Peppercorn

SW 7622
Homburg Gray



REAR



RIGHT



RIGHT



FRONT

- DECORATIVE GABLE VENT
- POPOUT
- WINDOW GRIDS
- ARCHITECTURAL LIGHTING
- DECORATIVE TRIM
- COLUMN
- DECORATIVE WINDOW
- PORCH
- DECORATIVE DOOR
- RAILING

- ARCHITECTURAL FEATURES
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 - 6) DETAILED RAILINGS
 - 7) ARCHITECTURAL LIGHTING
 - 8) WINDOW GRIDS
 - 9) DECORATIVE DOORS
 - 10) DECORATIVE WINDOWS

see
WHAT
COULD
BE
...

CENTURY COMMUNITIES -
MODERN FARMHOUSE -
COLOR PALLETTE 3

SW 7004
Snowbound

SW 7076
Cyberspace

SW 6253
Olympus White

SW 6993
Black of Night

ARCHITECTURAL FEATURES

- 1) POPOUTS
- 2) PORCHES
- 3) DECORATIVE GABLES/VENTS
- 4) COLUMNS
- 5) DECORATIVE TRIM
- 6) DETAILED RAILINGS
- 7) ARCHITECTURAL LIGHTING
- 8) WINDOW GRIDS
- 9) DECORATIVE DOORS
- 10) DECORATIVE WINDOWS



REAR



LEFT



RIGHT



FRONT

- DECORATIVE GABLE VENT
- POPOUT
- WINDOW GRIDS
- ARCHITECTURAL LIGHTING
- DECORATIVE TRIM
- COLUMN
- DECORATIVE WINDOW
- PORCH
- DECORATIVE DOOR
- RAILING

see
WHAT
COULD
BE
...

CENTURY COMMUNITIES -
MODERN FARMHOUSE -
COLOR PALLETTE 4

SW 6532
Aura White

SW 6002
Essential Gray

SW 6258
Tricorn Black

- ARCHITECTURAL FEATURES
- 1) POPOUTS
 - 2) PORCHES
 - 3) DECORATIVE GABLES/VENTS
 - 4) COLUMNS
 - 5) DECORATIVE TRIM
 - 6) DETAILED RAILINGS
 - 7) ARCHITECTURAL LIGHTING
 - 8) WINDOW GRIDS
 - 9) DECORATIVE DOORS
 - 10) DECORATIVE WINDOWS



REAR



LEFT



RIGHT



FRONT

see
WHAT
COULD
BE
...

CENTURY COMMUNITIES - FARMHOUSE -
COLOR PALLETTE 1

SW 7006
Extra White

SW 6258
Tricorn Black

SW 7622
Homburg Gray



REAR



RIGHT

RIGHT



FRONT

ARCHITECTURAL FEATURES

- 1) POPOUTS
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- 5) DECORATIVE TRIM
- 6) DETAILED RAILINGS
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- 10) DECORATIVE WINDOWS

see
WHAT
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CENTURY COMMUNITIES - FARMHOUSE -
COLOR PALLETTE 2

SW 7636
Origami White

SW 7674
Peppercorn

SW 7622
Homburg Gray



REAR



RIGHT

RIGHT



FRONT

ARCHITECTURAL FEATURES

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- 2) PORCHES
- 3) DECORATIVE GABLES/VENTS
- 4) COLUMNS
- 5) DECORATIVE TRIM
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- 8) WINDOW GRIDS
- 9) DECORATIVE DOORS
- 10) DECORATIVE WINDOWS



REAR



LEFT



RIGHT



FRONT

- DECORATIVE GABLE VENT
- POPOUT
- WINDOW GRIDS
- ARCHITECTURAL LIGHTING
- DECORATIVE TRIM
- COLUMN
- DECORATIVE WINDOW
- PORCH
- DECORATIVE DOOR
- RAILING

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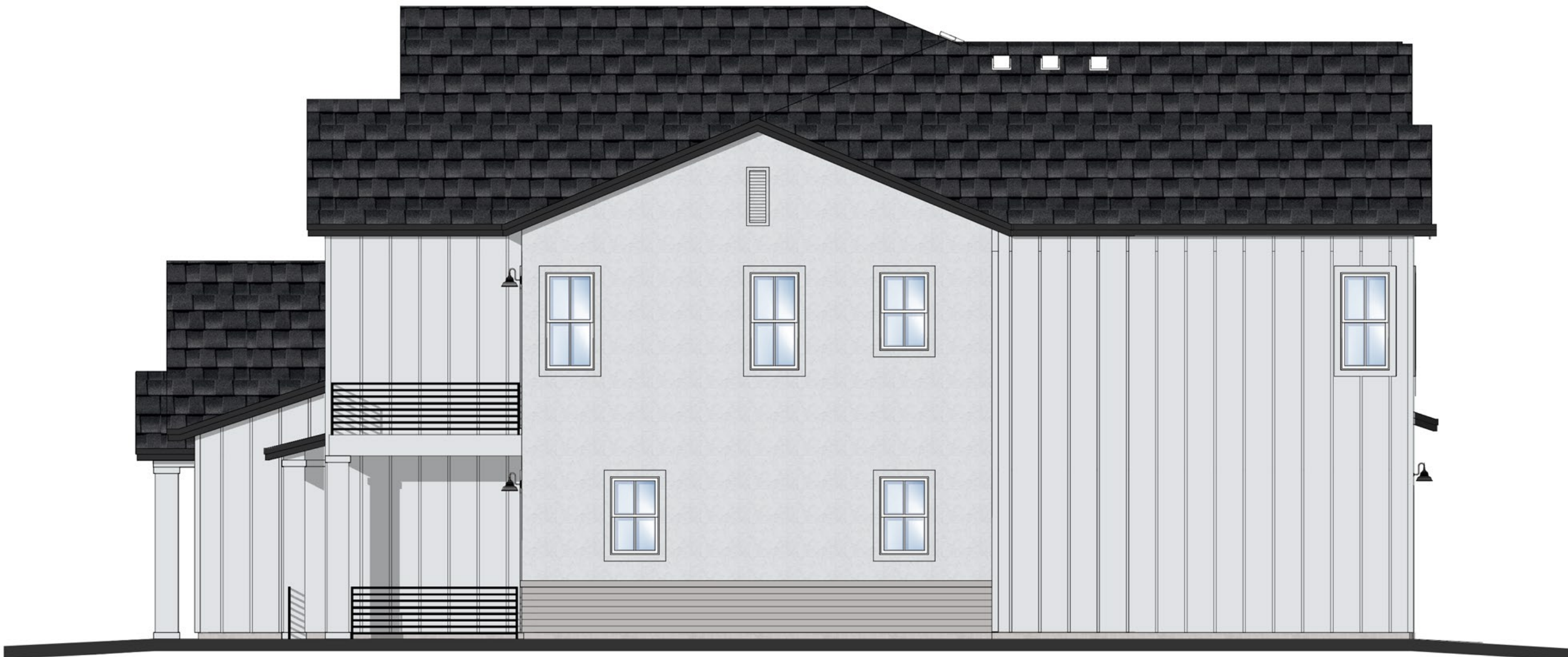
- ARCHITECTURAL FEATURES
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REAR



LEFT



RIGHT



FRONT

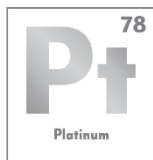
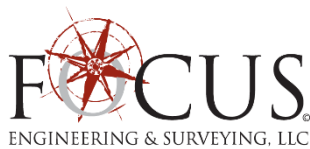
03.03.2025 – Email message:

Chase and Toby,

Here are the two open space worksheets. For phases 1 & 2 the park required 510 and we provided 755 leaving a remaining 245 points to be applied to Phase 3.

The Required points needed for phase 3 are 378, we have provided 233 with the additional 245 we have a total of 478. This is well above the required 378 for this phase and I'm not counting the clubhouse or pool as part of these points.

Thanks,



MATHEW CHRISTENSEN
SITE CIVIL RESIDENTIAL
JUNIOR PROJECT MANAGER 3

O: 801-352-0075

M: 801-201-9207

MCHRISTENSEN@FOCUS-ES.COM

FOCUS-ES.COM

6949 S. HIGH TECH DRIVE
SUITE 200
MIDVALE, UT 84047



PARKS & OPEN SPACE WORKSHEET

Directions: Submit a completed worksheet with your preliminary plat or site plan application. Proposed amenities and park designs are subject to approval by the Planning Commission and City Council.

Required Improved Open Space			
Residential Lots / Units 167 Townhomes	x 1,000 =	Required Open Space (Square Feet) ^a 167,000 sq ft	Required Open Space (Acres) ^b 3.78 Acres
		/ 43,560 =	

Park Fee-In-Lieu (if applicable)		
Required Open Space (Square Feet) ^a sq ft	x \$5.75 =	Total Fee-In-Lieu \$

Required Amenity Points		
Required Open Space (Acres) ^b 3.78 Acres	x 100 =	Required Amenity Points 378 Points

PINNACLES PHASE 1 & 2
TOTAL PARK POINTS REQUIRED =510
PROVIDED =755

Park & Improved Open Space Elements / Amenities			
Park Feature / Improvement	Points Available	Proposed Quantities	Proposed Points
Bench / Picnic Table (w/ shade structure or trees)	2		
Bicycle Rack (4+ bikes)	2		
Trees (5) (A majority must be shade trees) (Open Space Trees)	2	99 trees	40
Shade Structure	4		
Drinking Fountain	5		
Asphalt or Concrete Trails – 8 ft wide, excluding sidewalks along streets (per 100 linear feet)	6	2058	123
Parking* (5 stalls)	6	58	70
Swings (4+ swings)	7		
Concrete Basketball Court (1/2)	20		
Pavilion w/ tables, garbage receptacles, barbeques (per 100 square feet)	4		
Playground Equipment* per \$1,000	2		
Splash Pad* per \$1,000	2		
Tennis Court (6,600 sq ft or 55'x120')	100		
Sports Court (6,600 sq ft or 55'x120')	100		
Restroom (600+ sq ft)	100		
Restroom (1200+ sq ft)	200		
Public Art	Varies		
Other:	Varies		
Other:	Varies		
TOTAL	233 points provided + 245 Points Additional From Pinnacle Park=		478

* Public art should reflect the neighborhood or community identity or culture. Creativity is encouraged in playground equipment and splash pads, and may be awarded more points than standard equipment. Costs for playground equipment and splash pads reflect equipment costs only. Parking must be adjacent to improved open space, and must be in addition to any required parking for the development.

WHEN RECORDED, RETURN TO:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

**MASTER DEVELOPMENT AGREEMENT
FOR
THE PINNACLES**

THIS MASTER DEVELOPMENT AGREEMENT (this “**Agreement**” or “**MDA**”) is made and entered as of the last date executed by the parties below (the “**Effective Date**”), by and between **Eagle Mountain City**, a Utah municipal corporation (“**Eagle Mountain**” or “**City**”) and **B&H Land Holding, LLC**, a Utah limited liability company (“**Developer**”).

RECITALS

A. Developer is the owner of approximately 161 acres of real property as described in Exhibit A (the “**Property**”).

B. On April 6, 2021, the Eagle Mountain City Council approved the rezone of portions of the Property (Exhibit B, the “**Rezone Exhibit**”) and a general plan amendment, which included review of the Concept Plan which is attached hereto as Exhibit C (the “**Concept Plan**”).

C. Developer and Eagle Mountain desire that the Property be developed in a unified and consistent fashion pursuant to the approved exhibits.

D. The Parties desire to enter into this MDA to specify the rights and responsibilities of the Developer to develop the Property as expressed in this MDA and the rights and responsibilities of Eagle Mountain to allow and regulate such development pursuant to the requirements of this MDA.

E. The Parties understand and intend that this MDA is a “development agreement” within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-101 (2021) *et seq.*

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Eagle Mountain and Developer hereby agree to the following:

1. **DEFINITIONS.** As used in this MDA, the words and phrases specified below shall have the following meanings:

1.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2021), *et seq.*

1.2. **Applicant** means a person or entity submitting a Development Application.

1.3. **Buildout** means the completion of all of the development on the entire Project in accordance with the Site Plan.

1.4. **Business Campus Parcel** means that portion of the Property consisting of approximately 65.34 acres as shown on Concept Plan as the “Business Campus.”

1.5. **City** means Eagle Mountain City, a political subdivision of the State of Utah.

1.6. **City’s Future Laws** means the ordinances, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Project and which may or may not be applicable to the Development Application depending upon the provisions of this MDA.

1.7. **City’s Vested Laws** means the ordinances, policies, standards and procedures of Eagle Mountain in effect as of the date of this MDA.

1.8. **Commercial Parcel** means that portion of the Property consisting of approximately 16.7 acres shown on the Concept Plan as “Commercial.”

1.9. **Concept Plan** means the Concept Plan for the Project reviewed by the Eagle Mountain City Council, and attached hereto as Exhibit C.

1.10. **Conditions of Approval** means those conditions and stipulations imposed by the Council (defined below) in connection with the approval of the Rezone and General Plan Amendment, as specifically set forth in the Notice of Decision (defined below).

1.11. **Council** means the elected City Council of Eagle Mountain.

1.12. **Default** means a breach of this MDA as specified herein.

1.13. **Developer** means B&H Land Holding, LLC, and its successors in interest or assignees as permitted by this MDA.

1.14. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.15. **Development Application** means an application to Eagle Mountain for development of a portion of the Project or any other permit, certificate or other authorization from the Eagle Mountain required for development of the Project.

1.16. **Eagle Mountain** means Eagle Mountain City, a political subdivision of the State of Utah.

1.17. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2021), or any successor provision, and approved by the Eagle Mountain, effectuating a subdivision of any portion of the Project.

1.18. **Multi-Family Parcels** means that portion of the Property consisting of approximately 13.98 acres as shown on Concept Plan as the “MF1 Zone” and the “MF2 Zone.”

1.19. **Multi-Family Unit** means a unit that is one of the Residential Units in the Multi-Family Parcel.

1.20. **MDA** means this Master Development Agreement including all of its Exhibits.

1.21. **Notice** means any notice to or from any Party to this MDA that is either required or permitted to be given to another party.

1.22. **Notice of Decision** means the Rezone and General Plan Amendment Notice of Decision, which include certain terms and conditions for development of the Project. A copy of the Notice of Decision is attached hereto as Exhibit D.

1.23. **Parcel** means an area within the Property that has been conveyed by or is proposed to be conveyed by metes and bounds prior to recordation of a plat of subdivision, which conveyance has occurred or is proposed to occur with the approval of the City pursuant to the provisions of Utah Code Ann. §10-9a-103(69)(c)(vi)(2021).

1.24. **Party/Parties** means, in the singular, Developer or the Eagle Mountain; in the plural Developer and Eagle Mountain.

1.25. **Project** means the Pinnacles project to be constructed on the Property pursuant to this MDA with the associated Public Infrastructure and private facilities, and all of the other aspects approved as part of this MDA.

1.26. **Property** means the approximately 161 acres of real property owned by and to be developed by Developer more fully described in Exhibit A.

1.27. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to the Eagle Mountain or other public entities as a condition of the approval of a Development Application.

1.28. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as residence as illustrated on the Concept Plan.

1.29. **Residential Parcel** means that portion of the Property consisting of approximately 65 acres as shown on Concept Plan and designated as R2 Lots, R3 Lots or RC Lots.

2. **GENERAL DEVELOPMENT OF THE PROJECT.**

2.1. **Compliance with the Concept Plan and this MDA.** Development of the Project shall be in accordance with the City's Vested Laws, the Eagle Mountain's Future Laws (to the extent they are applicable as specified in this MDA), the Concept Plan, the Notice of Decision, and this MDA.

2.2. **Development Requirements.** Eagle Mountain has approved the Concept Plan for the Project which shall serve as the Master Development Plan map. Developer shall construct the Project in accordance with the Concept Plan and the Conditions of Approval as set out in the Notice of Decision.

3. **PROPERTY ZONING AND DEVELOPMENT.**

3.1. **Business Campus.** The Business Campus Parcel is currently zoned Agriculture. The parties acknowledge that "business campus" is based on a designation within the General Plan and not a zoning designation. Subject to a future rezoning approval, the Business Campus Parcel shall be developed with commercial uses consistent with the Employment Center Campus designation in the General Plan. Developer acknowledges that the City's Future Land Use and Transportation Corridors Map (and Transportation Master Plan) includes a future freeway that traverses a portion of the Business Campus parcel. Without waiving the right to seek compensation for dedication of the land for the future freeway, Developer acknowledges and agrees to work with the City and/or UDOT to preserve the freeway right-of-way for future freeway development.

3.2. **Commercial Neighborhood.** The Commercial Parcel is zoned Commercial Neighborhood (CN). The Commercial Parcel shall be developed in accordance with Chapter 17.35 of the City's Vested Laws.

3.3. Multi-Family Parcels. The Multi Family Parcel is zoned as follows:

Zoning	Area (acres)
MF2	Approx. 5.6
MF1	Approx. 8.4

The Multi-Family Parcels shall be developed in accordance with Chapter 17.25 of the City's Vested Laws. Prior to development in the MF1 and MF2 zones, Developer shall submit to the City and receive approval of a Site Plan that meets the zoning and development requirements of the City's Vested Laws for the MF1 and MF2 zones.

Developer acknowledges that the future freeway traverses the northwest corner of the MF2 parcel. Without waiving the right to seek compensation for dedication of the land for the future freeway, Developer acknowledges and agrees to work with the City and/or UDOT to preserve the freeway right-of-way for future freeway development.

3.4 Single Family Residential Parcel. The Residential Parcel is zoned as follows:

Zoning	Acres
RC	Approx. 18.25
R3	Approx. 23.17
R2	Approx. 17.03

The Residential Parcel shall be developed in accordance with Chapter 17.25 of the City's Vested Laws. The lot configuration and road location within the RC, R3, and R2 areas shall be consistent with the configuration on the Concept Plan.

4. ROADS AND TRAFFIC.

4.1 Internal Roadways. The Land Use Plan depicts the major proposed roadways and access for the Project. Developer shall be responsible for constructing all roads within the Project at Developer's expense.

4.2 Aviator Avenue. Developer shall dedicate to the City by plat map 38.5 feet along the south edge of the Project in conjunction with the recording of the first plat for the Project, and Developer shall construct improvements to complete Aviator Avenue to the City's standard 77' right-of-way as follows: 1) Aviator Avenue east of the eastern access road shall be

completed prior to the first plat in the Residential Parcel or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws; 2) Aviator Avenue between the eastern access road and the western property line shall be completed prior to the western access road, but not later than the first plat in the RC, MF1, or MF2 zones, or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws.

5. PARKS AND OPEN SPACE.

5.1. **Park Plan.** The Concept Plan shows the location of an approximately 6.5-acre park within the Residential Parcel ("**City Park**"). A concept plan for the City Park is included in the Utility Plan attached as Exhibit E. Developer shall improve the City Park in accordance with Sections 16.35.105 and 17.25.040 of the City's Vested Laws to meet the parks and open space requirements for the Project. The City may approve Developer constructing improved open space within the Multi-Family Parcels to meet a portion of the park and improved open space requirements for the Project. Prior to recording the first preliminary plat for the Project, Developer shall submit a detailed plan for the City Park and receive approval for the park plan from the City Parks and Recreation Director and the Planning Director. Developer acknowledges and agrees that the City Park does not fulfill the clubhouse and swimming pool requirement for the Multi-Family Parcels set forth in Section 17.25.050(L) of the City's Vested Laws.

5.2 **Dedication of Park Improvements.** The City may require Developer to dedicate all Improved Open Space areas to either the City or an HOA for the Project based on the final configuration of the Improved Open Space. The City may require that Improved Open Space areas be dedicated to the City in conjunction with the subdivision plats that utilize the areas for Improved Open Space credit or with the recording of adjacent plats. The parties anticipate that all large Improved Open Space areas (larger than 2 acres and specifically including the City Park) with play field or other amenities will be dedicated to and maintained by the City and small open space areas will be dedicated to and maintained by the HOA.

6. VESTED RIGHTS.

6.1. **Vested Rights Granted by Approval of this MDA.** The Parties intend that this MDA grants to Developer all rights to develop the Project in fulfillment of this MDA, City's Vested Laws, and the Site Plan except as specifically provided herein. The Parties specifically intend that this MDA grant to Developer the "vested rights" identified herein as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2021).

6.2. **Exceptions.** The vested rights and the restrictions on the applicability of Eagle Mountain's Future Laws to the Project as specified in Section 9 are subject to the following exceptions:

6.2.1. Master Developer Agreement. Eagle Mountain's Future Laws or other regulations to which the Developer agrees in writing;

6.2.2. State and Federal Compliance. Eagle Mountain's Future Laws or other regulations which are generally applicable to all properties in Eagle Mountain and which are required to comply with State and Federal laws and regulations affecting the Project;

6.2.3. Codes. Any Eagle Mountain's Future Laws that are updates or amendments to existing building, fire, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

6.2.4. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by Eagle Mountain to all properties, applications, persons and entities similarly situated;

6.2.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within the Eagle Mountain (or a portion of Eagle Mountain as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

6.2.6. Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by Eagle Mountain pursuant to Utah Code Ann. Section 11-36a-101 (2021) *et seq*; or,

6.2.7. Compelling, Countervailing Interest. Laws, rules or regulations that Eagle Mountain's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2021).

7. **TERM OF AGREEMENT.** In accordance with Section 16.10.080 of the City's Vested Laws, this MDA shall expire and terminate six (6) years from the Effective Date. This MDA shall also terminate automatically at Buildout. Notwithstanding the foregoing, any obligations of the Developer, including any obligations for which the Developer has provided a bond or other form of completion assurance, shall survive termination of this MDA.

8. **BENCHMARKS.** As required by Section 16.10.080(B) of the City's Vested Laws, the following development benchmarks shall occur. The parties acknowledge that Developer may plat and/or develop the project in multiple separate phases.

8.1. **First Preliminary Plat or Site Plan.** The first preliminary plat or site plan for the Project shall be submitted for approval within one (1) year from the Effective Date. The site work for the first final plat or site plan shall commence within two (2) years from the Effective Date, including required public infrastructure (including but not limited to curb, gutter, roads) as

noted in this MDA, provided that approval of the site plan or final plat has not been unreasonably delayed by the City.

8.2. **City Park.** In accordance with 16.35.105(A)(10) of the City's Vested Laws, the approximately 6.5-acre park shall be fully completed prior to recording of the first plat, or a separate cash escrow of \$3,750 per lot/unit must be put in place with the City with each plat to cover the anticipated cost of park improvements. For example: final plat = 20 lots; cash escrow for final plat = \$75,000 (\$3,750 x 20). In addition, the City Park must be completed prior to the City recording a final plat that includes more than 50% of the area within the RC, R3, and R2 zones. In the case of inclement weather the applicant may request an extension to this timeline, to be considered at the discretion of the City.

9. **PROCESSING OF DEVELOPMENT APPLICATIONS.** The procedure for processing Development Applications shall be in accordance with the procedural provisions of City's Future Laws. If Eagle Mountain denies a Development Application Eagle Mountain shall provide a written determination advising the Applicant of the reasons for denial including specifying the reasons Eagle Mountain believes that the Development Application is not consistent with this MDA, the Zoning and/or City's Vested Laws (or, if applicable, City's Future Laws).

10. **PUBLIC INFRASTRUCTURE.**

10.1. **Construction by Developer.** Developer, at Developer's cost and expense, shall have the right and the obligation to construct or cause to be constructed and install all Public Infrastructure reasonably and lawfully required as a condition of approval of a Development Application pursuant to City's Vested Laws. Such construction must meet all applicable standards and requirements and must be approved by Eagle Mountain's engineer, or his designee.

10.2. **Utility Plan.** Attached hereto as Exhibit E is the Utility Plan for the Residential Parcel. Developer will construct the public utilities in accordance with the provided Utility Plan. Developer may utilize a private sewer lift station located in the southwest corner of the City Park, provided that the lift station is owned and maintained by the HOA.

10.3. **Bonding.** In connection with any Development Application, Developer shall provide bonds or other development security, including warranty bonds, to the extent required by City's Vested Laws, unless otherwise provided by Utah Code § 10-9a-101, *et seq.*, as amended. The Applicant shall provide such bonds or security in a form acceptable to Eagle Mountain or as specified in Eagle Mountain's Vested Laws. Partial releases of any such required security shall be made as work progresses based on City's Vested Laws.

11. **UPSIZING/REIMBURSEMENTS TO DEVELOPER.** Eagle Mountain may require Developer to reasonably "upsized" Public Infrastructure (i.e., to construct the infrastructure to a size larger than is reasonably required to service the Project) to accommodate future growth

around the Project. If City requires upsizing, City and Developer shall first enter into an Impact Fee Reimbursement Agreement or similar payment reimbursement agreement to compensate Developer for the incremental or additive costs of such upsizing to the extent required by law. For example, if an upsizing to a water pipe size increases costs by 10% but adds 50% more capacity, Eagle Mountain shall only be responsible to compensate Developer for the 10% cost increase. Notwithstanding the foregoing or anything else to the contrary contained herein, in no event shall Developer be required to upsize any improvements (or incur any costs for upsizing any improvements) if the Impact Fee Reimbursements available to Developer are not sufficient to cover the increased costs of such upsizing.

12. DEFAULT.

12.1. **Notice.** If Developer or Eagle Mountain fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party.

12.2. **Contents of the Notice of Default.** The Notice of Default shall:

12.2.1. Specific Claim. Specify the claimed event of Default;

12.2.2. Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA that is claimed to be in Default; and

12.2.3. Optional Cure. If Eagle Mountain chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than thirty (30) days duration.

12.3. **Mediation.** Upon the issuance of a Notice of Default the parties may engage a mediation or other dispute resolution process. Neither side shall be obligated to mediate if doing so would delay or otherwise prejudice any remedy available at law.

12.4. **Public Meeting.** Before any remedy in Section 10.4.3 may be imposed by Eagle Mountain the party allegedly in Default shall be afforded the right to attend a public meeting before the Eagle Mountain City Council and address the Eagle Mountain City Council regarding the claimed Default.

12.5. **Default of Assignee.** A default of any obligations expressly assumed by an assignee shall not be deemed a default of Developer.

13. DEVELOPER'S EXCLUSIVE REMEDY. Developer's sole and exclusive remedy under this MDA shall be specific performance of the rights granted in this MDA and Eagle Mountain's obligations under this MDA. IN NO EVENT SHALL EAGLE MOUNTAIN BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT,

SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

14. EAGLE MOUNTAIN'S REMEDIES UPON DEFAULT. Eagle Mountain shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Developer until the Default has been cured. Eagle Mountain shall further have the right to draw on any security posted or provided in connection with the Property and relating to remedying of the particular Default.

15. NOTICES. All notices required or permitted under this MDA shall, in addition to any other means of transmission, be given in writing by certified mail and regular mail to the following address:

To the Developer:

B&H Land Holdings, LLC
Attn: Brandon Harrison
10769 S Rippling Bay
South Jordan, UT 84009

To Eagle Mountain:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

16. HEADINGS. The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences of intent.

17. NO THIRD-PARTY RIGHTS/NO JOINT VENTURE. This MDA does not create a joint venture relationship, partnership or agency relationship between Eagle Mountain, or Developer. Further, except as specifically set forth herein, the parties do not intend this MDA to create any third-party beneficiary rights.

18. ASSIGNABILITY. The rights and responsibilities of Developer under this MDA shall run with the land and be binding on Developer and Developer's successors in interest. Developer may assign its obligations hereunder, in whole or in part, to other parties with the consent of Eagle Mountain as provided herein. The City's consent shall not be unreasonably withheld, conditioned or delayed. A denial of consent shall only be allowed if the proposed assignee does not have the financial capability of fulfilling the assigned rights and responsibilities.

18.1. Sale of Lots. Developer's selling or conveying lots to residential purchasers shall not be deemed to be an "assignment" subject to the above-referenced approval by Eagle Mountain unless specifically designated as such an assignment by Developer and approved by Eagle Mountain.

18.2. Notice. Developer shall give Notice to the Eagle Mountain of any proposed assignment and provide such information regarding the proposed assignee that the Eagle Mountain may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the Eagle Mountain with all necessary contact information for the proposed assignee.

18.3. Partial Assignment. If any proposed assignment is for less than all of Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds.

18.4. Sale of a Parcel. The City acknowledges that the precise location and details of the public improvements, lot layout and design and any other similar item regarding the development of a particular Parcel may not be known at the time of the creation of or sale of a Parcel. Developer may sell a Parcel as provided in Utah Code Ann. § 10-a-103(62)(c)(vi) (2019) that does not create any individually developable lots in the Parcel without being subject to any requirement in the City's Vested Laws to complete or provide security for any Public Infrastructure at the time of such subdivision. The responsibility for completing and providing security for completion of any Public Infrastructure in the Parcel shall be that of the Developer or a Subdeveloper upon a subsequent subdivision of the Parcel that creates individually developable lots.

18.5. Assignees and Successors in Interest Bound by MDA. Developer's successors in interest as holders of title to the Property (except purchasers of completed Residential Dwelling Units) and assignees shall be bound by the terms of this MDA.

19. NO WAIVER. Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

20. SEVERABILITY. If any provision of this MDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this MDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this MDA shall remain in full force and affect.

21. FORCE MAJEURE. Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, fires or other casualties or other causes beyond the reasonable control of the Party

obligated to perform hereunder shall excuse performance of the obligation by that Party for a period equal to the duration of that prevention, delay or stoppage.

22. **TIME IS OF THE ESSENCE.** Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

23. **APPLICABLE LAW.** This MDA is entered into in Utah County in the State of Utah and shall be construed in accordance with the laws of the State of Utah.

24. **VENUE.** Any action to enforce this MDA shall be brought only in the Fourth District Court for the State of Utah.

25. **ENTIRE AGREEMENT.** This MDA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

26. **MUTUAL DRAFTING.** Each Party has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against any Party based on which Party drafted any particular portion of this MDA.

27. **RECORDATION AND RUNNING WITH THE LAND.** This MDA or notice of this MDA shall be recorded in the chain of title for the Project. This MDA shall be deemed to run with the land. Upon the sale of a completed Residential Dwelling Unit to a retail purchaser, this Agreement shall automatically terminate and be deemed released as an encumbrance against such Residential Dwelling Unit. An electronic copy of City's Vested Laws may be included as part of the original copy of this MDA with the Eagle Mountain Recorder.

28. **AUTHORITY.** The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA.

IN WITNESS WHEREOF, the parties hereto have executed this MDA by and through their respective, duly authorized representatives as of the day and year first herein above written.

DATED this 18 day of NOVEMBER, 2021.

B&H LAND HOLDING, LLC

By: [Signature]

Print Name: BRANDON HARRISON

Title: MEMBER

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
)
) :SS.
COUNTY OF SALT LAKE)

On the 18 day of NOVEMBER, 2021, personally appeared before me BRANDON V. HARRISON, who being by me duly sworn, did say that (s)he is the MEMBER of **B&H Land Holding, LLC**, a Utah limited liability company and that the foregoing instrument was duly authorized by the company at a lawful meeting held by authority of its operating agreement and signed in behalf of said company.

[Signature]
NOTARY PUBLIC



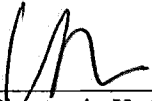
DATED this 18 day of NOVEMBER, 2021.

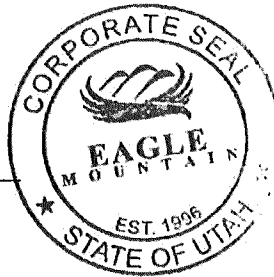
EAGLE MOUNTAIN CITY

[Signature]
Tom Westmoreland, Mayor

ATTEST:

ATTEST:


BY: Lianne Pengra
Fionnuala Kofoed, City Recorder



Approved as to form:


City Attorney

TABLE OF EXHIBITS

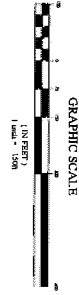
Exhibit "A"	Legal Description of Property
Exhibit "B"	Rezone Exhibit
Exhibit "C"	Concept Plan
Exhibit "D"	Notice of Decision
Exhibit "E"	Utility Plan

Exhibit "A"
Legal Description of Property

The Southwest Quarter of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian; also being described as follows:

Beginning at the West quarter corner of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian; thence North 89°42'28" East along quarter section line 2662.37 feet; thence South 0°51'19" West along quarter section line 2662.08 feet to the South Quarter Corner of said Section 2; thence North 89°50'15" West along section line 2638.96 feet to the Southwest Corner of said Section 2; thence North 0°21'17" East along section line 2640.78 feet to the point of beginning.

Area = 161.33 Acres



ZONING DESIGNATIONS	
CN	16.7 ACRES
R2	17.0 ACRES
R3	23.2 ACRES
RC	18.3 ACRES
MF1	8.4 ACRES
MF2	5.6 ACRES
OS-I	6.5 ACRES
TOTAL ACREAGE	139.7 ACRES



THE PINNACLES zoning exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY

11/5/2021

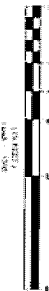
21-0016

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary area and dimensions as well as other potential boundary conflicts.

Exhibit "C"
Concept Plan



GRAPHIC SCALE



PROPERTY OVERVIEW

SINGLE FAMILY ACRES	65.0 ACRES
MULTI FAMILY ACRES	14.0 ACRES
COMMERCIAL ACRES	16.7 ACRES
BUSINESS CAMPUS ACRES	65.7 ACRES
TOTAL ACRES	161.3 ACRES

CONCEPT DESIGN

R2 LOTS	47
R3 LOTS	87
RC LOTS	88

TOTAL UNITS 222

TOTAL RESIDENTIAL DENSITY 3.4 UNITS/ACRE

OPEN SPACE

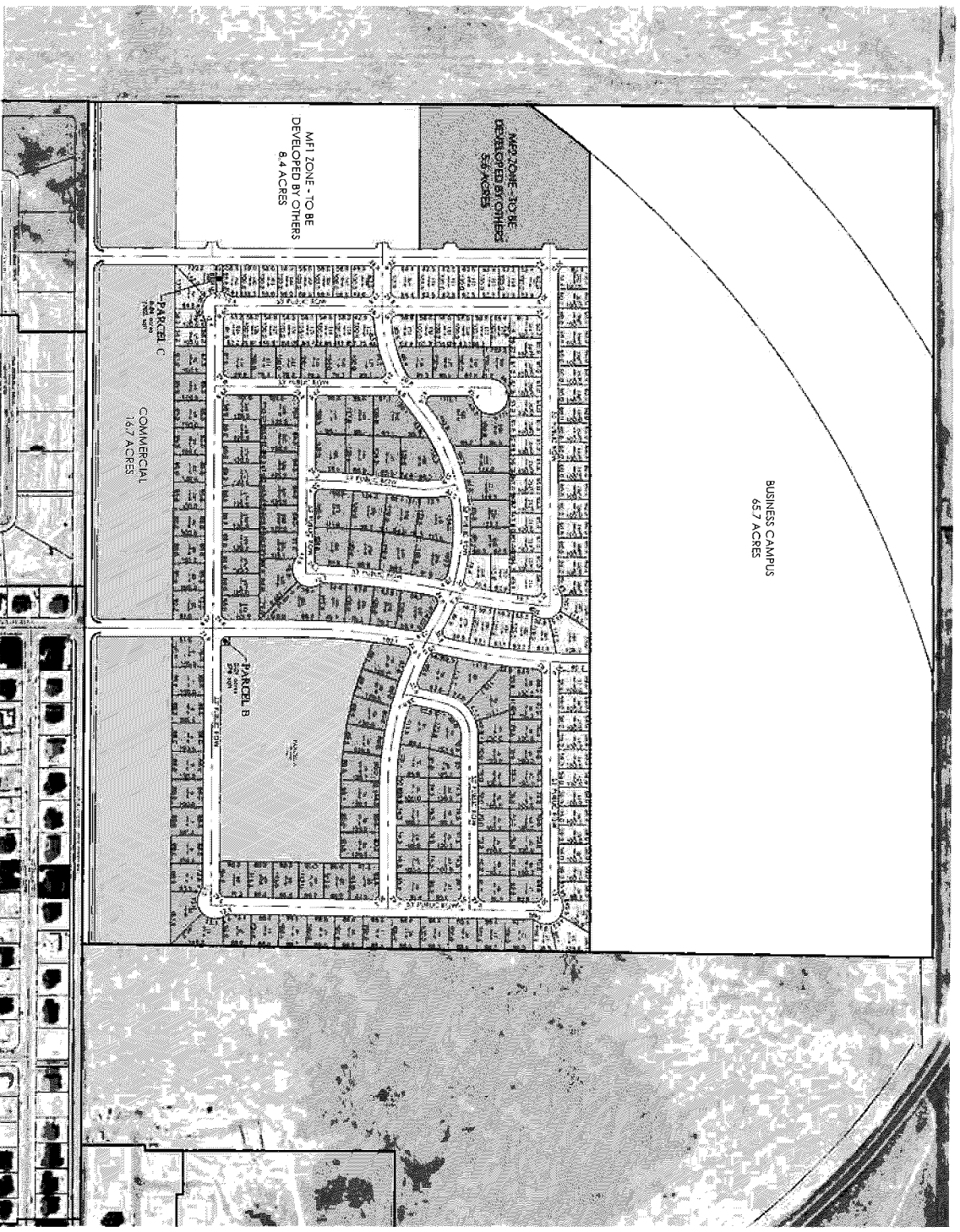
REQUIRED	5.0 ACRES (173,000 SQFT)
PROVIDED	6.6 ACRES (286,224 SQFT)

AVERAGE LOT SIZE

R2 LOTS	11,430 SQFT
R3 LOTS	8,504 SQFT
RC LOTS	6,406 SQFT

ZONING REQUIREMENTS

	R2	R3	RC
MAX GROSS DENSITY			
MIN LOT SIZE	6,000 SQFT	5,000 SQFT	4,000 SQFT
MIN REQUIRED LOT SIZE	7,000 SQFT	5,500 SQFT	4,500 SQFT
REQUIRED IMPROVED OPEN SPACE	500 SQFT/LOT	1,000 SQFT/LOT	1,000 SQFT/LOT
MIN LOT FRONTAGE	30	42	36
MIN LOT FRONT SETBACK (SEE 440)	40	25	20
FRONT SETBACK	25	15	15
FRONT GARAGE SETBACK	20	20	22
REAR SETBACK	20	20	20
SIDE SETBACK (MINIMUM 5' MIN)	5	5	5
SIDE SETBACK (MAXIMUM 5' MIN)	10	10	10
SIDE SETBACK STREET FRONT	15	15	15
PARKING REQUIREMENTS	2 STALLS/UNIT REQUIRED IN GARAGES		



THE PINNACLES concept plan

EAGLE MOUNTAIN CITY, UTAH COUNTY

11/5/2021

12.07.21

Note: This plan is for illustrative purposes only. Conditions may be changed to conform with all applicable laws, codes, and regulations. It is the responsibility of the client to verify the information and to obtain all necessary permits and approvals. Boundary lines are shown for reference only and are not to be used for legal purposes.



Exhibit "D"
Notice of Decision



REZONE & GENERAL PLAN AMENDMENT NOTICE OF DECISION The Pinnacles

On April 6, 2021, the Eagle Mountain City Council approved the Pinnacles rezone and general plan amendment applications for parcel 59:034:0003 (about 161 acres – see attachment) with the following condition:

1. That the two rows of lots facing the road south of the park be changed from the R3 to the R2 zoning district.

The City may require specific performance of Developer's obligations and City may withhold issuance of any further approvals or permits with the Project until the Developer has fully complied with these conditions of approval.

In no event shall the City be liable to the Developer, its successors or assigns, for any indirect, special, punitive, incidental or consequential damages, including, without limitation, lost profits, costs of delay, or liabilities to third parties.

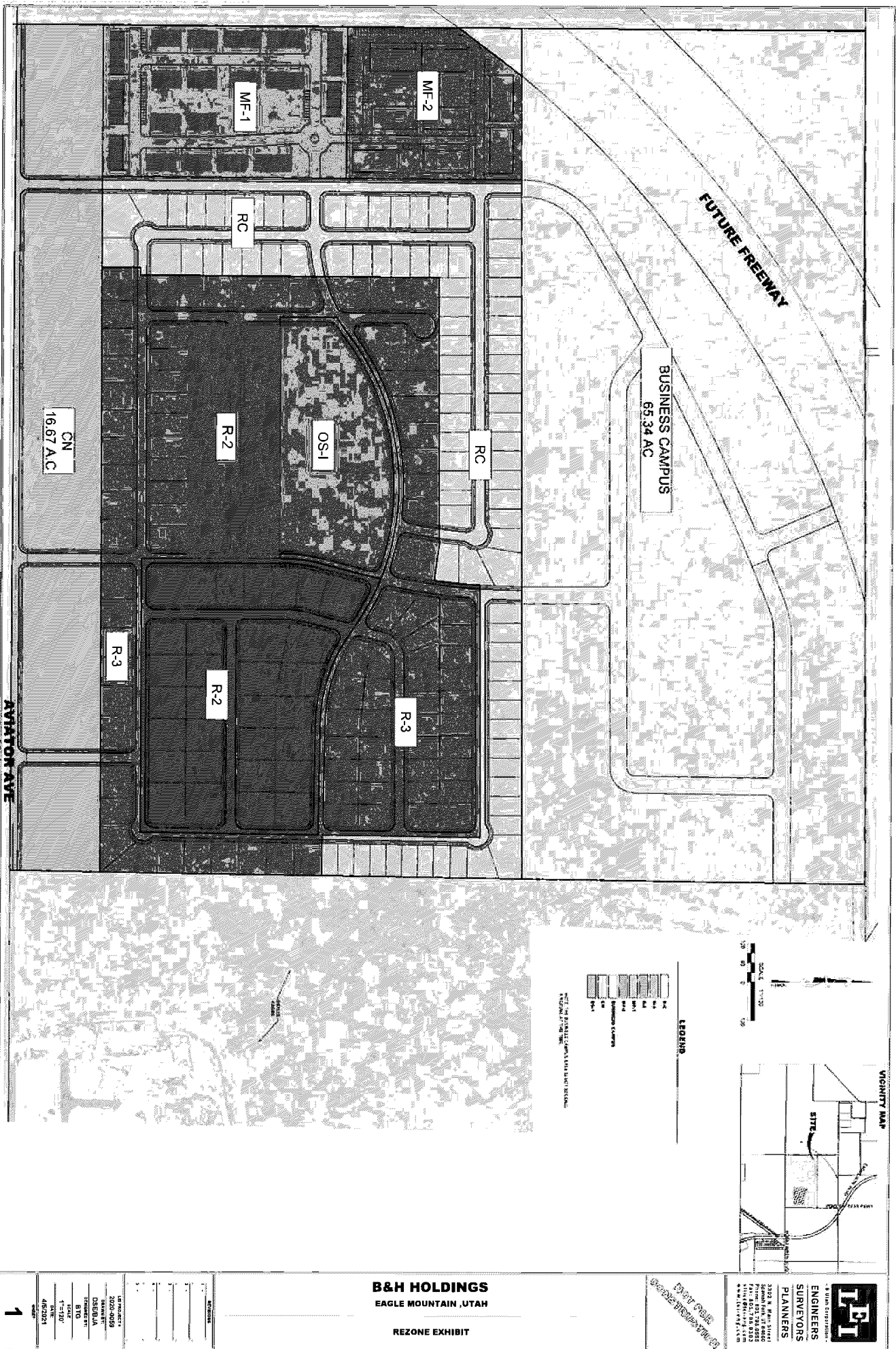
EAGLE MOUNTAIN CITY

By: 
Steve Murnford, AICP
Community Development Director

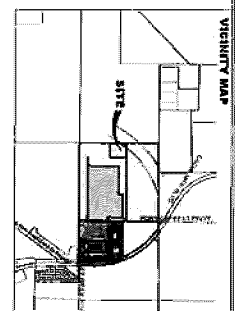
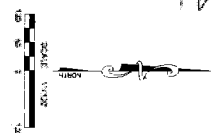
Date: 4/12/21

ATTACHMENTS

Exhibit A : Rezone Exhibit
Exhibit B : General Plan Amendment



LAB USE	AREAS	% TOTAL
TOTAL	94.49 AC	100%
CALCULANT CEMENT/CLAYS	84.63 AC	89%
NEEDLEPOINCE RESISTANT 1	46.46 AC	39%
NEEDLEPOINCE RESISTANT 2	37.02 AC	17%
NEEDLEPOINCE RESISTANT 3	5.89 AC	4%
CONCRETE COMMERCIAL	14.43 AC	57%



LI

- A Utah Corporation
ENGINEERS
SURVEYORS
PLANNERS

3302 W. Main Street
Spanish Fork, UT 84666
Phone: 801.788.0535
Fax: 801.778.8366
office@li-inc.com
www.li-inc.com

B&H HOLDINGS
EAGLE MOUNTAIN ,UTAH

GENERAL PLAN AMENDMENT

COMMUNITY COMMERCIAL

NEIGHBORHOOD RESIDENTIAL 1

NEIGHBORHOOD RESIDENTIAL 2

NEIGHBORHOOD RESIDENTIAL 3

FUTURE FREEWAY

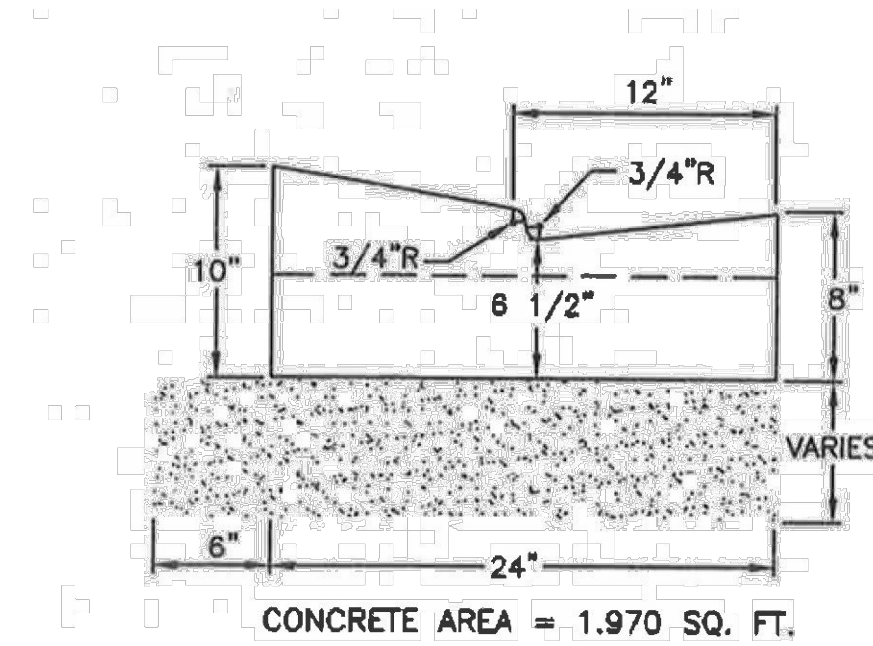
AVIATOR AVE

Exhibit "E"
Utility Plan



HARDSCAPE LEGEND

- ROAD ASPHALT (92,910 SF)
- ASPHALT TRAIL (16,490 SF)
- APWA TYPE H C&G OR CITY EQUIVALENT (7,615 LF)
- C&G TRANSITION
- 4" CONCRETE (SIDEWALK) (32,195 SF)
- 6" CONCRETE (SIDEWALK/DRIVEWAY/PARKING STALL) (48,046 SF)
- MAILBOX CLUSTER - FINAL LOCATIONS TO BE DETERMINED BY USPS

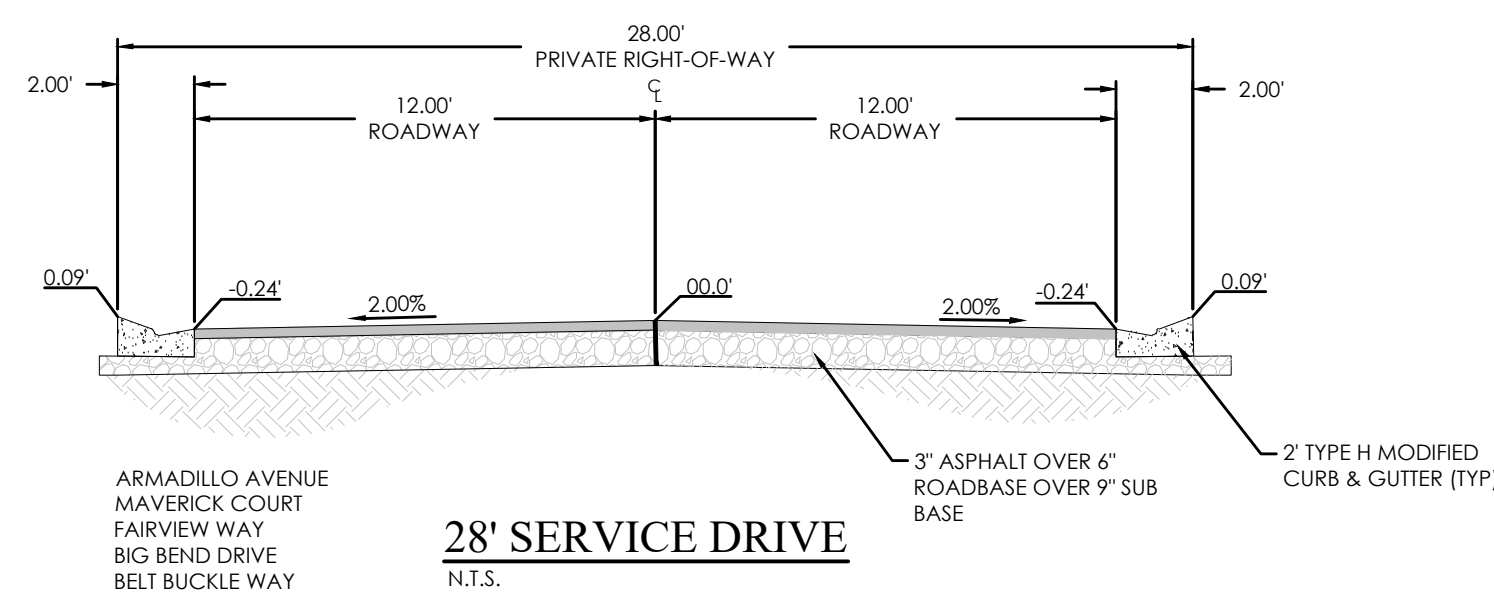


Type H

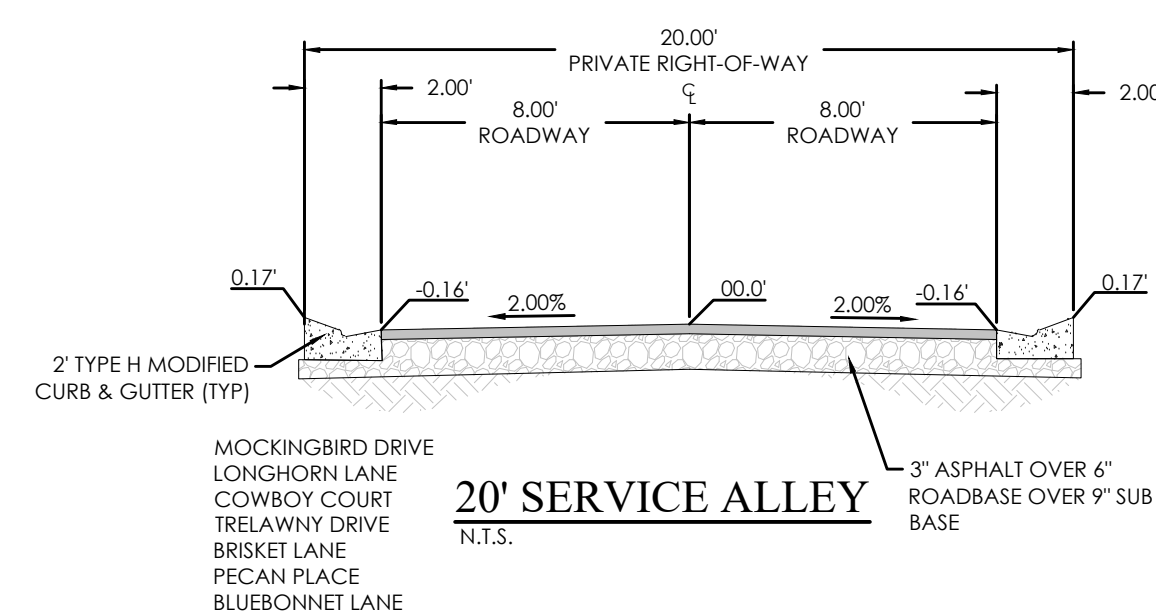
CONCRETE AREA = 1.970 SQ. FT.



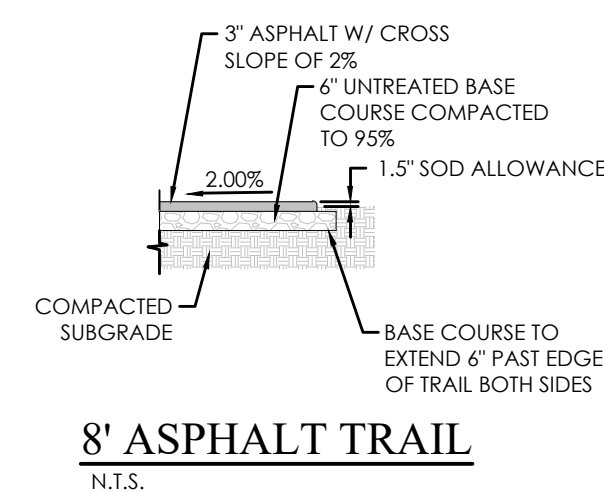
USPS Cluster Mailbox



28' SERVICE DRIVE
N.T.S.



20' SERVICE ALLEY
N.T.S.



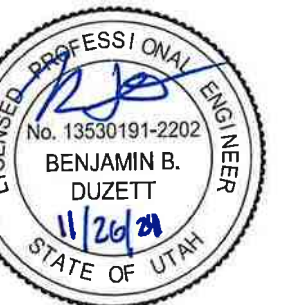
8' ASPHALT TRAIL
N.T.S.



GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.



PINNACLES PLAT B PHASE 3 EAGLE MOUNTAIN, UT HARDSCAPE PLAN

REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

HARDSCAPE PLAN

Scale: 1"=60'	Drawn: MEC
Date: 11/26/24	Job #: 24-0230
Sheet:	

C3.4





EAGLE MOUNTAIN CITY COUNCIL MEETING

JUNE 17, 2025, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Pro Tempore Brett Wright; and Councilmembers Donna Burnham, Melissa Clark, Jared Gray, Rich Wood. Mayor Tom Westmoreland was excused.

CITY STAFF PRESENT: Benjamin Reeves, City Manager; Fionnuala Kofoed, Assistant City Manager; John Magness, Legislative and Policy Analyst; Evan Berrett, Economic Development Director; Gina Olsen, City Recorder; Marcus Draper, City Attorney; Kimberly Ruesch, Director of Administrative Services; Tyler Maffitt, Communications Manager; Angela Valenzuela, Human Resource Manager; Natalie Winterton, Assistant to the City Manager; Terrence Dela Pena, Finance/Management Analyst; Brandon Larsen, Planning Director; David Stroud, Senior Planner; Steven Lehmitz, Planner; Elizabeth Fewkes, Planner; Ashely Swensen, Planner; Lacie Messerly, Deputy Recorder; Mack Straw, Assistant Public Works Director; Vince Hogge, City Engineer; Jeff Weber, Fleet and Facilities/Operations Director; Zac Hilton, Assistant Public Works Director; Brad Hickman, Public Works Director; Erik Knutzen, Chief Deputy Sheriff; Carson Stapley, IT Systems Manager; Carlos Vasquez, Management Intern; and Melissa Yates, Purchasing Agent.

CITY STAFF PRESENT ELECTRONICALLY: Michele Graves, Library Director

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Pro Tempore Wright called the meeting to order at 4:00 PM. He noted that Mayor Westmoreland was excused from the meeting for a personal matter.

1. DISCUSSION AND INFORMATION ITEMS

1.A. DISCUSSION - Utah County Freeway Options

[The recording of the discussion can be found online here at 00:00:25.](#)

Assistant City Engineer David Salazar outlined that UDOT is currently reviewing potential routes for a future east-west freeway in Utah County. Staff and City Councils from other cities have been involved in discussions, and this presentation allowed the City Council to review and discuss the options ahead of the Regional Meeting with other City Councils on July 29, 2025.

1.B. PRESENTATION - Future Land Use Map (FLUM)

[The recording of the discussion can be found online here at 00:36:01.](#)

Representative Erica Chmielewski with GSBS Architects presented the proposed Future Land Use Map (FLUM) which is a key component of the City's General Plan. This Future Land Use Map 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 this FLUM is not regulatory in nature, it serves as a guiding framework for decision-making related to growth, zoning amendments, and infrastructure investment. This presentation is the first of three meetings at which Planning would like to discuss the FLUM with Council.

1.C. DISCUSSION - National Park City Designation

[The recording of the discussion can be found online here at 01:36:15.](#)

Assistant to the City Manager Natalie Winterton presented information on the National Park City Foundation, an international nonprofit promoting connections between people, nature, and recreation. Staff requested Council feedback on pursuing a National Park City designation for Eagle Mountain City. The City Council determined there were other priorities to focus on first.

2. AGENDA REVIEW

The City Council reviewed and discussed the Consent Agenda. Councilmembers requested that Items 11.A. and 14.B. be moved to the Scheduled Items for further consideration. It was also noted that Item 14.D. would be removed from the agenda.

[The recording of the discussion can be found online here at 02:00:13.](#)

3. CITY MANAGER INFORMATION ITEMS

Communications Director Tyler Maffitt discussed the campaign and planning efforts related to the RAP Tax in Eagle Mountain.

[The recording of the discussion can be found online here at 02:08:56.](#)

4. ADJOURN TO A CLOSED SESSION

MOTION: *Councilmember Gray moved to adjourn to a Closed Session for the purpose of discussion of pending or reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; and/or the purchase, lease, or exchange of real property, pursuant to Section 52-4-205(1) of the Utah Code, Annotated. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

The Work Session was adjourned to a closed session at 6:14 PM.

[The recording of the adjournment can be found online here at 02:13:35.](#)

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

Mayor Pro Tem Wright called the meeting to order at 7:07 PM.

5. CALL TO ORDER

6. PLEDGE OF ALLEGIANCE

Assistant City Engineer David Salazar led the Pledge of Allegiance.

7. INFORMATION ITEMS/UPCOMING EVENTS

8. PUBLIC COMMENTS

Mayor Pro Tem Wright opened the public comment period at 7:08 PM.

The following individuals spoke during the Public Comment period: Joy Rasmussen and Jason Rasmussen.

Mayor Pro Tem Wright closed the public comment period at 7:12 PM.

[The recording of the public comments can be found online here at 02:18:16.](#)

9. CITY COUNCIL/MAYOR ITEMS

The Mayor and Councilmembers offered comments to the public.

[The recording of the discussion can be found online here at 02:23:11.](#)

CONSENT AGENDA

10. BOND RELEASES

- 10.A. Brylee North Plat A - Into Warranty
- 10.B. Harmony Phase A, Plat MF-1 - Into Warranty
- 10.C. Harmony Phase A, Plat MF-2 - Into Warranty
- 10.D. Sweetwater Industrial Phase A, Plat 1 - Out of Warranty

11. CHANGE ORDERS

- 11.A. CHANGE ORDER - CO#1 with Advanced Engineering and Environmental Services, LLC for the Wastewater Treatment Plant Upgrade

12. MINUTES

- 12.A. May 20, 2025 Minutes - Regular City Council Meeting
- 12.B. June 3, 2025 Minutes - Regular City Council Meeting

13. PRELIMINARY PLATS & SITE PLANS

- 13.A. TEMPORARY SITE PLAN - Sweetwater Stake Center
- 13.B. PRELIMINARY PLAT - Harmony A13
- 13.C. PRELIMINARY PLAT - Harmony A14

14. RESOLUTIONS

- 14.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Appointing a Board Member Representative to the Central Utah 911 Agency
- 14.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Eagle Mountain City Consolidated Fee Schedule for Water Rates, Sewer Rates, and Utility Billing Rates and Fees.
- 14.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Agreement with Utah County Sheriff's Office for Law Enforcement Services
- 14.D. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Authorizing an Addendum to the Well #7 Unity Pass Drilling Agreement with Grimshaw Drilling to Allow Assignment to Lang Equipment, LLC

MOTION: *Councilmember Gray moved to approve the Consent Agenda removing items 11.A. and 14.B. to be placed on the Scheduled Items for further discussion and removing Item 14.D from the Agenda. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:33:43.](#)

SCHEDULED ITEMS

- 11.A. CHANGE ORDER - CO#1 with Advanced Engineering and Environmental Services, LLC for the Wastewater Treatment Plant Upgrade

[The recording of the discussion can be found online here at 02:34:31.](#)

Public Works Director Brad Hickman presented the item and requested City Council approve Change Order #1 for the Wastewater Treatment Plant Upgrade 4.8 MGD with Advanced Engineering and Environmental Services, LLC, for the amount of \$1,943,049.00. This Change Order represents a strategic investment to proactively align with projected service demands and avoid the cost inefficiencies associated with incremental expansion.

MOTION: *Councilmember Wood moved to adopt Change Order #1 with Advanced Engineering and Environmental Services, LLC for the Wastewater Treatment Plant Upgrade. Councilmember Gray seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:47:40.](#)

- 14.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Eagle Mountain City Consolidated Fee Schedule for Water Rates, Sewer Rates, and Utility Billing Rates and Fees.

[The recording of the discussion can be found online here at 02:48:30.](#)

Management Analyst Terrence Dela Pena presented the 2025 Utility Rate Study, which updates previous analyses with new data on consumption, system demands, and budget projections. The study aims to ensure long-term financial stability and sustainable water, sewer, and stormwater services amid continued population growth, aging infrastructure, and rising service demands.

MOTION: *Councilmember Wood moved to adopt a Resolution of Eagle Mountain City, Utah, Amending the Eagle Mountain City Consolidated Fee Schedule for Water Rates, Sewer Rates, and Utility Billing Rates and Fees. Councilmember Burnham seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes

Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:26:32.](#)

15. PORTER'S CROSSING MASTER DEVELOPMENT

***The following items were discussed concurrently.*

- 15.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Fourth Amendment to the Porter's Crossing Master Development Agreement
- 15.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Fourth Amendment to Porter's Crossing Master Development Plan and Rezoning of 1 lot from Open Space to R1

[The recording of the discussion can be found online here at 03:27:08.](#)

Planner Steven Lehmitz explained that the proposed amendment applies to an unimproved parcel between two existing homes. Due to previous changes to the Porter's Crossing Master Development Plan, the parcel is no longer subject to open space requirements. The amendment would allow the lot to be rezoned for a single-family home. Representative Brett Simpson from SK Hart Management, LLC addressed the City Council and responded to questions regarding Open Space and R1 zoning requirements.

[The recording of the discussion can be found online here at 03:44:03.](#)

This application coincides with the Master Development Agreement amendment and seeks to rezone Parcel No. 58:034:0584 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 like 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.

Mayor Pro Tempore Wright opened the Public Hearing at 8:34 PM.

The following individuals spoke during the Public Comment period: Courtney Stransky, and Elba Maria Perez. City Recorder Gina Olsen read for the record the names of people that emailed public comments and were opposed to the zone change as follows: Tish Jackson, Tami Clegg, Kelsey Shuey, Brian Shuey, Jordan Keele, Betsy Jorgensen, Zachary Mitchell, Cherese Devoe, Julie Olsen, and Karelis Ruiz.

Mayor Pro Tempore Wright closed the Public Hearing at 8:40 PM.

[The recording of the Public Hearing can be found online here at 03:44:34.](#)

Councilmembers continued discussion on the Open Space issue and explored potential options to address community concerns.

MOTION: *Councilmember Wood moved to adopt Item 15.B., an Ordinance of Eagle Mountain City, Utah, Approving the Fourth Amendment to Porter's Crossing Master Development Plan and Rezoning of 1 lot from Open Space to R1. Councilmember Burnham seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:03:12.](#)

MOTION: *Councilmember Wood moved to adopt Item 15.A., a Resolution of Eagle Mountain City, Utah, Approving the Fourth Amendment to the Porter's Crossing Master Development Agreement. Councilmember Burnham seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

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

16. PUBLIC HEARINGS ONLY

- 16.A. PUBLIC HEARING - Pursuant to Utah Code 10-3-818(2)(b)(i), Consideration of Public Comment on Proposed Compensation Increases for Executive Officers in the Fiscal Year 2025-2026 Budget

[The recording of the Public Hearing can be found online here at 04:04:34.](#)

Director of Finance Kimberly Ruesch presented the item. Cities are required to hold a public hearing separate from any other public hearing prior to adopting a final budget or a final amended budget that includes proposed compensation increases for executive municipal officers. Action on this item will be included with adoption of the FY2025-2026 Budget.

Mayor Pro Tempore Wright opened the Public Hearing at 8:58 PM.

The following individuals spoke during the Public Comment period: Joy Rasmussen.

Mayor Pro Tempore Wright closed the Public Hearing at 9:01 PM.

17. ORDINANCES/PUBLIC HEARINGS

- 17.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Seventh Amendment to the 2024-2025 Fiscal Year Annual Budget

[The recording of the discussion can be found online here at 04:14:36.](#)

Director of Finance Kimberly Ruesch presented the item. State statute requires the City to amend its budget to appropriate funds for increased expenses. The proposed ordinance is the seventh and final amendment to the 2024-2025 Fiscal Year Annual Budget.

Mayor Pro Tempore Wright opened the Public Hearing at 9:10 PM.

The following individuals spoke during the Public Comment period: Duncan J. Searcy.

Mayor Pro Tempore Wright closed the Public Hearing at 9:12 PM.

[The recording of the public hearing can be found online here at 04:21:10.](#)

MOTION: *Councilmember Burnham moved to adopt an Ordinance of Eagle Mountain City, Utah, Approving the Seventh Amendment to the 2024-2025 Fiscal Year Annual Budget. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:23:56.](#)

- 17.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting the Fiscal Year 2025-2026 Budget and the Certified Tax Rate

[The recording of the discussion can be found online here at 04:25:01.](#)

Director of Finance Kimberly Ruesch presented the item noting state statute requires that the City Council hold a public hearing on the tentative budget and that the budget be adopted by June 30. The tentative budget was accepted by the City Council on May 6, 2025, and a public hearing was held on June 3, 2025. The final budget and certified tax rate will be the documents that govern the expenditures for Fiscal Year 2025-2026.

This Public Hearing has been opened since June 3, 2025. No one wished to speak, and Mayor Pro Tempore Wright closed the closed the Public Hearing at 9:17 PM.

[The recording of the public hearing can be found online here at 04:27:46.](#)

MOTION: *Councilmember Wood moved to adopt an Ordinance of Eagle Mountain City, Utah, Adopting the Fiscal Year 2025-2026 Budget and the Certified Tax Rate. Councilmember Clark seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:28:12.](#)

18. LEGISLATIVE ITEMS

18.A. UPDATE – Legislative Priorities List

[The recording of the discussion can be found online here at 04:29:26.](#)

John Magness reviewed the Legislative Priorities List which included traffic measures, traffic studies, signage for walking trails and a possible Youth Court.

[The recording of the discussion can be found online here at 04:29:26](#)

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

The Mayor Pro Tempore and City Council offered comments and reports on committees to which they are assigned as liaisons.

[The recording of the discussion can be found online here at 04:38:30.](#)

20. COMMUNICATION ITEMS

20.A. COMMUNICATION ITEM - Fiscal Year 2025 Fraud Risk Assessment

21. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn the meeting at 9:46 PM. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes

Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the adjournment can be found online here at 04:56:26.](#)

Approved by the City Council on July 1, 2025.

Gina Olsen, CMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Agreement for Maintenance Support of the Hidden Hollow Veterans' Memorial Park.
ITEM TYPE:	Agreement
FISCAL IMPACT:	Future maintenance costs to the City.
APPLICANT:	Eagle Mountain Nature and Wildlife Alliance (EMNWA)

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

PUBLIC HEARING

No

PREPARED BY

Todd Black, Wildlife
Biologist/Environmental Planner

PRESENTED BY

Todd Black

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Approving the Agreement for Maintenance Support of the Hidden Hollow Veterans' Memorial Park.

BACKGROUND:

Staff has been coordinating with the Eagle Mountain Nature and Wildlife Alliance (EMNWA) to establish a collaborative agreement for the maintenance and enhancement of Phase 1 of Remembrance Park, also known as Hidden Hollow Veterans' Memorial Park. The proposed partnership outlines shared responsibilities and reflects a mutual commitment to honoring veterans, preserving natural resources, and providing sustainable public amenities for the community.

ITEMS FOR CONSIDERATION:

There will likely be a future financial impact to the City for maintenance costs.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Agreement

RESOLUTION NO. R- -2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING THE AGREEMENT FOR MAINTENANCE SUPPORT OF THE HIDDEN HOLLOW VETERANS' MEMORIAL PARK

PREAMBLE

WHEREAS, Eagle Mountain City ("City") and the Eagle Mountain Nature and Wildlife Alliance ("EMNWA") seek to establish a collaborative partnership to develop, enhance, and maintain Phase 1 of Remembrance Park ("Park") in the location depicted in Exhibit A, while maintaining flexibility for future collaboration on potential additional phases;

WHEREAS, the Parties desire to clearly define their respective roles and responsibilities for both the initial development and ongoing maintenance of the Park; and

WHEREAS, both the City and the EMNWA are committed to honoring and recognizing military service members by creating a meaningful, dedicated space for reflection, community gathering, and recreation; and

WHEREAS, the Parties value the preservation of public lands and protection of native wildlife while promoting outdoor amenities that incorporate sustainable and environmentally conscious design principles; and

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

1. The City Council hereby approves the Agreement for Maintenance Support of the Hidden Hollow Veterans' Memorial Park between Eagle Mountain City and the Eagle Mountain Nature and Wildlife Alliance, as outlined in the agreement, set forth in Exhibit A.
2. The Mayor is authorized to sign the agreement and take necessary actions to implement its terms.
3. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of July, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 1st day of July, 2025.

Those voting yes:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those voting no:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those abstaining:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A



This Agreement ("Agreement") is made and entered into this _____ day of _____ 2025 by and between Eagle Mountain City, a municipal corporation ("City"), and the Eagle Mountain Nature and Wildlife Alliance, a nonprofit organization ("EMNWA"), collectively referred to as the "Parties."

RECITALS:

WHEREAS, the Parties seek to establish a collaborative partnership to develop, enhance, and maintain Phase 1 of Remembrance Park ("Park") in the location depicted in Exhibit A, while maintaining the flexibility to continue the collaboration of any potential additional phases;

WHEREAS, seek to delineate each Party's respective roles and responsibilities concerning the development and ongoing maintenance of the Park;

WHEREAS, the Parties share a mutual commitment to honor and recognize individuals who have served in the military by providing a dedicated space for relaxation and recreational opportunities;

WHEREAS, the Parties recognize the importance of preserving public lands and protecting local wildlife while promoting multi-use outdoor amenities that encourage sustainable designs; and

WHEREAS, the Parties acknowledge the significance of creating and maintaining sustainably designed open spaces, which aim to enhance the quality of life for the community and protect local biodiversity.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the Parties agree as follows:

Project Scope Statement:

1. **Tribute to Military Personnel:** The Remembrance Park project is hereby established as a commemorative space designed to honor the valor and sacrifices of military personnel who have served in the defense of our nation. A designated section of the park shall be allocated for formal recognition of the contributions made by military members. This designation reflects the Parties' commitment to acknowledging their dedicated service and significant sacrifices, thereby ensuring that their contributions are perpetually honored and memorialized.
2. **Gateway to Outdoor Recreation:** The Park's strategic location at a primary trailhead establishes it as a pivotal access point for recreational activities. With 58 designated parking spaces, the Park aims to accommodate families, hikers, and nature enthusiasts, fostering a space for shared experiences and community engagement.
3. **Educational Initiatives:** A key goal of this project is to promote education through hands-on experiences in a natural setting. The Park will serve as an outdoor educational facility,



allowing visitors to explore the vital role of pollinators. Monarch butterflies will be a central focus, highlighting resilience, transformation, and ecological interdependence.

4. **Community Collaboration:** This initiative is rooted in a collaborative partnership with local stakeholders. The Parties will seek to engage local stakeholders so that our joint efforts may create a unique community asset that fosters environmental appreciation and local unity.
5. **Recognition Opportunities:** To acknowledge the community's collaboration and contributions to this initiative, organizational logos, and individual names will be prominently displayed on a permanent sign or monument within the park. This recognition will highlight their commitment and serve as a lasting testament to our shared vision for the project and the importance of community involvement.

Agreement Terms:

1. The EMNWA and its partners utilize sustainable materials, typically lasting ten (10) or more years. If an amenity provided by the EMNWA or its partners fails before its average lifespan, and the failure is not due to vandalism, accidental damage by humans or their equipment, or drainage issues, the EMNWA will actively seek a solution to either replace or repair the amenity.
2. The EMNWA shall maintain and uphold its General Liability Insurance Coverage with limits set at \$1,000,000 per occurrence and \$2,000,000 in the aggregate adding the City as an additional insured. This coverage shall remain current and in good standing throughout the project. If the Parties continue the project beyond Phase 1, EMNWA shall continue to maintain the coverage throughout any additional phases.
3. **Sidewalk Installation:** The EMNWA, along with its licensed sponsors, Rhino Concrete Construction, INC and American Eagle Ready Mix, shall be responsible for installing sidewalks as depicted in the approved concept plans, ensuring full compliance with the Americans with Disabilities Act (ADA) guidelines and City standards outlined in Eagle Mountain Municipal Code Chapter 15.65. Should City request modifications to the initial concept plan, the EMNWA agrees to furnish no more than the equivalent of three hundred two (302) linear feet of concrete sidewalk at a depth of six (6) inches, forty (40) inches wide, and with a base of six (6) inches of compacted crushed gravel road base.
4. **Garden Beds:** The EMNWA will purchase and install Vego modular modern gray metal raised garden beds, each measuring 17" high x 4' wide X 8' long, as depicted on the landscape plan. A minimum 4" layer of crushed gravel shall be placed under each bed to promote water drainage and extend the longevity of the garden bed.



5. Additional Sponsorships: Subject to the approval of City Staff, the EMNWA has identified additional sponsors willing to contribute various elements, including, but not limited to, stainless steel planter boxes designated for the military area, structural steel for the entrance arbor, and stainless-steel artwork.
6. Maintenance Events: The EMNWA will conduct at least three annual maintenance events to facilitate the weeding and general upkeep of the planter boxes in Remembrance Park's initial phase.
7. Funding and Donations: The EMNWA will continue to engage with City to secure funding for additional elements of Remembrance Park through third-party donations, fundraising initiatives, and grant applications.
8. Volunteer Efforts: Volunteers from the EMNWA, and other community organizations shall participate in the construction of planter boxes, the distribution of soil, rock, and mulch, and the planting of approved vegetation. For any volunteers conducting work on City property, EMNWA shall insure that prior to commencing volunteer service they execute the volunteer service agreement and waiver of liability attached hereto and incorporated herein as Exhibit A. EMNWA shall supervise all volunteer efforts.
9. Monarch Butterfly Waystation: The EMNWA will allocate funds from the Meta Community Fund Grant to provide a twenty-four-inch by thirty-six inch (24" x 36") interpretive sign for the Monarch Butterfly Waystation, contingent upon approval from City Staff. Additionally, the EMNWA will complete all necessary documentation to obtain official recognition of Remembrance Park as a Monarch Butterfly Waystation.
10. Flagpole Installation and Maintenance: The EMNWA, in collaboration with the American Legion Post 111, will continue fundraising for a twenty-five-foot (25') commercial-grade flagpole. This flagpole will feature an internal winch and a locked key mechanism and will be installed by Flag Poles for a Cause. The American Legion Post 111, along with its associated scout troops, has agreed to maintain the United States flag and will handle the raising and lowering of the flag during federal days of respect, mourning, or distress. If the American Legion Post 111 or associated scout troops fail to perform the duties outlined in this Section, the EMNWA shall perform these requirements at City's request.
11. Irrigation: City will conduct any modifications it deems necessary in its sole discretion to the existing irrigation system to promote optimal plant and tree watering efficiency. The city will remain responsible for its ongoing maintenance and operational expenses.
12. Tree Maintenance: The City Parks director or designee will oversee the maintenance of all trees, with planting assistance from EMNWA and their volunteers.



13. Park Amenities and General Maintenance: City will manage all park amenities unless otherwise specified in this agreement or a written future agreement. The city will also perform general maintenance.
14. The City and the EMNWA shall continue to collaborate regarding the subsequent phases of the design, funding, and installation of additional amenities for Remembrance Park, contingent upon approval by the City Council.
15. The City is a governmental entity under the "Utah Governmental Immunity Act" (*Utah Code Ann. § 63G-7-101, et seq.*) (the "**Immunity Act**"). Nothing herein shall be construed as a waiver of any defenses available under the Immunity Act nor does the City waive any limits of liability provided by the Immunity Act or any other provisions of Utah law.
16. This Agreement shall be binding upon and shall inure to the benefit of the successors and assigns of the respective parties hereto.
17. This Agreement may be signed in any number of counterparts with the same effect as if the signatures upon any counterpart were upon the same instrument.
18. All signed counterparts shall be deemed to be one original.
19. The provisions of this Agreement are severable, and should any provision hereof be void, voidable, unenforceable or invalid, such void, voidable, unenforceable or invalid provision shall not affect the other provisions of this Agreement.
20. This Agreement may not be modified except by an instrument in writing signed by both Parties.
21. All recitals and project scope statements are expressly made a part of this Agreement as though completely set forth in the body of this Agreement.
22. The Parties do not by this Agreement in any way or for any purpose become partners or joint venturers with each other.

[Signatures on following page]

The Eagle Mountain Nature and Wildlife Alliance

PO Box 400 * Cedar Fort, UT 84013

"We protect wildlife by empowering and educating stewards on preserving and restoring native habitats."



IN WITNESS WHEREOF, the Parties have executed the Agreement as of the date written below.

Dated this ____ day of _____, 2025.

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Gina Olsen, City Recorder

Marcus Draper, City Attorney
Approved as to form

EAGLE MOUNTAIN NATURE AND WILDLIFE ALLIANCE

Dustin Wegner, President

STATE OF UTAH)

 :ss

COUNTY OF UTAH)

On the ____ day of _____, 2025, personally appeared before me DUSTIN WEGNER duly sworn, did say that he is the President of **EAGLE MOUNTAIN NATURE AND WILDLIFE ALLIANCE**, a Utah nonprofit corporation and that the foregoing instrument was duly authorized by the company in accordance with its operating agreement and signed in behalf of said company.

NOTARY PUBLIC

LOW WATER AREA ONCE PLANTS ARE ESTABLISHED ONCE PER WEEK OR EVEN EVERY OTHER WEEK

WE DO NOT HAVE BIKE TRAILS ENTERING PHASE 1,4
DRIP IRRIGATION IN GROUND, LOW MAINTENANCE
IN-LINE DRIP IS THE BEST OPTION FOR PLANTING GRASSES AND WILDFLOWERS

Retention Pond

City Access Road

ON THE GROUND:
BLUESTEM
MILKWEED
LEMON BALM
MOONSHINE YARROW
WHEATGRASS
BLUE GRAMA
WILDRYE

LIGHT POLE
LARGER STRUCTURES IN NORTHERN PART OF PHASE I
WILL BE TBD BASED ON RAISED FUNDS, MATERIALS AVAILABLE
WE DO NOT HAVE BIKE TRAILS ENTERING PHASE I, 4
DRIP IRRIGATION IN GROUND, LOW MAINTENANCE
IN-LINE DRIP IS THE BEST OPTION FOR PLANTING GRASSES AND WILDFLOWERS

SIGN WITH INFO
EXTRA RETAINING MAY BE NEEDED ON THIS SIDE, OR THICKEN
THE CONCRETE PATHS TO ACT AS A GROUND LEVELER
FLAGPOLE
MIDDLE AREA OPEN TO CITY RECOMMENDATIONS ON WHAT SHOULD BE HERE,
IE. FLAGPOLE, SIGN, STATUE, ETC
PLAQUE OR SIGN
MURAL WALL
SIGN WITH INFO
PATHS 34" WIDE

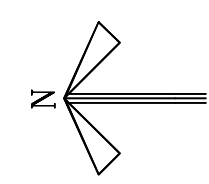
CLOVER AND WILDFLOWER SEED?
COVERED SEATING AREA
ALL LIGHT POLES REFERENCED WILL BE SOLAR
UNLESS CITY IS WILLING TO INSTALL POWER

8X5' PAD CONCRETE
DEPTH OF CONCRETE WILL BE 6" AS PER REQUIREMENT
980 SQFT CONCRETE 294X40" PATHS
6" GRAVEL UNDER SIDEWALK
110 LINEAR FEET FENCING BY PARKING LOT
12 RAISED BOXES- 3X8.5'
7136 SQFT FLOWER BEDS- 3" DEEP OF COMPOST

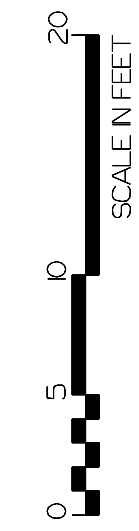
LIGHT POLE
PATHS 34" WIDE
OVERHEAD ENTRANCE
IN THE ENTRY 'ARBOR AREA' WE ARE OPEN TO
WORKING WITH CITY ON MATERIALS, SIZE AND LOOK
LIGHT POLE
PATHS 34" WIDE

LIGHT POLE
ALL LIGHT POLES REFERENCED WILL BE SOLAR
UNLESS CITY IS WILLING TO INSTALL POWER
DRIP IRRIGATION IN GROUND, LOW MAINTENANCE
IN-LINE DRIP IS THE BEST OPTION FOR PLANTING GRASSES AND WILDFLOWERS
FENCING BETWEEN PARKING LOT AND PHASE I- METAL AND WOOD LOOK
POSSIBILITY OF CITY HELPING WITH COST?

EDEN'S GARDEN DESIGN



NORTH



REMEMBRANCE PARK EAGLE MOUNTAIN CITY

HIDDEN VALLEY TRAIL HEAD
DRAWING #

DATE

FEB 2025

SCALE

1" = 8'

RAMP UP TO THE

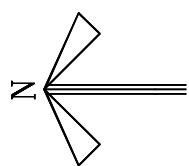
LOW WATER AREA ONCE PLANTS ARE ESTABLISHED ONCE PER WEEK OR EVEN EVERY OTHER WEEK

WE DO NOT HAVE BIKE TRAILS ENTERING PHASE I,4
DRIP IRRIGATION IN GROUND, LOW MAINTENANCE
IN-LINE DRIP IS THE BEST OPTION FOR PLANTING GRASSES AND WILDFLOWERS

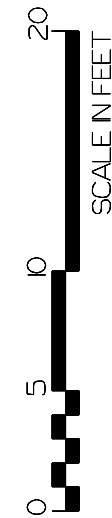
Qty	Botanical Name	Common Name	Size/Condition
Trees			
3	Cercocarpus ledifolius var. intricatus	MOUNTAIN MAHOGANY	2GAL
5	Koeberlinia paniculata	GOLDEN RAIN TREE	7GAL
1	Malus 'Golden Delicious'	GOLDEN DELICIOUS APPLE	5 GAL
1	MALUS FUMILA 'HONEYCRISP'	HONEYCRISP APPLE	5GAL
Shrubs			
7	CHAMAEBATIARIA MILLEFOLIUM	FERNEBUSH	2GAL
21	Coryopteris clandonensis 'Dark Knight'	DARK NIGHT BLUEBEARD	5 GAL
6	Cotinus coggygia 'Royal Purple'	ROYAL PURPLE SMOKE TREE	5GAL
6	Fallugia paradoxa	APACHE PLUME	2GAL
13	Linum lewisii	BLUE FLAX	1 GAL
4	Rhus glabra	SMOOTH SUMAC	2 GAL
18	Rhus typhina 'Baltiger' (Tiger Eyes®)	BALTIGER (TIGER EYES®) STAGHORN SUMAC	2 GAL
Ornamental Grasses			
12	Bouteloua gracilis	BLUE GRAMA GRASS	1GAL
7	Elymus virginicus	VIRGINIA WILDRYE GRASS	1GAL
13	Pseudoroegneria spicata	BLUEBUNCH WHEATGRASS	SEED
53	Schizachyrium scoparium 'Blaze'	BLAZE LITTLE BLUESTEM	1 GAL
Perennials			
10	Asclepias asperula	ANTELOPE HORN MILKWEED	SEED
8	Artemisia arborescens 'Powis Castle'	POWIS CASTLE LARGE WORMWOOD	1GAL
4	Achillea millefolium 'Moonshine'	MOONSHINE COMMON YARROW	1 GAL
10	Asclepias speciosa	MILKWEED	1GAL
6	Allium schoenoprasum	CHIVES	4" HERB
10	Eriogonum umbellatum	SULPHUR FLOWER BUCKWHEAT	1GAL
4	Gallardia aristata	BLANKET FLOWER	1GAL
12	Gallardia flava	YELLOW BLANKET FLOWER	SEED
23	Gallardia x grandiflora Mesa Red	MESA RED BLANKET FLOWER	1 GAL
7	Hedysarum boreale	UTAH SWEETVETCH	SEED
9	Hellomeris multiflora	SHOWY GOLDENEYE	SEED
13	Kriphofia pyramonia 'Solar Flare'	SOLAR FLARE RED HOT POKER	1 GAL
4	Mirabilis multiflora	DESERT FOUR OCLOCK	1 GAL
64	Melissa officinalis	LEMON BALM	4" HERB
6	Penstemon canariensis	DUSTY PENSTEMON	SEED
9	Penstemon eatonii 'Firecracker'	FIRECRACKER PENSTEMON	1 GAL
11	Penstemon palmeri	PALMER PENSTEMON	1 GAL
5	Ratibida columnifera	PRAIRIE CONEFLOWER	1 GAL
4	Sphaeralcea ambigua	DESERT GLOBEMALLOW	1 GAL
21	Scabiosa columbiana	PURPLE PINCUSHION FLOWER	1 GAL
4	Sphaeralcea grossularifolia	GOOSEBERRY-LEAF GLOBEMALLOW	1 GAL
5	Sphaeralcea munroana	MUNRO DESERT GLOBEMALLOW	1 GAL
5	Solidago velutina	CALIFORNIA GOLDENROD	None
5	Zauschneria garrettii 'Orange Carpet'	CREeping HUMMINGBIRD TRUMPET	1GAL
Groundcovers			
9	Tanacetum densum 'Zahra'	PARTRIDGE FEATHER	FLAT

8X5' PAD CONCRETE
DEPTH OF CONCRETE WILL BE 6" AS PER REQUIREMENT
980 SQFT CONCRETE 294X40" PATHS
6" GRAVEL UNDER SIDEWALK
110 LINEAR FEET FENCING BY PARKING LOT
12 RAISED BOXES- 3X8.5'
7136 SQFT FLOWER BEDS- 3" DEEP OF COMPOST

EDEN'S GARDEN DESIGN



NORTH



REMEMBRANCE PARK EAGLE MOUNTAIN CITY

HIDDEN VALLEY TRAIL HEAD

DRAWING #

DATE

FEB 2025

SCALE

1" = 8'

RAMP UP TO THE

Designed by DymaSCAPE



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Adopting the Transportation Master Plan
ITEM TYPE:	Resolution
FISCAL IMPACT:	NA
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 City Council adopt a Resolution of Eagle Mountain City, Utah, Adopting the Transportation Master Plan.

BACKGROUND:

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 on a regular basis.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Master Plan
3. IFFP
4. PC Minutes
5. PC PowerPoint

RESOLUTION NO. R- -2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE UPDATED TRANSPORTATION MASTER PLAN AND IMPACT FEE FACILITIES PLAN

PREAMBLE

WHEREAS, Eagle Mountain City has experienced significant growth and development in recent years, creating a need for proactive infrastructure planning; and

WHEREAS, the City has contracted with Horrocks Engineers to update its Transportation Master Plan and Impact Fee Facilities Plan (IFFP); and

WHEREAS, regular updates to the Transportation Master Plan and IFFP are essential to align with current development patterns, population projections, and infrastructure needs; and

WHEREAS, the updated plans will help the City ensure that future growth is supported by adequate transportation facilities and that development pays its proportionate share of related infrastructure costs; and

WHEREAS, adopting the updated Transportation Master Plan and IFFP supports the City's long-term goals for mobility, public safety, and responsible growth management;

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah that the updated Transportation Master Plan and Impact Fee Facilities Plan (IFFP), as outlined in Exhibit A, are hereby adopted.

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of July, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 1st day of July, 2025.

Those voting yes:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those voting no:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those abstaining:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A

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,



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](#).



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Eagle Mountain Transportation Master Plan (TMP)

June 17, 2025



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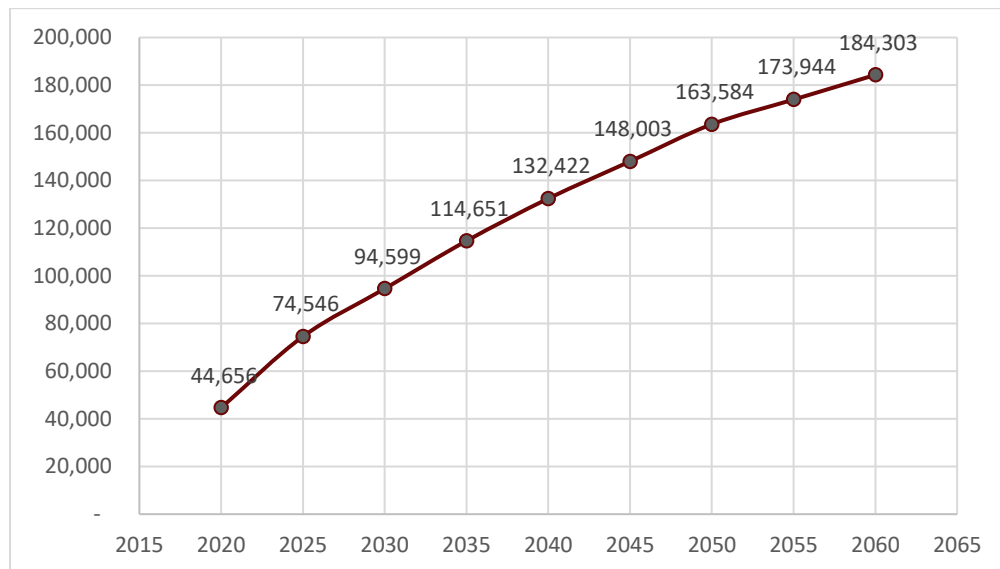
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INTRODUCTION

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

Figure 1: Eagle Mountain Population



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

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



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

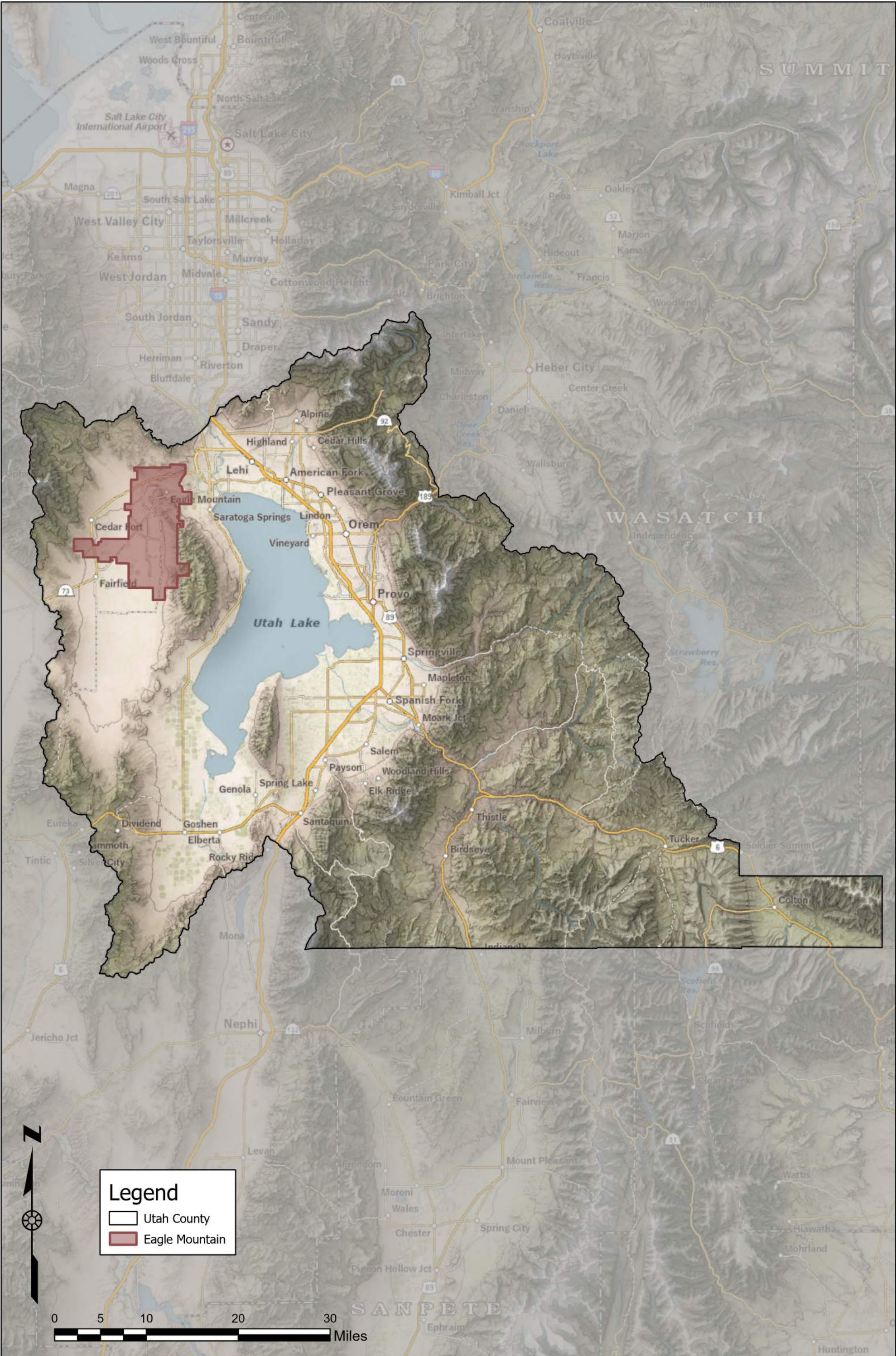
Eagle Mountain as a City

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

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

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

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



01/20/2025 10:59:12 AM Eagle Mountain Transportation Master Plan Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx 6/17/2025 12:28 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.

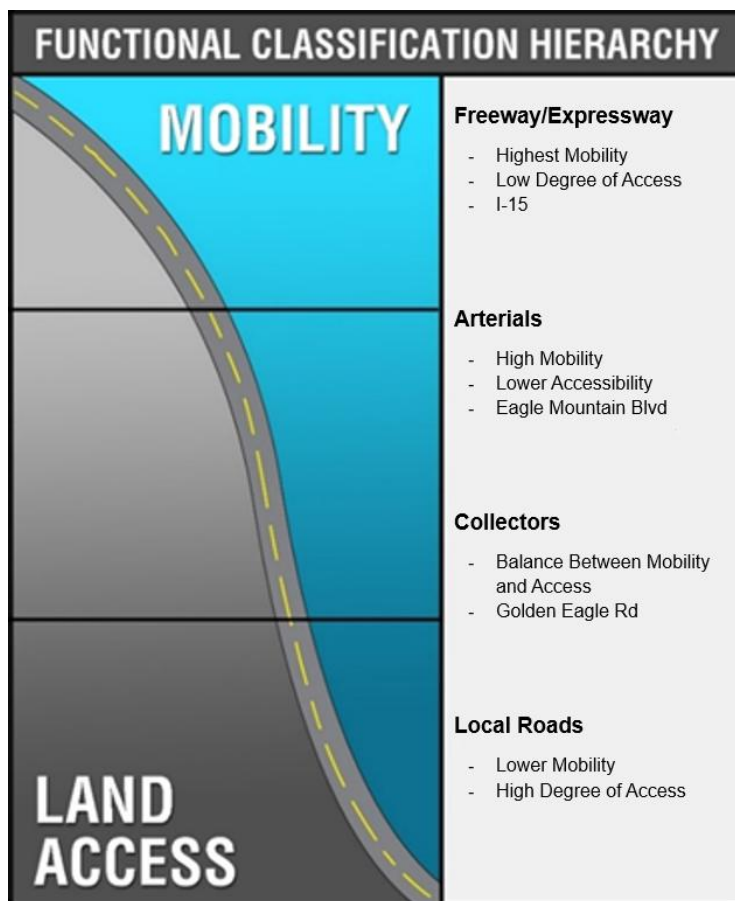


Functional Classification

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)

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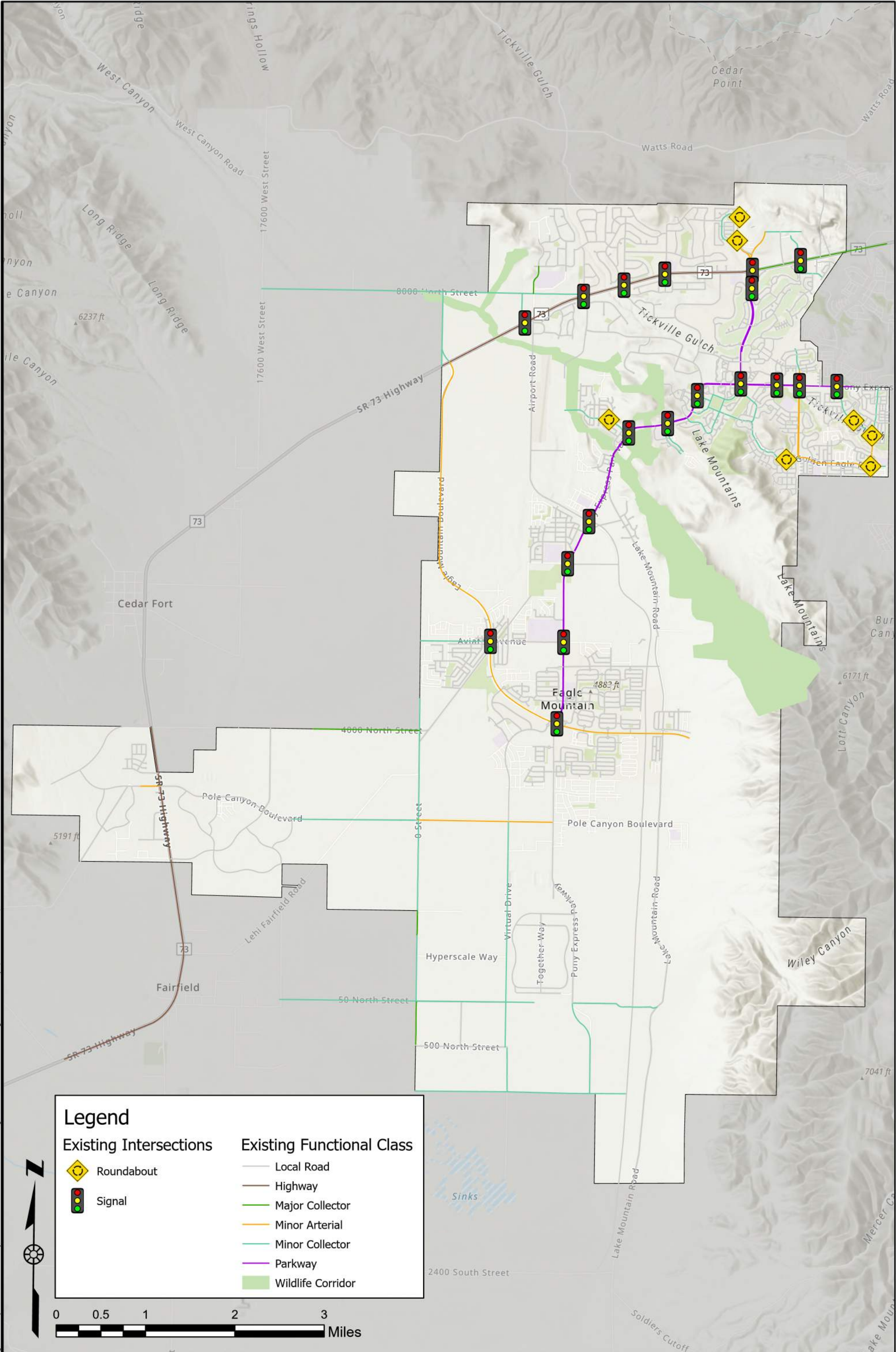
Table 2: Street Functional Classification

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



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Typical Roadway Cross-Sections

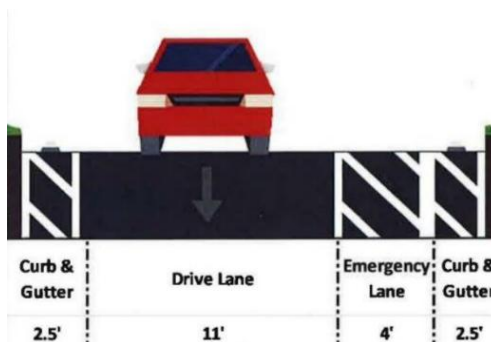
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain City standards, ranges for Right-of-Way (ROW) width and pavement width for each functional classification are described. Each cross-section in Eagle Mountain requires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

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

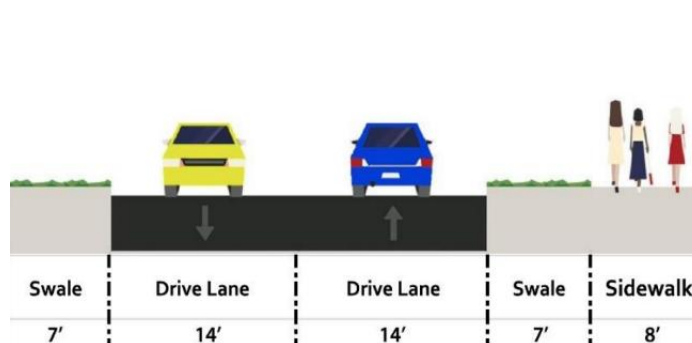
The City has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROWs. The City has two types of arterials; the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four 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)

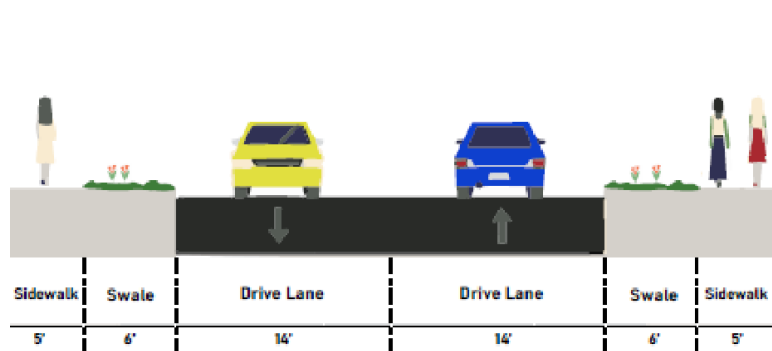


RURAL STREET (50' RIGHT OF WAY)

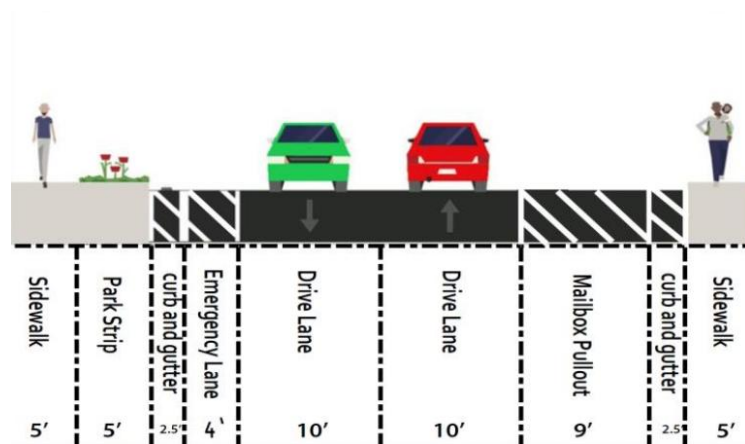




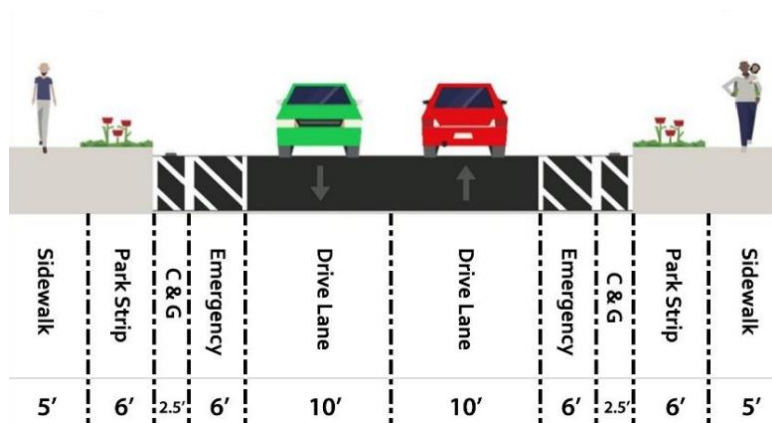
RURAL STREET WITH ALTERNATE (50' RIGHT OF WAY)



MODIFIED PULLOUT (53' RIGHT OF WAY)

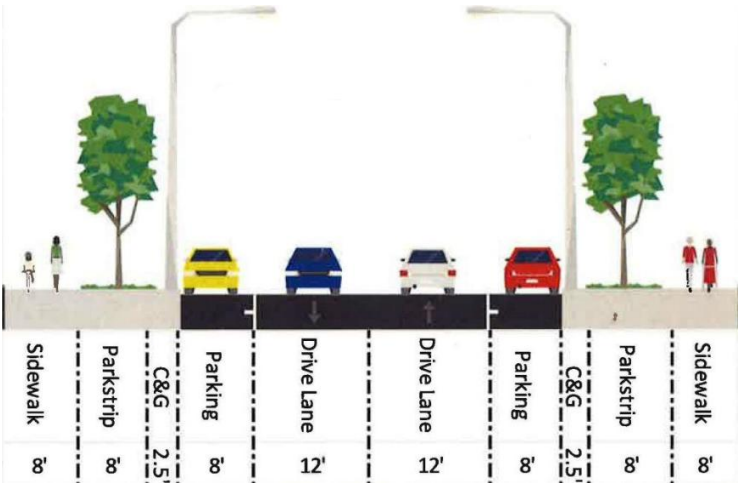


LOCAL (59' RIGHT OF WAY)

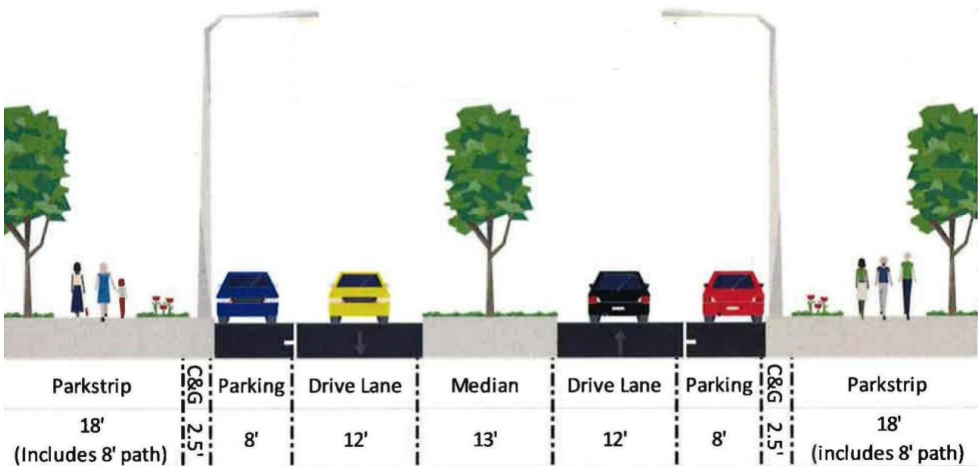




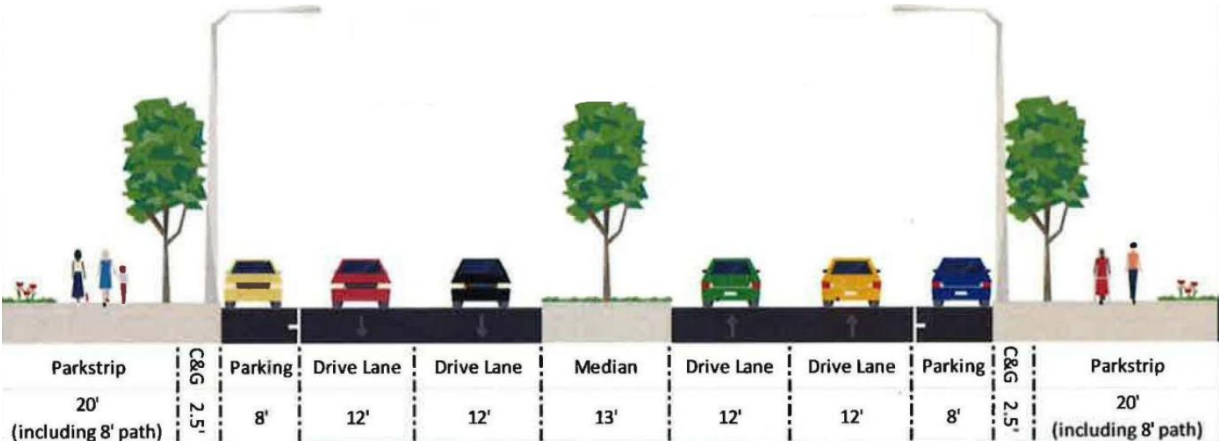
MINOR COLLECTOR STREET – TWO LANES (77’ RIGHT OF WAY)



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

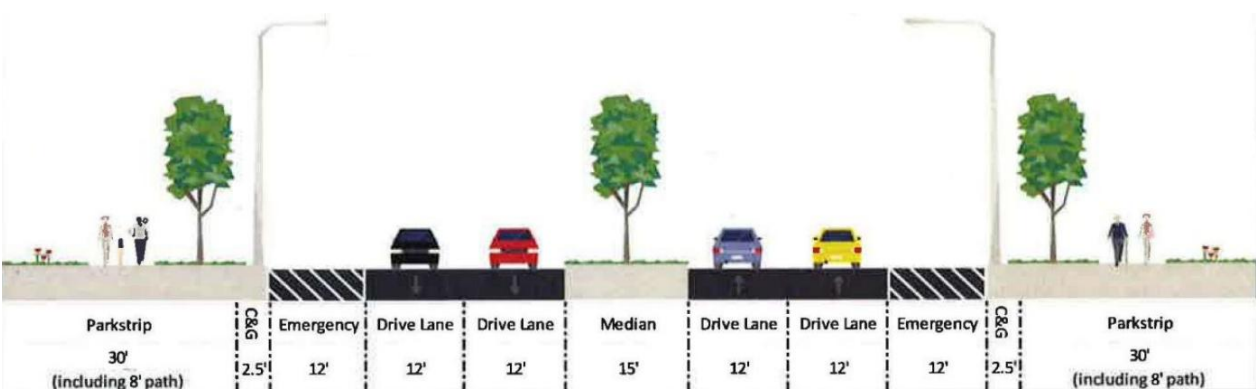


MINOR ARTERIAL STREET – FIVE LANES (122’ RIGHT OF WAY)

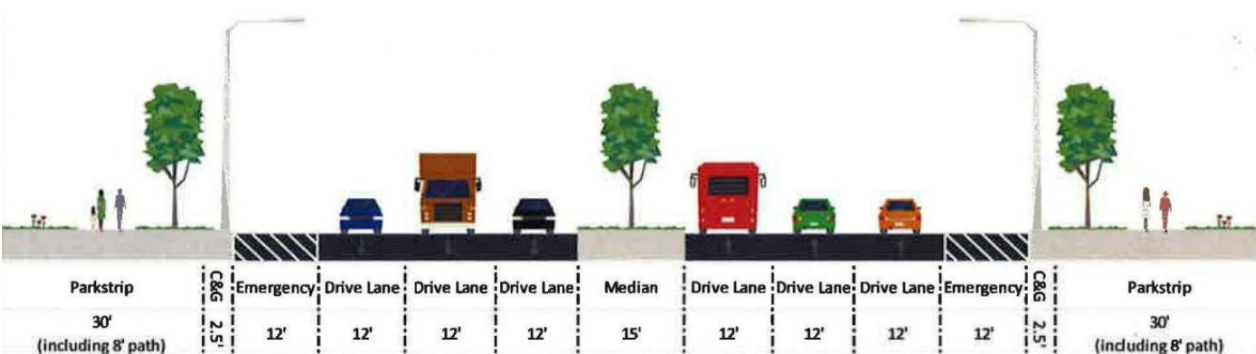




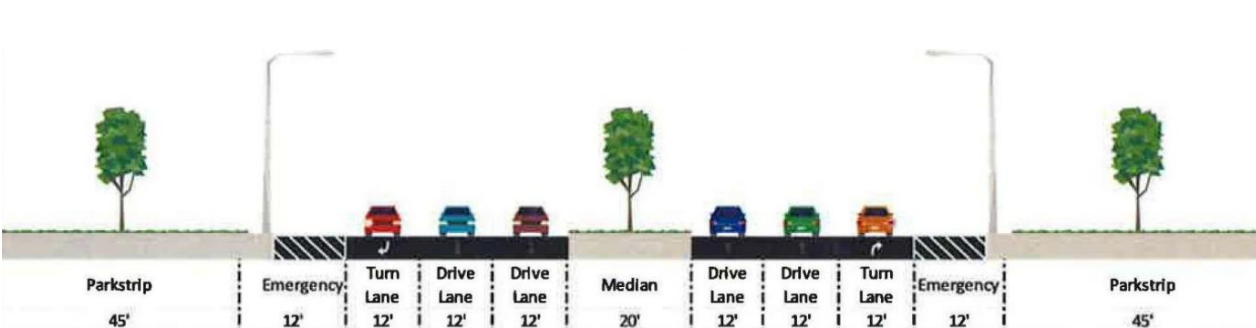
MAJOR ARTERIAL STREET – FIVE LANES (152’ RIGHT OF WAY)



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



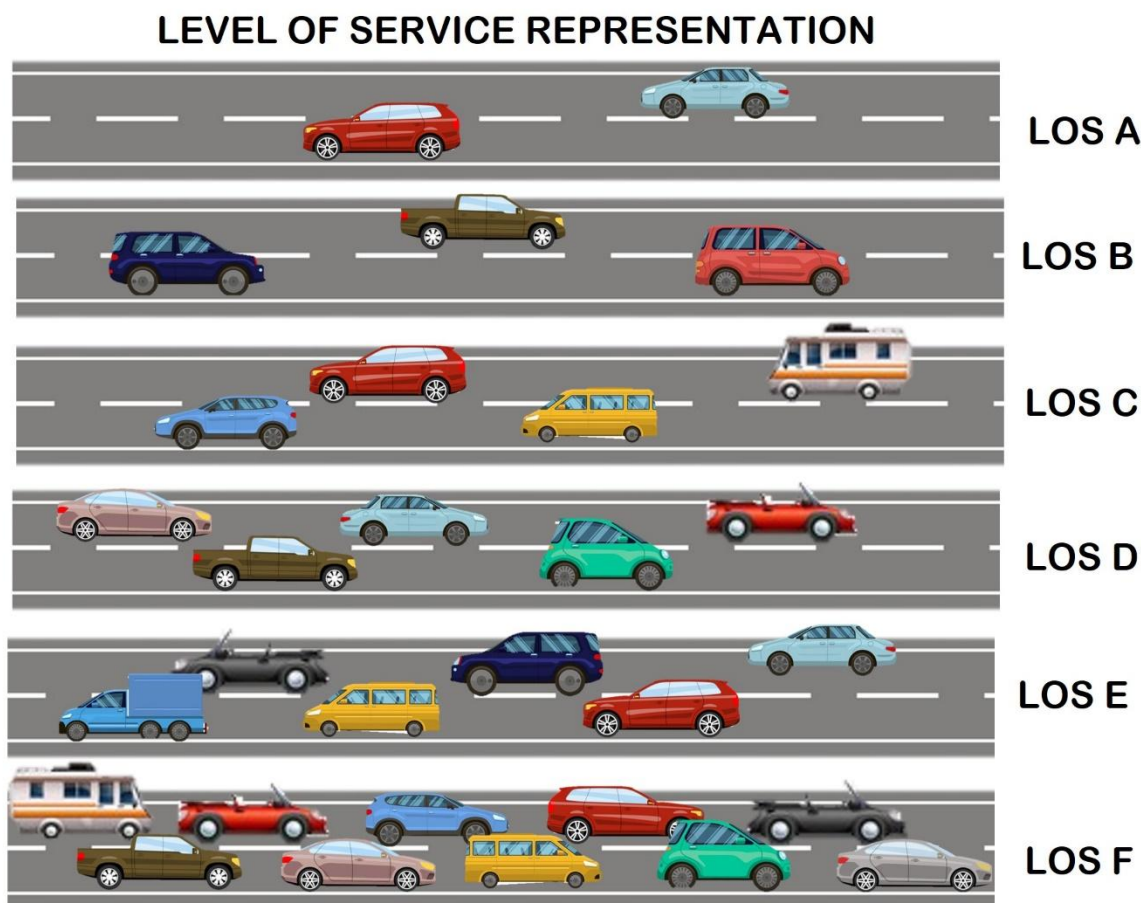
PARKWAY - FIVE LANES (206’ RIGHT OF WAY)



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

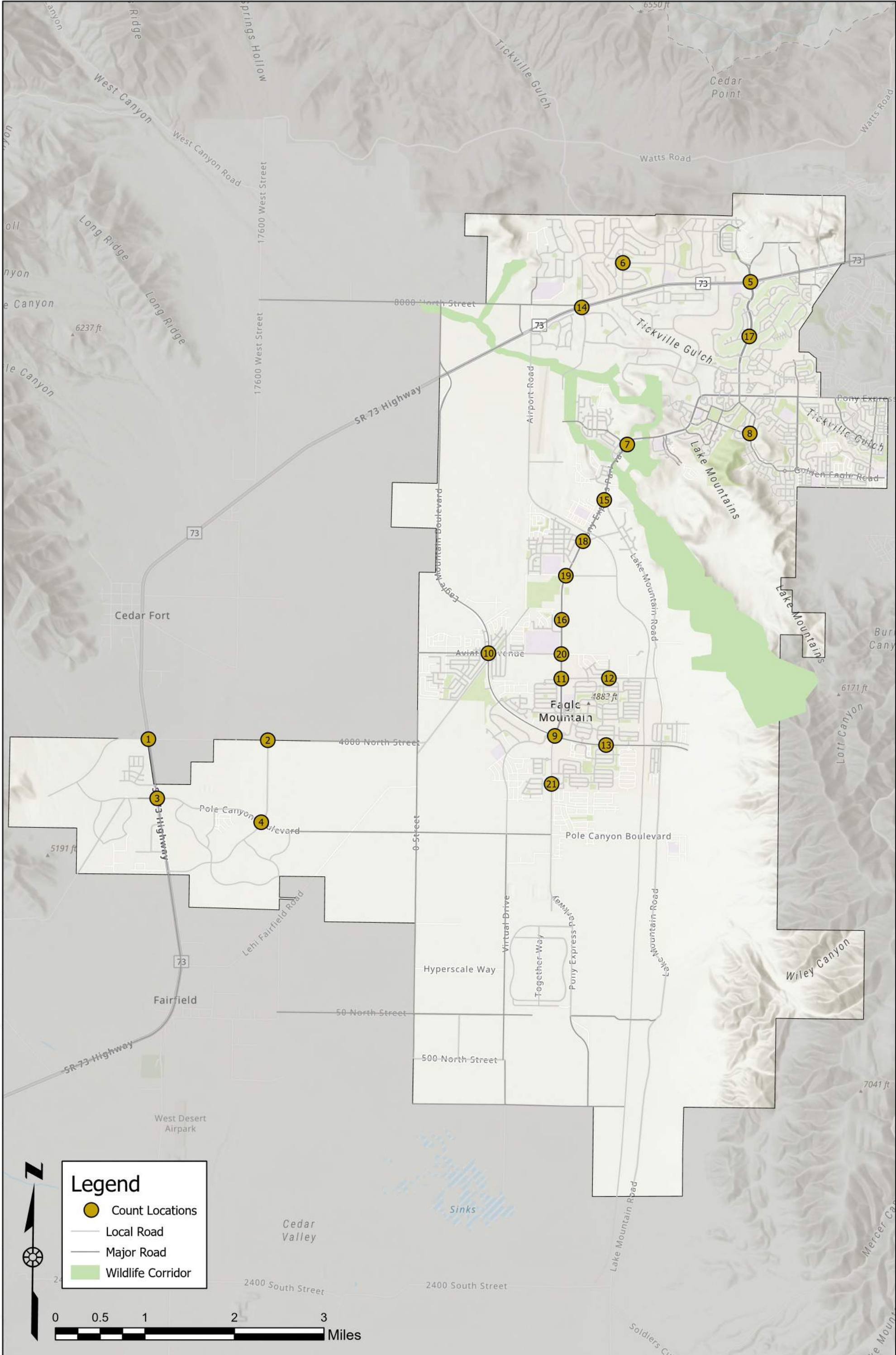
In most cases, roadway capacity improvements are achieved by adding travel lanes. Eagle Mountain can gain additional capacity by striping more roadway lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, 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)

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



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Future Roadway Network Conditions

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

Wildlife Corridor

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

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)

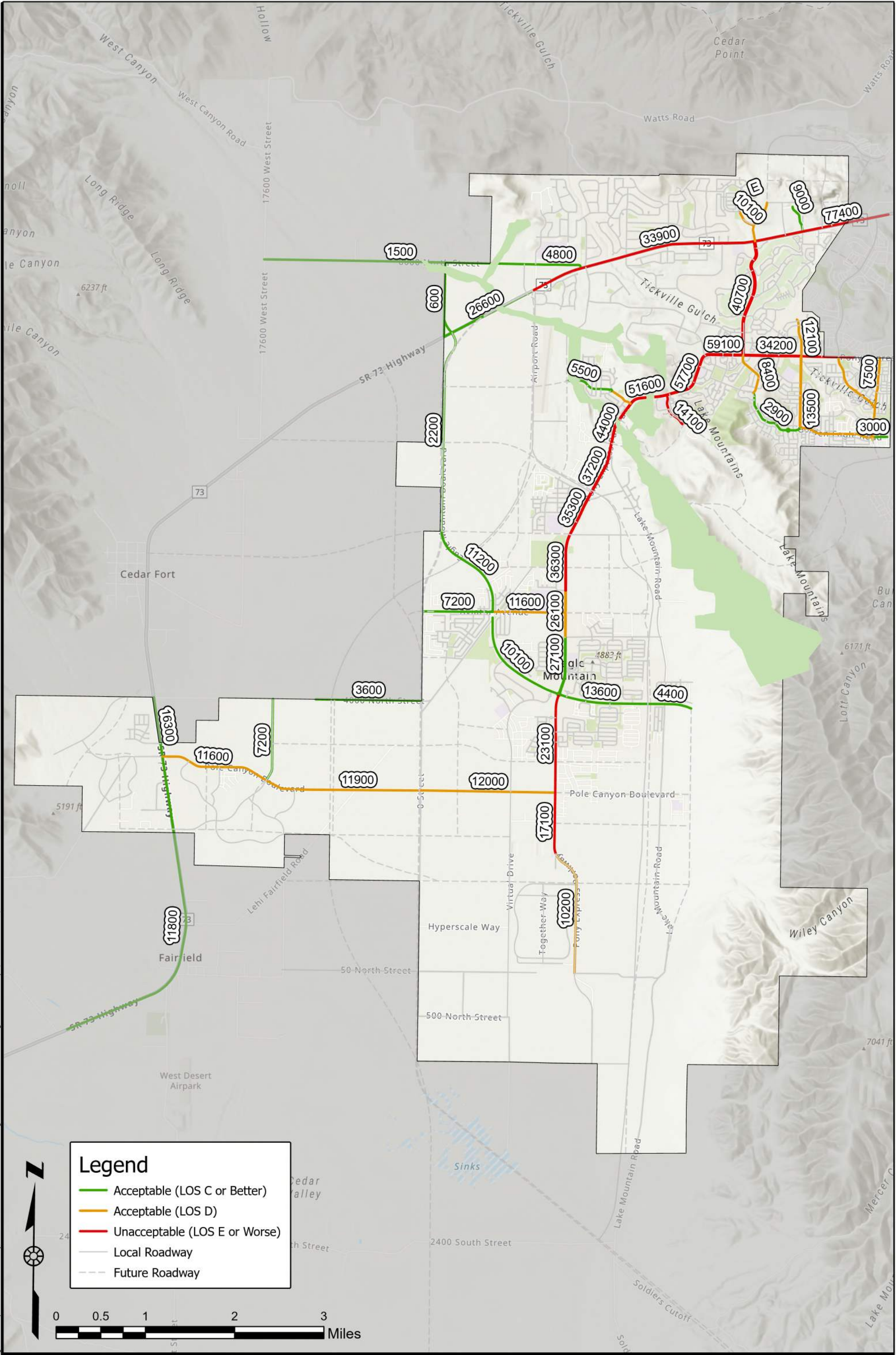
2035 Roadway Improvements

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**.



Legend

Acceptable (LOS C or Better)

Acceptable (LOS D)

Unacceptable (LOS E or Worse)

Local Roadway

Future Roadway



0 0.5 1 2 3 Miles

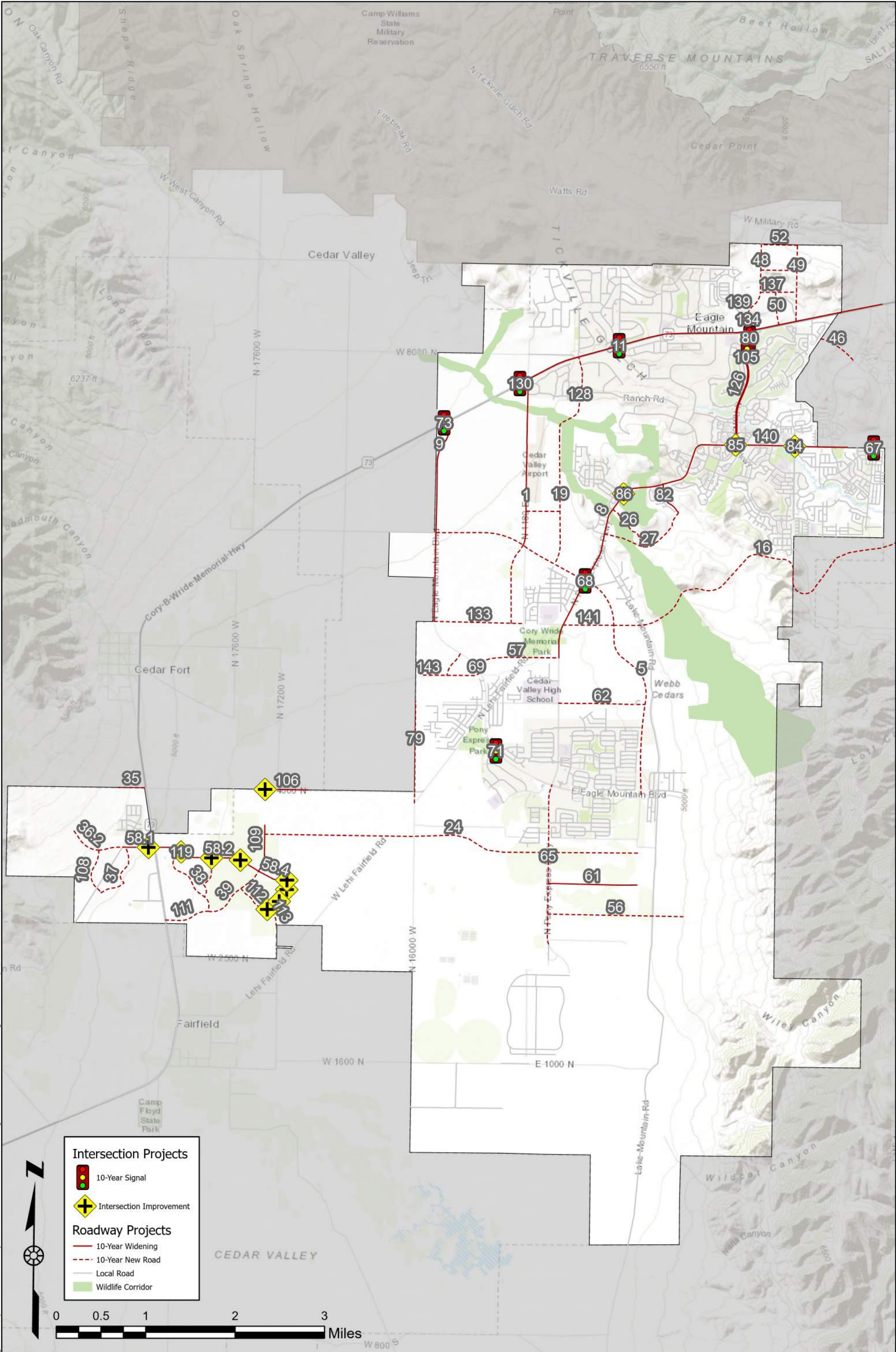


2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 763-5100

2035 No-Build Level of Service

Eagle Mountain Transportation Master Plan

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Figure 9	



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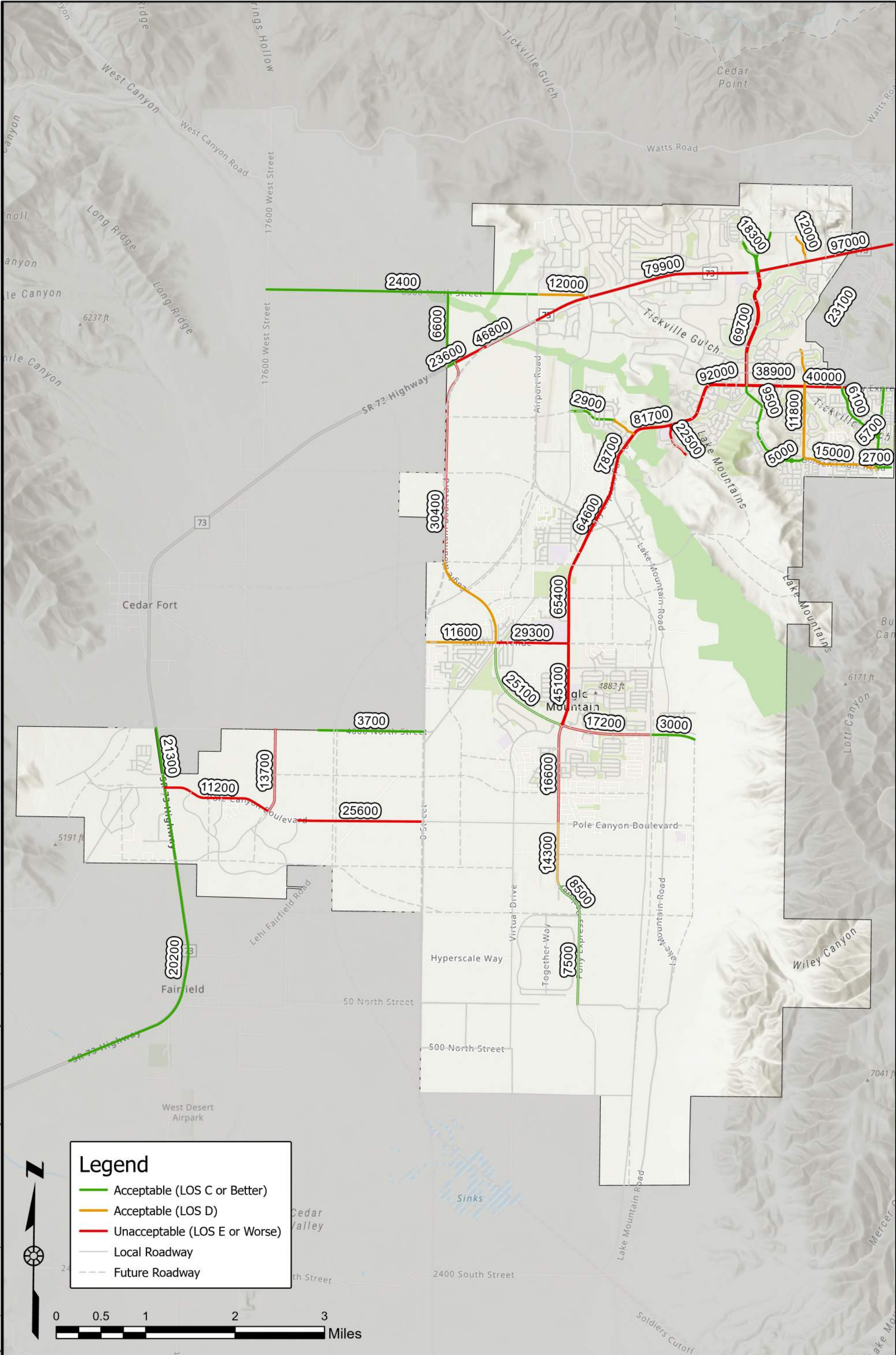
2050 Roadway Improvements

The same process was completed with a horizon year of 2050. Planning for projects necessary to improve the roadway network is important for Eagle Mountain, so roadways that are not included on MAG's RTP can be added. Roadways eligible for MAG funding can be found on UDOT's Functional Classification Map on their website. 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

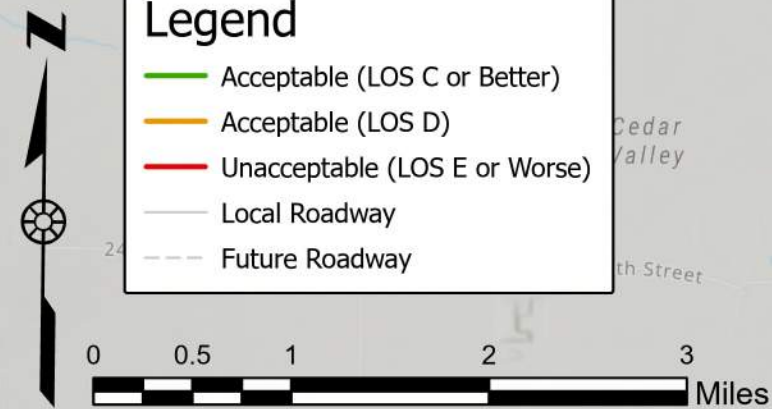
As used for the 2035 roadway conditions, the no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the City roadway network. Using the travel demand model, [Figure 11](#) shows the 2050 No Build LOS. The following roadways would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



Legend

- Acceptable (LOS C or Better)
- Acceptable (LOS D)
- Unacceptable (LOS E or Worse)
- Local Roadway
- Future Roadway





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

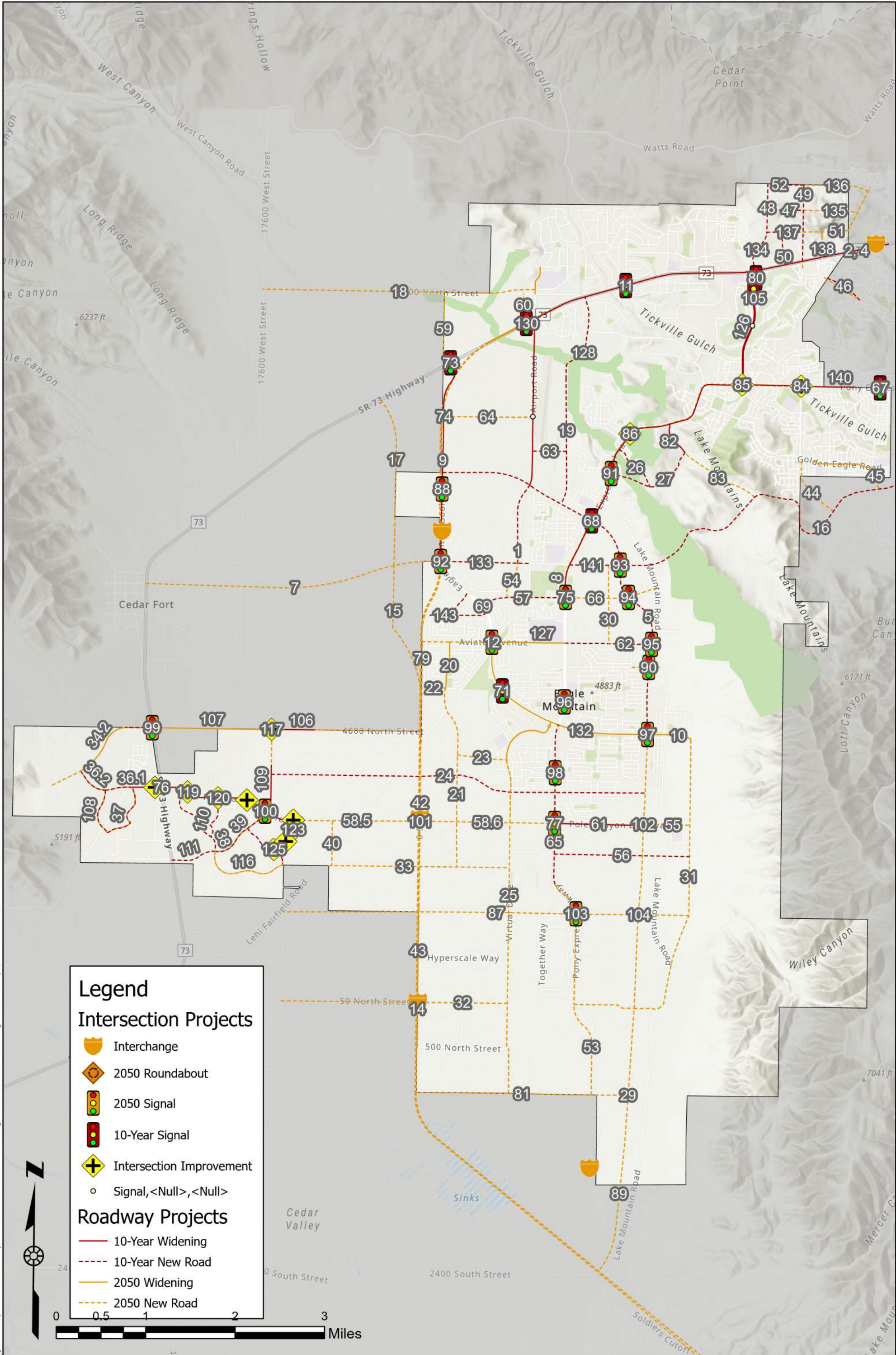
- **Cedar Valley Expressway** (Airport Road to Eagle Mountain City Boundary) – New Expressway
- **East Expressway** (Eagle Mountain Blvd to SE Eagle Mountain Blvd) – Widen to 5 lanes.

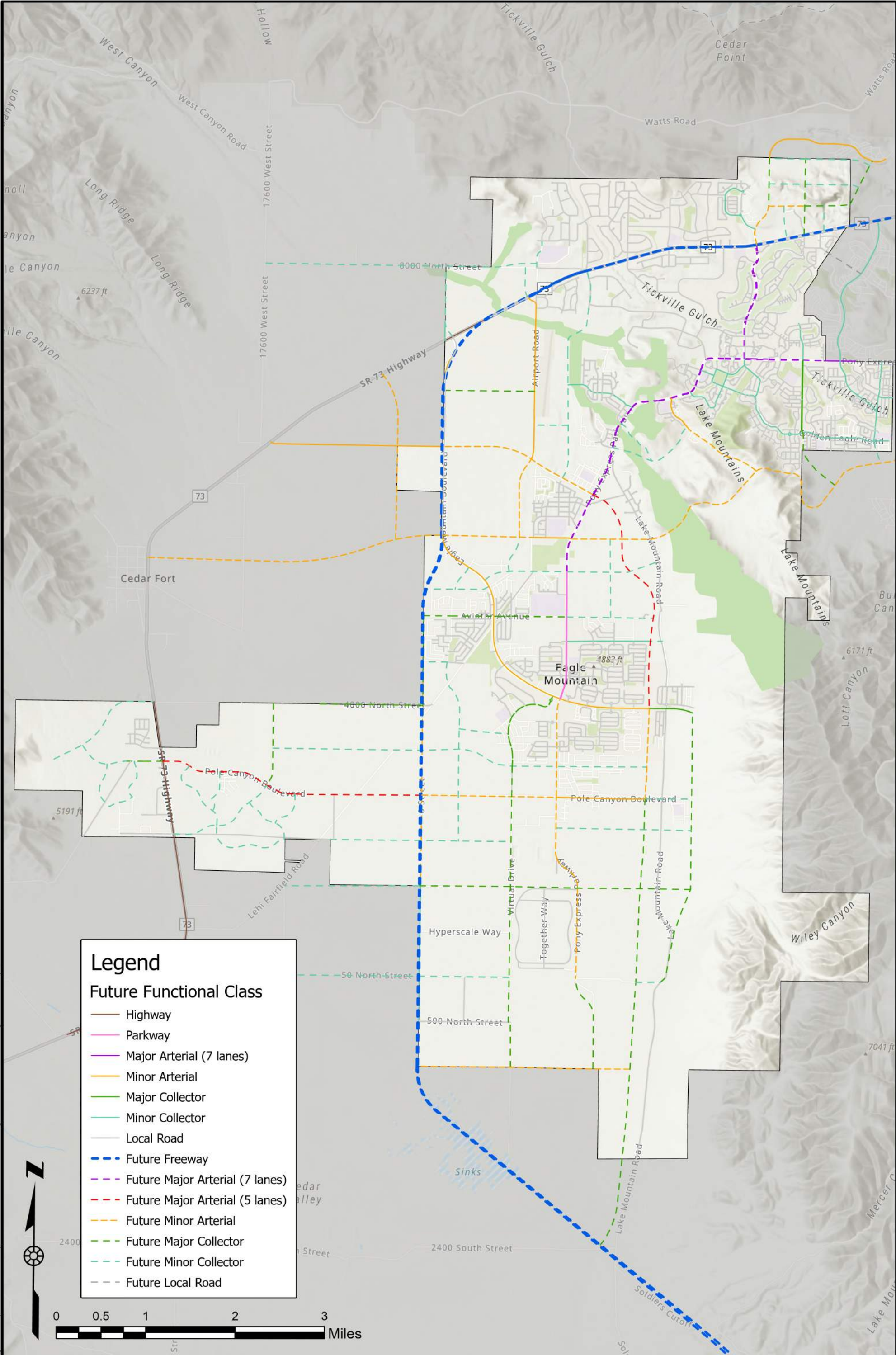
Phase 3: 2040-2050

- **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/Horrock's/Pro/UT-2843-2012 Eagle Mountain MTP/UT-2843-2012 Eagle Mountain MTP.aprx 6/18/2025 1:49 PM shane ellor



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

Future Functional Classification
Eagle Mountain Transportation Master Plan

DATE
6/17/2025

DRAWN

Figure 13



Funding for Roadway Network Improvements

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

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

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

Federal Funding

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

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

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

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

State/County Funding

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

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

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

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

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

City Funding

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

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

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

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

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



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

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

Impact Fees

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

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

Cost to Implement 2035 and 2050 Projects

The specific roadway network needs resulting from future growth throughout Eagle Mountain were identified in **Figure 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**.

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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

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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

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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

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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

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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

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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

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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

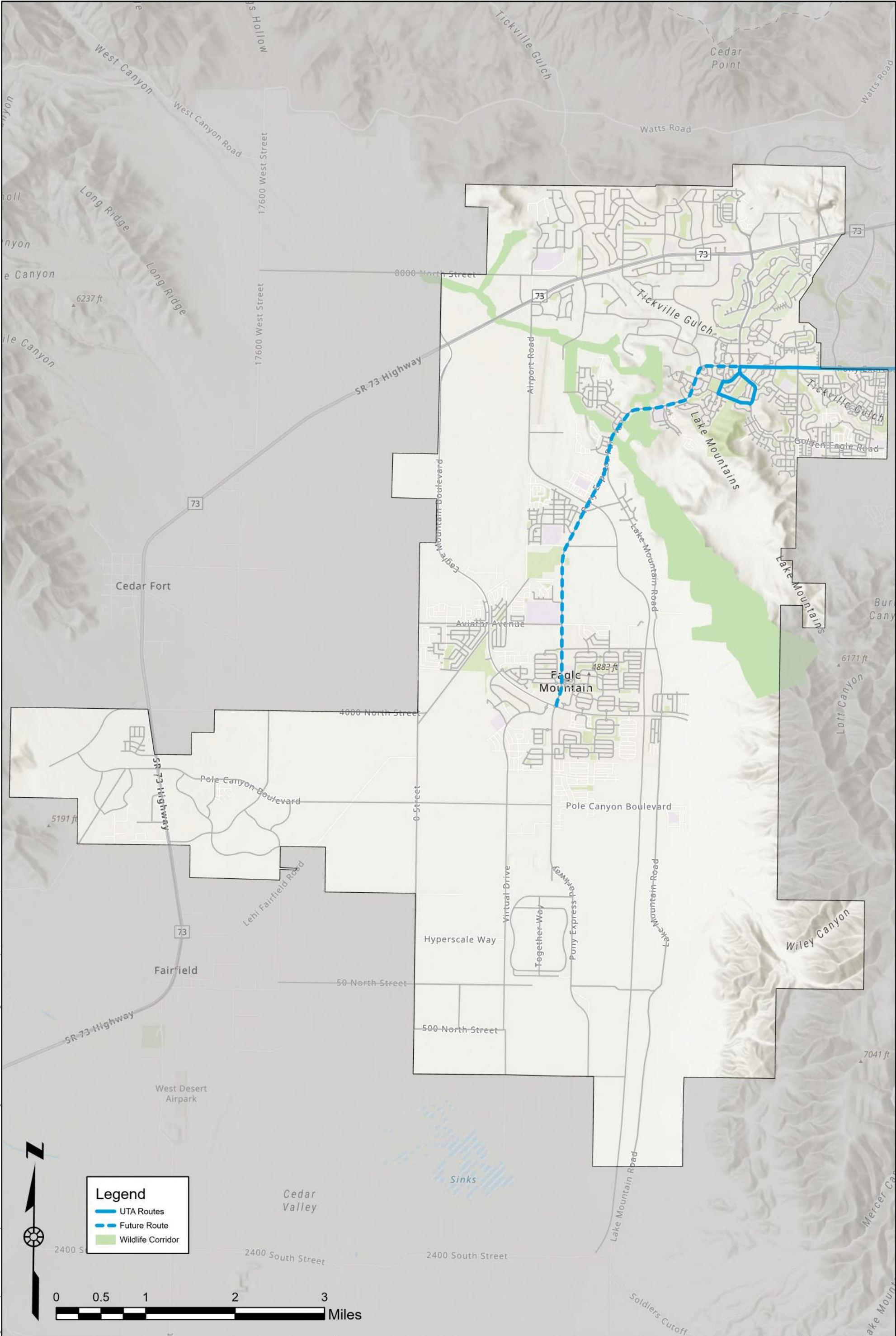
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will provide service along Pony Express Parkway from the east end of the City-to-City Center. This will replace Route 806.

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



Q:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 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)

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3. Analysis Period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distribution and Assignment

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

7. Conflict/Capacity Analysis

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

8. Traffic Signal Impacts

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

9. Design and Mitigation.

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



PERMIT LEVEL / TRAFFIC STUDY LEVEL III

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

1. Study Area

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

2. Design Year

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

3. Analysis period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distributions and Assignment

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

7. Capacity Analysis

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

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8. *Traffic Signal Impacts.*

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

9. *Accident and Traffic Safety Analysis*

- Existing vs. as proposed development.

10. *Design and Mitigation*

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



PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

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

1. *Study Area*

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

2. *Design Year*

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

3. *Analysis Period*

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

4. *Data Collection*

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

5. *Trip Generation*

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

6. *Trip Distributions and Assignment*

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

7. *Capacity Analysis*

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

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8. *Traffic Signal Impacts.*

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

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

10. *Design and Mitigation*

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

APPENDIX B: COST ESTIMATES

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 1.52

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

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
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. 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
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

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) 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
Granual 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
Granual 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
 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. 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
 Granual 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
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.88

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 3.08

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.01

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 2.02

Eagle Mountain CFP/IFFP				
Project No. 34.1				
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
Granual 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
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 0.54

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.86

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.37

Eagle Mountain CFP/IFFP				
Project No. 51				
Improvement Type: New Road				
New Road (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
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.51

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.94

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.32

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.99

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

Overall Assumptions:

HMA Pavement Density (pcf) = 155
HMA Thickness (in) = 5
Untreated Base Course Thickness (in) = 9
Granual 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
Granual 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
 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. 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
 Granual Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: UDOT
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: UDOT
 Length (miles) 17.33

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.02

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.24

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 2.37

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.38

Eagle Mountain CFP/IFFP				
Project No. 83				
Improvement Type: New Road				
New Road (Hidden Valley Pkwy): Locust Ave to 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
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
 Granual Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.17

Eagle Mountain CFP/IFFP				
Project No. 116.0				
Improvement Type: New Road				
East Loop Road: Tyson Parkway to Eastern City Boundary				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	47,974	\$479,735
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	6.3	\$12,555
Roadway Excavation	C.Y.	\$ 39.00	17,768	\$692,951
HMA Concrete	Ton	\$ 114.00	2,974	\$339,077
Untreated Base Course	C.Y.	\$ 52.00	3,287	\$170,928
Granular Borrow	C.Y.	\$ 38.00	4,931	\$187,363
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	9,595	\$431,762
Sidewalk (5' width)	L.F.	\$ 54.00	9,595	\$518,114
Drainage	L.F.	\$ 45.00	4,797	\$215,881
Street Lighting	L.F.	\$ 50.00	4,797	\$239,868
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$3,288,232
Construction Contingency			25%	\$822,058
Right of Way (\$8/sf)			273,449	\$2,187,592
Mobilization			10%	\$328,823
Engineering & Administration			10%	\$328,823
Total Project Costs				\$5,097,000
Eagle Mountain's Responsibility				0.00%
				\$0

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.91

Eagle Mountain CFP/IFFP				
Project No. 117				
Improvement Type: Intersection Improvement				
Intersection Improvement: Tyson Parkway & 4000 North				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 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
 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. 120				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & Firefly Drive				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 121				
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & NPA 9 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No.		122		
Improvement Type: Intersection Improvement				
Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 123				
Improvement Type: Intersection Improvement				
Intersection Improvement: Commercial Boundary Road & North CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 124				
Improvement Type: Intersection Improvement				
Intersection Improvement: Commercial Boundary Road & South CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

Eagle Mountain CFP/IFFP				
Project No. 125				
Improvement Type: Intersection Improvement				
Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road				
Minor Collector - 57' - 2 Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	0	\$0
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	0.0	\$0
Roadway Excavation	C.Y.	\$ 39.00	0	\$0
HMA Concrete	Ton	\$ 114.00	0	\$0
Untreated Base Course	C.Y.	\$ 52.00	0	\$0
Granular Borrow	C.Y.	\$ 38.00	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	0	\$0
Sidewalk (5' width)	L.F.	\$ 54.00	0	\$0
Drainage	L.F.	\$ 45.00	0	\$0
Street Lighting	L.F.	\$ 50.00	0	\$0
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$500,000
Construction Contingency			25%	\$125,000
Right of Way (\$8/sf)			0	\$0
Mobilization			10%	\$50,000
Engineering & Administration			10%	\$50,000
Total Project Costs				\$775,000
Eagle Mountain's Responsibility				100.00%
				\$775,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.32

Eagle Mountain CFP/IFFP				
Project No. 127				
Improvement Type: Capacity Improvement				
Aviator Avenue Widening: Pony Express Pkwy to Eagle Mountain Blvd				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	253,346	\$2,533,460
Removal of Existing Asphalt	S.Y.	\$ 8.00	17,176	\$137,408
Clearing and Grubbing	Acre	\$ 2,000.00	-2.8	-\$5,520
Roadway Excavation	C.Y.	\$ 39.00	17,156	\$669,089
HMA Concrete	Ton	\$ 114.00	3,952	\$450,508
Untreated Base Course	C.Y.	\$ 52.00	4,592	\$238,794
Granular Borrow	C.Y.	\$ 38.00	9,184	\$349,007
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	8,588	\$386,460
Sidewalk (5' width)	L.F.	\$ 54.00	8,588	\$463,752
Drainage	L.F.	\$ 45.00	4,294	\$193,230
Street Lighting	L.F.	\$ 50.00	4,294	\$214,700
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Intersection Improvement	Each	\$ 500,000	1	\$500,000
Subtotal				\$6,130,887
Construction Contingency			25%	\$1,532,722
Right of Way (\$8/sf)			-120,232	-\$961,856
Mobilization			10%	\$613,089
Engineering & Administration			10%	\$613,089
Total Project Costs				\$9,503,000
Eagle Mountain's Responsibility				100.00%
				\$9,503,000

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.81

Eagle Mountain CFP/IFFP				
Project No. 128				
Improvement Type: 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

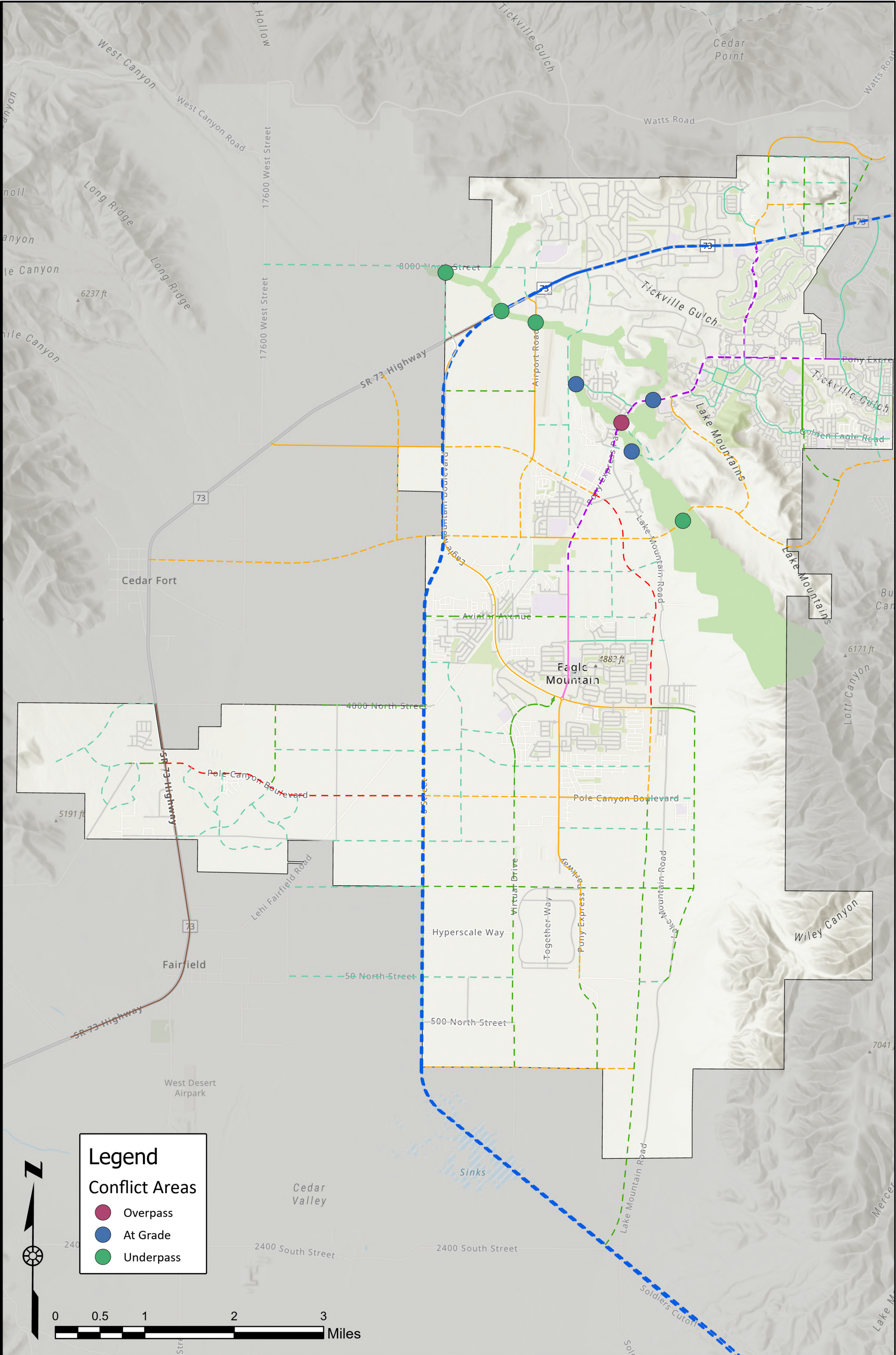
Overall Assumptions:

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



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.



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Impact Fee Facilities Plan

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Impact Fee Facilities Plan

Introduction

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

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

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

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

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

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



Impact Fee Facilities Plan

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

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

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

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

Intersection Standards

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

Trips

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

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



Impact Fee Facilities Plan

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

System Improvements and Project Improvements

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

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

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

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

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

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

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

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



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

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

Road Name	Existing 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



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

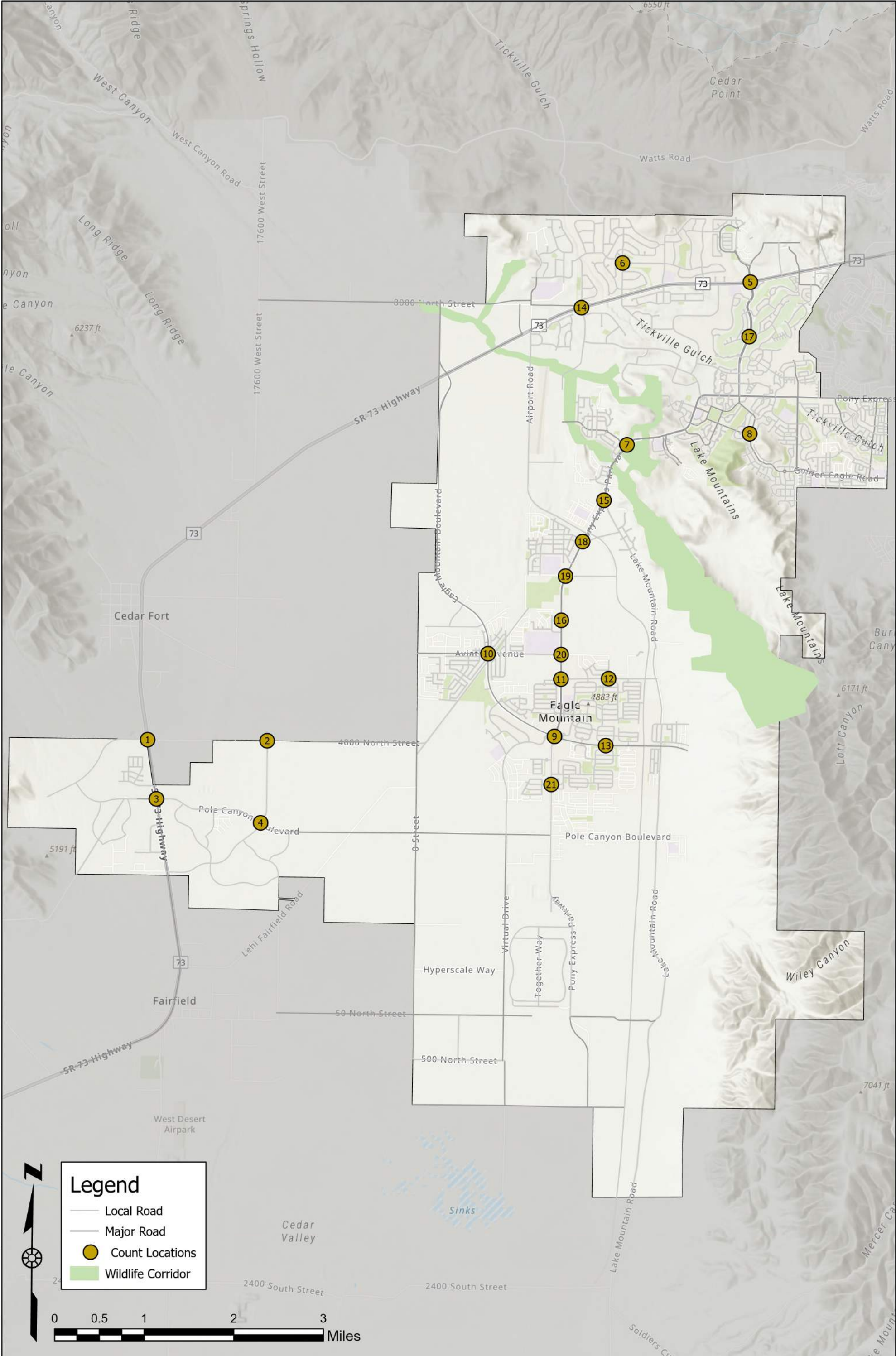
The MAD TDM was calibrated to fit existing traffic conditions in Eagle Mountain City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and included annual average daily traffic (AADT) volumes as defined in Traffic on Utah Highways. On City owned roadways,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

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

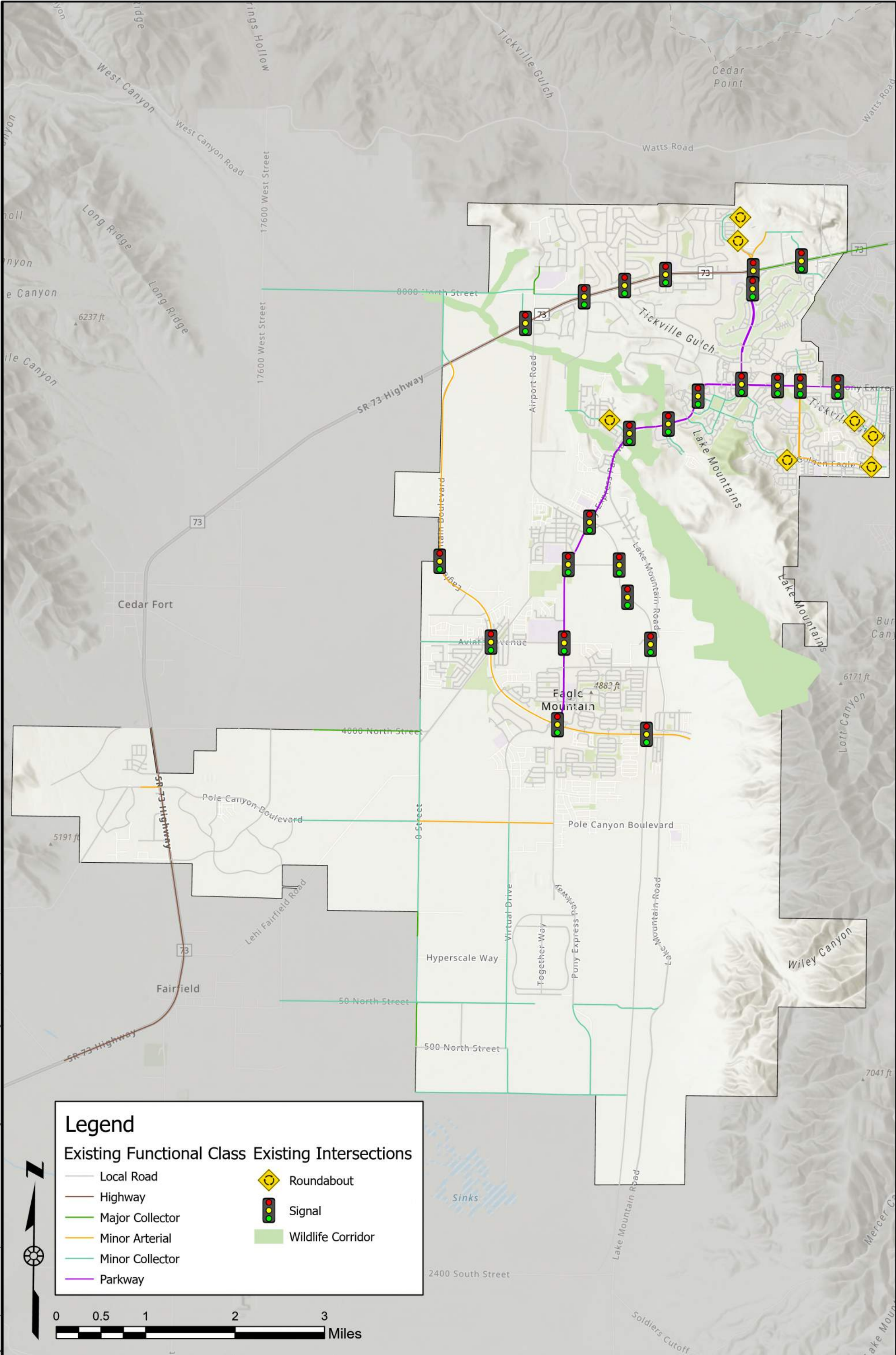
Within these development zones are individual land use zones, which were assigned trips using ITE's trip generation methodology. The percentage of each of these zones that is currently developed was determined, and projections were made in coordination with the city for how much development will occur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

Existing Functional Classification and Level of Service

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

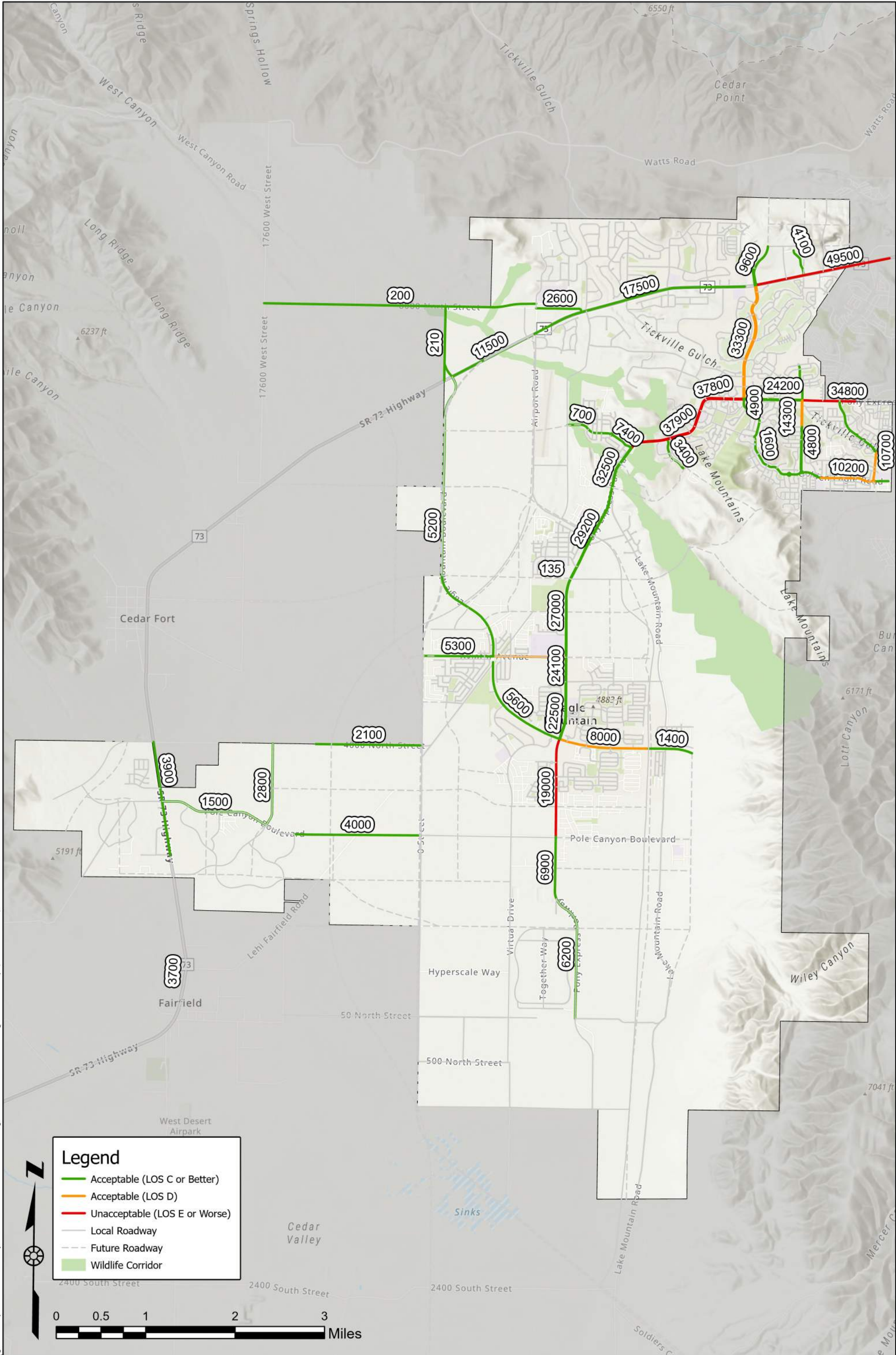


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Existing Level of Service
Eagle Mountain Impact Fee Facilities Plan

DATE	6/18/2025
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	Figure 3



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Mitigations to Existing Capacity Deficiencies

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

Roadway Segments at or below LOS E:

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

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

Future Roadway Network Conditions

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

No Build Level of Service

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

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



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

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

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

Table 3: Impact Fee Facilities Plan Project Funding Sources

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



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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



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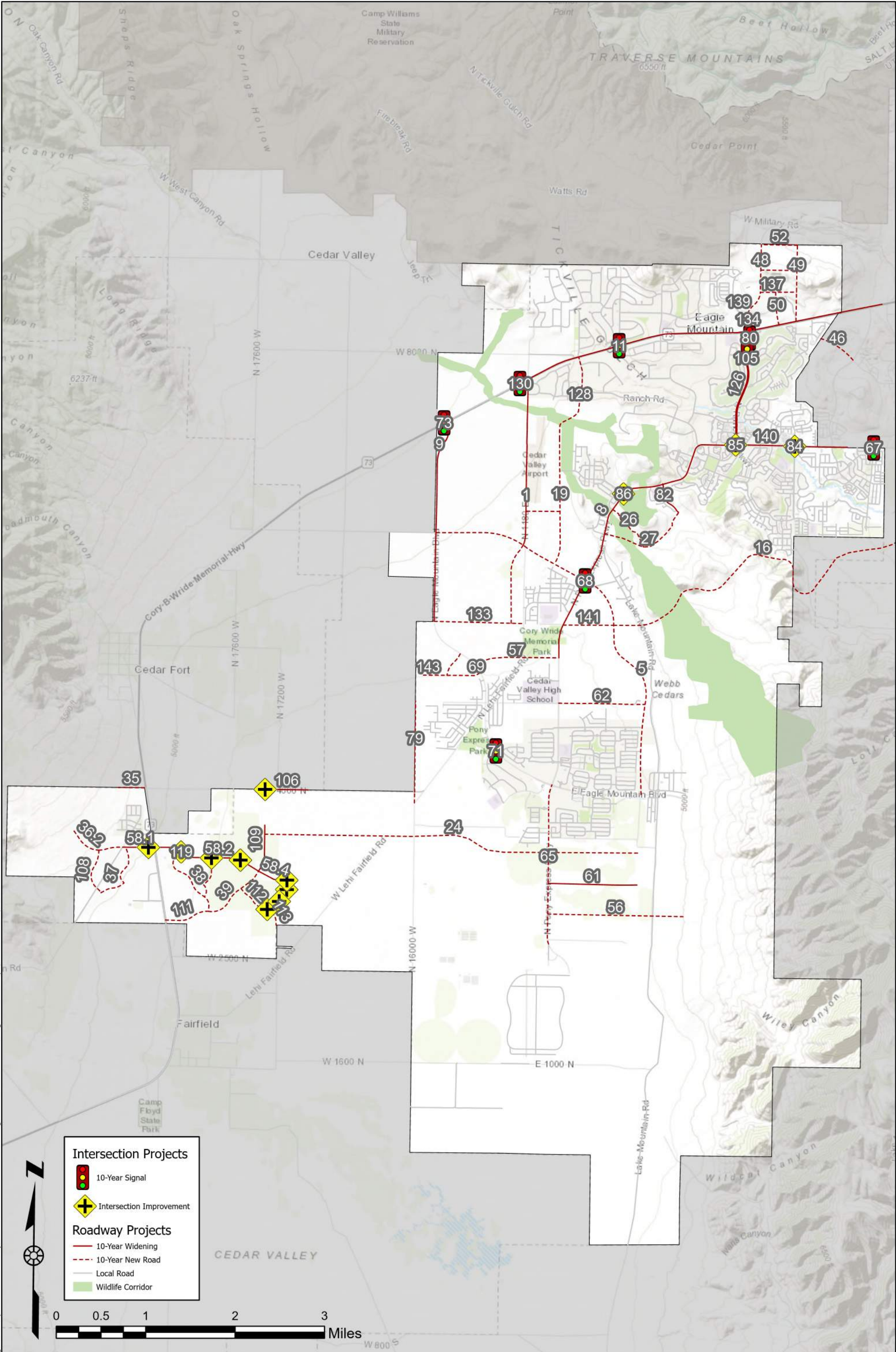
Project	Location	Total Price	Funding Source	Eagle Mountain %	Eagle Mountain Total
68	Pony Express Pkwy & East Expressway - New signal	\$620,000	Eagle Mountain	100%	\$620,000
69	Eagle Mountain Blvd & Project 57 - New signal	\$620,000	Eagle Mountain	100%	\$620,000
71	Eagle Mountain Blvd & Major Street - 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



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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



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Project Cost Attributable to 10-Year Growth

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

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

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

Pass-Through Reduction

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

Table 4: Pass-Through Traffic Cost Reduction Calculation

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



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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%



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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%



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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%



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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



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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%



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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%



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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%



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Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
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%



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Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
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



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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



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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.



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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.



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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.



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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
 Granular Borrow Thickness (in) = 9
 Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
 Length (miles) 0.29

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.31

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.36

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.72

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.85

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.32

Eagle Mountain CFP/IFFP				
Project No. 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
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Eagle Mountain
 Length (miles) 1.51

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
Length (miles) 0.94

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.32

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.99

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.24

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.18

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.05

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 0.52

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

Overall Assumptions:

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

Other Funding Sources: Eagle Mountain
 Length (miles) 1.77

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

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 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. 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
 Granular Borrow Thickness (in) = 12
 Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: Firefly
 Length (miles) 0.49

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.50

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.53

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.47

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.50

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.38

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.21

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.26

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

Overall Assumptions:

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

Other Funding Sources: Firefly
 Length (miles) 0.17

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

Overall Assumptions:

HMA Pavement Density (pcf) = 155
 HMA Thickness (in) = 3
 Untreated Base Course Thickness (in) = 6
 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. 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

EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES TUESDAY JUNE 24, 2025

Minutes Excerpt: Action and Advisory Item 7.A.

7. A. Transportation Master Plan/IFFP

Presentation Summary Points: 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. David Salaazar and a representative/engineer from Horrocks Engineers provided a power point presentation to the Planning Commission and those in attendance.

- Eagle Mountain City TMP adopted in 2021 has been updated with additional information for 2025.
- Regional Analysis with average daily trips (ADT), and level of service.
- 10-year projects to meet future demands.
- 2050 projects to meet future demands.

Discussion Summary Points:

- Projects Descriptions and rankings based on necessity and cost.
- Are there any plans for mass transportation?
- Commissioner Whiting voiced his concerns with project 128, and requested his comments be noted in the minutes. Project 128 would add a new road going through Cedar Pass Ranch, an HOA Equestrian Community. The roads in the community are only to county standards, not city. There are no streetlights and no sidewalks along that project's internal roadways. This is a concern for safety and welfare of people in the community. There are people on horseback that use the roads, bikers, runners, etc. The new road would go through the wildlife corridor and would interrupt the character of the neighborhood.

Commissioner Allen opened the public hearing at 7:05 p.m.

Bettina Cameron with the EMNWA made a public comment.

Staff provided comments.

Commissioner Allen closed the public hearing at 7:09 p.m.

MOTION: *Commissioner Whiting moved to recommend approval to the City Council of Item 7.A. with recommendations that Project 19 connect to Airport Road and Project 128 be removed and that the comments from the Eagle Mountain Nature and Wildlife Alliance be included. Commissioner Strong seconded the motion.*

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

The motion did not pass with a 2 to 2 vote, one Commissioner abstaining.

MOTION: *Commissioner Allen moved to recommend approval to the City Council of Item 7.A. with recommendations that the comments from the Eagle Mountain Nature and Wildlife Alliance be included. Commissioner Hess seconded the motion.*

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

The motion passed with a 3 to 2 vote.

An aerial photograph of Eagle Mountain, Utah. The foreground shows a suburban residential neighborhood with numerous houses, many of which have trees with autumn-colored foliage. A winding road or path cuts through the landscape. In the background, a large body of water (Utah Lake) is visible, followed by a range of mountains with significant snow cover under a clear blue sky with some light clouds.

Eagle Mountain Transportation Master Plan

Planning Commission— June 24, 2025

Transportation Master Plan Update Overview

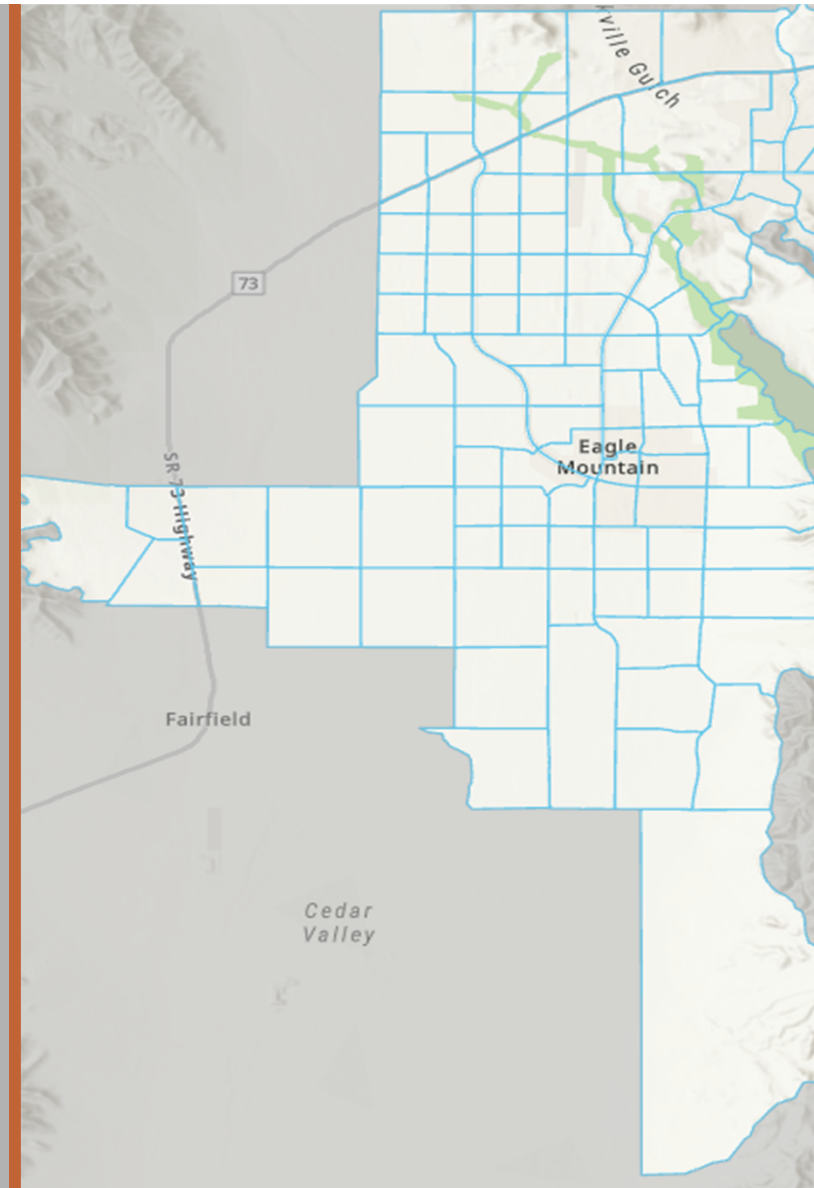
2025 Update

The following sections of the Eagle Mountain City Transportation Master Plan (TMP), adopted in 2021, were updated in 2025 to include updated information.

- MAG Travel Demand Modeling (Version 9.1)
 - Updated socioeconomic data in the TAZ.
- Capital Improvement Plan
 - Updated Project list and planning level costs.
 - Prioritized project list for the City's transportation needs
- Typical Roadway Cross-Sections
- Incorporate the Firefly Development into the TMP

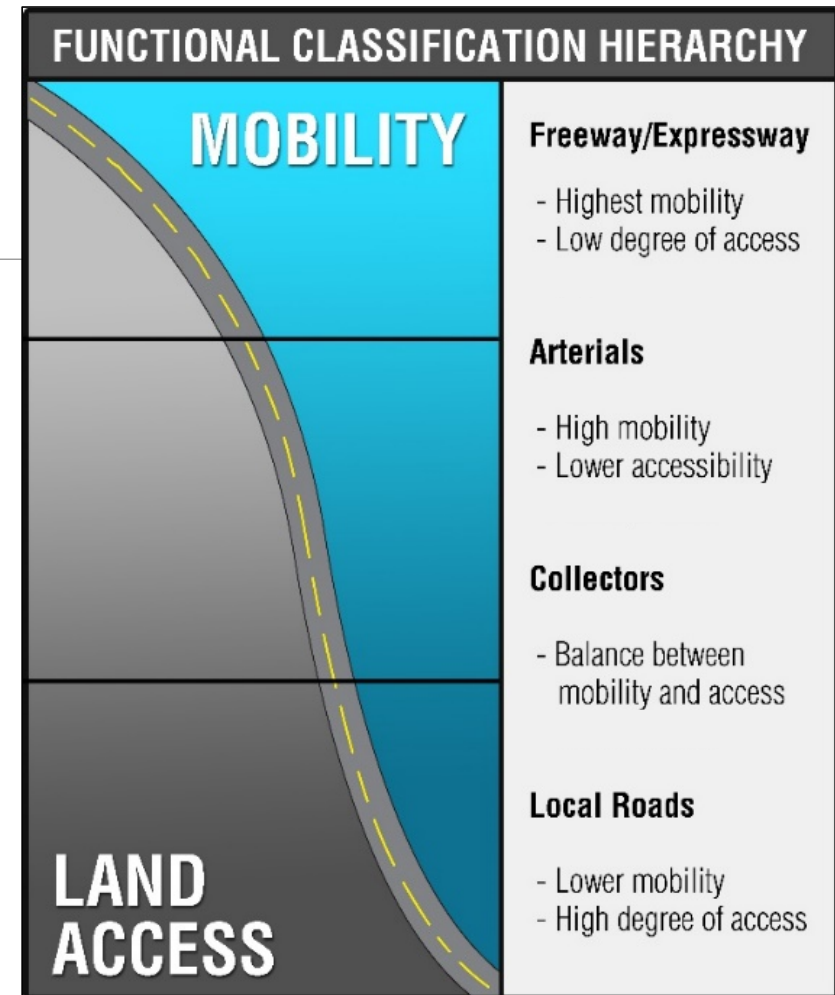
Travel Demand Model

- MAG's Travel Demand Model: High-Level Regional Analysis
 - Updated Socioeconomic Data
 - Average Daily Trips (ADT)

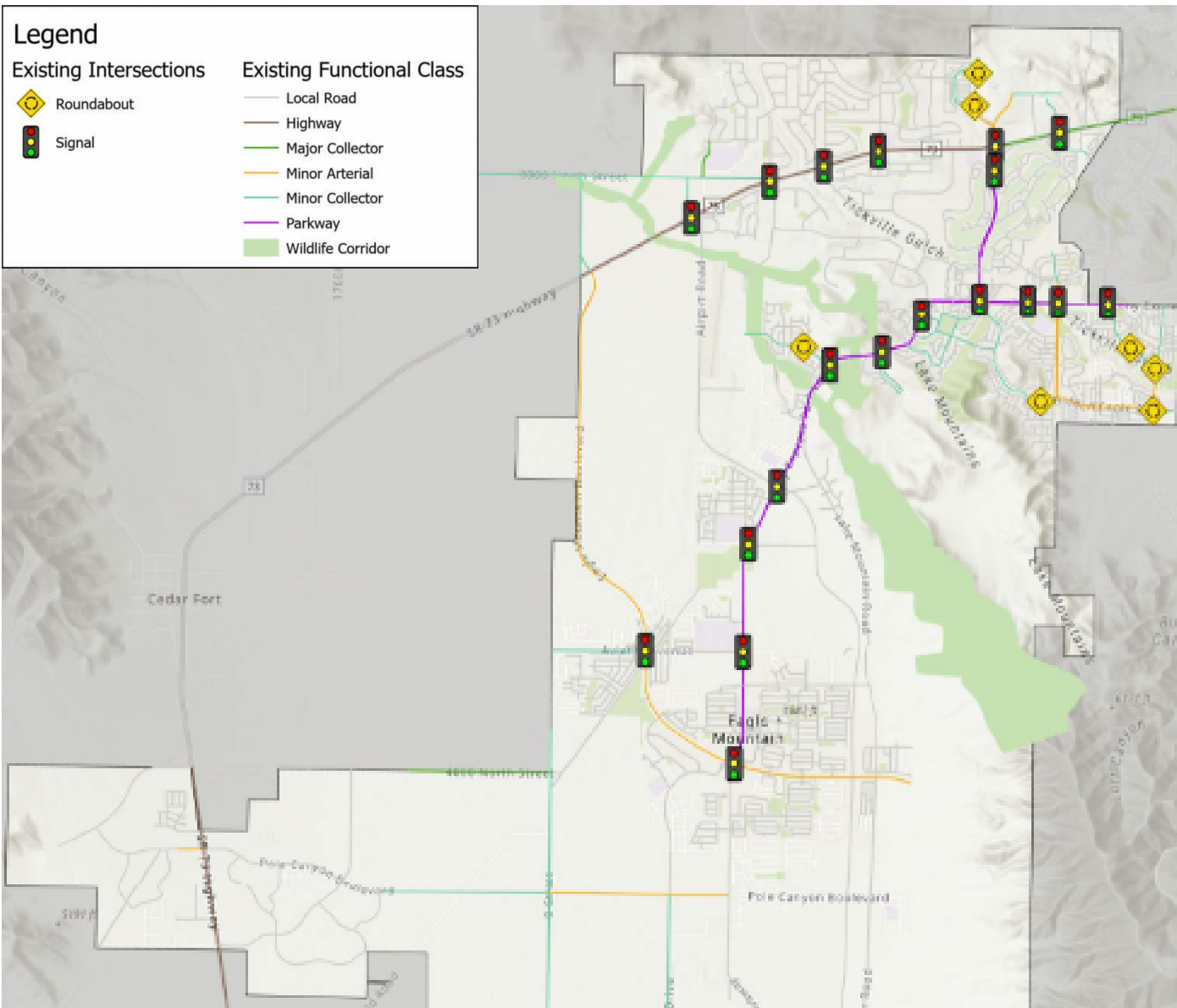


Functional Classification

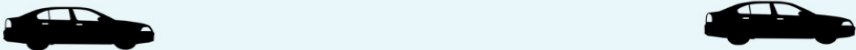
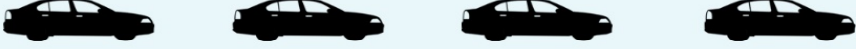
- Inverse Relationship
 - Mobility Increases while Access Decreases
- Divided into Four Primary Classifications
 - Freeway/Expressway
 - Arterials
 - Collectors
 - Local Roads
- Typically spaced to provide optimal traffic flow throughout the city



Existing Roadway Network



Level of Service

LEVEL OF SERVICE REPRESENTATION		
A		 Excellent Good Average Acceptable Congested Severely Congested
B		
C		
D		
E		
F		

Level of Service

Roadway LOS D

Lanes	Freeway	Arterial	Collector
2	NA	13,400	12,100
3	NA	15,100	13,400
4	70,000	NA	NA
5	NA	32,800	26,900
6	112,000	NA	NA

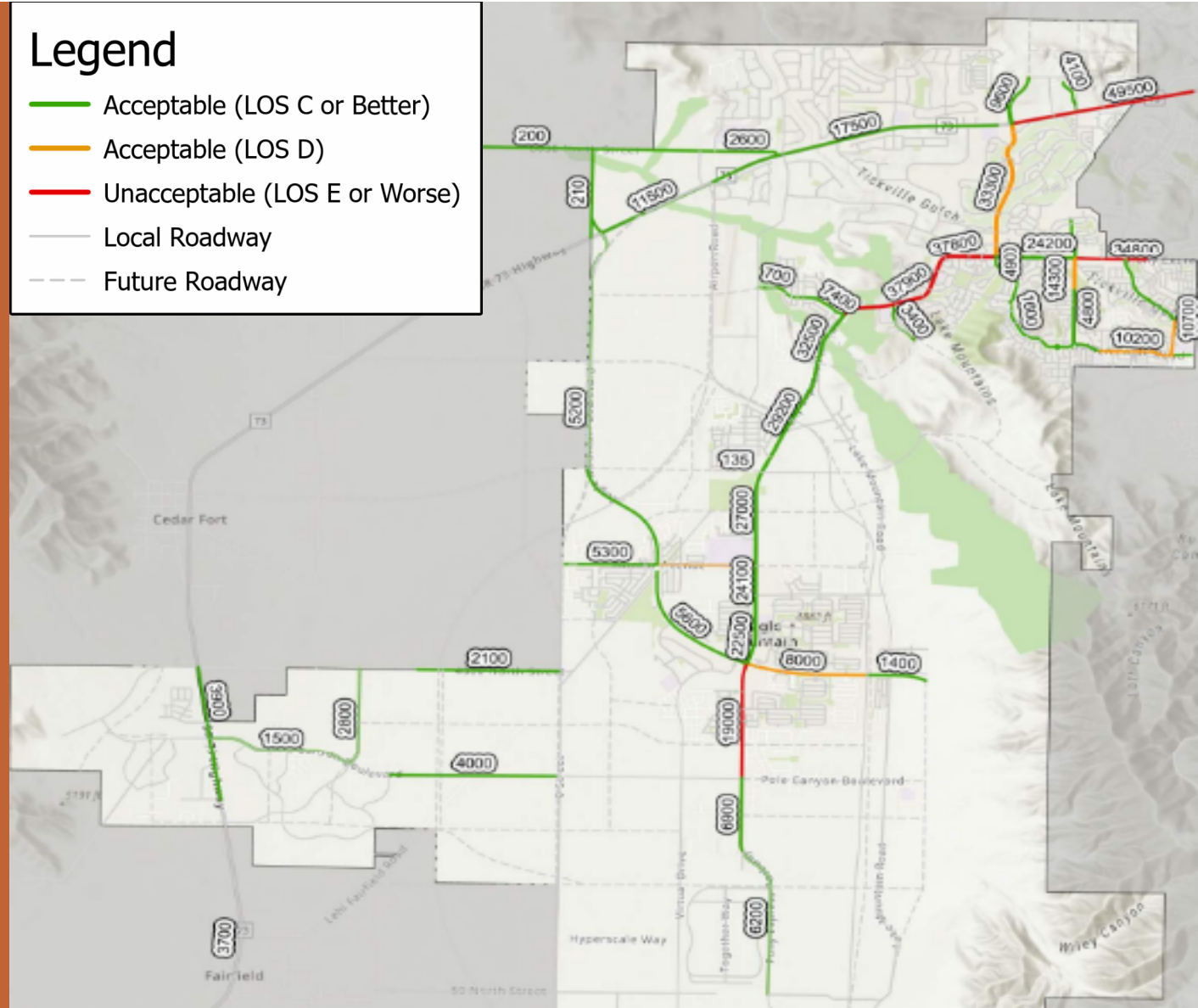
Intersection LOS

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Unsignalized*
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

Existing Level of Service

Legend

- Acceptable (LOS C or Better)
- Acceptable (LOS D)
- Unacceptable (LOS E or Worse)
- Local Roadway
- Future Roadway



Areas of Focus

- Network Gaps or Deficiencies

- Capacity

- Ranches Parkway
 - Pony Express Parkway

- Connectivity

- Mid Valley Road
 - Talus Ridge Drive
 - North Ranches Parkway

- Safety

- Trail Head Traffic Signal

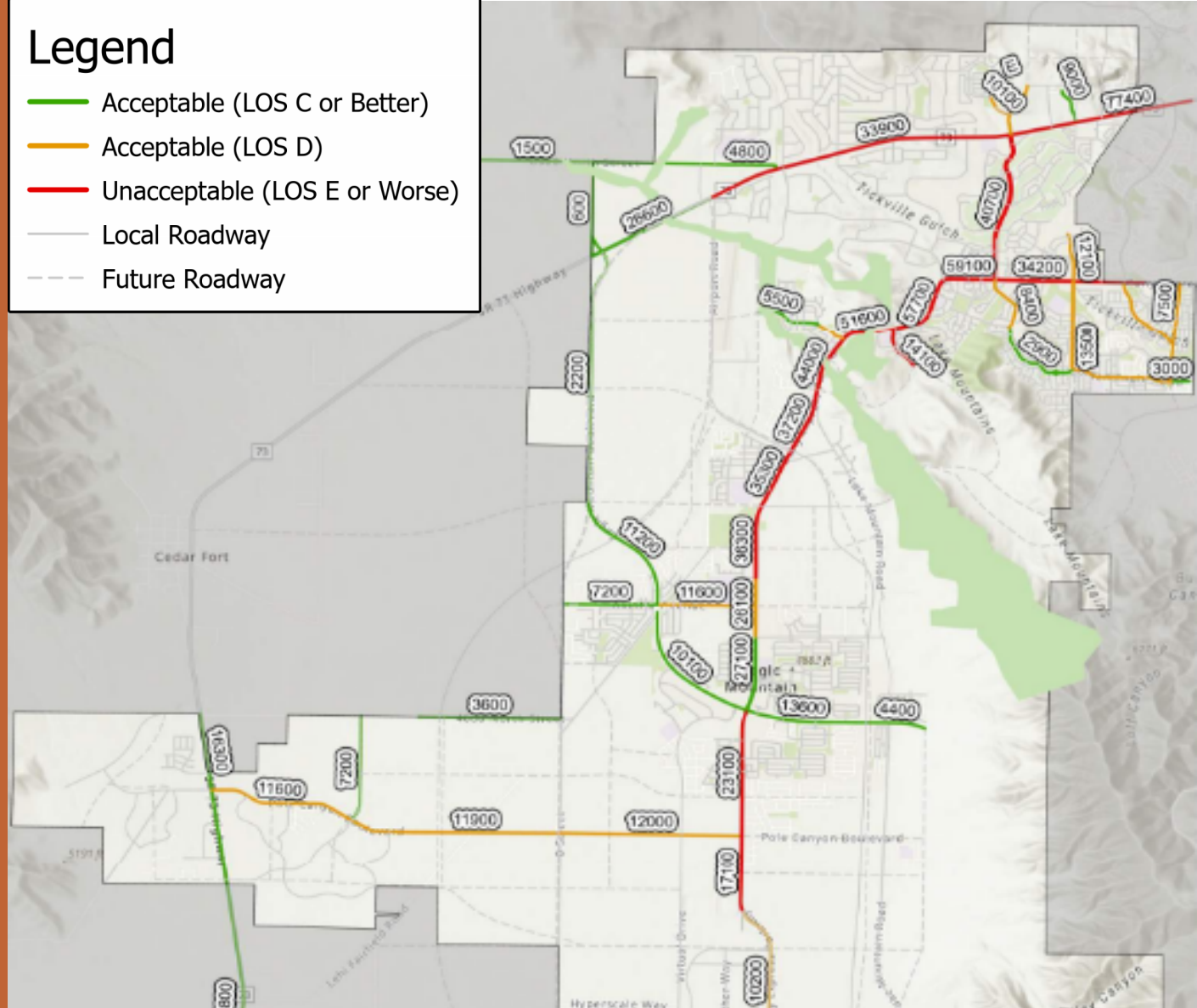
- Priority Project List

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)

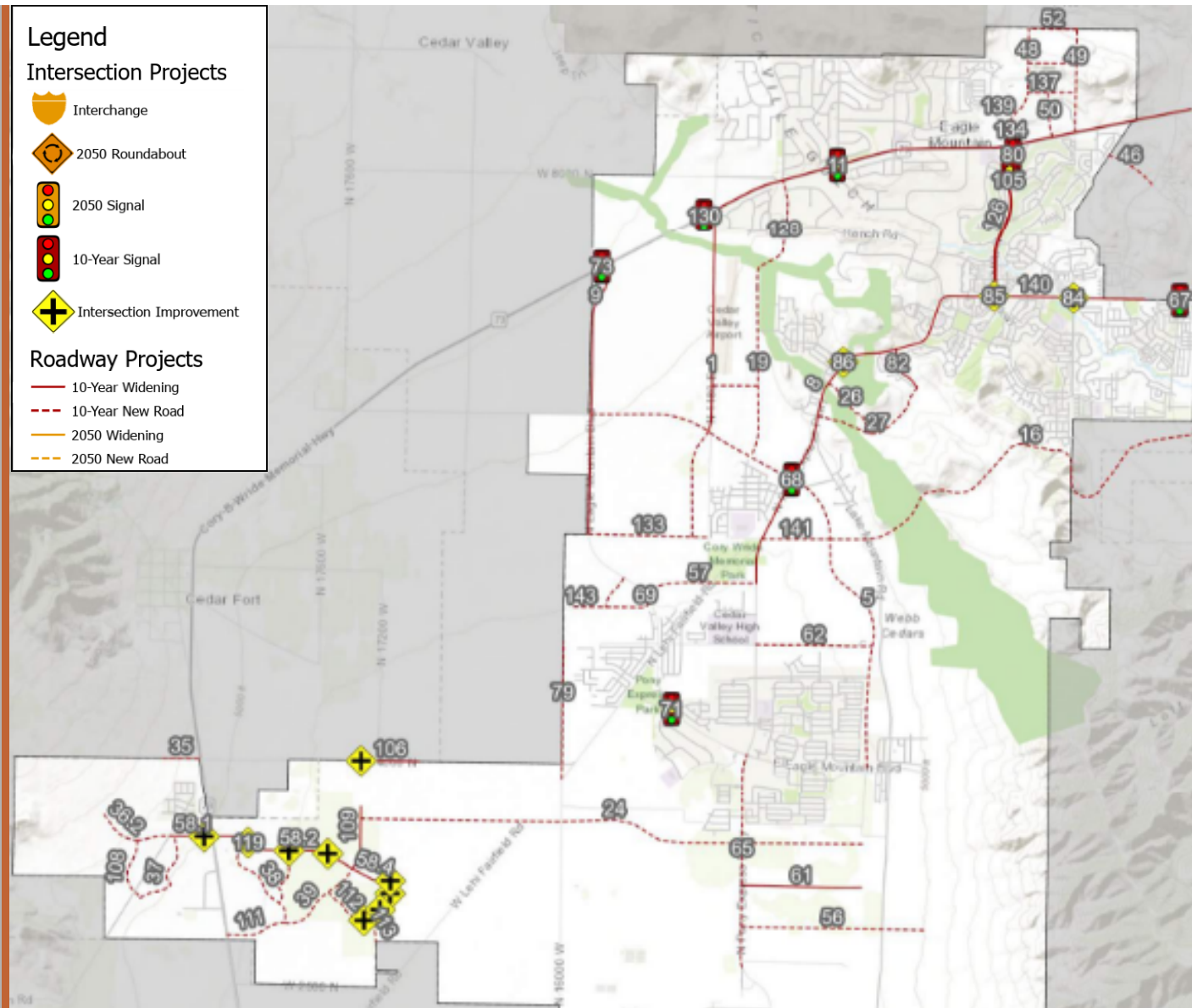
2035 No Build Level of Service

Legend

- Acceptable (LOS C or Better)
- Acceptable (LOS D)
- Unacceptable (LOS E or Worse)
- Local Roadway
- Future Roadway



10-Year Projects to Meet Future Demand

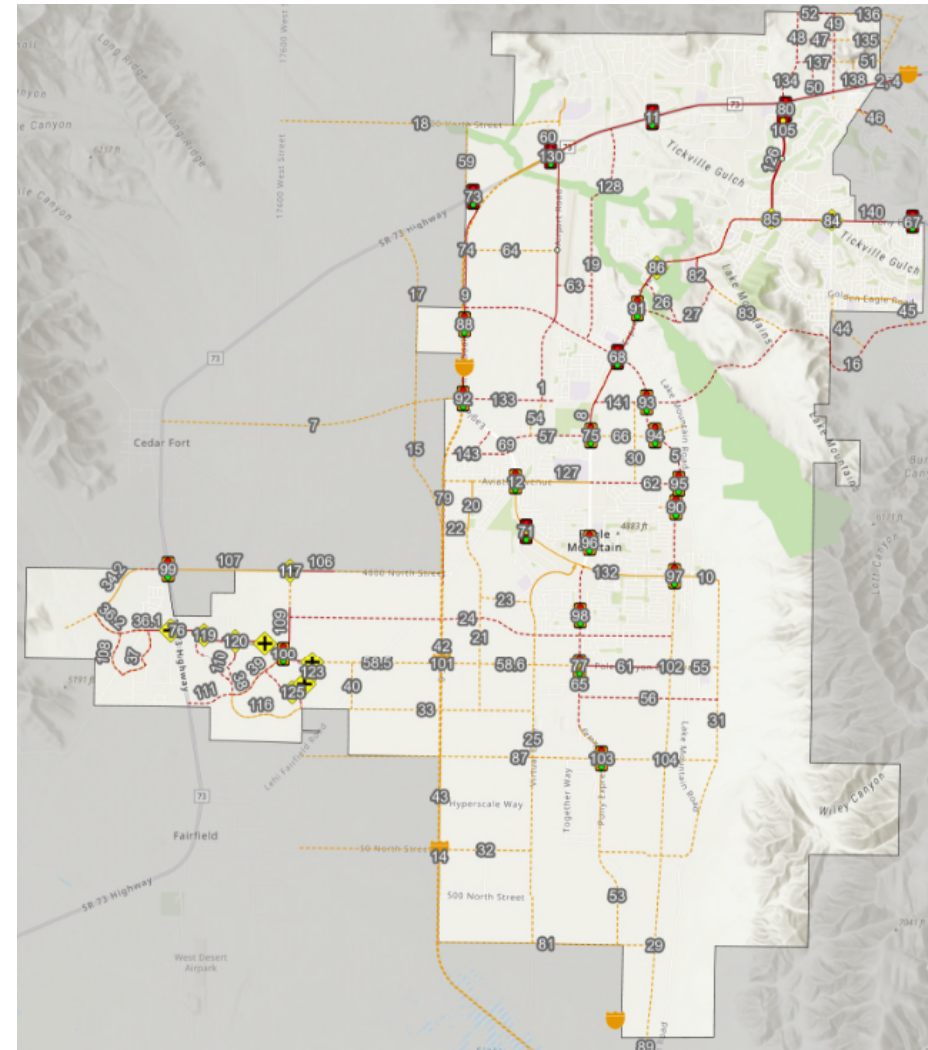


2050 Projects to Meet Future Demand

Legend

Future Functional Class

- Highway
- Parkway
- Major Arterial (7 lanes)
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- - - Future Freeway
- - - Future Major Arterial (7 lanes)
- - - Future Major Arterial (5 lanes)
- - - Future Minor Arterial
- - - Future Major Collector
- - - Future Minor Collector
- - - Future Local Road

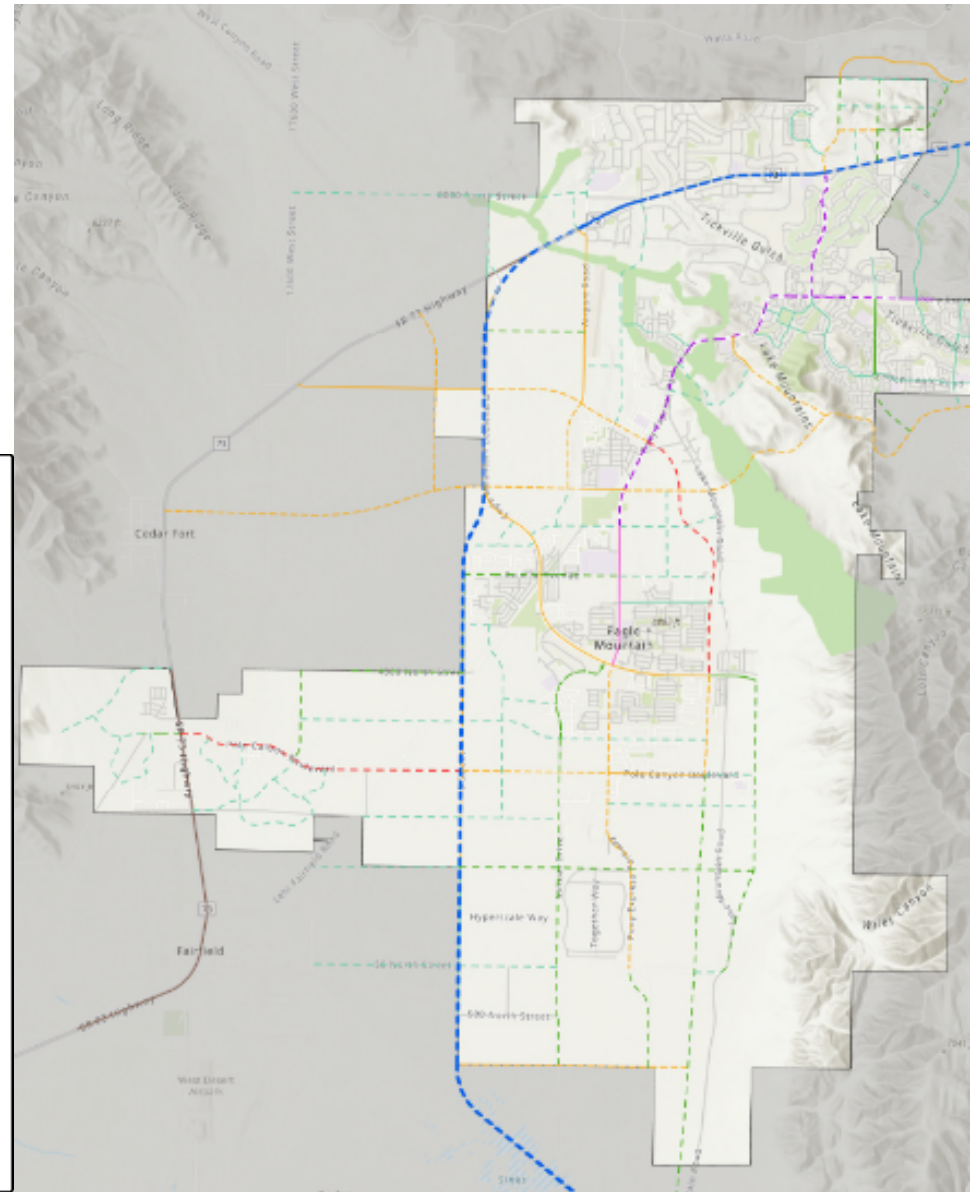


Future Roadway Network

Legend

Future Functional Class

- Highway
- Parkway
- Major Arterial (7 lanes)
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- - - Future Freeway
- - - Future Major Arterial (7 lanes)
- - - Future Major Arterial (5 lanes)
- - - Future Minor Arterial
- - - Future Major Collector
- - - Future Minor Collector
- - - Future Local Road





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Disposal of 0.156 acres of Public Real Property (Utah County Parcel #49:601:0080) and Establishing Terms of the Disposal.
ITEM TYPE:	Resolution
FISCAL IMPACT:	To be determined by City Council
APPLICANT:	Samarah Moody

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
GP: Neighborhood Residential Zone: Residential & Open Space	0.156 acres requested for disposal

PUBLIC HEARING

Yes

PREPARED BY

Gina Olsen, City Recorder
Fionnuala Kofoed, Assistant City
Manager

PRESENTED BY

Gina Olsen

RECOMMENDATION:

Staff recommends that the City Council approve one of the two proposed disposal options, with a preference for Option 1 due to its simplicity, minimal utility impact, and limited water demand. However, Option 2 remains a viable alternative if all adjoining property owners agree to participate, and if applicants acknowledge and address the associated water supply requirements.

While staff recommendation is for a partial disposal, it is important to note that the applicant has formally requested disposal of the entire parcel.

BACKGROUND:

Purpose

Consideration of the disposal of designated “significant real property” pursuant to EMMC 3.30.060 and 3.30.070. The disposal would address encroachments and improve the layout of residential lots, with consideration of water usage implications.

An application was submitted by Samarah Moody requesting disposal of Utah County Parcel #49:601:0080. The applicant has executed a written cost acknowledgment per EMMC 3.30.070. All applicable departments have reviewed the request and have no concerns with the disposal of the property. No utilities are located on the property that is being considered for disposal.

Public Notice & Process Compliance

- Written notice was provided to adjoining property owners
- Notice was published a minimum of 14 days prior to public hearing

- Public hearing scheduled per EMMC requirements

Disposal Options

Option 1: Fence Line Realignment (straightening lot lines consistent with the fence line to the west)

Adjust lot boundaries using the existing rear fence line, addressing current encroachments and improving boundary clarity. With this option, staff recommends the following scenario:

- **Lot 68:** increase by ~0.04 acre (≈1,742 sq ft), requiring **+0.12 acre-feet of water**
- **Lot 67:** increase by ~400 sq ft, **no additional water required**
- **Lot 66:** increase by ~184 sq ft, **no additional water required**

This option involves minor modifications and limited water impact.

Option 2: Full Disposal of Parcel 49:601:0079 + Portion of Parcel 49:601:0080

Dispose of the entirety of Parcel #49:601:0079 and part of Parcel #49:601:0080, dividing the land among adjacent property owners along their existing lot lines.

- Impacts 11 lots.
- Each lot would receive between **0.02 to 0.08 acres**.
- **11 lots would require additional water** ranging from **0.13 to 0.26 acre-feet**.
- To maintain consistency with the new rear lot line, this option must be processed **as an all-or-nothing scenario**.
- Sufficient open space remains under parcel **46:614:0095** to allow for an east-west trail corridor.

ITEMS FOR CONSIDERATION:

- **Survey Required:** Final square footage and water requirements to be confirmed through a professional survey.
- **Water Availability:** The City is no longer selling CWP water for residential development. This limitation may impact the potential to dispose of the property in Option 2.
- **Plat Amendment:** Staff recommends that if the Council approves the disposal, an amended final plat be prepared and recorded to reflect new lot sizes with either Option 1 or 2. All associated costs shall be borne by the applicant(s).

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Application

RESOLUTION NO. R- -2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AUTHORIZING THE DISPOSAL OF SIGNIFICANT CITY-OWNED REAL PROPERTY PURSUANT TO EAGLE MOUNTAIN MUNICIPAL CODE CHAPTER 3.30

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah is a public body with the authority to dispose of real property pursuant to the Eagle Mountain Municipal Code; and

WHEREAS, EMMC 3.30.060 provides the process for the disposal of significant real property, including a requirement for public notice, a public hearing, and evaluation by City staff and departments; and

WHEREAS, the City has received an application to dispose of parcels 49:601:0080 to resolve encroachments, align lot boundaries with existing fence lines, and improve lot configurations for adjacent residential properties; and

WHEREAS, City staff has reviewed the application and recommended two disposal options:

- **Option 1:** Dispose of portions of parcel 49:601:0080 to straighten lot lines behind Lots 66, 67, and 68 using the existing fence line.
- **Option 2:** Dispose of all of parcel 49:601:0079 and a portion of 49:601:0080, reallocating land to 16 adjacent lots based on their existing lot lines; and

WHEREAS, all public notice requirements under EMMC 3.30.060 have been met, including mailed notice to adjoining landowners and 14-day publication in accordance with EMMC 3.30.020(B); and

WHEREAS, the City Council held a public hearing on this matter and finds it in the best interest of the City and community to dispose of the Subject Property under the terms described below.

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

1. The City Council hereby authorizes the disposal of portions of parcels 49:601:0080 and 49:601:0079 as presented by City staff, in accordance with Option _____, as determined and approved by Council, as depicted in Exhibit A.
2. A professional survey shall be conducted to determine final square footage and acre-foot water impacts. The applicants shall prepare and record an amended final

plat reflecting the new lot boundaries. All associated costs shall be paid by the applicants.

3. The City shall not guarantee additional water rights to lots affected by the disposal. Applicants are responsible for understanding and complying with current City water policies and any water requirement tier increases resulting from the disposal.
4. The property shall be disposed of through direct sale to the applicants, conditioned on completion of all survey work, payment of required fees, and recording of the amended plat.

This resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of July 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 1st day of July, 2025.

Those voting yes:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those voting no:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those abstaining:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

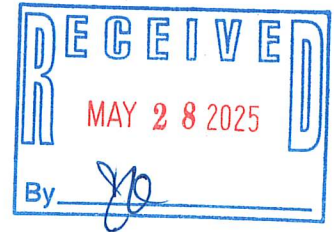
Gina L. Olsen, CMC
City Recorder

Exhibit A



Eagle Mountain City Recorder's Office Land Disposal Application

1650 E Stagecoach Run, Eagle Mountain, UT 84005
801.789.6611 • recorder@eaglemountain.gov



Applicant Information

Applicant Name: Samarah Moody Application Date: 5/21/2025
Phone: 801-618-7509 Email: samarah8486@gmail.com
Address: 2216 Frontier Street, Eagle Mountain UT 84005

Land Information

General Location of the Property: parcel directly south of 2216 Frontier Street
Parcel Number: 49:601:0080 Total Area of the Subject Property: 6795.36 sq ft (.156 acres)

Required Materials

In order to expedite the process of review, the following materials must be finalized and submitted in their entirety. Any items that fail to be included with this application could delay the process of review.

- ☒ **Written Request.** A written request explaining where the property is located and the reasons for the disposal.
- ☒ **Scaled Site Plan.** A scaled site plan showing the following:
 - Property to be disposed of ✓
 - Surrounding lots, landscaping, etc. ✓
 - Existing conditions of proposed property and surrounding land ✓
 - Dimensions and distances ✓
 - Any public utility easements or other easements
- ☒ **Pictures.** Pictures of the proposed land to be disposed of.
- ☐ **Water Rights.** Water right documentation showing availability of water rights sufficient to serve the proposed disposal of land. If the City Engineer finds that no additional water rights are required, provide a letter from him/her stating that fact.
- ☒ **Proposed Site Plan.** Site plan showing future plans for the disposed land. (e.g., landscaping, fencing, buildings, grading, runoff, etc.).
- ☒ **Acknowledgement.** A written acknowledgement that the applicant has read Eagle Mountain Municipal Code Chapter 3.30 Disposal of City Real Property, and that the applicant is aware that if the City Council approves the disposal application, the applicant will assume full responsibility for future processing, including all fees.
- ☐ **Fee.** Non-refundable processing fee of \$150.

Applicant Certification

I certify under penalty of perjury that this application and all information submitted as a part of this application are true, complete and accurate to the best of my knowledge. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Eagle Mountain City may rescind any approval, or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the Eagle Mountain Municipal Code and that items and checklists contained in this application are basic and minimum requirements only, and that other requirements may be imposed that are unique to individual projects or uses.

Signed: [Signature] Date: 5/21/2025

Samarah Moody

2216 Frontier Street Eagle Mountain, UT 84005

samarah8486@gmail.com

801-618-7509

5/21/2025

Subject: Request to Purchase City-Owned Property

To Whom It May Concern,

I am writing to formally express my interest in purchasing parcel 49:601:0080 (see map attachment).

I inquired about purchasing this property approximately ten years ago, but due to the amount of time that had transpired since it was deeded to the city by the previous owner, I was asked to wait.

Since we moved here in 2015, this particular parcel, as well as the adjacent parcels owned by the city, have not been maintained and have been neglected. The area has become a fire hazard, used as a dumping area for yard waste and other trash, and simply looks unsightly.

It would appear that at one point in time the plan was to use this as a larger connecting corridor extending to the east. Recently, that area was closed off and has been platted for homes making this connecting corridor no longer possible. As it is currently platted out, I am having a hard time understanding what the current purpose of this parcel is and how necessary it is to the city.

I have read the Eagle Mountain Municipal Code Chapter 3.30 Disposal of City Real Property and am aware that if the City Council approves the disposal application, I will assume full responsibility for future processing, including all fees.

Thank you for considering my request. I look forward to the opportunity to work collaboratively with the city to make productive use of the property.

Sincerely,

Samarah Moody

PIONEER ADDITION PHASE II

NO.	DESCRIPTION	DATE	BY	CHECKED
1	REVISION			
2	REVISION			
3	REVISION			
4	REVISION			
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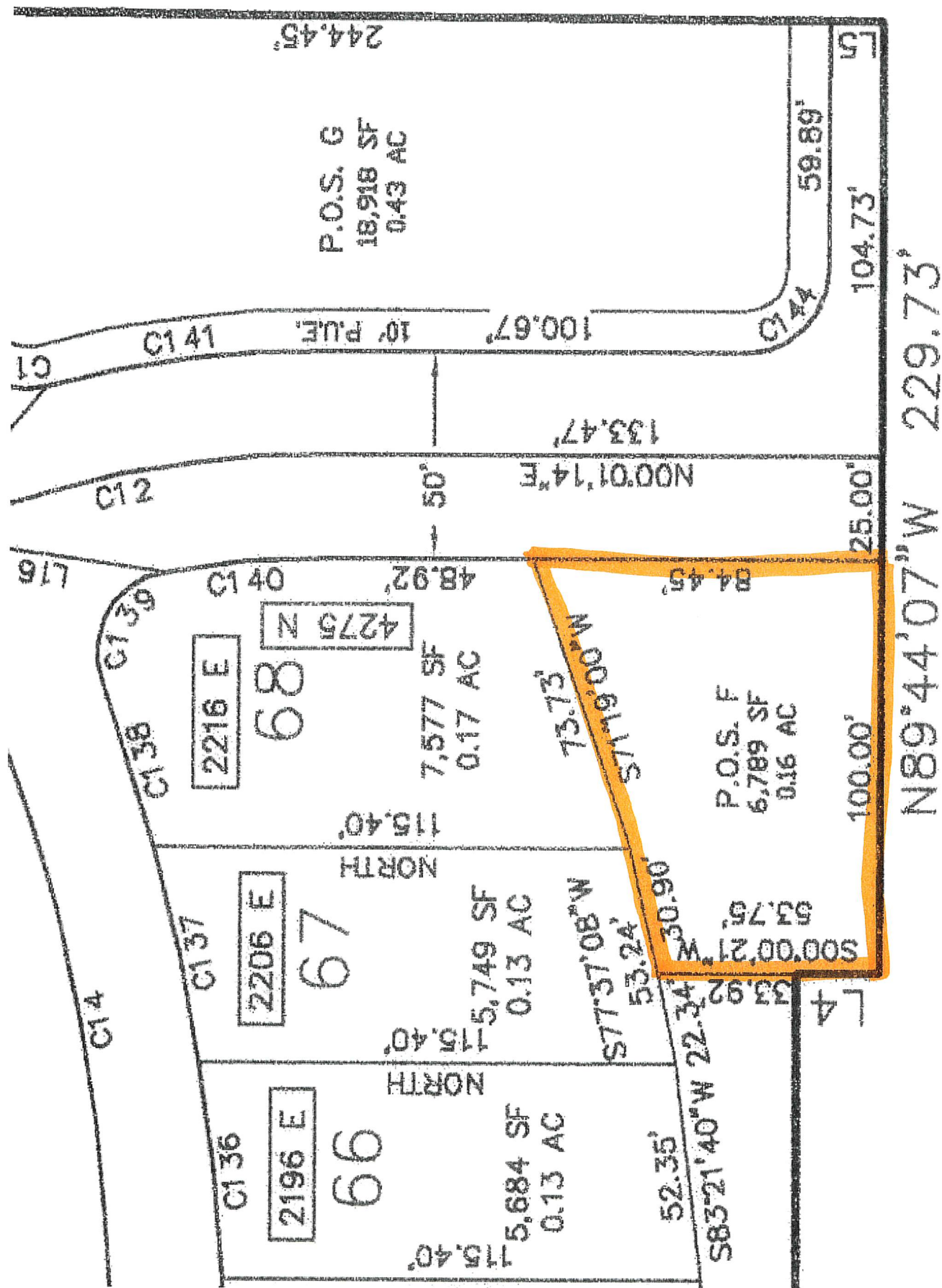
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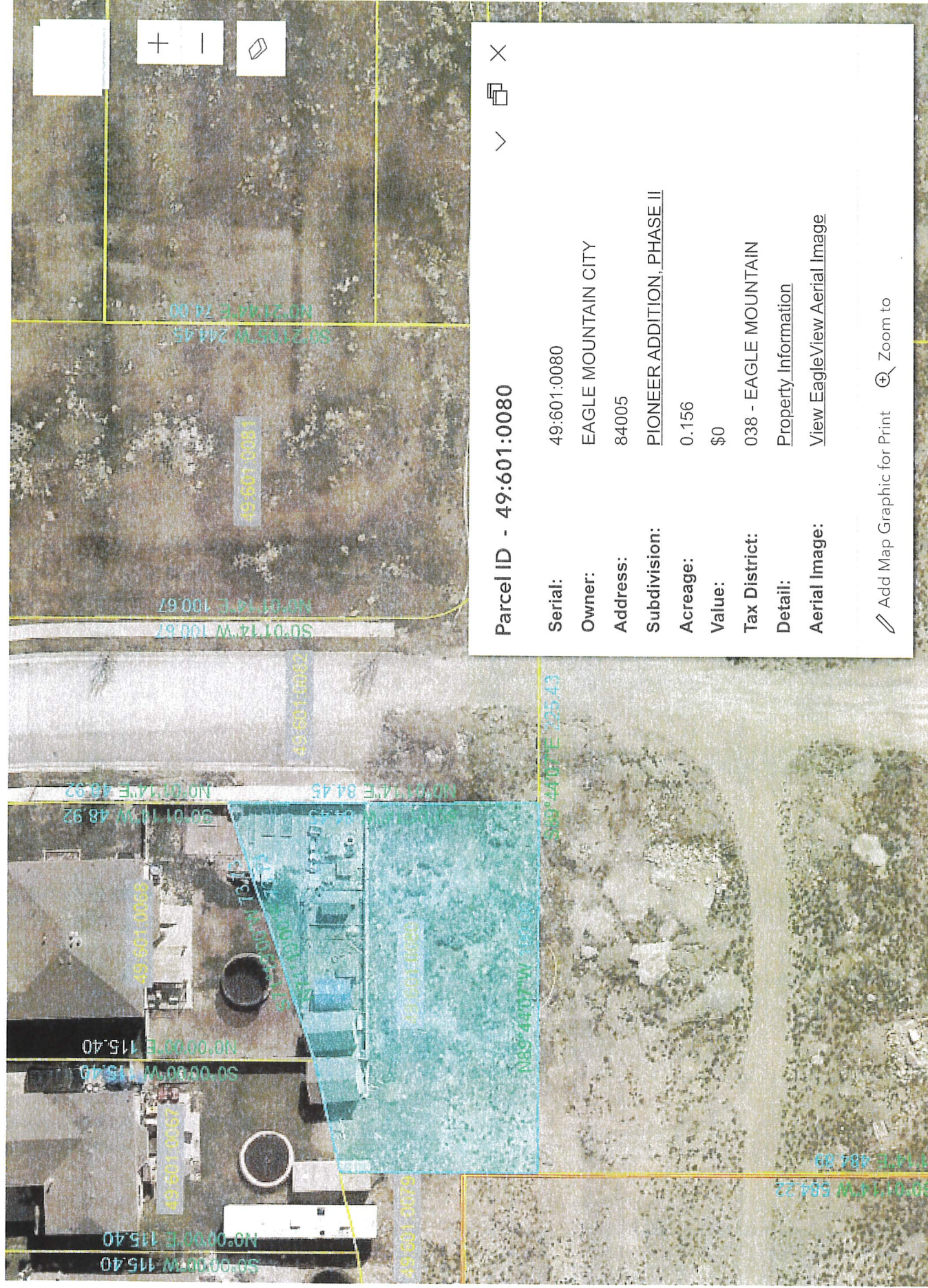
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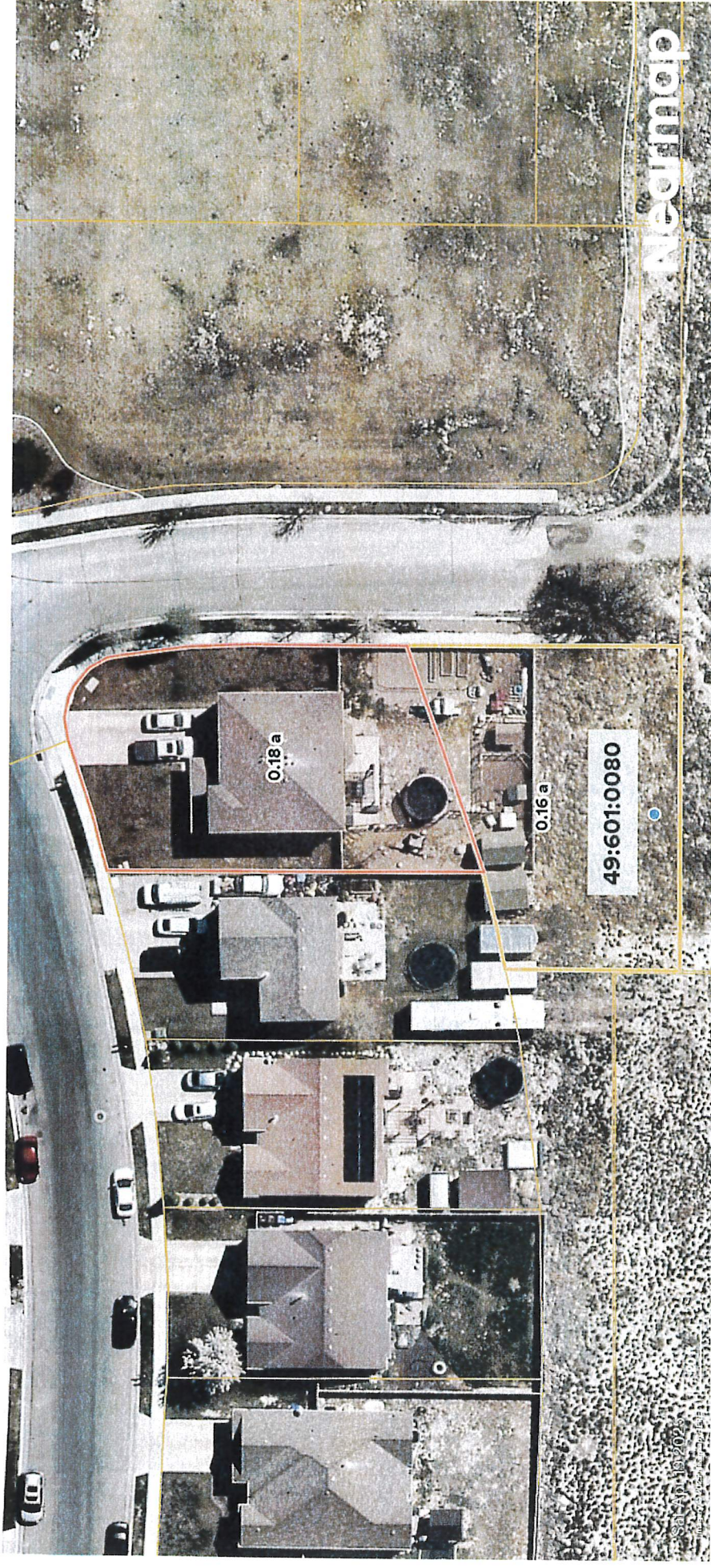
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P.O.B.

P.O.B.







Proposed Site Plan - clean up area to make it more presentable and less unsightly, remove weeds and trash, maintain space - possibly put up temporary boat storage



S Moody <samarah8486@gmail.com>

Parcel 49:601:0080

2 messages

S Moody <samarah8486@gmail.com>

Thu, May 22, 2025 at 2:47 PM

To: [REDACTED]

Hi Mark and Rosie,

I will be submitting an application to Eagle Mountain City to request to purchase Parcel 49:601:0080. Because this parcel sits adjacent to your property at 2206 Frontier Street, I would like to ask if you have any interest at this time in purchasing the portion of the parcel that sits directly behind your property.

Please let me know when you can.

Thank you!

-Samarah Moody

[REDACTED]
To: S Moody <samarah8486@gmail.com>

Thu, May 22, 2025 at 7:35 PM

Hi Samarah,

Thank you for reaching out and for including us in your plans regarding Parcel 49:601:0080.

After some consideration, we've decided that we are not interested in purchasing the portion of the parcel located directly behind our property at this time.

We appreciate you checking in with us and wish you the best with your application to the city.

Best regards,

Mark and Rosemary Curtis

[Quoted text hidden]

















**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Disposal of up to 20.35 acres of Public Real Property known as the Bypass Road.
ITEM TYPE:	Resolution
FISCAL IMPACT:	Anticipated to be net neutral
APPLICANT:	SITLA / Ivory / Staff initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Varies	20.35 acres

PUBLIC HEARING

Yes

PREPARED BY

Marcus Draper, City Attorney

PRESENTED BY

Marcus Draper

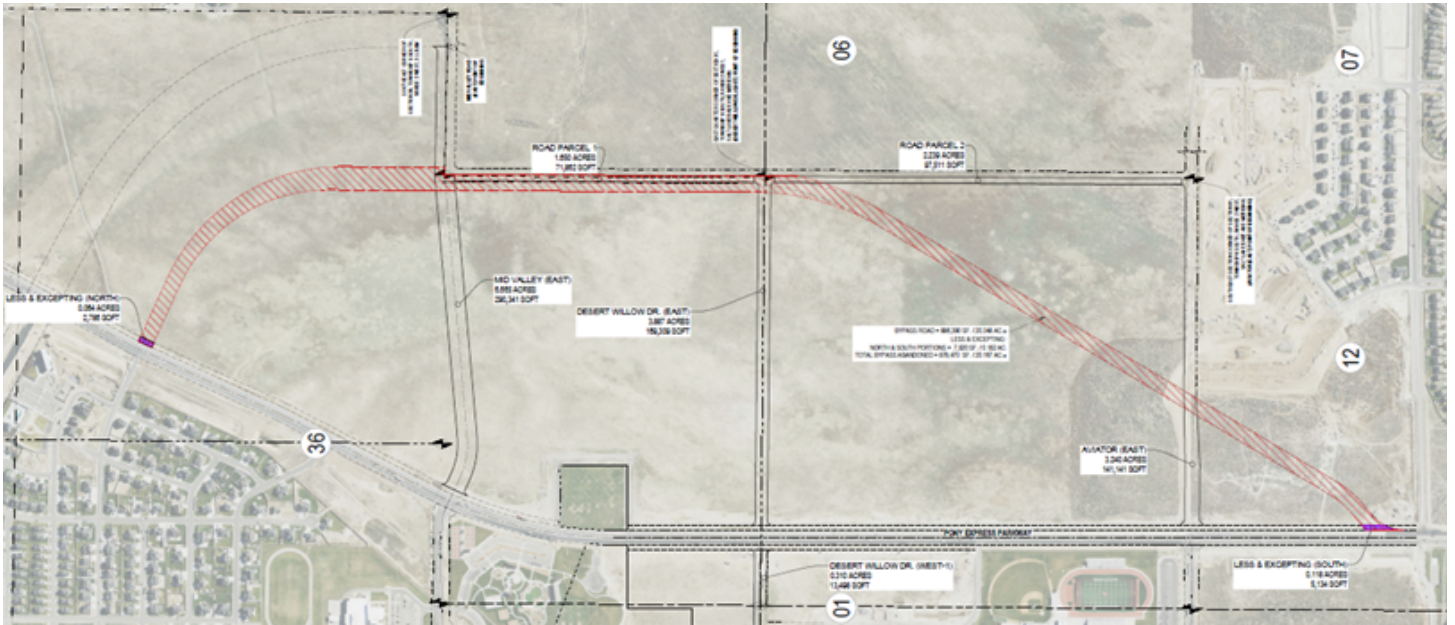
RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Approving the Disposal of up to 20.35 acres of Public Real Property known as the Bypass Road.

BACKGROUND:

The School and Institutional Trust Lands Administration (SITLA) previously conveyed to the City approximately 20.35 acres of undeveloped land for the construction of a public road ("Bypass Road Property") as part of an obligation in the original Overland Master Development Agreement. The surrounding area has developed in such a way that the Bypass Road Property is no longer desirable for use as a public road. SITLA and Ivory Homes would like to swap other land in exchange for the Bypass Road Property.

This is contemplated in the Overland ARMDA. The parties are in the process of negotiating an agreement to swap the Bypass Road Property for credit towards the purchase of land for right-of-way within the Overland development. The approval of the land disposal would be contingent upon the approval and execution of the agreement. The agreement is still in process.



ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution

RESOLUTION NO. R- -2025

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING THE DISPOSAL OF UP TO 20.35 ACRES OF
PUBLIC REAL PROPERTY KNOWN AS THE BYPASS ROAD**

PREAMBLE

WHEREAS, the School and Institutional Trust Lands Administration (SITLA) previously conveyed approximately 20.35 acres of undeveloped land (“Bypass Road Property”) to Eagle Mountain City for the construction of a public road, pursuant to obligations outlined in the original Overland Master Development Agreement (MDA); and

WHEREAS, due to changes in surrounding development and transportation planning, the Bypass Road Property is no longer needed or desirable for use as a public road; and

WHEREAS, SITLA and Ivory Homes have expressed interest in exchanging the Bypass Road Property for credit toward the purchase of alternative right-of-way within the Overland development area; and

WHEREAS, the proposed land exchange is contemplated in the Overland Amended and Restated Master Development Agreement (ARMDA), which anticipates flexibility in the configuration and acquisition of required right-of-way; and

WHEREAS, the disposal of the Bypass Road Property by the City would be contingent upon the approval and execution of a formal agreement outlining the terms of the land exchange; and

WHEREAS, Eagle Mountain City desires to ensure responsible land use planning, support ongoing development efforts, and preserve public infrastructure needs through strategic property transactions.

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

1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the disposal of up to 20.35 acres of Public Real Property, as set forth in Exhibit A.

2. The City Council finds that it is in the public interest to approve the disposal of up to 20.35 acres of Public Real Property known as Bypass Road in exchange for credits to be used for other rights-of-way.

3. This Resolution shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of July, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 1st day of July, 2025.

Those voting yes:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those voting no:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

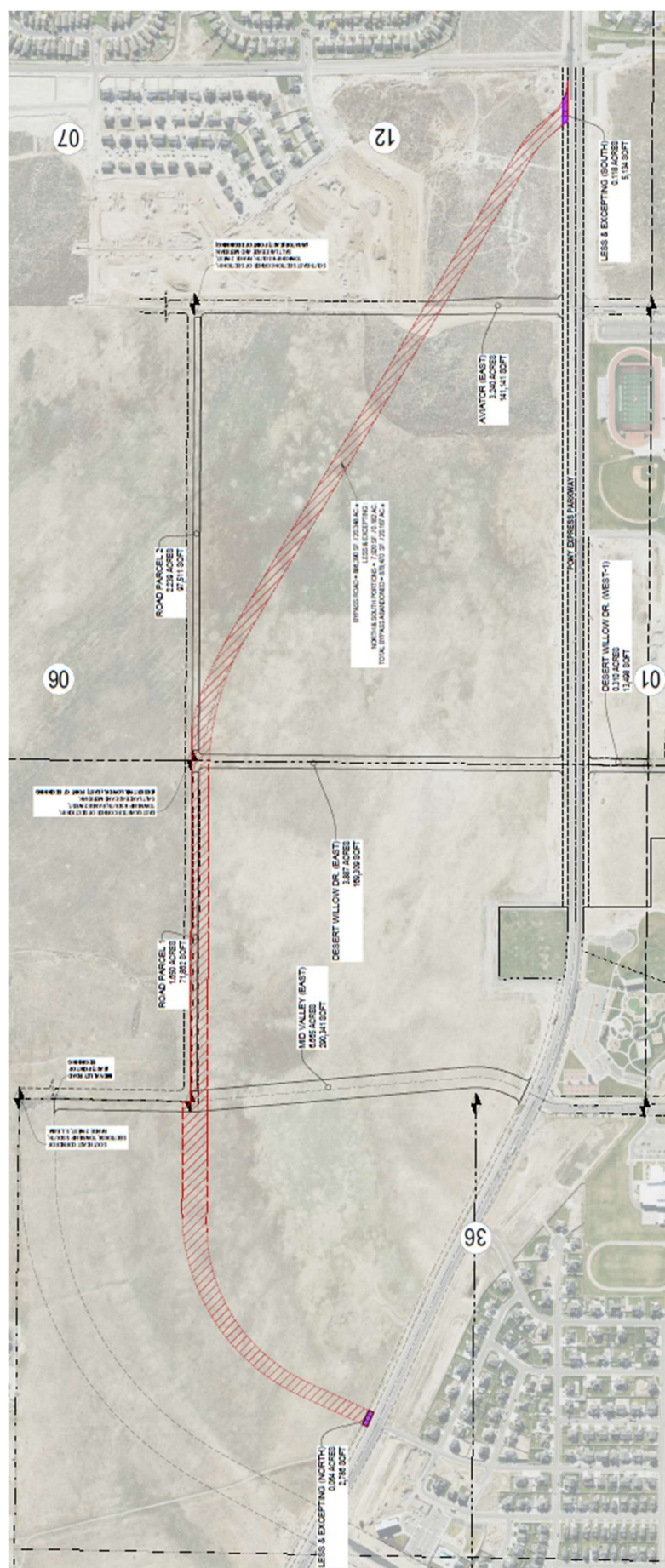
Those abstaining:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Jared Gray
- ☐ Rich Wood
- ☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A

(Map)





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING

Yes

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the City Council approve the proposed amendments as recommended by the Planning Commission.

BACKGROUND:

Fences are typical around athletic facilities. Many times, signage is also located on these fences to advertise businesses that may sponsor or donate to a particular sports league or maintenance of the facility. These fields may be public and most are owned and maintained by the City or the school district. EMMC does not currently regulate this type of sign. The proposed amendment defines this type of sign, classifies this type of sign as exempt from fees and provides a few simple standards for their use.

ITEMS FOR CONSIDERATION:

The Planning Commission recommends the text of the amendment includes that "*signs may face inward or outward and may be located on the fence, scoreboard, and bleachers*". Staff's original presentation to the Planning Commission did not include signs facing outward or located on the bleachers. Existing signs are located on the high school bleachers.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommended the City Council approve the proposed sign amendment with the addition that: 1) Signs may also face outward from the facility, and 2) Signs be permitted on bleacher structures.

ATTACHMENTS:

1. Ordinance
2. Redlines

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE
CHAPTER 17.80 SIGN REGULATIONS AND SIGN PERMITS

PREAMBLE

WHEREAS, athletic facilities commonly include fencing for safety and delineation, and signage is often displayed on these fences to recognize businesses and organizations that sponsor youth sports leagues or contribute to facility upkeep; and

WHEREAS, such athletic fields are typically owned and maintained by Eagle Mountain City or local school districts, serving as valuable public recreational assets; and

WHEREAS, the current sign regulations in Eagle Mountain Municipal Code (EMMC), Section 17.80, do not explicitly define or address signage placed on athletic field fencing for sponsorship or donor recognition; and

WHEREAS, the City Council finds it in the public interest to amend Section 17.80 of the EMMC to define this type of signage, provide basic standards for display, and exempt it from permitting fees;

BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Sign Regulations and Sign Permits, Section 17.80, as described in Exhibit A.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of July, 2025.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Gina L. Olsen
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 1st day of July, 2025.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen
City Recorder

Posted on _____ by _____.

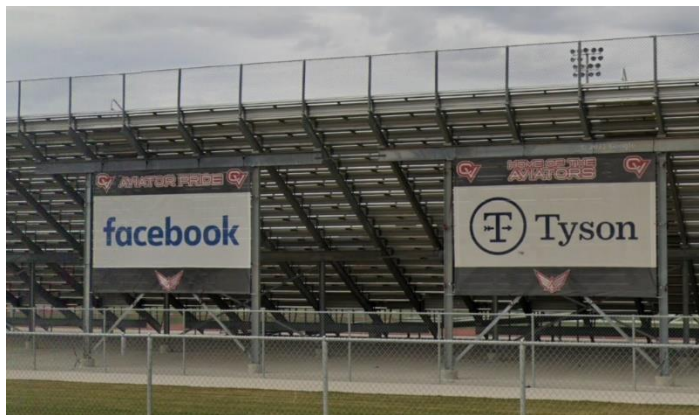
Exhibit A

17.80.160 Definitions

“Athletic Facility sign” means a sign attached to a fence surrounding and immediately adjacent to an athletic facility and facing the interior exterior of an athletic facility or a sign included as part of a scoreboard that is an integral part of an athletic facility or a sign attached to the bleachers surrounding the facility. For purposes of this Chapter, an athletic facility is defined as a regulation size soccer, football, baseball, or softball field.

17.80.120 Exempt Signs

R. Athletic Facility Signs. All signs must be attached to the fence, bleachers, or scoreboard, and shall not extend higher than the top of the fence, scoreboard, or bleachers, and shall not be located in any clear vision triangle. These signs may provide off-premise advertising. Athletic facility signs are permitted in all zones.





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	RV Parking Code Amendment
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING

Yes

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the City Council approve the proposed amendment, as presented by Staff and without the Planning Commission recommendation, regarding RV parking standards on Residential or Agriculture zone properties.

BACKGROUND:

Code enforcement has been working with property owners that are using their property to park and store recreational vehicles owned by separate individuals. This becomes a *de facto* commercial business. Visually, this can affect a neighborhood depending on the intensity, number, and type of RV. The proposed amendment prohibits the parking of RVs on residential or agricultural property that do not belong to or are not titled to the landowner or resident. The Planning Commission has added a recommendation beyond Staff's proposal which will permit up to two RVs not owned by the resident or property owner to be stored on-site.

Two documents are attached. The first being the Staff proposal and the second being the same but with the additional recommendation of the Planning Commission. EMMC 10.10.100 is the section regarding this amendment.

ITEMS FOR CONSIDERATION:

If considered a home occupation, EMMC 17.65.060 requires all activities related to the home occupation to be carried out in the home or in an accessory structure. *"All home business activity, except passive storage, shall be carried out within the home or an accessory building and shall not be observable by the general public or from the street in front of the residence, unless specifically approved in the home business license for such activities as outdoor play time for preschools or day care centers. Garage doors shall remain closed while business activity is conducted therein."* This then requires an exception for such home occupation unless parking/storage is provided in an accessory structure.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommends the City Council approve the changes to RV parking on Residential or Agriculture zone properties as proposed with the following change: 1) Permit parking of up to two RVs not owned by the property owner or resident of the lot or parcel.

ATTACHMENTS:

1. Ordinance
2. Staff Redlines
3. Redlines recc by PC

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE CHAPTER 10.10 PARKING

PREAMBLE

WHEREAS, Eagle Mountain City Code Enforcement has observed an increasing number of properties being used to store recreational vehicles (RVs) that are not owned by the property owner or resident, effectively creating a de facto commercial storage use in residential and agricultural zones; and

WHEREAS, such use of residential and agricultural property for off-site RV storage may negatively impact neighborhood aesthetics and character, particularly depending on the number, size, and visibility of the vehicles stored;

WHEREAS, the proposed amendment to EMMC 10.10.100 seeks to prohibit the storage of RVs on residential or agricultural property that are not titled to or owned by the resident or property owner, with the intent of preserving neighborhood character and preventing informal commercial activity in residential zones;

BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Chapter 10.10 Parking, as described in Exhibit A.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of July, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 1st day of July, 2025.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Posted on _____ by _____.

Exhibit A

10.10.090 Definitions.

F. “Recreational vehicle” means a vehicular unit other than a mobile home, primarily designed as a temporary dwelling for travel, recreational, or vacation use that is either self-propelled or pulled by another vehicle. “Recreational vehicle” includes:

1. A travel trailer;

2. A camping trailer;

3. Truck camper;

~~34.~~ A motor-home; ~~and~~

~~45.~~ A fifth-wheel trailer; ~~and.~~

6. A boat, OHV, or similar self-propelled vehicle used primarily for recreation.

[Ord. [O-29-2024](#) § 2 (Exh. A); Ord. [O-09-2023](#) § 2 (Exh. A); Ord. [O-18-2021](#) § 2 (Exh. A); Ord. [O-06-2016](#) § 2 (Exh. A); Ord. [O-11-2007](#) § 1. Formerly 10.10.080].

10.10.100 Parking prohibited on public streets – Exceptions.

A. It is unlawful to park any:

1. Agricultural vehicle, recreational vehicle, or occupied or empty trailer on any public street within a residential zone of the ~~e~~City for a period of time longer than 24 hours;

2. Commercial vehicle on any public street within a residential zone of the ~~e~~City for a period of time longer than one hour, except when actually loading or unloading. In no event shall a commercial vehicle be parked on any public street for longer than eight hours within any 24-hour period;

3. Agricultural vehicle, recreational vehicle, ~~or~~ occupied or empty trailer, or motor vehicle as defined in Utah Code Annotated Section 41-6a-102, as amended, within the front yard area (excluding a paved or gravel driveway) of any residential zone of the ~~e~~City;

4. Recreational vehicle not titled or registered to the owner or resident of a residential or agricultural zoned lot or parcel where the RV is parked.

~~45~~. Agricultural vehicle, recreational vehicle, or occupied or empty trailer on a driveway within two feet of a sidewalk (or street if sidewalk is not present);

~~56~~. Commercial vehicle on any lot or parcel within any residential zone of the ~~e~~City; or

~~67~~. Food truck or food cart on a lot or parcel within any residential zone, unless parked on a driveway at least two feet from a sidewalk, or, if there is no sidewalk, at least two feet from the roadway.

B. Exceptions. This section shall not restrict the temporary parking or stopping of a ~~e~~City vehicle or of a vehicle owned and/or operated by a public utility for the purpose of conducting repairs or related work. This section shall not restrict the temporary parking of vehicles actively used to deliver building supplies and materials to property in any residential zone, nor shall it prohibit the temporary parking of vehicles used while performing work upon property in residential zones.

[Ord. [O-29-2024](#) § 2 (Exh. A); Ord. [O-09-2023](#) § 2 (Exh. A); Ord. [O-18-2021](#) § 2 (Exh. A); Ord. [O-06-2016](#) § 2 (Exh. A); Ord. [O-11-2007](#) § 2. Formerly 10.10.090].

10.10.090 Definitions.

F. “Recreational vehicle” means a vehicular unit other than a mobile home, primarily designed as a temporary dwelling for travel, recreational, or vacation use that is either self-propelled or pulled by another vehicle. “Recreational vehicle” includes:

1. A travel trailer;

2. A camping trailer;

3. Truck camper;

~~34.~~ A motor-home; ~~and~~

~~45.~~ A fifth-wheel trailer; ~~and-~~

6. A boat, OHV, or similar self-propelled vehicle used primarily for recreation.

[Ord. [O-29-2024](#) § 2 (Exh. A); Ord. [O-09-2023](#) § 2 (Exh. A); Ord. [O-18-2021](#) § 2 (Exh. A); Ord. [O-06-2016](#) § 2 (Exh. A); Ord. [O-11-2007](#) § 1. Formerly 10.10.080].

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A. It is unlawful to park any:

1. Agricultural vehicle, recreational vehicle, or occupied or empty trailer on any public street within a residential zone of the ~~e~~City for a period of time longer than 24 hours;

2. Commercial vehicle on any public street within a residential zone of the ~~e~~City for a period of time longer than one hour, except when actually loading or unloading. In no event shall a commercial vehicle be parked on any public street for longer than eight hours within any 24-hour period;

3. Agricultural vehicle, recreational vehicle, ~~or~~ occupied or empty trailer, or motor vehicle as defined in Utah Code Annotated Section 41-6a-102, as amended, within the front yard area (excluding a paved or gravel driveway) of any residential zone of the ~~e~~City;

4. Recreational vehicle in excess of two (2) not titled or registered to the owner or resident of a residential or agricultural zoned lot or parcel where the RV is parked.

45. Agricultural vehicle, recreational vehicle, or occupied or empty trailer on a driveway within two feet of a sidewalk (or street if sidewalk is not present);

56. Commercial vehicle on any lot or parcel within any residential zone of the eCity; or

67. Food truck or food cart on a lot or parcel within any residential zone, unless parked on a driveway at least two feet from a sidewalk, or, if there is no sidewalk, at least two feet from the roadway.

B. Exceptions. This section shall not restrict the temporary parking or stopping of a eCity vehicle or of a vehicle owned and/or operated by a public utility for the purpose of conducting repairs or related work. This section shall not restrict the temporary parking of vehicles actively used to deliver building supplies and materials to property in any residential zone, nor shall it prohibit the temporary parking of vehicles used while performing work upon property in residential zones.

[Ord. [O-29-2024](#) § 2 (Exh. A); Ord. [O-09-2023](#) § 2 (Exh. A); Ord. [O-18-2021](#) § 2 (Exh. A); Ord. [O-06-2016](#) § 2 (Exh. A); Ord. [O-11-2007](#) § 2. Formerly 10.10.090].



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
JULY 1, 2025**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah approving a Franchise Agreement with Zayo Group, LLC
ITEM TYPE:	Ordinance
FISCAL IMPACT:	N/A
APPLICANT:	Zayo Group LLC

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

PUBLIC HEARING

No

PREPARED BY

Marcus Draper, City Attorney

PRESENTED BY

Marcus Draper

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah approving a Franchise Agreement with Zayo Group, LLC.

BACKGROUND:

Zayo Group LLC is a telecom company looking to install its equipment in the public right-of-way. Staff has negotiated a franchise agreement with Zayo to present to the City Council for approval. The proposed franchise agreement matches the template, except with 3 small changes as follows:

1. Zayo is seeking a 10 year agreement with a five year optional renewal, as opposed to a 5 year agreement with a 5 year optional renewal.
2. Zayo is seeking 60 days notice if it needs to move its equipment pursuant to Article VI of the agreement, instead of 30 days.
3. Zayo is requesting that we insert a clause that limits the liability of either party for incidental, special, punitive, or consequential damages.

Staff believes that these requests are reasonable and support the changes.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Ordinance
2. Agreement

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, APPROVING THE ENYO DEVELOPMENT AGREEMENT

PREAMBLE

WHEREAS, Zayo Group, LLC is a telecommunications company seeking to install and operate its equipment within the public rights-of-way in Eagle Mountain City; and

WHEREAS, the City has authority under state law to grant non-exclusive franchises for the use of its public rights-of-way for telecommunications and related services; and

WHEREAS, Eagle Mountain City staff has negotiated the terms of a Franchise Agreement with Zayo Group, LLC to establish the conditions under which Zayo may install, operate, and maintain its infrastructure; and

WHEREAS, the proposed Franchise Agreement outlines Zayo's responsibilities, including compliance with applicable laws, restoration of disturbed property, and payment of applicable fees; and

WHEREAS, the City Council finds that entering into the Franchise Agreement with Zayo Group, LLC, as set forth in Exhibit A, is in the best interest of the City and its residents by supporting infrastructure expansion and telecom connectivity;

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

1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the Zayo Group, LLC Franchise Agreement, as set forth in Exhibit A. The agreement is approved by this Ordinance.

2. This Ordinance shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of July, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 1st day of July, 2025.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Posted on _____ by _____.

Exhibit A

**FRANCHISE AGREEMENT
BETWEEN EAGLE MOUNTAIN CITY AND ZAYO GROUP LLC**

THIS FRANCHISE AGREEMENT (hereinafter "Agreement") is entered into by and between Eagle Mountain City, Utah (hereinafter "CITY"), a municipal corporation and political subdivision of the State of Utah with principal offices at 1650 E. Stagecoach Run, Eagle Mountain, Utah, 84005, and Zayo Group, LLC, a Delaware limited liability company (hereinafter "PROVIDER") with its principal offices at 1401 Wynkoop Street, Suite 500, Denver, CO 80202.

WITNESSETH:

WHEREAS, PROVIDER desires to provide voice, data or video transmission services within CITY and in connection therewith to establish a telecommunications network in, under, along, over and across present and future rights-of-way of CITY; and

WHEREAS, CITY has enacted Chapter 13.10 of the Eagle Mountain City Municipal Code titled "Telecommunications and Cable System/Video Provider Franchises" (the "Telecommunications Ordinance") which governs the application and review process for telecommunication franchises in CITY; and

WHEREAS, CITY believes that it is in the best interest of the public to provide PROVIDER a nonexclusive franchise to operate a telecommunications network in CITY.

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the parties contained herein, and for other good and valuable consideration, CITY and PROVIDER agree as follows:

**ARTICLE I
FRANCHISE AGREEMENT AND ORDINANCE**

1.1 Agreement. Upon execution by the parties, this Agreement shall be deemed to constitute a contract by and between CITY and PROVIDER.

1.2 Ordinance. CITY has adopted the Telecommunications Ordinance which is incorporated herein by reference. PROVIDER acknowledges that it has had an opportunity to read and become familiar with the Telecommunications Ordinance. The parties agree that the provisions and requirements of the Telecommunications Ordinance are material terms of this Agreement, and that each party hereby agrees to be contractually bound to comply with the terms of the Telecommunications Ordinance, as amended. The definitions in the Telecommunications Ordinance shall apply herein unless a different meaning is indicated. Nothing in this Section shall be deemed to require PROVIDER to comply with any provision of the Telecommunications Ordinance which is determined to be unlawful or beyond CITY's authority.

1.3 Ordinance Amendments. CITY reserves the right to amend the Telecommunications Ordinance at any time. CITY shall give PROVIDER notice and an opportunity to be heard concerning any proposed amendment. If there is any inconsistency between PROVIDER's rights and obligations under the Telecommunications Ordinance as

amended and this Agreement, the provisions of this Agreement shall govern during its term, provided however that the PROVIDER agrees that it is subject to the lawful exercise of the police power of the CITY. Otherwise, PROVIDER agrees to comply with any such amendments.

1.4 Franchise Description. This Agreement shall confer upon PROVIDER the nonexclusive right, privilege, and franchise to construct and maintain a telecommunications network in, under, above and across the present and future public rights-of-way in CITY. The franchise does not grant to PROVIDER the right, privilege or authority to engage in community antenna (or cable) television business; although, nothing contained herein shall preclude PROVIDER from: (1) permitting those with a cable franchise who are lawfully engaged in such business to utilize PROVIDER's System within CITY for such purposes; or (2) from providing such service in the future if an appropriate franchise is obtained and all other legal requirements have been satisfied.

1.5 Licenses. PROVIDER acknowledges that it has obtained the necessary approvals, licenses or permits required by federal and state law to provide telecommunication services consistent with the provisions of this Agreement and with the Telecommunications Ordinance.

1.6 Business License. PROVIDER acknowledges that PROVIDER must obtain and keep a business license from the City to operate any business within the City.

1.7 Relationship. Nothing herein shall be deemed to create a joint venture or principal-agent relationship between the parties and neither party is authorized to, nor shall either party act toward third persons or the public in any manner that would indicate any such relationship with each other.

ARTICLE II FRANCHISE FEE

2.1 Franchise Fee. For the Franchise granted herein, and as fair and reasonable compensation to the CITY for the use of the Rights-of-Way, PROVIDER shall pay the Municipal Telecommunication License Tax authorized by Municipal Telecommunications License Tax Act (Utah Code Ann. §§10-1-401 to 10-1-410, as amended) and the Telecommunications Ordinance. The telecommunications tax shall be calculated in the manner provided in such law (or its replacement) and shall be paid by PROVIDER to the Utah State Tax Commission, and sent as follows:

Utah State Tax Commission
210 North 1950 West
Salt Lake City, Utah 84134

or any successor address designated by the Utah State Tax Commission. Payments shall be made at the times and in the manner prescribed by the Municipal Telecommunications License Tax Act and the Telecommunications Ordinance.

2.2 Additional Infrastructure or Services. CITY reserves any and all rights it may have now or in the future to legally impose taxes, charges and fees, and to regulate or otherwise condition the use of technology and related activities and services to be provided pursuant to this Agreement that are not taxed or regulated through the Municipal Telecommunications License Tax Act. PROVIDER shall be subject to any future taxes, fees or charges that CITY lawfully imposes on infrastructure or services in the future that are not taxed or regulated through the Municipal Telecommunications License Tax Act, unless the CITY is preempted from imposing such taxes, fees or regulations by state or federal laws.

2.3 Equal Treatment. In accordance with Utah Code Ann. §10-1-406(3)(b), the CITY tax or fees imposed under the Municipal Telecommunications License Tax Act shall be imposed on competitively neutral basis. To foster an environment where service providers using the public rights-of-way can compete on a competitively neutral and nondiscriminatory basis; encourage the provision of new and advanced services to the residents; promote local communications infrastructure investments and economic opportunities in the CITY; and provide flexibility in the event of subsequent changes in the law, CITY may require modifications to this Agreement that are required to maintain competitive neutrality of providers of similar services within the CITY.

ARTICLE III TERM AND RENEWAL

3.1 Term and Renewal. The franchise granted to PROVIDER shall be for a period of ten (10) years commencing on the first day of the month following this Agreement, unless this Franchise be sooner terminated as herein provided. At the end of the initial ten (10) year term of this Agreement, the franchise granted herein may be renewed by PROVIDER upon the same terms and conditions as contained in this Agreement for an additional five (5) year term, by providing to CITY's representative designated herein written notice of PROVIDER's intent to renew not less than ninety (90) calendar days before the expiration of the initial franchise term.

3.2 Rights of PROVIDER Upon Expiration or Revocation. Upon expiration of the franchise granted herein, whether by lapse or time, by agreement between PROVIDER and CITY, or by revocation or forfeiture, PROVIDER shall have the right to remove from the Rights-of-Way any and all of its system, but in such event, it shall be the duty of PROVIDER, immediately upon such removal, to restore the Rights-of-Way from which such System is removed to as good condition as the same was before the removal was effected. In the alternative, PROVIDER may, upon CITY's approval, abandon some or all of PROVIDER's system in place.

ARTICLE IV PUBLIC USE RIGHTS

4.1 City Uses of Poles and Overhead Structures. CITY shall have the right, without cost, to use all poles owned by PROVIDER within CITY for fire alarms, police signal systems, or any lawful public use; provided, however, any said uses by CITY shall be for activities owned, operated or used by CITY for any public purposes and shall not include the provision of telecommunications service to third parties or otherwise in a manner which would commercially compete with PROVIDER's operations or services; and provided that such CITY use does not unreasonably interfere with PROVIDER's operations or services.

4.2 Limitations on Use Rights. Nothing in this Agreement shall be construed to require PROVIDER to increase pole capacity, alter the manner in which PROVIDER attached equipment to the poles, or alter the manner in which PROVIDER operates and maintains its equipment. Such CITY attachments shall be installed and maintained in accordance with the reasonable requirements of PROVIDER and the current National Electrical Safety Code. CITY attachments shall be attached or installed only after written approval by PROVIDER, which approval will be processed in a timely manner and will not be unreasonably withheld.

4.3 Maintenance of CITY Facilities. CITY's use rights shall also be subject to the parties reaching an agreement regarding CITY's maintenance of CITY attachments.

ARTICLE V POLICE POWERS

CITY expressly reserves, and PROVIDER expressly recognizes, CITY's right and duty to adopt, from time to time, in addition to provisions herein contained, such ordinances and rules and regulations as CITY may deem necessary in the exercise of its police power for the protection of the health, safety and welfare of its citizens and their properties.

ARTICLE VI RELOCATION OF TELECOMMUNICATIONS NETWORK

Whenever CITY, for any lawful public purpose, shall require the relocation or reinstallation of any property of PROVIDER or its successors in any of the streets, alleys, rights-of-way, or public property of CITY, it shall be the obligation of PROVIDER, upon notice of such requirement and written demand made of PROVIDER, and within a reasonable time thereof, but not less than sixty (60) calendar days, to remove and relocate or reinstall such facilities as may be reasonably necessary to meet the requirements of CITY. Such relocation, removal, or reinstallation by PROVIDER shall be at no cost to CITY; provided, however, that PROVIDER and its successors and assigns may maintain and operate such facilities, with the necessary appurtenances, in the new location or locations without additional payment, if the new location is a public place. Any money and all rights to reimbursement from the State of Utah or the federal government to which PROVIDER may be entitled for work done by PROVIDER pursuant to this paragraph shall be the property of PROVIDER. CITY shall assign or otherwise transfer to PROVIDER all rights CITY may have to recover costs for such work performed by PROVIDER and shall reasonably cooperate with PROVIDER's efforts to obtain reimbursement. In the event CITY has required PROVIDER to relocate its facilities to accommodate a private third party, CITY shall use good faith to require such third party to pay the costs of relocation. Notwithstanding anything to the contrary herein, PROVIDER's use of the rights-of-way shall in all matters be subordinate to CITY's use of the rights-of-way for any public purpose. CITY and PROVIDER shall coordinate the placement of their respective facilities and improvements in a manner which minimizes adverse impact on each other. Where placement is not otherwise regulated, the facilities shall be placed with adequate clearance from any existing or contemplated public facility, building, or capital improvement project, including without limitation streets, alleys, sidewalks, sewer, water drainage, right-of-way improvements, poles, lines, wires, conduits, and any project planned or undertaken by CITY or any governmental entity for construction, reconstruction, maintenance, or repair of public facilities or improvements, or any other purpose of a public nature so as not to impact or be impacted by such public improvements.

ARTICLE VII CHANGING CONDITIONS AND SEVERABILITY

7.1 Meet to Confer. PROVIDER and CITY recognize that many aspects of the telecommunication business are currently the subject of discussion, examination and inquiry by different segments of the industry and affected regulatory authorities and that these activities may ultimately result in fundamental changes in the way PROVIDER conducts its business and the way CITY regulates the business. In recognition of the present state of uncertainty respecting these matters, PROVIDER and CITY each agree, upon request of the other during the term of this Agreement, to meet with the other and discuss in good faith whether it would be appropriate, in view of developments of the kind referred to above during the term of this Agreement, to amend this Agreement or enter into separate, mutually satisfactory arrangements to effect a proper accommodation of any such developments.

7.2 Severability. If any section, sentence, paragraph, term or provision of this Agreement or the Telecommunications Ordinance is for any reason determined to be or rendered illegal, invalid, or superseded by other lawful authority, including any state or federal, legislative, regulatory or administrative authority having jurisdiction thereof, or is determined to be unconstitutional, illegal or invalid by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such determination shall have no effect on the validity of any other section, sentence, paragraph, term or provision, all of which shall remain in full force and effect for the term of this Agreement or any renewal or renewals thereof. If the invalidated portion is considered a material consideration for entering into this Agreement, however, the parties will negotiate, in good faith, an amendment to this Agreement. As used herein, "material consideration" for CITY is its ability to collect the Franchise Fee during the term of this Agreement and its ability to manage the rights-of-way in a manner similar to that provided in this Agreement, the Telecommunications Ordinance, and CITY's Excavation Permit Ordinance. For PROVIDER, "material consideration" is its ability to use the Rights-of-Way for telecommunication purposes in a manner similar to that provided in this Agreement, the Telecommunications Ordinance, and CITY's Excavation Permit Ordinance (EMMC Chapter 12.10, as amended).

ARTICLE VIII EARLY TERMINATION, REVOCATION OF FRANCHISE AND OTHER REMEDIES

8.1 Grounds for Termination. CITY may terminate or revoke this Agreement and all rights and privileges herein provided for any of the following reasons:

(a) PROVIDER fails to make timely payments of the franchise fee as required under Article 2 of this Agreement and does not correct such failure within sixty (60) calendar days after written notice by CITY of such failure;

(b) PROVIDER, by act or omission, materially violates a material duty herein set forth in any particular within PROVIDER's control, and with respect to which redress is not otherwise herein provided. In such event, CITY, acting by or through its CITY Council, may determine, after hearing, that such failure is of a material nature, and thereupon, after written notice giving PROVIDER notice of such determination, PROVIDER, within sixty (60) calendar days of

such notice, shall commence efforts to remedy the conditions identified in the notice and shall have ninety (90) calendar days from the date it receives notice to remedy the conditions. After the expiration of such 90-day period and failure to correct such conditions, CITY may declare the franchise forfeited and this Agreement terminated, and thereupon, PROVIDER shall have no further rights or authority hereunder; provided, however, that any such declaration of forfeiture and termination shall be subject to judicial review as provided by law, and provided further, that in the event such failure is of such nature that it cannot be reasonably corrected within the 90-day time period provided above, CITY shall provide additional time for the reasonable correction of such alleged failure if the reason for the noncompliance was not the intentional or negligent act or omission of PROVIDER; or

(c) PROVIDER becomes insolvent, unable or unwilling to pay its debts, is adjudged bankrupt, or all or part of its facilities should be sold under an instrument to secure a debt and is not redeemed by PROVIDER within sixty (60) days.

8.2 Reserved Rights. Nothing contained herein shall be deemed to preclude PROVIDER from pursuing any legal or equitable rights or remedies it may have to challenge the action of CITY.

8.3 Remedies at Law. In the event PROVIDER or CITY fails to fulfill any of its respective obligations under this Agreement, CITY or PROVIDER, whichever the case may be, shall have a breach of contract claim and remedy against the other, in addition to any other remedy provided herein or by law; provided, however, that no remedy that would have the effect of amending the specific provisions of this agreement shall become effective without such action that would be necessary to formally amend the Agreement.

8.4 Third Party Beneficiaries. The benefits and protection provided by this Agreement shall inure solely to the benefit of CITY and PROVIDER. This Agreement shall not be deemed to create any right in any person who is not a party and shall not be construed in any respect to be a contract in whole or in part for the benefit of any third party (other than the permitted successors and assigns of a party hereto).

ARTICLE IX NOTICE

9.1 Notice to CITY. All notices from PROVIDER to CITY pursuant to or concerning this Agreement, shall be delivered to City Recorder, 1650 E. Stagecoach Run, Eagle Mountain, Utah 84005, or such other officer and address as CITY may designate by written notice to PROVIDER.

9.2 Notice to PROVIDER. All notices from CITY to PROVIDER pursuant to or concerning this Agreement, shall be delivered to PROVIDER's headquarter offices Zayo Group, LLC, Attn: Legal, Underlying Rights, 1401 Wynkoop Street, Suite 500, Denver, CO 80202, and such other office as PROVIDER may designate by written notice to CITY.

ARTICLE X INSURANCE AND INDEMNIFICATION

10.1 Insurance. Prior to commencing operations in CITY pursuant to this Agreement, PROVIDER shall provide evidence of insurance in accordance with EMMC 13.10.050, and the policy or policies of insurance shall be maintained by provider in full force and effect during the entire term of the franchise.

10.2 Indemnification. PROVIDER agrees to indemnify, defend and hold CITY harmless from and against any and all claims, demands, liens, and all liability or damage of whatsoever kind on account of or arising from PROVIDER's acts or omissions pursuant to or related to this Agreement, and to pay any and all costs, including reasonable attorneys' fees, incurred by CITY in defense of such claims. CITY shall promptly give written notice to PROVIDER of any claim, demand, lien, liability, or damage, with respect to which CITY seeks indemnification and, unless in CITY's judgment a conflict of interest may exist between the parties with respect to the claim, demand, lien, liability, or damage, CITY shall permit PROVIDER to assume the defense of such with counsel of PROVIDER's choosing, unless CITY reasonably objects to such counsel. Notwithstanding any provision of this Section to the contrary, PROVIDER shall not be obligated to indemnify, defend or hold CITY harmless to the extent any claim, demand, lien, damage, or liability arises out of or in connection with negligent acts or omissions of CITY or the willful misconduct of CITY or any of its officers, employees or agents. In no event shall either Party be liable to the other Party for any incidental, special, punitive, or consequential damages whatsoever arising out of or in connection with this Agreement.

ARTICLE XI INSTALLATION

11.1 Coordinated Installation. In order to prevent and/or minimize the number of cuts to and excavations within CITY Rights-of-Way, PROVIDER shall coordinate with CITY and other providers or users of CITY Rights-of-Way, when such cuts and excavations will be made. Unless otherwise permitted, installation, repairs, or maintenance of lines and facilities within CITY Rights-of-Way shall be made in the same trench and at the time other installations, repairs or maintenance of facilities are conducted within CITY Rights-of-Way. In order to limit damage to recently completed or resurfaced roads, CITY specifically reserves the right to limit cuts or excavation in roads for a period of time after completion, repaving or overlay of roads.

11.2 Underground Installation. Unless otherwise approved by the CITY or allowed by the Telecommunications Ordinance, all of PROVIDER's facilities within CITY shall be constructed underground. PROVIDER expressly agrees to install and maintain all of its facilities in accordance with CITY Ordinances regarding the undergrounding of utility lines, in effect at the time this Agreement is entered into and as subsequently amended during the term of this Agreement. Nothing herein shall require PROVIDER to convert existing overhead facilities to underground facilities until and unless other similarly situated providers in the same location are required to do so.

ARTICLE XII GENERAL PROVISIONS

12.1 Binding Agreement. The parties represent that: (a) when executed by their respective parties, this Agreement shall constitute legal and binding obligations of the parties; and (b) each party has complied with all relevant statutes, ordinances, resolutions, by-laws and other legal requirements applicable to their operation in entering into this Agreement. This Agreement shall be binding upon the heirs, successors, administrators and assigns of each of the parties.

12.2 Governing Law. This Agreement shall be interpreted pursuant to Utah law.

12.3 Time of Essence. Time shall be of the essence of this Agreement.

12.4 Interpretation of Agreement. The invalidity of any portion of this Agreement shall not prevent the remainder from being carried into effect. Whenever the context of any provision shall require it, the singular number shall be held to include the plural number and vice versa, and the use of any gender shall include any other and all genders. The paragraphs and section headings in this Agreement are for convenience only and do not constitute a part of the provisions hereof.

12.5 No Presumption. All parties have participated in preparing this Agreement. Therefore, the parties stipulate that any court interpreting or construing the Agreement shall not apply the rule of construction that the Agreement should be more strictly construed against the drafting party.

12.6 Amendments. This Agreement may be modified or amended by written agreement only. No oral modifications or amendments shall be effective.

IN WITNESS WHEREOF, the Parties have executed the Agreement as of the date written below.

Dated this ___ day of _____, 2025.

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Gina Olsen, City Recorder

Marcus Draper, City Attorney
Approved as to form

PROVIDER

Rebekah Melody, Director Underlying Rights & Government Relations

STATE OF MASSACHUSETTS)
)
) :ss
COUNTY OF BARNSTABLE)

On the _____ day of _____, 2025, personally appeared before me _____ duly sworn, did say that she is the Manager of _____, a Utah limited liability company and that the foregoing instrument was duly authorized by the company in accordance with its operating agreement and signed in behalf of said company.

NOTARY PUBLIC

Order	Dept	Issue / Item

2024.001 (was 2023.003)	22	General Plan Update
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2024.001b	22	General Plan Update
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2024.001c	22	General Plan Update
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2024.001d	22	General Plan Update
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2024.001e	22	General Plan Update
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2024.001i (was 2023.028)	22	GP Full Build Out Scenarios
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2024.001j (was 2023.023 & 2023.049)	22	GP Water Study
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2023.025	22	Powerline Corridor Development
2024.006	22	Residential Zones Driveway and Minimum Home Sizes
2023.001	11	City Hall Land Acquisition
2024.007	16	Study public transit innovation grants and other opportunities.

Description	Priority [see EMMC 2.15.100]	E Matrix:
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A general plan update has commenced. The project is expected to continue through August 2025.

High Priority

Do

Future Land Use Map: Do all designated areas make sense? Consider additional zoning designations (i.e.. separate RC from MF1).

High Priority

Do

Annexation Policy Declaration: Review and preparation (to be included as an Appendix).

Secondary Priority

Schedule

Part 1 (Planning context, community context, framework for the future, decision-making framework)

Secondary Priority

Schedule

Secondary Priority

Schedule

Part 2 (Land use, Transportation, Open Space, Environment)

As part of the GP process, given zoning and land use maps, determine the city's full build out scenarios? What would we want to change? What roads are needed? How much water is needed?

Secondary Priority

Schedule

Complete a water study to determine how much water is needed in EMC, based on residential and commercial density, balanced with transportation needs. Establish a policy to ensure adequate water is reserved for future commercial uses.

High Priority

Do

We have applications and need to think about how to develop the power corridor and what uses, vegetation, etc., benefit the city.	Secondary Priority	Schedule
Review EMMC 17.25 residential and agricultural zones to ensure compliance with state requirements.	Secondary Priority	Schedule
Need to prioritize land acquisition for future civic uses, of different types.	High Priority	Schedule
Investigate and apply for transit innovation grant monies to improve transit opportunities.	Secondary Priority	Do

re Priorities List

Status	Target Date	Date of last update

In Progress 8/31/2025 6/12/2025

In Progress 9/30/2024 6/12/2025

Not Started 6/30/2025 6/12/2025

Not Started 10/31/2024 6/12/2025

Not Started 1/31/2025 6/12/2024

Not Started 4/29/2025 6/12/2025

In Progress 12/31/2024 6/12/2025

In Progress	6/30/2024	6/12/2025
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Not Started	1/31/2024	6/12/2025
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Long Horizon	<2035	8/14/2025
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New	3/31/2025	8/14/2025
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Comments/Update	Date Adopted	

5/16/2023

We have drafts for the first couple of chapter to Council and are awaiting feedback. The Working Group and the Planning Commission have or are reviewing the next 4 chapters of the General Plan. Preparation of the master plans is effecting the timing of the General Plan. General Plan update is well under way. Staff anticipates bringing the Future Land Use Map to the Council in July 2025. Staff has early drafts of approximately 1/2 of the chapters.

The first draft of the updated Future Land Use Map (FLUM) is coming to Council on June 17th. It will go to the Planning Commission (PC) on June 24th. Staff is hopeful of addressing Council and PC's concerns and bringing the FLUM back for adoption at the July 15th Council meeting.

3/6/2024

An early draft of the plan has been drafted. We have shown it to Mayor McKinney, and are still seeking to speak with Mayor Cook. This has not been easy.

4/2/2024

Staff has received comments from the Working Group, Planning Commission, and is awaiting feedback from the Council.

3/6/2024

Staff has received comments from the Working Group for Part 2. The Planning Commission is currently reviewing it. Part 2 will be sent to the Council at the end of June 25 for their feedback.

3/6/2024

We have hired consultants to create master plans for transportation, water, sewer, and stormwater. These master plans will include design of the full buildout scenarios for each of these. We plan to have the master plans completed by April 2025.

4/2/2024

Bowan Collins and Associates has presented some early information that they have gathered to the Council. This information is helping shape the Future Land Use Map. Staff will continue to move this document forward, as it will be incorporated into the General Plan.

4/2/2024

Todd has given a list of disposable City properties and is working to facilitate some code changes to help with the disposal process. 8/15/2023

Staff and Attorney's Office believes we are already compliant with the Utah Code on this matter and recommends we do not pursue this further. 11/6/2024

Related to the Facilities Master Plan project. Council would like to move the city hall project forward with more funding, concept plan, etc. Strategy discussion held with Council on 6/18/24. Surveying a preferred property is next. 5/16/2023

The Council requested that a trial transit project be created. 11/19/2024

Larsen		X	
Larsen		X	
City Manager	X	X	
Winterton		X	X