EAGLE MOUNTAIN
CITY COUNCIL MEETING

AUGUST 19, 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. PRESENTATION - Culinary Water Master Plan and IFFP - Psomas
   (anticipated time 15 minutes)

   1.B. PRESENTATION - Wastewater Master Plan and IFFP - JWO Engineering
   (anticipated time 15 minutes)

   1.C. DISCUSSION - Economic Development Strategy - Evan Berrett, Economic Development Director
   (anticipated time 30 minutes)

2. AGENDA REVIEW

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

3. CITY MANAGER INFORMATION ITEMS

   3.A. PRESENTATION - Growth Statistics Report through FY2025 - Steve Mumford, Deputy City Manager

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. APPOINTMENTS

8.A. Senior Advisory Board

1. Susan Allen - Completing term through December 2025
(new 4-year term reappointment may occur in December 2025)

9. 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.)

10. CITY COUNCIL/MAYOR ITEMS

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

CONSENT AGENDA

11. BOND RELEASES

11.A. Lone Tree at Circle Five Ranch Phase F, Plat 3A - Into Warranty

12. MINUTES

12.A. July 15, 2025 Minutes - Regular City Council Meeting

12.B. August 5, 2025 Minutes - Regular City Council Meeting

13. RESOLUTIONS

13.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Transportation Master Plan

13.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Authorizing Extended Hours for Construction Operations for the McDonald's at 4224 N 1650 E (Parcel ID # 67:122:0007), as allowed in Eagle Mountain Municipal Code Section 8.15.080 (G), to pour the concrete building slab for the restaurant

13.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Fee Reduction Request of Steve McCleery for a Rezone Application from $1,350 to $760.

SCHEDULED ITEMS

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 16.20 Preliminary Plats and 16.25 Final Plats

BACKGROUND: (*Presented by Senior Planner, David Stroud*) This ordinance

amends the EMMC regarding the land use authority of the approval of the plat and public notice requirements to clarify and reduce redundancy.

14.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.100 Site Plans

BACKGROUND: (*Presented by Senior Planner, David Stroud*) This ordinance amends EMMC regarding Site Plan regarding Site Plan requirements pertaining to commercial driveway separation adjacent to public roads, standards to approve minor site plan amendments, and public notice requirements.

15. ORDINANCES

15.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Repealing and Reenacting Eagle Mountain Municipal Code Chapter 2.45 Youth Council

BACKGROUND: *(Presented by City Attorney Marcus Draper, and City Recorder Gina Olsen)* This ordinance repeals the requirement to conduct elections for Youth Council members and establishes an application and administrative appointment process. Youth Council appointments would be made by the Mayor with the advice and consent of the City Council, and additional Youth Council Committee Members would be appointed with the approval of the City Manager.

16. RESOLUTIONS

16.A. RESOLUTION - 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.

16.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Providing for a Referendum to be held on November 4, 2025, for the purpose of submitting to the qualified voters of Eagle Mountain City, Utah County, Utah the question of authorization of the imposition a 0.1% sales and use tax (one-tenth of one percent) for the purpose of funding recreational, cultural, botanical, and zoological facilities, and botanical, cultural, and zoological organizations within the City (RAP Tax)

BACKGROUND: *(Presented by Communications Manager Tyler Maffitt)* Adoption of this resolution is the next step to place a RAP (Recreation, Arts, and Parks) Tax on the 2025 Municipal General Election ballot for voter approval on November 4, 2025.

17. LEGISLATIVE ITEMS

18. 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.

19. COMMUNICATION ITEMS

19.A. Financial Report

20. 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 August 14, 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.

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	DISCUSSION - Culinary Water Master Plan and IFFP
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING
No

PREPARED BY
Brad Hickman, Public Works Director

PRESENTED BY

RECOMMENDATION:
For now this is just a discussion item. Any comments from the City Council discussion in this meeting will be addressed and a revised Master Plan will be brought back to the Council for approval at a later date.

BACKGROUND:

The City has hired Psomas Engineering to work with City engineers and the Public Works Department to develop a Master Plan for the City's culinary water utilities. The goal of this plan is to stay ahead of the rapid growth the City is experiencing. It will show what the City's culinary water system will need to look like at full build-out and guide planning for growth in different areas.

By identifying the correct size and placement of future culinary water facilities now, the City can avoid costly upgrades or installing parallel lines later, making better use of resources. The Master Plan will also provide a timeline for infrastructure improvements, helping the City budget, plan, and complete capital projects before they become urgent needs.

ITEMS FOR CONSIDERATION:
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Master Plan
2. IFFP

Culinary Water Master Plan

EAGLE MOUNTAIN, UT

July, 2025

Prepared for:
Eagle Mountain City
2545 N. Poly Express Pkwy
Eagle Mountain, UT 84005

Prepared by:
PSOMAS
Sarah Young, PE
11456 South Temple Drive Suite 200
South Jordan, UT 84095
Project No. 8EMC010119

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APPENDIX A. EXHIBITS

Exhibit 3.1 – Eagle Mountain Existing Water System
Exhibit 3.2 – Eagle Mountain Existing System at Buildout
Exhibit 3.3 – Eagle Mountain Pressure Zones
Exhibit 3.4 – Projects

APPENDIX B.
Buildout Project List

1.1 Introduction

Eagle Mountain City has seen significant growth over the past couple of decades and as a result the City has recognized the importance of planning for the future water needs of the City. The purpose of this master plan is to provide the City with direction for decision over the next 40 years and to evaluate the needed infrastructure through full buildout of the system.

A hydraulic model of the drinking water system was prepared in order to analyze the current and full buildout systems including interim models for 5 and 10-year improvements.

1.2 Definitions

CUWCD	Central Utah Water Conservancy District	gpm	gallons per minute
ERU	Equivalent Residential Units	PRV	Pressure Reducing Valve
DDW	Division of Drinking Water	LOS	Level of service
IFFP	Impact Fee Facilities Plan	SID	Special Improvement District
psi	pounds per square inch	IFC	International Fire Code

1.3 Equivalent Residential Connection (ERC/ERU)

For ease of calculations in water master plans, land uses other than residential are converted to ERU's. For this report, these values were calculated from actual water usage data provided by Eagle Mountain City from 2023. See Table 1 for the ERU conversions used for this IFFP.

Table 1. Equivalent Residential Connections Conversions

Type	ERC
Large Lots (Zone 4)	1.14
All other Residential	1.00
Commercial	12.83
Institutional	21.13
Condos	0.87
Industrial	18.90

1.4 Level of Service

The City has updated their system specific source and included a variability factor for the water demand requirements. These coupled with the State of Utah Division of Drinking Water (DDW) Rules, govern the minimum Level of Service (LOS) that Eagle Mountain City Water Department is required to provide. The current LOS within the water system is stated as follows:

Storage

- 577 gallons of storage per ERU for indoor and outdoor use
- 2,848 gallons per irrigated acre for outdoor use in Zone 4
- Emergency storage is based upon an assessment of risk and the desired degree of system dependability (percent after fire storage is considered).
- Fire storage for the largest building within the zone

Source

- 1,511 gallons per day of source capacity for indoor and outdoor use per ERU
- Per conversation with the DDW, safe yield of a well is assumed to be two thirds of the pump capacity

Minimum Water Pressure Requirements

- 40 psi during peak day demands
- 30 psi during peak instantaneous demands
- 20 psi during peak day demands with fire

Water Rights

- 0.53 acre-feet per ERU
- 2.5 acre-feet per irrigated acre

In addition to the State rule requirements, the City requires developments to maintain 30 psi at any moment during the modeled peak hour of the peak day scenario for new developments, assuming either Well 1 or Well 2 is out of service.

2.1 Existing System

Eagle Mountain City currently provides water to customers in Eagle Mountain and the White Hills area. For discussion purposes the City has been broken into 3 areas: the West, the North, and the South (or City Center). Projects have been constructed to connect the White Hills water system into the City's system. See Figure 1 for the location of each Service Area and Exhibit 3.1 for a map of the existing water system.

From the City's billing information, it was determined that there is currently a total of 15,152 equivalent residential connections which equates to a peak day flow of 17,273 gpm.

The City has a separate secondary system in the south part of the City that will remove some public outdoor use from the culinary system. The secondary system is currently also serving limited areas of residential irrigation however, most residential or commercial irrigation will continue to be served by the culinary system.

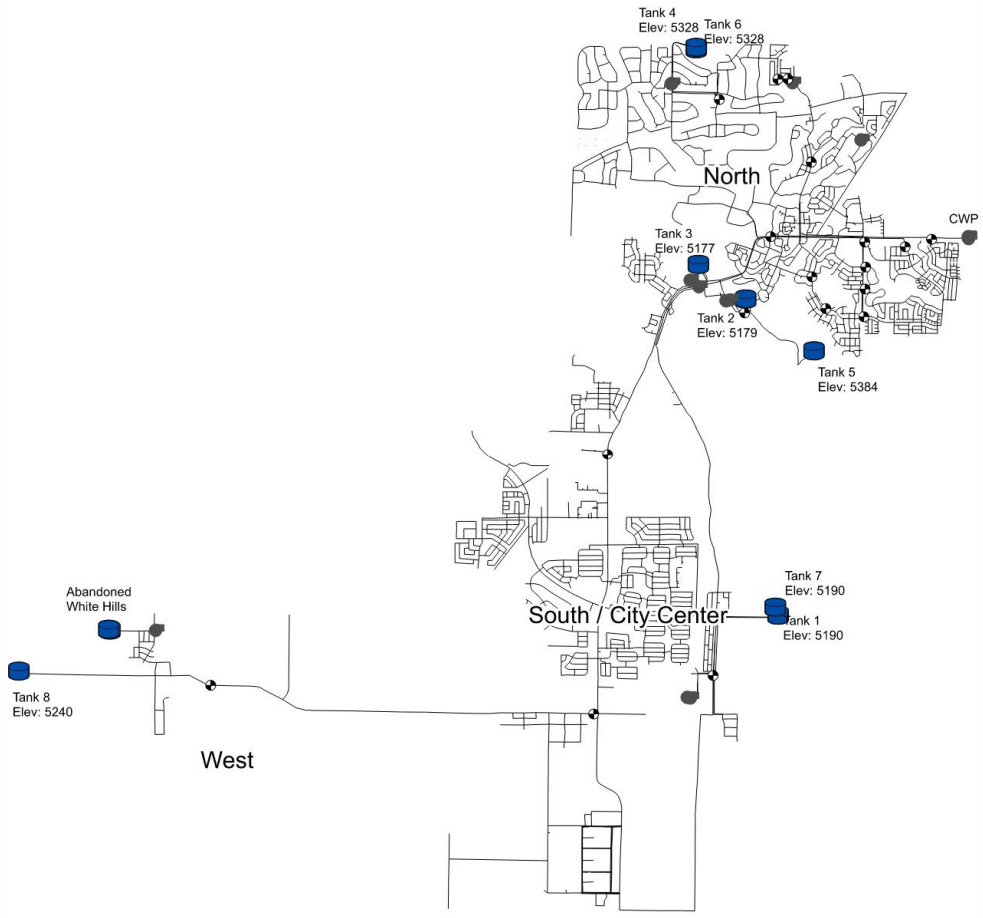


Figure 1. Eagle Mountain's Water System

The City is divided into nine pressure zones, including three zones in White Hills, with most of the current development occurring in Zone 1. See Table 5 for a list of the pressure zones and pressure elevations. The system is currently supplied by nine tanks, which are normally filled by five wells and water from the CWP pump station.

2.2.1 Existing Tanks

Currently, there are eight water storage tanks in Eagle Mountain City that provide the total storage capacity for the City's culinary water system with the new White Hills Tank now completed and an additional tank under design south of Tank 1. The new White Hills Tank, Tank 8 has replaced the two smaller existing tanks in the white hills service zone.

To convert the existing storage capacity of the individual tanks to ERU's, the DDW requires volumes for both fire and emergency storage to be determined. The fire storage for the City has been calculated based on the largest building in the City, which is equivalent to 360,000 gallons. The higher zones, White Hills, Tanks 4 and 6, and Tank 5 are at a higher pressure and will require adequate fire storage for the zones they serve.

Currently, the Upper White Hills Zone only has residential connections, and therefore, will require 1,500 gpm for 2 hours of fire storage. Although the Tyson plant can be fed from either Tanks 1 and 7 or the White Hills tanks, it currently has the additional fire storage in Tanks 1 and 7. However, because of its proximity to the new tank, after construction we recommend that the entirety of the Tyson plant's fire storage be allocated to the new White Hills Tank.

Because the higher zones can service the lower zones through PRVs, fire storage is available for the other zones. However, due to the distance of Zone 1 from other tanks, we recommended most of Zone 1 storage be accounted for in Tanks 1 and 7 and in the White Hills Tank. New tanks built in existing pressure zones are assumed to have enough fire storage unless larger buildings are constructed in the zone. New tanks built at higher elevations will be required to provide additional fire storage adequate for the buildout of its zone.

Each tank also needs additional storage set aside for emergencies. The DDW does not have a volume requirement for emergency storage. The DDW rule only states that "Emergency storage shall be considered during the design process. The amount of emergency storage shall be based upon an assessment of risk and the desired degree of system dependability." Per the Technical Memorandum on the Division of Drinking Water Sizing Requirements Study memo by Jones and DeMille, the emergency storage requirement has been set at 5% of the total tank volume.

After the fire and emergency storage, the remaining capacity in the tanks is the equalization storage. Equalization storage includes both indoor and outdoor storage needs. Per the system specific source

analysis, 584 gallons of storage is required for each ERU. See *Table 2* for a summary of each tank's ERU capacity.

Table 2. Existing Tank Storage Capacity

Tank	Total Volume (gal)	Fire Storage (gal)	Emergency Storage (gal)	Equilization Storage (gal)	ERU
ST-001/Tank 1	1,000,000	120,000	50,000	830,000	1,438.47
ST-002/Tank 2	1,000,000	90,000	50,000	860,000	1,490.47
ST-003/Tank 3	2,000,000	90,000	100,000	1,810,000	3,136.92
ST-004/Tank 4	600,000	120,000	30,000	450,000	779.90
ST-005/Tank 5	2,000,000	240,000	100,000	1,660,000	2,876.95
ST-006/Tank 6	2,500,000	120,000	125,000	2,255,000	3,908.15
ST-007/Tank 7	3,500,000	120,000	175,000	3,205,000	5,554.59
White Hills Tank		ABANDONED WITH TANK 8			
Tank 8	4,000,000	360,000	200,000	3,440,000	5,961.87
Total 2025	16,600,000	1,260,000	830,000	14,510,000	25,147

2.2.2 Existing Source

Currently, the City's system is served by six wells, however only one of either the White Hills Well and the Cooke Well can operate at a time. Additionally, the City has a Purchase Agreement with Central Utah Water Conservancy District (CUWCD) to purchase 15,000 acre-feet per year of water. In 2024, the City took approximately 5,000 ac-ft per year, during Peak day the City currently utilizes approximately 6,900 gpm. The City also has two additional wells under construction and upgrades at two of the existing wells. It is anticipated that Well 8 will be operational in August of 2025 and Well 7 sometime in 2026. See Table 2 for the monthly water production of each source.

Per the DDW, the safe yield of a well is two-thirds of the operating point of a pump. Table 3 summarizes the current available source and projected amount with current projects. Because all of the sources are in the same pressure zone and then pumped to the existing tanks or can flow to lower portions of the City, the City's source demands can be evaluated for the entire City together.

The ERU capacity was determined by adding the indoor and outdoor use ERU requirements and dividing it by the total source capacity.

Source	Current Source (gpm)	Current Safe Yield (gpm)	Projected Source (gpm)	Projected Safe yield (gpm)
Well 1	3200	2133.33	3200	2133.33
Well 2	2200	1466.67	2200	1466.67
Well 3	1700	1133.33	1700	1133.33
Well 5	3200	2133.33	4500	3000.00
Cooke well 1*	1400	933.33	1400	933.33
Cooke Well 2*	1400	933.33	3000	2000.00
Well 7	0		4000	2666.67
Well 8	0		3200	2133.33
CUWCD	7000	7000	7000	7000.00
Total	18700	14800	28800	21533.33

**Only one of the Cooke wells can operate at a time

Table 3. Existing Source Capacity

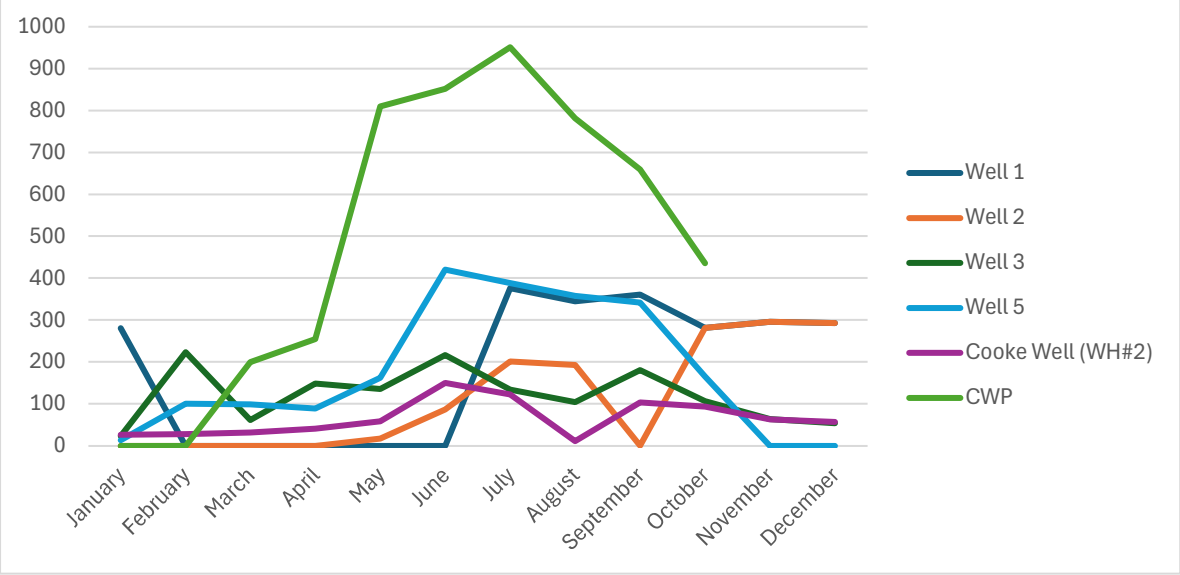


Figure 2. 2024 Water Use by Source (ac-ft)

2.2 Historic Water Usage

Over the last several decades the water use has increased along with the population, peaking in 2020. Since then, even though the population has continued to increase the annual water use has stayed steady. However, it should be noted that 2021-2023 were wetter than normal years so that may account for some of the water reduction. In 2024 the City used a total of 12,144 ac-ft/yr. See Figure 3 for the City's historical water Use.

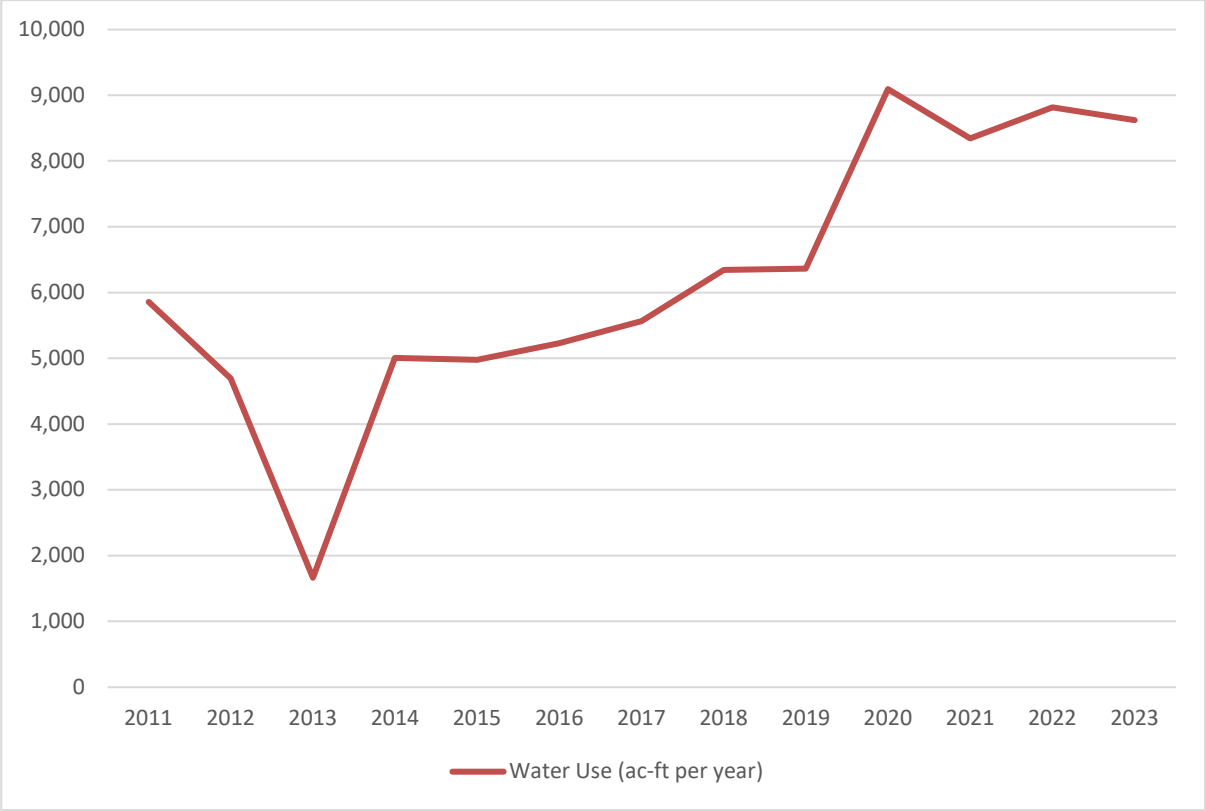
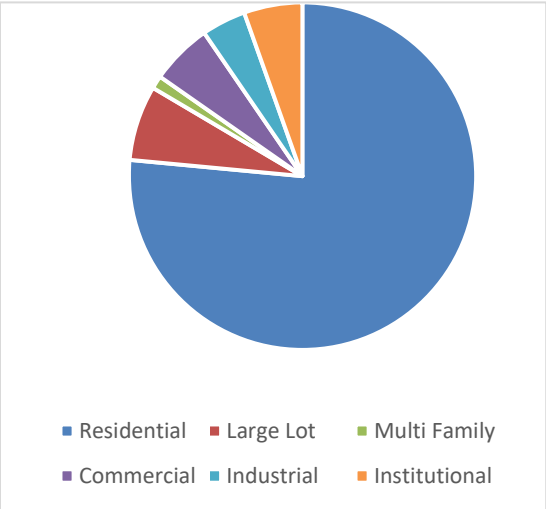


Figure 3. Annual Water Use

Currently most of the water serves residential connections, however, the system also includes:



- 78 commercial connections
- 38 industrial connections
- 45 institutional connections (schools and churches)
- Several open space connections

Figure 4. Water Use by Land Use

2.3 Existing Water Rights and Available Water

In 2020, Barr Engineering completed a study that projected that Eagle Mountain City is party to 30,198 ac/ft year of water rights. Which included 5031 ac/ft of rights that would require ownership deed and change applications as well as 14,300 ac/ft year from CUWCD. However, the study also states that Eagle Mountain City's potential reliable water supply is only 28,496 ac-ft/yr. To utilize the full amount additional wells and a new pump station from CWP will be required.

Every new development is now required to provide water rights in order to be allowed to develop. This will likely limit growth within the City.

2.4 Conservation

Utah's statewide conservation goal is to reduce water use per capita by 15% by 2030. To accomplish this goal, regional goals have been set considering a variety of different factors and public input. Eagle Mountain is part of the Provo River region which has a goal to reduce water usage by 19% over its 2015 water use numbers or an average water use per capita across the basin of 179 gallons per capita per day (gpcd).

In 2015 Eagle Mountain was using on average 163.6 gpcd so the City's goal is to reduce water to 139 gpcd. In 2023 and 2024, the City saw a reduction of at least 15% and met the current goals.

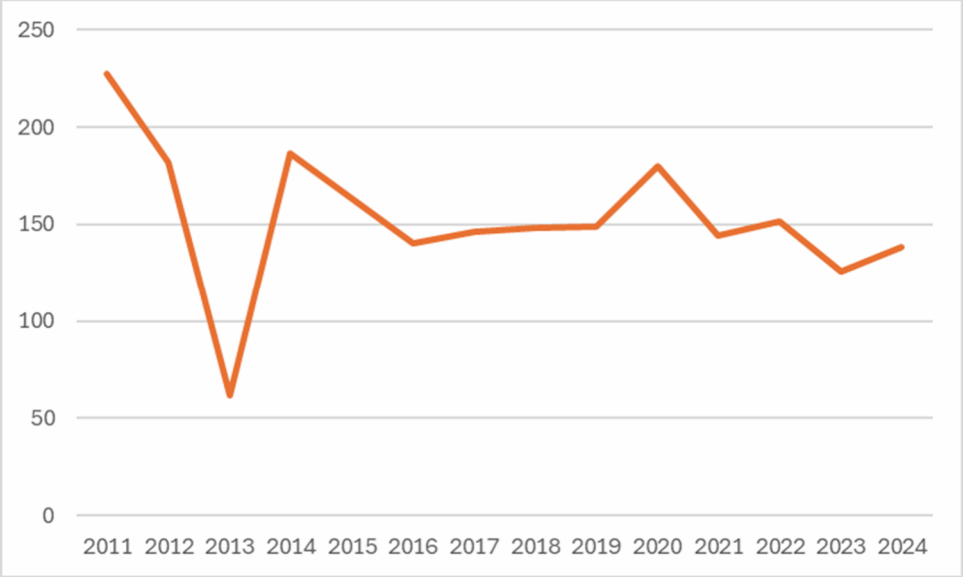


Figure 5.Water Use per Capita per day

By 2060 the water use goal will be to have reduced water use by 30%, therefore, the City should continue to implement additional water saving measures and continue with the current water conservation strategies in place, which include:

- **Water Rates** - Eagle Mountain Currently charges a base rate based on Meter Size and then an additional tiered water use rate based on water use and Land Use. Table 4 details the current tiered water rates

Table 4. Current Eagle Mountain Tiered Water Rates

	TIER 1		Tier 2		Tier 3		Tier 4	
	Quantiy (in thousands)	Rate (per 1000 gal)	Quantiy (in thousands)	Rate (per 1000 gal)	Quantiy (in thousands)	Rate (per 1000 gal)	Quantiy (in thousands)	Rate (per 1000 gal)
Residential	0-65	$ 1.38		$ 1.46	115-165	$ 1.52	Over 165	1.58
Large Residential	0-120	$ 1.38	120-170	$ 1.46	170-230	$ 1.52	Over 230	1.58
Commercial	0-170	$ 1.38	170-220	$ 1.46	Over 230	$ 1.52		
Institutional	0-500	$ 1.38	500-750	$ 1.46	Over 750	$ 1.52		
Industrial		$ 1.58		$ 1.58		$ 1.58		

- **Smart Irrigation Controls**- The City has recently upgraded all of its sprinkler heads to work off of smart timers which automatically adjust the water when it rains or if the temperatures drop.
- **Limiting Front lawn irrigation**- In 2023, Eagle Mountain approved measures to limit irrigation of front yards to 50% for new developments. Looking at 100 random lots throughout the city, this

saves an average of approximately 0.04 gpm on the peak flow rate or approximately 0.01 af/year per lot.

- **Limiting Irrigation Times:** City Code prohibits irrigating between the hours of 10:00 AM and 6:00 PM. This helps reduce the amount of evaporation thus reducing the overall irrigation need. First offense the water user will receive a written warning, the second offence the water service will be terminated and be subject to a $100 reconnection fee.

3.1 Growth Projections

Growth Projections

Eagle Mountain is growing rapidly and is among the fastest growing cities in the State. Per the Economic Development Master plan that was completed in 2023, it is assumed that the City will grow at an estimated 5,200 additional people each year. This is equivalent to an additional 1,410 residential connections every year. The city has a population of 75,000 or the equivalent of 20,194 residential connections(ERC). See Figure 6 for the projected growth.

Because of limited water rights (discussed in Section 2.3) it is anticipated that the number of ERC will be limited. Currently, any new development needs to provide water rights before it can be built. However, because the location of growth cannot be projected this master plan utilizes the full buildout projections that the Economic development plan makes.

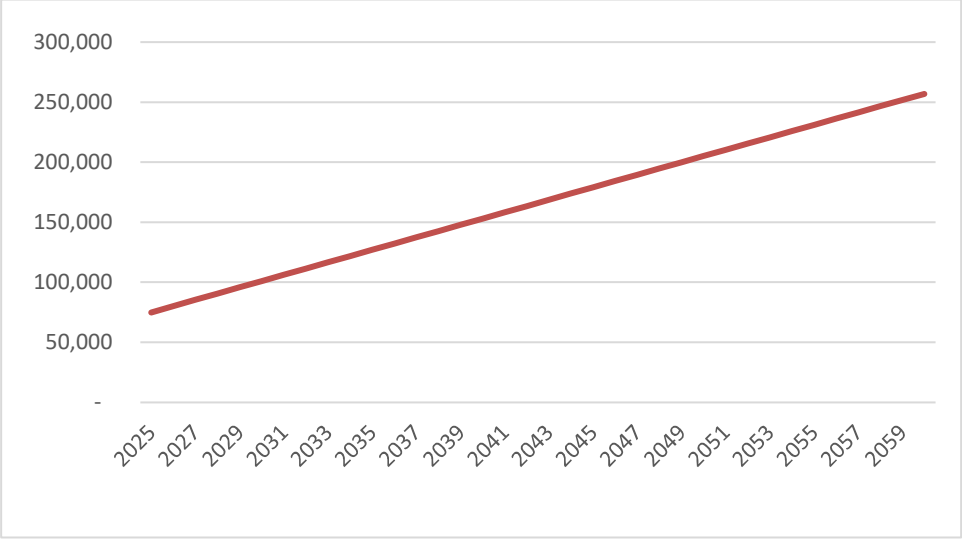


Figure 6. Population Projections

4.1 System Improvements

4.1.1 Pressure Zones

As stated earlier, Eagle Mountain City's water system is currently divided into nine pressure zones. At the City's full build out, an additional five pressure zones will be necessary. Within the City's water model, new pressure zones were created to maintain water pressures within a desired range of 70-120 psi. In some instances, this pressure range was expanded to eliminate the need for additional smaller pressure zones, but the minimum service levels were still maintained. See Figure 5 and Exhibit 3.5 for a summary of the pressure zones.

Table 5. Pressure Zones

Pressure Zone	Served from	HGL	40 psi Elevation	70 psi Elevation	120 psi elevation	140 psi elevation
Zone 1	Tank 1 and 7	5101	5008.6	4939.3	4823.8	4777.6
Ranches	PRVs	5070	4977.6	4908.3	4792.8	4746.6
Zone 3	Tank 3 and 4	5180	5087.6	5018.3	4902.8	4856.6
Zone 4	Tank 4 and 6	5320	5227.6	5158.3	5042.8	4996.6
Zone 5	PRVs	5370	5277.6	5208.3	5092.8	5046.6
Ox Bridge	PRVs	5231	5138.6	5069.3	4953.8	4907.6
Bridge	PRVs	5233.7	5141.3	5072	4956.5	4910.3
WH Mid	White Hills tanks	5300	5207.6	5138.3	5022.8	4976.6
WH Lower	PRVs	5198	5105.6	5036.3	4920.8	4874.6
Future Zone 6		4955	4862.6	4793.3	4677.8	4631.6
Future Zone 7		5540	5447.6	5378.3	5262.8	5216.6
Future Zone 8		5540	5447.6	5378.3	5262.8	5216.6
Future Zone 9		5750	5657.6	5588.3	5472.8	5426.6
Future Zone 10		5950	5857.6	5788.3	5672.8	5626.6

Most of the new pressure zones will be created in undeveloped areas on the eastern side of the City as development moves east into the Lake Mountain area. If some of these areas are determined to be unbuildable, some of the planned pressure zones may not be needed.

4.1.2 Storage Capacity Improvements

By the year 2060, the City will require over 40.8 million gallons of equalization storage. If the growth rate follows projections, additional storage will generally be required every three years. See Table 6 for the additional storage required and the estimated year the additional storage will be needed.

Table 6. Storage Improvements Required Through 2060

Year	Population	growth	growth rate	ERU	Required Equilization Storage (gal)	Available Equilization Storage (gal)	Excess/ Deficiency (gal)	Added Storage (gal)
2025	75,000	5200	6.93%	20,194.54	11,652,247	14,510,000	2,857,753	3,320,535
2026	80,200	5200	6.48%	21,503.91	12,407,754	14,510,000	2,102,246	
2027	85,400	5200	6.09%	22,813.28	13,163,262	14,510,000	1,346,738	
2028	90,600	5200	5.74%	24,122.65	13,918,769	18,310,000	4,391,231	4,000,000
2029	95,800	5200	5.43%	25,432.02	14,674,276	18,310,000	3,635,724	
2030	101,000	5200	5.15%	26,741.39	15,429,784	18,310,000	2,880,216	
2031	106,200	5200	4.90%	28,050.76	16,185,291	18,310,000	2,124,709	
2032	111,400	5200	4.67%	29,360.14	16,940,798	18,310,000	1,369,202	
2033	116,600	5200	4.46%	30,669.51	17,696,306	22,110,000	4,413,694	4,000,000
2034	121,800	5200	4.27%	31,978.88	18,451,813	22,110,000	3,658,187	
2035	127,000	5200	4.09%	33,288.25	19,207,320	22,110,000	2,902,680	
2036	132,200	5200	3.93%	34,597.62	19,962,827	22,110,000	2,147,173	
2037	137,400	5200	3.78%	35,906.99	20,718,335	25,435,000	4,716,665	3,500,000
2038	142,600	5200	3.65%	37,216.36	21,473,842	25,435,000	3,961,158	
2039	147,800	5200	3.52%	38,525.74	22,229,349	25,435,000	3,205,651	
2040	153,000	5200	3.40%	39,835.11	22,984,857	25,435,000	2,450,143	
2041	158,200	5200	3.29%	41,144.48	23,740,364	28,760,000	5,019,636	3,500,000
2042	163,400	5200	3.18%	42,453.85	24,495,871	28,760,000	4,264,129	
2043	168,600	5200	3.08%	43,763.22	25,251,379	28,760,000	3,508,621	
2044	173,800	5200	2.99%	45,072.59	26,006,886	28,760,000	2,753,114	
2045	179,000	5200	2.91%	46,381.96	26,762,393	32,085,000	5,322,607	3,500,000
2046	184,200	5200	2.82%	47,691.34	27,517,900	32,085,000	4,567,100	
2047	189,400	5200	2.75%	49,000.71	28,273,408	32,085,000	3,811,592	
2048	194,600	5200	2.67%	50,310.08	29,028,915	32,085,000	3,056,085	
2049	199,800	5200	2.60%	51,619.45	29,784,422	35,410,000	5,625,578	3,500,000
2050	205,000	5200	2.54%	52,928.82	30,539,930	35,410,000	4,870,070	
2051	210,200	5200	2.47%	54,238.19	31,295,437	35,410,000	4,114,563	
2052	215,400	5200	2.41%	55,547.56	32,050,944	38,735,000	6,684,056	3,500,000
2053	220,600	5200	2.36%	56,856.94	32,806,452	38,735,000	5,928,548	
2054	225,800	5200	2.30%	58,166.31	33,561,959	38,735,000	5,173,041	
2055	231,000	5200	2.25%	59,475.68	34,317,466	38,735,000	4,417,534	
2056	236,200	5200	2.20%	60,785.05	35,072,973	38,735,000	3,662,027	
2057	241,400	5200	2.15%	62,094.42	35,828,481	41,110,000	5,281,519	2,500,000
2058	246,600	5200	2.11%	63,403.79	36,583,988	41,110,000	4,526,012	
2059	251,800	5200	2.07%	64,713.16	37,339,495	41,110,000	3,770,505	
2060	257,000	5200	2.02%	66,022.53	38,095,003	41,110,000	3,014,997	

4.1.2a Storage Capacity South of Unity Pass

The area south of Unity Pass is currently served by two tanks totaling 4,500,000 gallons of storage. By themselves, these tanks can provide service to approximately 6,900 ERC. The current system

has approximately 5,615 connections. Although this is more than what the two tanks can serve, tanks in White Hills and north of Unity Pass can service this area as well.

In addition, a new 4 million gallon tank is currently being designed in this zone which will be able to supply an additional 5,921 ERC.

4.1.2b Storage Capacity North of SR-73

The area north of SR-73 is fed from two tanks, a 600,000-gallon tank and a 2.5-million-gallon tank. It is estimated that 1,134 connections currently exist north of SR-73. The storage in this zone is enough for 4,600 ERC.

4.1.2c Storage Capacity Zone 5

Currently, Tank 5 doesn't have any lots connected to it. This tank currently serves the main zone, but once lots are connected in this zone it will have the ability to serve 2,863 ERC.

4.1.2d Storage Capacity White Hills

Currently, White Hills is fed from two small tanks, with a combined total storage volume of 679,500 gallons. A new 4 million gallon tank is now in operation. With Tank 8 in operation the White Hills tanks have been abandoned. Per the Firefly West system IFFP, an additional tank will be required in the next 10 years to provide additional storage for the area.

4.1.3 Source Capacity Improvements

Because the City system is currently below the required source capacity of 21,190 gpm reliable source, several projects are in the design/construction stages to alleviate the shortages. These source improvements include improvements to Well 5 and the White Hills Wells and the construction of two new wells, Well 7 and Well 8. In total, the current projects should add approximately 10,900 gpm of new source capacity which will be constructed over the next couple of years.

Even with these projects, as a result of the rapid growth, the City will still be just below its source requirement and the City will need to continue with ongoing source projects. See *Table 7* for the anticipated source requirements and timing. It should be noted that when constructing a well, the ultimate capacity is uncertain until the well is built. Therefore, if a constructed well does not provide the anticipated capacity, multiple smaller wells will need to be constructed over the same time frame to achieve the necessary source requirement.

Although full buildout shows locations of future wells, this study did not include the hydrogeological evaluation needed to know whether there is adequate water supply to support a well. In addition, as discussed in Section 2.3, the aquifers cannot support the full buildout, and therefore, it is not possible to build all the wells listed in Table 7.

Table 7. Source Improvements Required Through 2060

Year	Population	growth	growth rate	ERU	Required Source (gpm)	Available Source (gpm)	Excess/ Deficiency (gpm)	Amount Added (gpm)
2025	75,000	5200	6.93%	20,194.54	21,190	19,800	(1,390)	4,067
2026	80,200	5200	6.48%	21,503.91	22,564	22,466	(98)	2,666
2027	85,400	5200	6.09%	22,813.28	23,938	22,466	(1,472)	
2028	90,600	5200	5.74%	24,122.65	25,312	25,466	154	3,000
2029	95,800	5200	5.43%	25,432.02	26,686	28,466	1,780	3,000
2030	101,000	5200	5.15%	26,741.39	28,060	35,466	7,406	7,000
2031	106,200	5200	4.90%	28,050.76	29,434	35,466	6,032	
2032	111,400	5200	4.67%	29,360.14	30,808	35,466	4,658	
2033	116,600	5200	4.46%	30,669.51	32,182	35,466	3,284	
2034	121,800	5200	4.27%	31,978.88	33,556	35,466	1,910	
2035	127,000	5200	4.09%	33,288.25	34,930	38,466	3,536	3,000
2036	132,200	5200	3.93%	34,597.62	36,303	38,466	2,163	
2037	137,400	5200	3.78%	35,906.99	37,677	41,466	3,789	3,000
2038	142,600	5200	3.65%	37,216.36	39,051	41,466	2,415	
2039	147,800	5200	3.52%	38,525.74	40,425	41,466	1,041	
2040	153,000	5200	3.40%	39,835.11	41,799	44,466	2,667	3,000
2041	158,200	5200	3.29%	41,144.48	43,173	44,466	1,293	
2042	163,400	5200	3.18%	42,453.85	44,547	47,466	2,919	3,000
2043	168,600	5200	3.08%	43,763.22	45,921	47,466	1,545	
2044	173,800	5200	2.99%	45,072.59	47,295	50,466	3,171	3,000
2045	179,000	5200	2.91%	46,381.96	48,669	50,466	1,797	
2046	184,200	5200	2.82%	47,691.34	50,043	54,466	4,423	4,000
2047	189,400	5200	2.75%	49,000.71	51,417	54,466	3,049	
2048	194,600	5200	2.67%	50,310.08	52,791	54,466	1,675	
2049	199,800	5200	2.60%	51,619.45	54,165	54,466	301	
2050	205,000	5200	2.54%	52,928.82	55,539	58,466	2,927	4,000
2051	210,200	5200	2.47%	54,238.19	56,912	58,466	1,554	
2052	215,400	5200	2.41%	55,547.56	58,286	58,466	180	
2053	220,600	5200	2.36%	56,856.94	59,660	62,466	2,806	4000
2054	225,800	5200	2.30%	58,166.31	61,034	62,466	1,432	
2055	231,000	5200	2.25%	59,475.68	62,408	62,466	58	
2056	236,200	5200	2.20%	60,785.05	63,782	66,466	2,684	4000
2057	241,400	5200	2.15%	62,094.42	65,156	66,466	1,310	
2058	246,600	5200	2.11%	63,403.79	66,530	69,566	3,036	3100
2059	251,800	5200	2.07%	64,713.16	67,904	69,566	1,662	
2060	257,000	5200	2.02%	66,022.53	69,278	69,566	288	

4.1.3a Source Capacity South of Unity Pass

The current system has a bottleneck that limits the flow from north of Unity Pass into the City Center. Therefore, this area has also been evaluated separately. It is estimated that the area currently has 5,615 connections and requires 6,401 gpm of source capacity.

The area can utilize approximately 4,500 gpm from the area north of Unity Pass, which has the majority of the system's existing source capacity. The area is also fed from Well 1, which has a safe yield of 2,133 gpm

Therefore, under normal operations the City has the required source capacity it needs to meet the demand of the area. Well 8 is currently under construction which will help provide the required source capacity for the continued growth and redundancy in the area.

The area can also be fed from the White Hills Wells, which currently have a maximum capacity of 1,400 gpm. The capacity of these wells is planned to be expanded. One of the two wells would be planned to operate as a redundant source to the White Hills Zone until additional supply can be pulled from CUWCD Pump Station #2 and provide redundancy to the area.

In addition, several projects have been evaluated to increase the flow from the City's main sources to the City Center. The projects will continue to add redundancy to the area and provide additional supply to help meet the demands of the projected growth.

4.1.3b Source Capacity North of SR-73

The area north of SR-73 is fed from two pump stations that lift water from the main City source into this area's two storage tanks. It is estimated that 1,134 connections exist north of SR-73. Because these lots are typically larger, we have assumed that each lot utilizes approximately 1.23 gpm/lot. This equates to a total flow for the area of 1,395 gpm. The two pump stations can pump 1,457 gpm. Both of the pump stations include a backup pump and should be able to keep up with estimated demand.

During July 2024, the area struggled to keep up with demand. After further evaluation, it appears that water being pumped to this zone is being discharged to other areas of the city, utilizing supply that is needed for this zone.

Because the pumps operate continuously during the summer, a new pump station is currently under construction and is planned to be operational by the beginning of June 2026.

4.1.3c Source Capacity Zone 5

Currently, the pump station that serves Zone 5 does not feed lots, and therefore, has enough capacity to serve the Zone. Once lots are connected to the Zone or the connection from Tank 5 to

Lake Mountain Road is made, a pump and PRV should be adjusted to ensure that the capacity is being utilized by the Zone.

4.1.3d Source Capacity White Hills

Currently, the two White Hills Wells each have a capacity of 1,400 gpm however only one can operate at a time. Per the Firefly IFFP, they will be expanding the Cooke well to 2,500 gpm. With the additional anticipated growth in the Firefly IFFP, these wells will be over capacity. The Draft Firefly Master Plan anticipates using water from the CUWCD to address the shortfall but makes no recommendation on how that flow will reach this area. Firefly will need to provide a solution before exceeding the capacity of the Cooke wells

An additional well has been recommended to help alleviate the shortfall.

4.1.4 Distribution Improvements

Currently, the largest bottleneck in the system is getting water over Unity Pass. Several projects will be needed to take all of the available source in the area.

As the Second CUWCD pump station is built the Distribution system along SR-73 will become the new bottleneck area and several capacity improvements will be needed along that stretch to deliver water from the northeast of the City to the southwest where it is anticipated that most of the growth will occur.

With the addition of Well 8, 3,000 ft of 16” line will need to be installed from this new well connecting into the line in Pole Canyon Blvd west of the power line and heading east up to the proposed tank along Pole Canyon Blvd east of Lake Mountain Road. The line heading west will require a PRV station, the line heading to the tank will need to tie into the higher pressure line.

Beyond these areas of concern, water lines will be required to provide water for undeveloped areas as they grow. See Exhibit 3.2 for the full buildout map of the system and Appendix B for a list of the proposed projects through buildout.

5.0 Conclusion and Recommendations

Like many communities in the west, Eagle Mountain City is growing rapidly with limited resources to acquire and expand its water system to meet the growing needs. The improvements recommended in Section 4.1 were outlined based on projected growth rates and anticipated locations of future development. Since growth rates and location of growth may vary from projections, some of the recommended improvements may be needed sooner or later than anticipated.

The current water system is short on source supplies and storage, even with the current projects, additional improvements will continue to be required to meet the LOS standards. Because of available water, the system will be limited on growth and water conservation measures will become more and more important.

Beyond the immediate improvements, Eagle Mountain City should begin planning strategic locations for additional storage projects and development of new water sources. As the City continues to experience rapid growth, we recommend that the Master Plan and Impact Fee Facility Plan be reviewed and updated every few years and the system model be kept up to date.

Appendix A

Exhibits

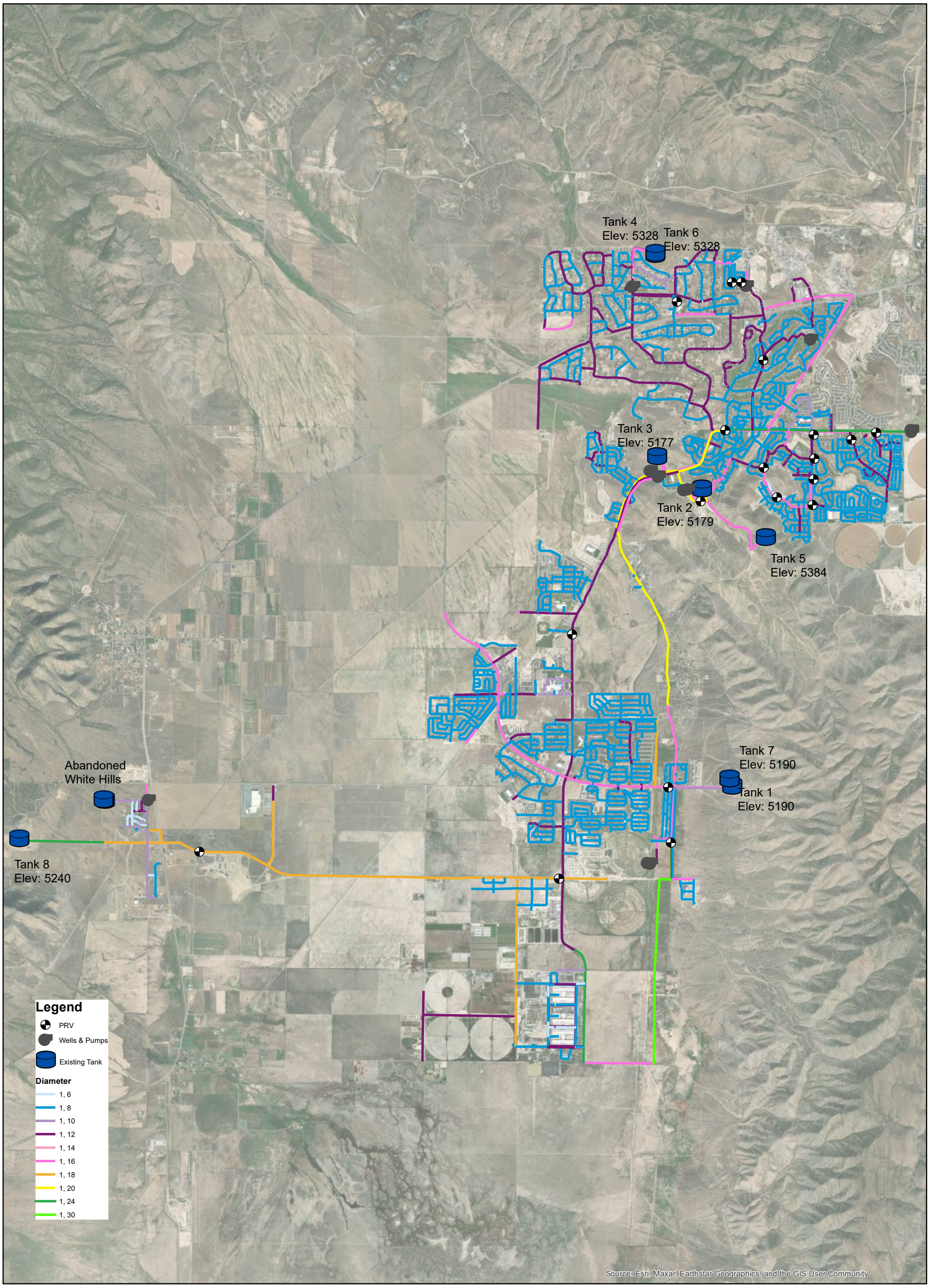


Figure 3.1 Existing Water System

PSOMAS

EAGLE MOUNTAIN

N

0 4,050 8,100 Feet

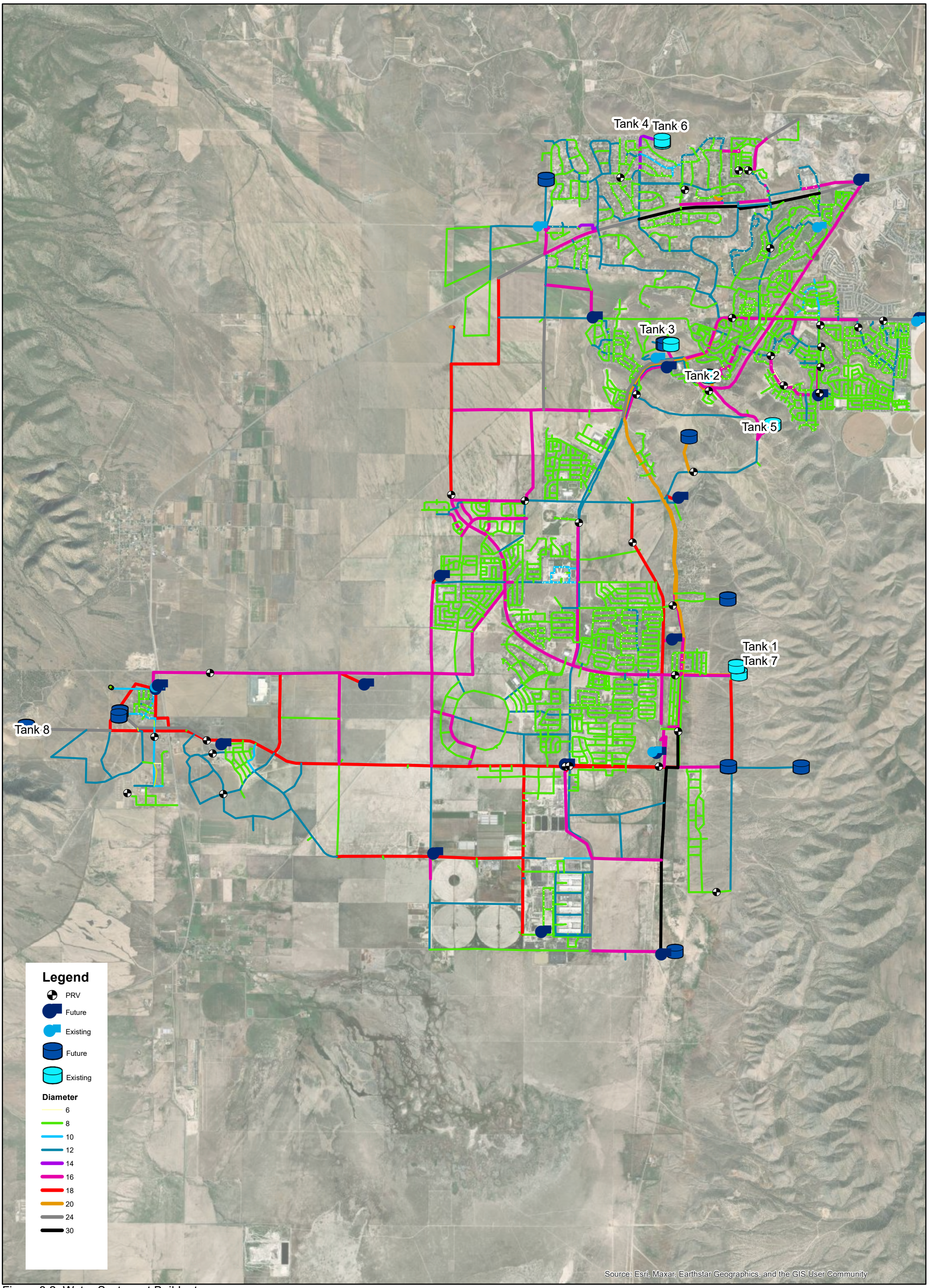


Figure 3.2 Water System at Buildout

PSOMAS

EAGLE MOUNTAIN

N

0 4,050 8,100 Feet

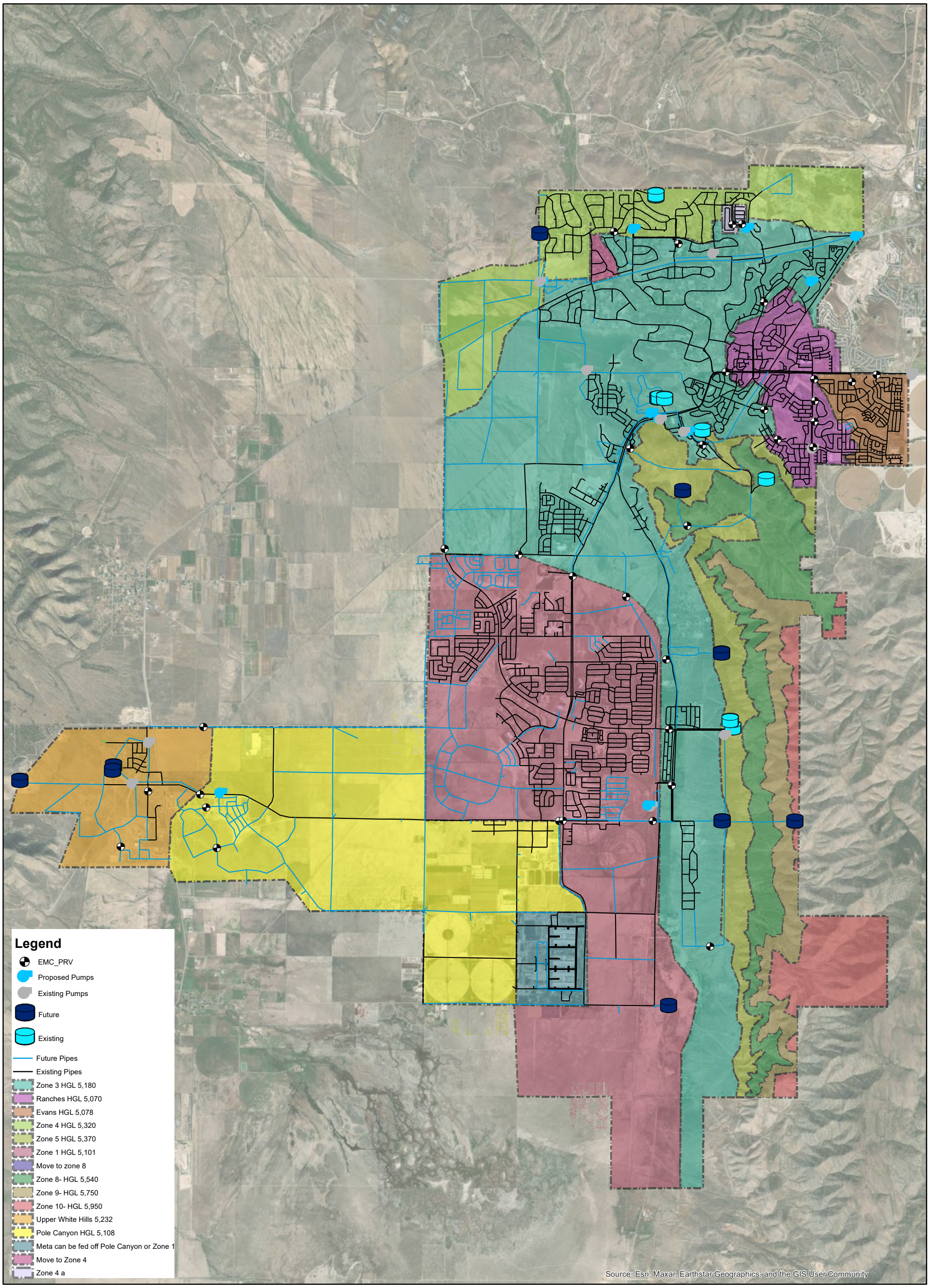


Figure 3.3 Pressure Zones

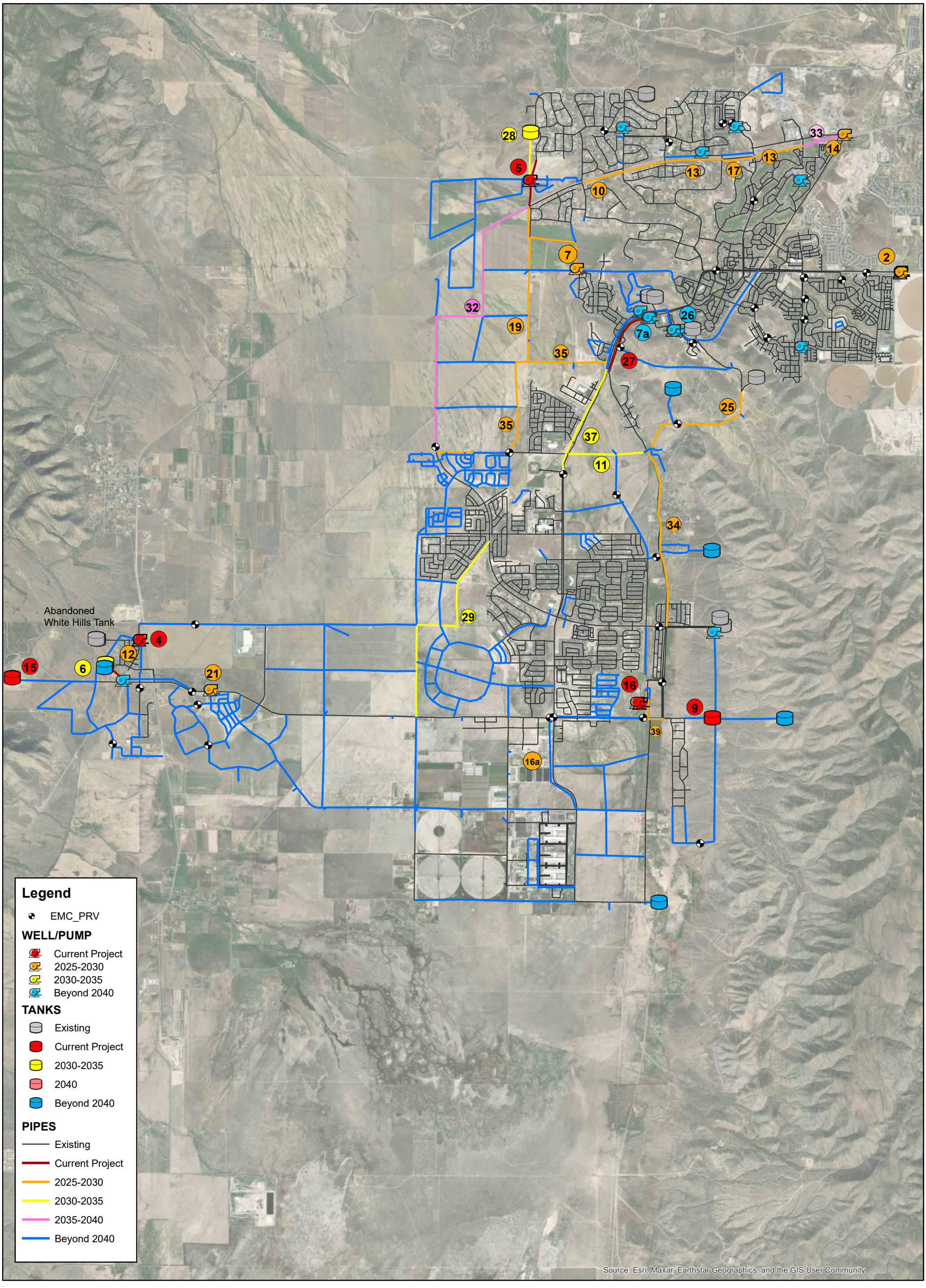


Figure 3.4 Recommended Projects

Appendix B

Recommended Project List

Appendix C

Results

- Peak Day Water Model Results
- Peak instant Water Model Results
- Available Fire Flow Model Results

EAGLE MOUNTAIN WATER PROJECT LIST

		Current Projects	Approximate year needed	Existing Road	System Project for Future Growth	Projected cost
7a	Source	Well 7 (Unity Pass)	2025	NA	Existing requirements	$ 5,800,000
16	Source	Well 8 (Adjacent to Well 1)	2025	NA	Existing requirements	$ 5,800,000
4	Source	White Hills Well Improvements	2025	NA	Existing requirements	$ 2,000,000
26	Source	Well 5 Improvements	2025	NA	Existing requirements	$ 2,000,000
15	Storage	4 MG White Hills Tank	2025	NA	Existing/ WH growth	$ 6,500,000
9	Storage	4MG Tank 9 (South of tank 1)	2026	NA	Future Growth	$ 6,500,000
5	System Capacity	Belle Street Booster	2025	Yes	Existing	$ 800,000
27	System Capacity	Pony Express Parallel line	2025	Yes	Existing requirement/redundancy/CWP water to City	$ 1,061,910
						$ 30,461,910

		Next 5 years (2025-2030)	Approximate year needed	Existing Road	System Project for Future Growth	
7	source	LoneTree Well (Well 9) (3000 gpm reliable source)	2028	NA	Future Growth	$ 5,800,000
21	source	WH well (3000 gpm reliable source)	2029	NA	Future Growth	$ 5,800,000
2	source	Remaining Capacity CWP (Only a contract ammendment no infrastructure)	2030	NA	Future Growth	$ -
34	System Capacity	Lake Mountian From Tank 5 connection to Eagle Mountain Blvd		Yes	Needed to utilize CWP	$ 3,394,364
10	System Capacity	Complete Line on SR-73 (24" & 30")	2028	Yes	Needed to utilize CWP	$ 2,386,459
35	System Capacity	Install Water Line from Pony Express to the Existing Line in Mid Valley Road	2028	No	Needed to utilize CWP, LoneTree and future CWP	$ 3,376,709
19	System Capacity	Water line in Airport Road	2028	Yes/no	Needed to utilize CWP, LoneTree and future CWP	$ 1,867,815
25	System Capacity	Tank 5 to Lake Mountain Road (this project will also require improvements to the booster that feeds tank 5	2030	No	Needed to utilize CWP	$ 1,775,862
14	source	North CWP	2030	NA	Future Growth	$ 10,300,000
13	System Capacity	Parallel line in SR73	2030	Yes	Needed to Utilize North CWP	$ 1,357,000
17	System Capacity	Parallel line in SR73	2030	Yes	Needed to Utilize North CWP	$ 411,240
12	ex Deffieciency	upgrade 6" white hills			Existing requirements	$ 500,000
16a	other	New public works (cost shared with Waste water)				$ 5,000,000
39	System Capacity	16" line from Well 1 to new tank	2026	Yes	Need to utilize Well 8	$ 817,560
						$ 42,787,009

		5-10 years (2030-2035)	Approximate year needed	Existing Road	System Project for Future Growth	
6	storage	WH Tank (4 MG)	2035	NA	Future Growth (Firefly) IFFP)	$ 6,800,000
28	storage	Tank West of Tank 4	20		Helps with New CWP	$ 6,800,000
37	System Capacity	12" Parallel line in Pony Express from lake mountain road to PRV		Yes	Future Growth	$ 959,241
29	System Capacity	Line from Eagle mountain Blvd to Pole Canyon		No	Future Growth	$ 2,690,274
11	System Capacity	Install 12" line between lake mountain and pony express	2030	N/A	Future Growth	$ 471,494
						$ 17,721,009

EAGLE MOUNTAIN WATER PROJECT LIST

		Beyond 10 years (2035-2040)	Approximate year needed	Existing Road	System Project for Future Growth	Projected cost
30	source	3000 gpm well (Pole Canyon Or City Center)	2035	NA	Future Growth	$ 5,800,000
38	source	3000 gpm well (Pole Canyon Or City Center)		NA	Future Growth	$ 5,800,000
31	source	Adding another pump to the North CWP	2039	NA	Future Growth	$ 1,000,000
32	System Capacity	Line along Eagle mountain Blvd	2039	Yes	Future Growth (Needed to Utilize North CWP)	$ 4,000,000
33	System Capacity	Parallel line in SR73	2039	Yes	Future Growth (Needed to Utilize North CWP)	$ 1,019,784
37	System Capacity	12" Parallel line in Pony Express from lake mountain road to PRV		Yes	Future Growth	$ 566,587
16	System Capacity	12" Parallel line in Pony Express from PRV to Eagle Mountain BLvd		Yes	Future Growth	$ 1,129,068
						$ 19,315,439

Culinary Water Impact Fee Facility Plan

EAGLE MOUNTAIN, UT

July, 2025

Prepared for:
Eagle Mountain City
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Appendix

APPENDIX A. EXHIBITS

Exhibit 3.1 – Eagle Mountain Existing Water System
Exhibit 3.2 – Eagle Mountain Existing System at Buildout
Exhibit 3.3 – Eagle Mountain Current and Planning Period Improvements
Exhibit 3.4 – Eagle Mountain Pressure Zones

APPENDIX B. BUILDOUT PROJECTS COST OPINION

1.1 Introduction

In November 2021, a Capital Facilities Plan (CFP) was completed for Eagle Mountain City titled, Eagle Mountain Impact Fee Facilities Plan, November 2021. Recently, Eagle Mountain has been experiencing enormous growth, growing from 13,118 Equivalent Residential Units (ERU) in 2021 to approximately 20,200 ERUs in 2024.

1.2 Definitions

CUWCD	Central Utah Water Conservancy District	gpm	gallons per minute
ERU	Equivalent Residential Units	PRV	Pressure Reducing Valve
DDW	Division of Drinking Water	LOS	Level of service
IFFP	Impact Fee Facilities Plan	SID	Special Improvement District
psi	pounds per square inch	IFC	International Fire Code

1.2.1 Equivalent Residential Connection (ERU)

For ease of calculations in water master plans, land uses other than residential are converted to ERU's. For this report, these values were calculated from actual water usage data provided by Eagle Mountain City from 2023. See Table 1 for the ERU conversions used for this IFFP.

Table 1. Equivalent Residential Connections Conversions

Type	ERC
Large Lots (Zone 4)	1.14
All other Residential	1.00
Commercial	12.83
Institutional	21.13
Condos	0.87
Industrial	18.90

1.3 Level of Service

The State of Utah Division of Drinking Water (DDW) Rules and the International Fire Code (IFC) govern the minimum Level of Service (LOS) that Eagle Mountain City Water Department is required to provide. The current LOS within the water system are stated as follows:

Storage

- 577 gallons of storage per ERU for indoor and outdoor use
- 2,848 gallons per irrigated acre for outdoor use in Zone 4
- Emergency storage is based upon an assessment of risk and the desired degree of system dependability (percent after fire storage is considered).
- Fire storage for the largest building within the zone

Source

- 1,511 gallons per day of source capacity for indoor and outdoor use per ERU
- Per conversation with the DDW, safe yield of a well is assumed to be two thirds of the pump capacity

Minimum Water Pressure Requirements

- 40 psi during peak day demands
- 30 psi during peak instantaneous demands
- 20 psi during peak day demands with fire

Water Rights

- 0.53 acre-feet per ERU
- 2.5 acre-feet per irrigated acre

In addition to the State rule requirements, the City requires developments to maintain 30 psi at any moment during the modeled peak hour of the peak day scenario for new developments, assuming either Well 1 or Well 2 is out of service.

2.1 Existing System

Eagle Mountain City currently provides water to customers in Eagle Mountain and the White Hills area. For discussion purposes the City has been broken into 3 areas: the West, the North, and the South (or City Center). Projects have been constructed to connect the White Hills water system into the City's system. See Figure 1 for the location of each Service Area and Exhibit 3.1 for a map of the existing water system.

From the City's billing information, it was determined that there is currently a total of 15,152 equivalent residential connections which equates to a peak day flow of 17,273 gpm.

The City has a separate secondary system in the south part of the City that will remove some public outdoor use from the culinary system. The secondary system is currently also serving limited areas of residential irrigation however, most residential or commercial irrigation will continue to be served by the culinary system.

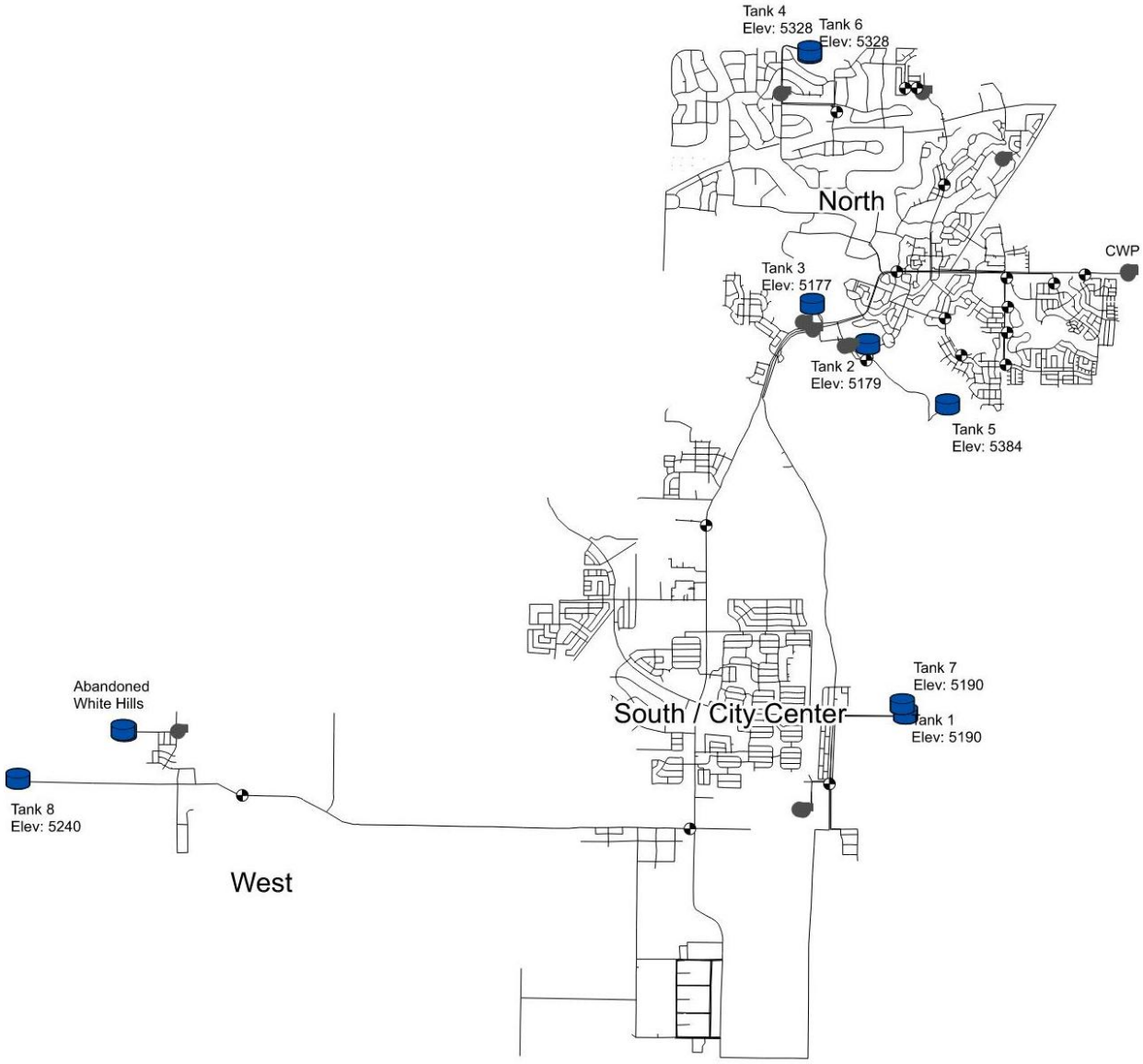


Figure 1. Eagle Mountain's Water System

The City is divided into eight pressure zones including three zones in White Hills, with most of the current development occurring in Zone 1. See Table 2 for a list of the pressure zones and pressure

elevations. The water for the pressure zones is currently supplied by nine tanks, which are normally filled by five wells and water from the CWP pump station.

2.2 Existing Project Funding

Several facilities in the existing system were funded using Special Improvement District (SID) Bonds, reimbursement agreements, and Revenue bonds however, these have currently all been paid off.

3.1 Planning Period and Growth Projections

Planning Period

To evaluate City growth and system improvements as part of this IFFP, a ten-year planning period will be used to identify specific system needs. To assist the City in long-range planning, additional anticipated projections to build out (year 2060) will also be evaluated.

Growth Projections

Eagle Mountain is growing rapidly and is among the fastest growing cities in the State. Per the Economic Development Master plan that was completed in 2023, it is assumed that the City will grow at an estimated 5,200 additional people each year. This is equivalent to an additional 1,410 residential connections every year. The City had a population of 75,000 or the equivalent of 20,194 residential connections. See Figure 2 for the projected population growth.

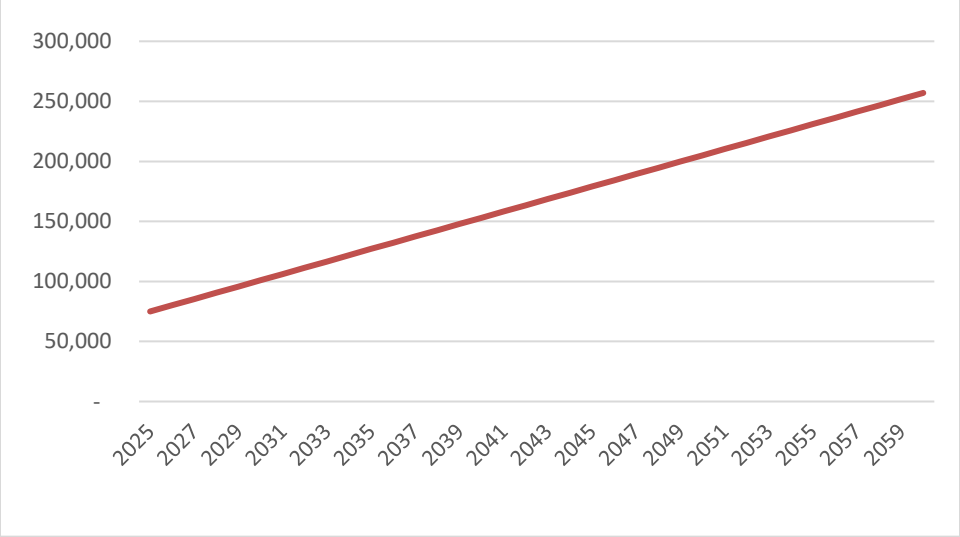


Figure 2. Population

3.2 System Improvements

3.2.1 Pressure Zones

As stated earlier, Eagle Mountain City's water system is currently divided into nine pressure zones. At the City's full build out, an additional five pressure zones will be necessary. Within the City's water model, new pressure zones were created to maintain water pressures within a desired range of 70-120 psi. In some instances, this pressure range was expanded to eliminate the need for additional smaller pressure zones, but the minimum service levels were still maintained. See Table 2 and Exhibit 3.5 for a summary of the pressure zones.

Table 2. Pressure Zones

Pressure Zone	Served from	HGL	40 psi Elevation	70 psi Elevation	120 psi elevation	140 psi elevation
Zone 1	Tank 1 and 7	5101	5008.6	4939.3	4823.8	4777.6
Ranches	PRVs	5070	4977.6	4908.3	4792.8	4746.6
Zone 3	Tank 3 and 4	5180	5087.6	5018.3	4902.8	4856.6
Zone 4	Tank 4 and 6	5320	5227.6	5158.3	5042.8	4996.6
Zone 5	PRVs	5370	5277.6	5208.3	5092.8	5046.6
Ox Bridge	PRVs	5231	5138.6	5069.3	4953.8	4907.6
Bridge	PRVs	5233.7	5141.3	5072	4956.5	4910.3
WH Mid	White Hills tanks	5300	5207.6	5138.3	5022.8	4976.6
WH Lower	PRVs	5198	5105.6	5036.3	4920.8	4874.6
Future Zone 6		4955	4862.6	4793.3	4677.8	4631.6
Future Zone 7		5540	5447.6	5378.3	5262.8	5216.6
Future Zone 8		5540	5447.6	5378.3	5262.8	5216.6
Future Zone 9		5750	5657.6	5588.3	5472.8	5426.6
Future Zone 10		5950	5857.6	5788.3	5672.8	5626.6

Most of the new pressure zones will be created in undeveloped areas on the eastern side of the City as development moves east into the Lake Mountain area. If some of these areas are determined to be unbuildable, some of the planned pressure zones may not be needed.

3.2.2 Storage Capacity Improvements

Currently, there are eight water storage tanks in Eagle Mountain City that provide the total storage capacity for the City's culinary water system with the new White Hills Tank now completed and an additional tank under design south of Tank 1. The new White Hills Tank, Tank 8 has replaced the two smaller existing tanks in the white hills service zone.

To convert the existing storage capacity of the individual tanks to ERU's, the DDW requires volumes for both fire and emergency storage to be determined. The fire storage for the City has been calculated based on the largest building in the City, which is equivalent to 360,000 gallons. The higher zones, White

Hills, Tanks 4 and 6, and Tank 5 are at a higher pressure and will require adequate fire storage for the zones they serve.

Currently, the Upper White Hills Zone only has residential connections and therefore will require 1,500 gpm for 2 hours of fire storage. Although the Tyson plant can be fed from either Tank 1 and 7 or the White Hills tanks, it currently has the additional fire storage in Tanks 1 and 7. However, because of its proximity to the new tank, after construction we recommend that the entirety of the Tyson plant's fire storage be allocated to the new White Hills Tank.

Because the higher zones can service the lower zones through PRVs, fire storage is available for the other zones. However, due to the distance of Zone 1 from other tanks, we recommended most of Zone 1 storage be accounted for in Tanks 1 and 7 and in the White Hills Tank.

Each tank also needs additional storage set aside for emergencies. The DDW does not have a volume requirement for emergency storage. The DDW rule only states that "Emergency storage shall be considered during the design process. The amount of emergency storage shall be based upon an assessment of risk and the desired degree of system dependability." Per the Technical Memorandum on the Division of Drinking Water Sizing Requirements Study memo by Jones and DeMille, the emergency storage requirement has been set at 5% of the total tank volume.

After the fire and emergency storage, the remaining capacity in the tanks is the equalization storage. Equalization storage includes both indoor and outdoor storage needs. Per the system specific source analysis, 584 gallons of storage is required for each ERU. See Table 3 for a summary of each tank's ERU capacity.

Tank	Total Volume (gal)	Fire Storage (gal)	Emergency Storage (gal)	Equilization Storage (gal)	ERU
ST-001/Tank 1	1,000,000	120,000	50,000	830,000	1,438.47
ST-002/Tank 2	1,000,000	90,000	50,000	860,000	1,490.47
ST-003/Tank 3	2,000,000	90,000	100,000	1,810,000	3,136.92
ST-004/Tank 4	600,000	120,000	30,000	450,000	779.90
ST-005/Tank 5	2,000,000	240,000	100,000	1,660,000	2,876.95
ST-006/Tank 6	2,500,000	120,000	125,000	2,255,000	3,908.15
ST-007/Tank 7	3,500,000	120,000	175,000	3,205,000	5,554.59
White Hills Tank		ABANDONED WITH TANK 8			
Tank 8	4,000,000	360,000	200,000	3,440,000	5,961.87
Total 2025	16,600,000	1,260,000	830,000	14,510,000	25,147

Table 3. Existing Tank Storage Capacity

By the year 2040, the City will require over a total of 24.5 million gallons of storage. If the growth rate follows projections, additional storage will generally be required every three years. See Table 4 for the additional storage required and the estimated year additional storage will be needed.

Table 4. Storage Improvements Required Through 2,040

Year	Population	ERU	Required Equilization Storage (gal)	Available Equilization Storage (gal)	Excess/ Deficiency (gal)	Added Storage (gal)
2025	75,000	20,194.54	11,652,247	14,510,000	2,857,753	3,320,535
2026	80,200	21,503.91	12,407,754	14,510,000	2,102,246	
2027	85,400	22,813.28	13,163,262	14,510,000	1,346,738	
2028	90,600	24,122.65	13,918,769	18,310,000	4,391,231	4,000,000
2029	95,800	25,432.02	14,674,276	18,310,000	3,635,724	
2030	101,000	26,741.39	15,429,784	18,310,000	2,880,216	
2031	106,200	28,050.76	16,185,291	18,310,000	2,124,709	
2032	111,400	29,360.14	16,940,798	18,310,000	1,369,202	
2033	116,600	30,669.51	17,696,306	21,160,000	3,463,694	3,000,000
2034	121,800	31,978.88	18,451,813	21,160,000	2,708,187	2,500,000
2035	127,000	33,288.25	19,207,320	21,160,000	1,952,680	
2036	132,200	34,597.62	19,962,827	21,160,000	1,197,173	
2037	137,400	35,906.99	20,718,335	24,485,000	3,766,665	3,500,000
2038	142,600	37,216.36	21,473,842	24,485,000	3,011,158	
2039	147,800	38,525.74	22,229,349	24,485,000	2,255,651	
2040	153,000	39,835.11	22,984,857	24,485,000	1,500,143	

3.2.2a Storage Capacity South of Unity Pass

The area south of Unity Pass is currently served by two tanks totaling 4,500,000 gallons of storage. By themselves, these tanks can provide service to approximately 6,900 ERC. The current system has approximately 5,615 connections. Although this is more than what the two tanks can serve, tanks in White Hills and north of Unity Pass can service this area as well.

In addition, a new 4MG tank, Tank 9, is currently being designed in this zone which will be able to supply an additional 5,921 ERC.

3.2.2b Storage Capacity North of SR-73

The area north of SR-73 is fed from two tanks, a 600,000 gallon tank and a 2.5 million gallon tank. It is estimated that 1,134 connections currently exist north of SR-73. The storage in this zone is enough for 4,600 ERC.

3.2.2c Storage Capacity Zone 5

Currently, Tank 5 doesn't have any lots connected to it. This tank currently serves the main zone, but once lots are connected in this zone it will have the ability to serve 2,863 ERC.

3.2.2d Storage Capacity White Hills

Currently, White Hills is fed from two small tanks, with a combined total storage volume of 679,500 gallons. A new 4-million-gallon tank is under construction. Per the Firefly West system IFFP, an additional tank will be required in the next 10 years to provide additional storage for the area.

3.2.3 Source Capacity Improvements

Currently, the City's system is served by five wells, one of which is not in operation due to water quality issues (Well 4). Additionally, the City has a Purchase Agreement with Central Utah Water Conservancy District (CUWCD) to purchase 15,000 acre-feet per year of water. During Peak day the City currently utilizes 6,865 gpm. The City also has two additional wells under construction and upgrades at two of the existing wells. It is anticipated that Well 8 will be operational in August of 2025 and Well 7 sometime in 2026.

Per the DDW, the safe yield of a well is two-thirds of the operating point of a pump. Table 5 summarizes the current available source and projected amount with current projects. Because all of the sources are in the same pressure zone and then pumped to the existing tanks or can flow to lower portions of the City, the City's source demands can be evaluated for the entire City together.

The ERU capacity was determined by adding the indoor and outdoor use ERU requirements and dividing it by the total source capacity.

Table 5.Existing Source Capacity

Source	Current Source (gpm)	Current Safe Yield (gpm)	Projected Source (gpm)	Projected Safe yield (gpm)
Well 1	3200	2133.33	3200	2133.33
Well 2	2200	1466.67	2200	1466.67
Well 3	1700	1133.33	1700	1133.33
Well 5	3200	2133.33	4500	3000.00
White Hills well 1	1400	933.33	1400	933.33
White hills Well 2	1400	933.33	3000	2000.00
Well 7	0		4000	2666.67
Well 8	0		3200	2133.33
CUWCD	7000	7000	7000	7000.00
Total	20100	15733.33	30200.00	22466.67

Because the City system is currently below the required source capacity of 21,190 gpm, several projects are in the design/construction stages to alleviate the shortages. These source improvements include improvements to Well 5 and the White Hills Wells and the construction of two new wells, Well 7 and Well 8. In total, the current projects should add approximately 10,400 gpm of new source capacity which will be constructed over the next couple of years.

Even with these projects, as a result of the rapid growth the City will still be below its source requirement and the City will need to continue with ongoing source projects. See Table 6 for the anticipated source requirements and timing. It should be noted that when constructing a well, the ultimate capacity is uncertain until the well is built. Therefore, if a constructed well does not provide the anticipated capacity, multiple smaller wells will need to be constructed over the same time frame to achieve the necessary source requirement.

Table 6. Source Improvements Required Through 2,040

Year	Population	ERU	Required Source (gpm)	Available Source (gpm)	Excess/ Deficiency (gpm)	Amount Added (gpm)
2025	75,000	20,194.54	21,190	18,867	(2,324)	4,067
2026	80,200	21,503.91	22,564	21,533	(1,032)	2,666
2027	85,400	22,813.28	23,938	21,533	(2,405)	
2028	90,600	24,122.65	25,312	24,533	(779)	3,000
2029	95,800	25,432.02	26,686	27,533	847	3,000
2030	101,000	26,741.39	28,060	28,533	473	1,000
2031	106,200	28,050.76	29,434	34,533	5,099	6,000
2032	111,400	29,360.14	30,808	34,533	3,725	
2033	116,600	30,669.51	32,182	34,533	2,351	
2034	121,800	31,978.88	33,556	34,533	977	
2035	127,000	33,288.25	34,930	37,533	2,603	3,000
2036	132,200	34,597.62	36,303	37,533	1,229	
2037	137,400	35,906.99	37,677	40,533	2,855	3,000
2038	142,600	37,216.36	39,051	40,533	1,481	
2039	147,800	38,525.74	40,425	40,533	107	
2040	153,000	39,835.11	41,799	43,533	1,733	3,000

3.2.3a Source Capacity South of Unity Pass

The current system has a bottleneck that limits the flow from north of Unity Pass into the City Center. Therefore, this area has also been evaluated separately. It is estimated that the area currently has 5,615 connections and requires 6,401 gpm of source capacity.

The area can utilize approximately 4,500 gpm from the area north of Unity Pass, which has the majority of the system's existing source capacity. The area is also fed from Well 1, which has a safe yield of 2,133 gpm

Therefore, under normal operations the City has the required source capacity it needs to meet the demand of the area. Well 8 is currently under construction which will help provide the required source capacity for the continued growth and redundancy in the area.

The area can also be fed from the White Hills Wells, which currently have a maximum capacity of 1,400 gpm. The capacity of these wells is planned to be expanded. One of the two wells would be planned to operate as a redundant pump to the White Hills Zone

In addition, several projects have been evaluated to increase the flow from the City's main sources to the City Center. See Section 4.1 for a full list of these projects. The projects will continue to add redundancy to the area and provide additional supply to help meet the demands of the projected growth.

3.2.3b Source Capacity North of SR-73

The area north of SR-73 is fed from two pump stations that lift water from the main City source into this area's two storage tanks. It is estimated that 1,134 connections exist north of SR-73. Because these lots are typically larger, we have estimated that each lot utilizes approximately 1.23 gpm/lot for a total flow for the area of 1,395 gpm. The two pump stations can pump 1,457 gpm. Both of the pump stations include a backup pump and should be able to keep up with demand.

During July 2024, the area struggled to keep up with demand. After further evaluation, it appears that water being pumped to this zone is being discharged to other areas of the City, utilizing supply that is needed for this zone.

Because these pumps currently operate continuously during the summer, A new pump station is currently under design and is planned to be operational by the beginning of June 2026.

3.2.3c Source Capacity Zone 5

Currently, the pump station that pumps to the Zone 5 tank does not feed lots and therefore has enough capacity to serve the Zone. Once lots are connected to the Zone or the connection from Tank 5 to Lake Mountain Road is made, a pump and PRV should be adjusted to ensure that the capacity is being utilized by the Zone.

3.2.3d Source Capacity White Hills

Currently, the White Hills Wells have a capacity of 1,400 gpm which is served by two wells. Per the Firefly IFFP, one will be expanded to 3,100 gpm. With the additional anticipated growth in the Firefly IFFP, these wells will be over capacity. Once Capacity is reached Firefly will be required to come up with a solution for the additional source.

4.0 Current Projects

Since the 2021 IFFP, several projects have been completed or are under construction. They are summarized below:

1) A pump station that pumps water over Unity Pass to Tanks 1 and 7 has been constructed and is in operation.
2) A 4 MG tank in the White Hills Area. This tank is set at a higher elevation and will be able to serve the area better. This project will replace the existing White Hills Tanks (included as part of the Firefly Master Plan). (Project 15)
3) Upgrades to the White Hills Wells. It is anticipated that this will increase the source capacity to 5,200 gpm (included in the Firefly Master Plan) (Project 4).
4) The City has two new wells, Well 7 and Well 8, under design/construction. Well 7 is located near the new pump station at Unity Pass and Well 8 is adjacent to Well 1. (Project 7a and 16)
5) The City is in the process of increasing the capacity of Well 5. (Project 26)
6) A new 4 MG tank in the South Service Area south of Tanks 1 and 7 is under design. (Project 9)
7) An additional Zone 4 pump is under design. (Project 5)
8) A parallel Waterline from the new Unity Pass Pump station to Lake Mountain Road (Project 27)

4.1 Facilities Planning

As the City continues to grow, the water system will need to expand to keep up with the additional demand. From current land use and zoning maps, a City full build-out scenario was created and used to anticipate pipelines, PRV's, storage, and source projects that will be necessary. This scenario is summarized in Exhibit 3.2

The needed improvements for the planning period have been phased into 5-year increments: 2025-2030 and 2030-2035. To assist the City with long range planning, improvements beyond 2035 have also been included. See Exhibit 3.3 for locations of these projects. The projects needed by 2030 are described in this section. Costs for projects beyond 2030 are given in Appendix B.

In addition to the timing, budgetary project costs have been developed for the necessary improvements. These budgetary costs include materials, construction, engineering, legal, and right of way acquisitions.

These projects have been analyzed and the timing of the projects is determined based on best available data, current growth projections, and known development plans. If new development occurs in locations that were not anticipated in the model, or if growth occurs quicker than anticipated, some projects may need to be initiated sooner than the projections.

4.1.1 Years 2025-2030

In addition to the projects that have recently been completed, and those that are under construction (listed in Section 4.0), several other projects will be needed in the next 5 years. See Appendix B for a summary of cost for these improvements.

Water Source Projects

1) Construct a well North of Lone Tree Development (Project 7)
2) Construct a new well in White Hills (Project 21)
3) First phase of the CUWCD Pump station North of SR73 (6000 gpm) (Project 14)

Water Line Projects

4) Install a parallel 16-inch waterline along Lake Mountain Road from new waterline in Project 9 to Eagle Mountain Blvd (Project 34)
5) Complete the water line on SR-73 (24 & 30 inch) (Project 10)
6) Install a waterline from Pony Express to the west connecting south to the existing waterline in Mid-Valley Road (Project 35)
7) Install new waterline from the airport south to proposed waterline project described in Project 7. (Project 19)
8) A new waterline from Tank 5 to Lake Mountain Road (Project 25)
9) A 16” line from Well 8 to Tank 9 and PRV (Project 39)
10) Parallel waterlines in SR-73 (Project 13)
11) Parallel waterlines in SR-73 (Project 17)

Tank Projects.

4.1.2 Year 2030-2035

Water Line Projects

12) Waterline from existing PRV in Pony Express to Eagle Mountain Blvd (Project 35)
13) Install a parallel waterline along Pony Express from Lake Mountain to the existing PRV (Project 37)
14) Water line connecting Eagle Mountain Blvd to Pole Canyon along Lehi-Fairfield Road (Project 29)

Water Tank Projects

15) 4 MG tank west of Tank 4 with 16” waterline from suction side of pump (project 28)
16) 4 MG tank in White Hills (included in the Firefly Master Plan as a 2.5 MG tank) (Project 6)

5.0 Conclusion and Recommendations

Like many communities in the west, Eagle Mountain City is growing rapidly with limited resources to acquire and expand its water system to meet the growing needs. The improvements recommended in Section 4.1 were outlined based on projected growth rates and anticipated locations of future development. Since growth rates and location of growth may vary from projections, some of the recommended improvements may be needed sooner or later than anticipated.

The current water system is short on source supplies and storage and, even with the current projects, additional improvements will continue to be required to meet the LOS standards.

Beyond the immediate improvements, Eagle Mountain City should begin planning strategic locations for additional storage projects and development of new water sources. As the City continues to experience rapid growth, we recommend that the Master Plan and Impact Fee Facility Plan be reviewed and updated every few years and the system model be kept up to date.

Appendix A

Exhibits

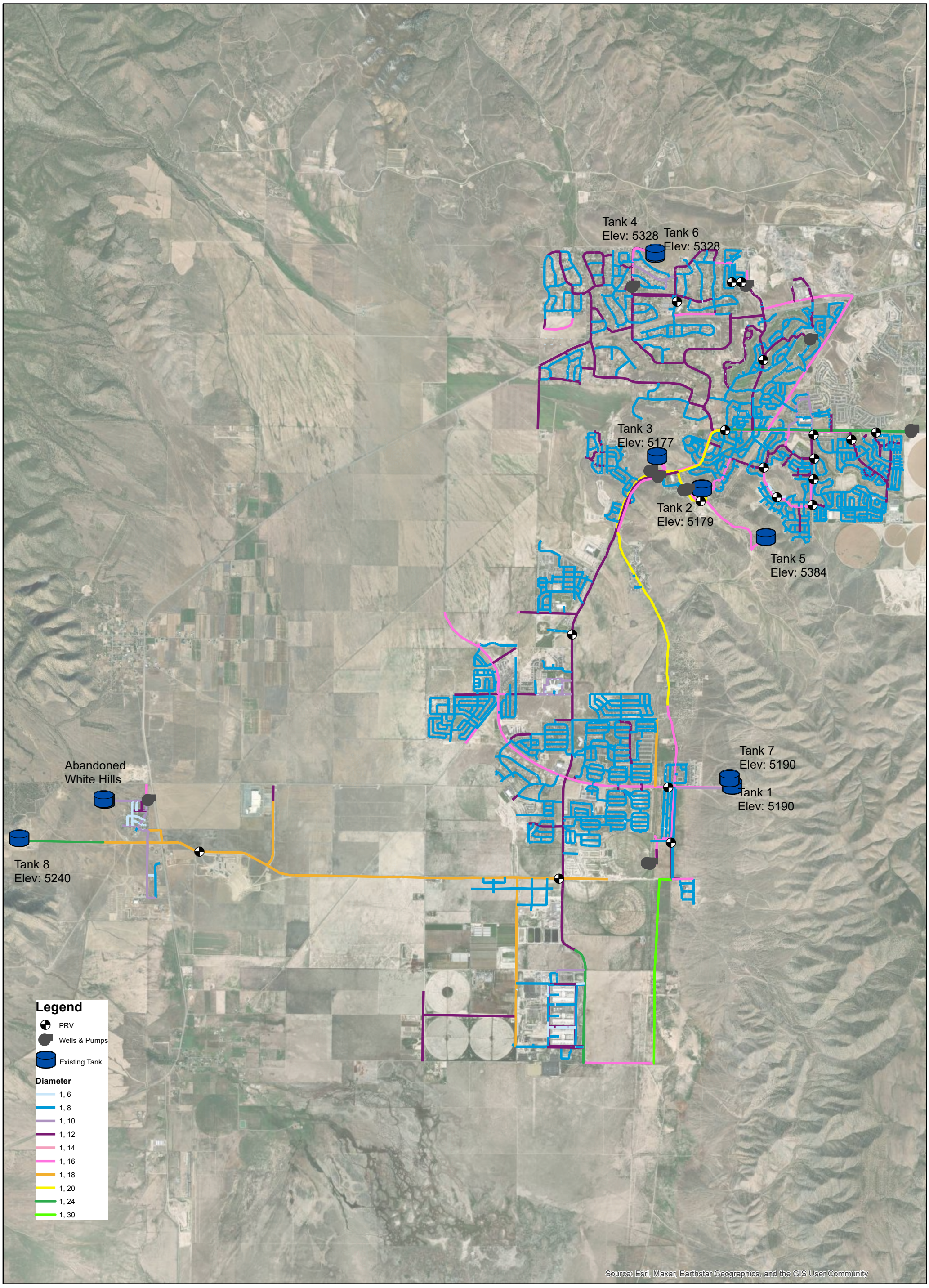


Figure 3.1 Existing Water System

PSOMAS

EAGLE MOUNTAIN

N

0 4,050 8,100 Feet

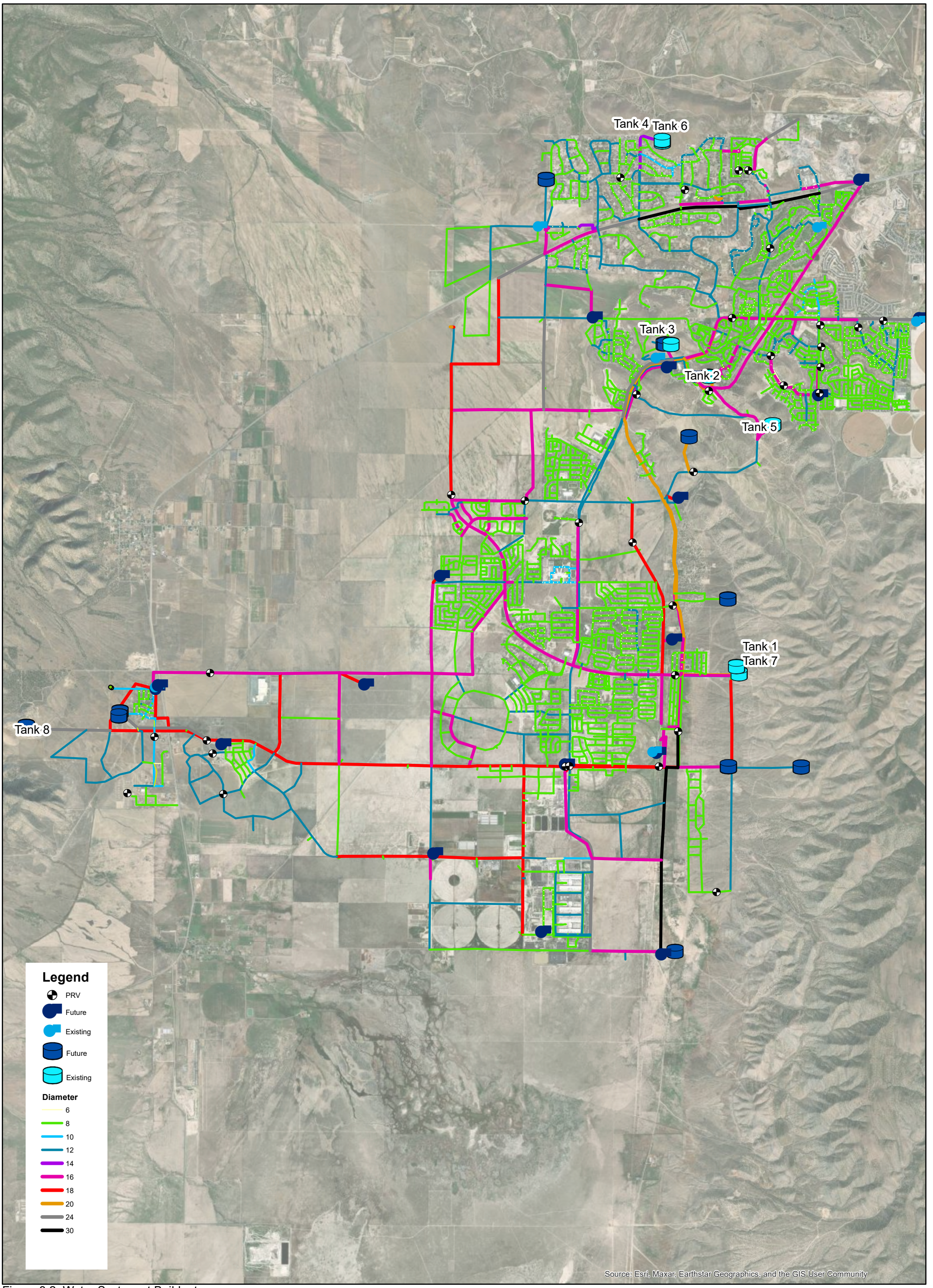


Figure 3.2 Water System at Buildout

PSOMAS

EAGLE MOUNTAIN

N

0 4,050 8,100 Feet

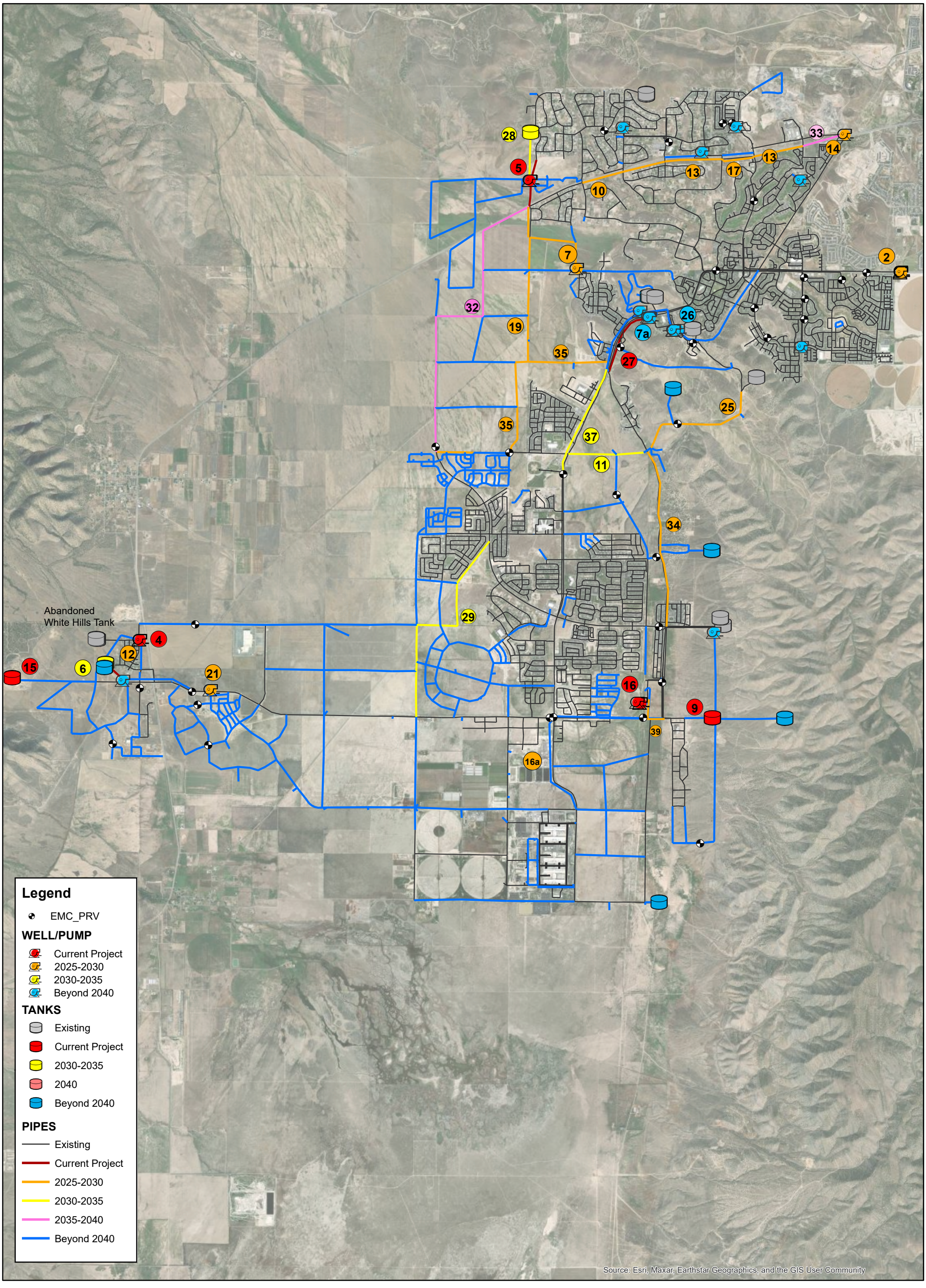


Figure 3.3 Recommended Projects

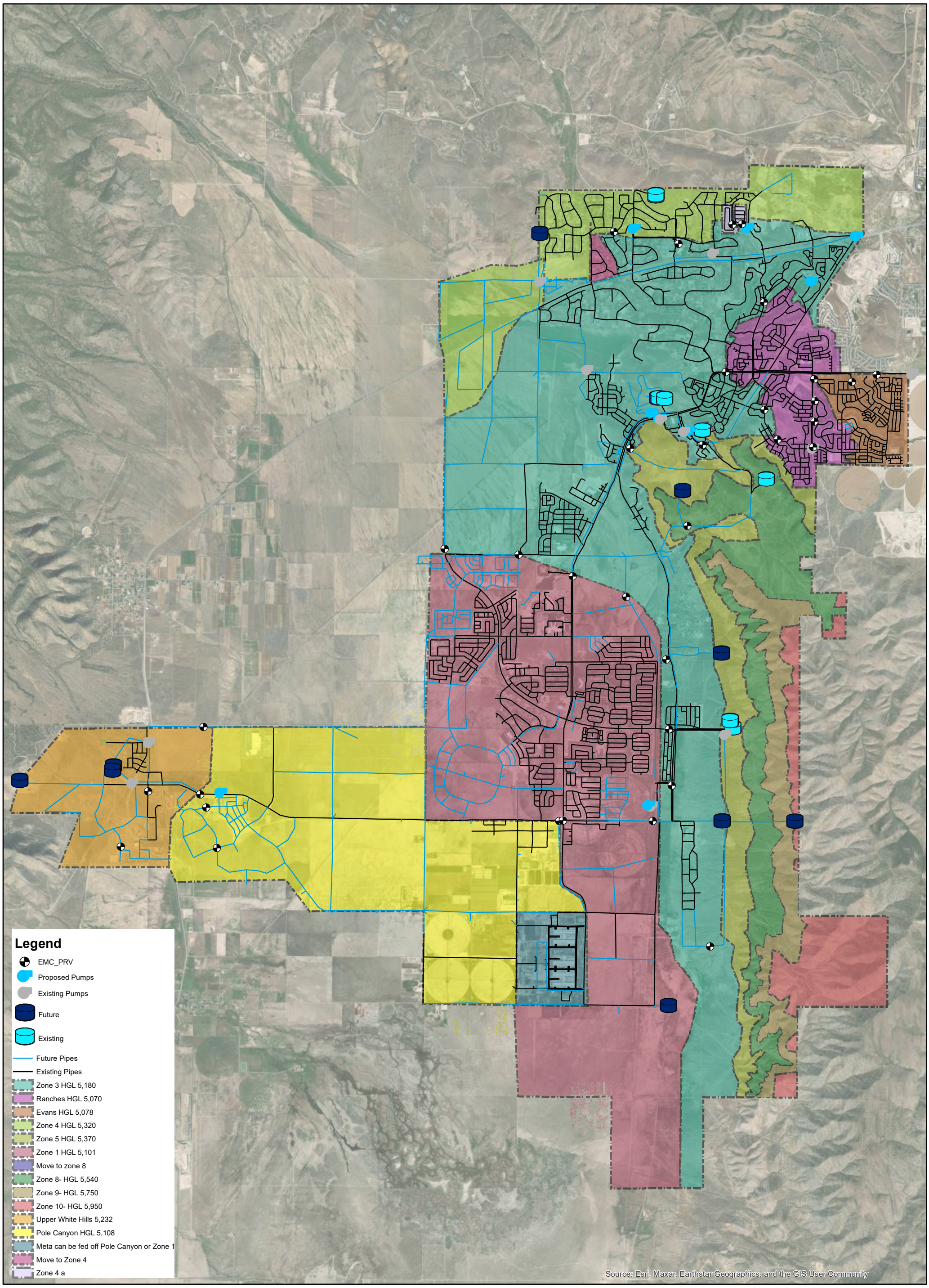


Figure 3.4 Pressure Zones

Appendix B

Buildout Project Cost

Years 2025-2030				
IFFP Project Number	Description	Cost	Amount used in the next 10 years	Cost to new development
Current Projects				
7a	3,000 gpm reliable source well (Well 7)	$ 5,500,000	100%	$ 5,500,000
7a	.75 ac well propoerty	$ 300,000	100%	$ 300,000
16	3,000 gpm reliable source well (Well 8)	$ 5,500,000	100%	$ 5,500,000
16	.75 ac well propoerty	$ 300,000	100%	$ 300,000
9	4MG Tank 9 (South of tank 1)	$ 6,500,000	100%	$ 6,500,000
15	4 MG White Hills Tank	$ 6,500,000	100%	$ 6,500,000
27	Pony Express Parallel Water line	$ 1,061,910	100%	$ 1,061,910
5	Belle Street Booster	$ 800,000	100%	$ 800,000
26	Well 5 Improvements	$ 2,000,000	100%	$ 2,000,000
4	Cooke Well Improvements	$ 2,000,000	100%	$ 2,000,000
7	3,000 gpm reliable source well (Well 9)	$ 5,500,000	100%	$ 5,500,000
7	.75 ac well propoerty	$ 300,000	100%	$ 300,000
21	White hills well	$ 5,500,000	100%	$ 5,500,000
21	.75 ac well propoerty	$ 300,000	100%	$ 300,000
34	Install Line along Lake Mountain Road from project 9 to Eagle Mountain Blvd	$ 3,394,364	90%	$ 3,054,928
10	Complete the waterline on SR73 (24&30 inch).	$ 2,386,459	60%	$ 1,431,875
35	Install Line from Pony Express to the west connecting south to the Line in Mid-valley road.	$ 2,376,709	80%	$ 1,901,368
35	Easement	$ 1,000,000	80%	$ 800,000
19	Water line in Airport Road	$ 1,867,815	50%	$ 933,908
25	A new water line from tank 5 to Lake Mountain Road	$ 1,175,862	100%	$ 1,175,862
25	Easement	$ 600,000	100%	$ 600,000
14	First Phase of CWP	$ 10,000,000.00	100%	$ 10,000,000.00
14	.75 ac well propoerty	$ 300,000.00	90%	$ 270,000.00
17	Parallel lines in SR-73	$ 411,240.00	70%	$ 287,868.00
13	Parallel lines in SR-73	$ 1,357,092.00	70%	$ 949,964.40
12	Upgrade White Hill 6" Waterline	$ 500,000	100%	$ 500,000
16a	New Public Works (cost shared with Waste Water)	$ 5,000,000	100%	$ 5,000,000
39	New Line from well 1 to tank 9	$ 817,560	100%	$ 817,560
	Total	$ 73,249,011	94%	$ 68,967,682

Years 2030-2035				
IFFP Project Number	Description	Cost	Amount used in the next 10 years	Cost to new development
11	Install 12" line between lake mountain and pony ex	$ 471,494.00	80%	$ 377,195.20
37	Install a Parallel line along Pony Express from Lake Mountain to the Existing PRV	$ 959,241.00	70%	$ 671,468.70
29	A new water line along Fairfield Lehi Road connecting Eagle Mountain Blvd to Pole Canyon	$ 2,690,274.12	70%	$ 1,883,191.88
28	4 MG tank west of Tank 4.	$ 6,500,000.00	100%	$ 6,500,000.00
28	1 acre tank property	$ 300,000.00	100%	$ 300,000.00
6	4MG TANK	$ 6,500,000.00	70%	$ 4,550,000.00
6	1 acre tank property	$ 300,000.00	70%	$ 210,000.00
		$ 17,721,009.12	82%	$ 14,491,855.78

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	DISCUSSION - Wastewater Master Plan and IFFP
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING
No

PREPARED BY
Vince Hogge, City Engineer

PRESENTED BY

RECOMMENDATION:
For now this is just a discussion item. Any comments from the City Council discussion in this meeting will be addressed and a revised Master Plan will be brought back to the Council for approval at a later date.

BACKGROUND:

The City has hired JWO Engineering to work with City engineers and the Public Works Department to develop a Master Plan for the City's wastewater utilities. The purpose of this plan is to help the City stay ahead of the rapid growth currently underway. It will outline what the wastewater system will need to look like at full build-out and guide planning for expansion in different parts of the City.

By determining the correct size and placement of future wastewater facilities now, the City can avoid costly upgrades or installing parallel lines later, making more efficient use of resources. The Master Plan will also provide a timeline for infrastructure improvements, enabling the City to budget, plan, and complete capital projects before they become urgent needs.

ITEMS FOR CONSIDERATION:
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Master Plan
2. IFFP

EAGLE MOUNTAIN CITY

2025 WASTEWATER MASTER PLAN REPORT

Prepared by:

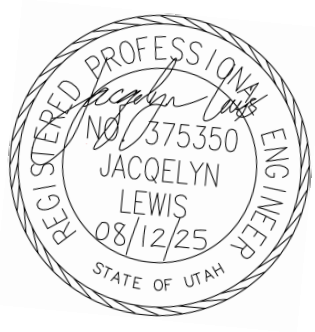
JWO ENGINEERING

1307 N Locust Lane

Provo, UT 84604

Contact: Jacqelyn Lewis, P.E.

309-271-9981



August 2025

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EXECUTIVE SUMMARY

JWO Engineering, PLLC was contracted to complete a wastewater master plan for Eagle Mountain City (EMC). This report will evaluate necessary infrastructure for wastewater conveyance and treatment for the buildout conditions based on projected growth.

The following table is a summary of projects, and their estimated costs that JWO Engineering, PLLC recommends being completed within the next 5 years for EMC. Please refer to the rest of this report for a complete list of recommended projects and their estimated costs. Estimated costs in this table are concept level estimates based on 2025 costs. In the Budgeting section of this report, the costs were adjusted using an assumed inflation rate for each year. Actual costs will be determined by the project details and economic conditions at the time of the work being carried out. Please see the Exhibits within the report depicting the proposed pipeline projects.

An urgent recommendation is to begin designing and constructing the East and West Sewer Trunklines as soon as possible.

Table 1 – Recommended Collection Improvements Within Next 5 Years

Collection Improvement Project	2025 Estimate (Millions)
East Trunkline	$ 24.24
West Trunkline	$ 12.14
Pole Canyon Trunkline	$ 15.92
Steeplechase LS Upgrade	$ 0.40
Annual GIS updates (5yr)	$ 0.01
Total for next 5 years	$ 52.71

Table 2 - Recommended Treatment Improvements Within Next 5 Years

Treatment Improvement Project	2025 Estimate (Millions)
WWTP 6 MGD Expansion	$ 120.00
Total for next 5 years	$ 120.00

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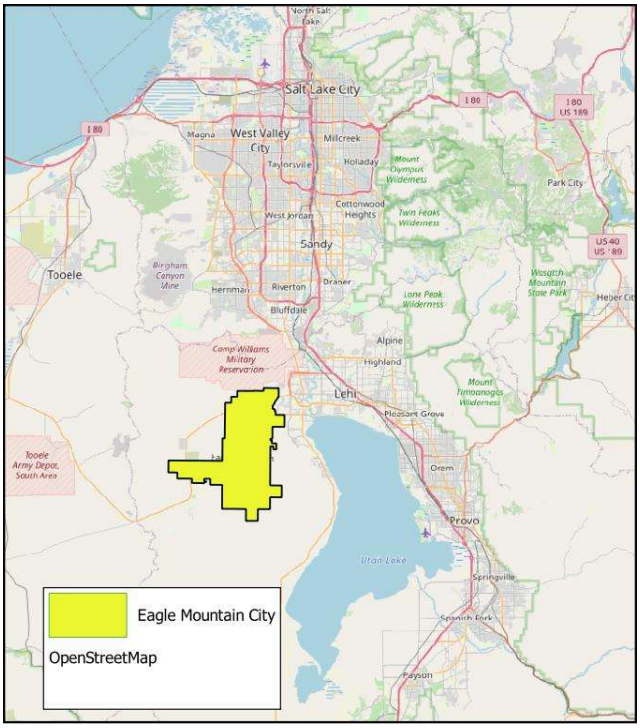

Figure 1 - Vicinity Map

BACKGROUND

Eagle Mountain City (EMC) located in Utah County near Utah Lake as shown in the vicinity map above and is one of the fastest growing cities in the US. Since its incorporation in 1996 it has grown from a population of less than 300 to over 73,000 at the start of 2025, and consequently has undergone rapid development. Recent annual growth rates have averaged 10% and it is anticipated to continue with this growth as numerous new developments have been approved and underway. EMC has also recently annexed adjacent land, just over 300 Acres, which will add to the growth and expected population. The average household size in the state of Utah is 3.09. EMC has an average household size of 4.37 people, one of the highest in the nation.

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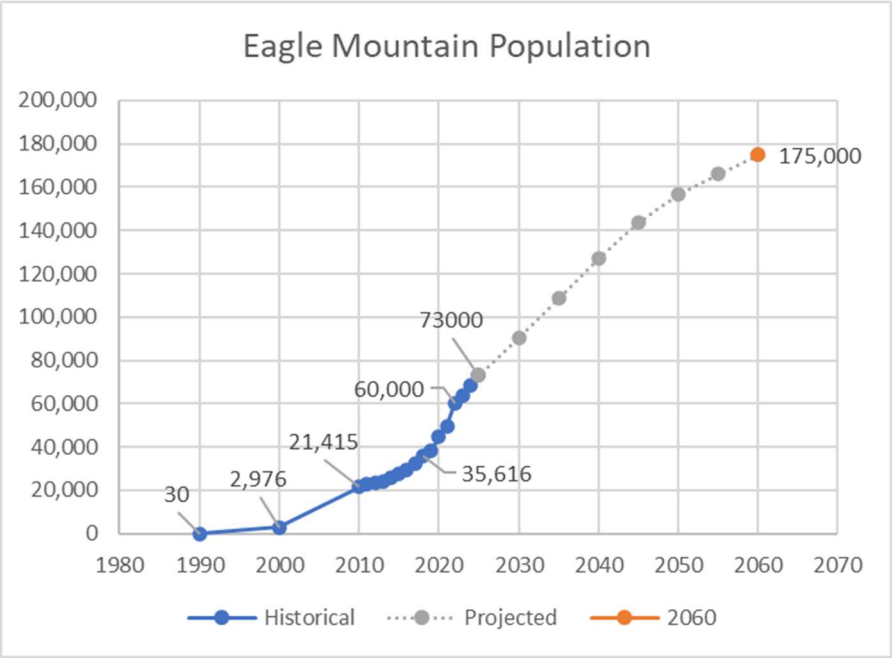

Figure 2 - Eagle Mountain City Population Chart

With only an estimated 19 square miles as being developed of EMC's 50 square miles, there is still much growth anticipated. It is projected that the city will continue to grow rapidly, with a population of 175,000 by 2060. Proper planning of city infrastructure is a crucial component of sustaining this expansion. The last EMC IFFP was completed in 2022, and before that was 2018. The population has more than doubled since 2018. Minimal infrastructure has been added or improved since 2018, but as the population continually increases rapidly, EMC will need to make infrastructure improvements a priority to support this population growth.

EMC's wastewater system contains three separate service areas designated as the North Service Area (NSA) the South Service Area (SSA) and the West Service Area (WSA). These service areas are approximate and may vary with continued development and improvements. The NSA conveys flows to the East and are treated by Timpanogos Special Services District. Flows from the SSA and WSA flow South and East respectively to the existing WWTP to be treated by EMC. The flows treated by EMC are treated and disposed of by means of Rapid Infiltration Basins (RIBs).

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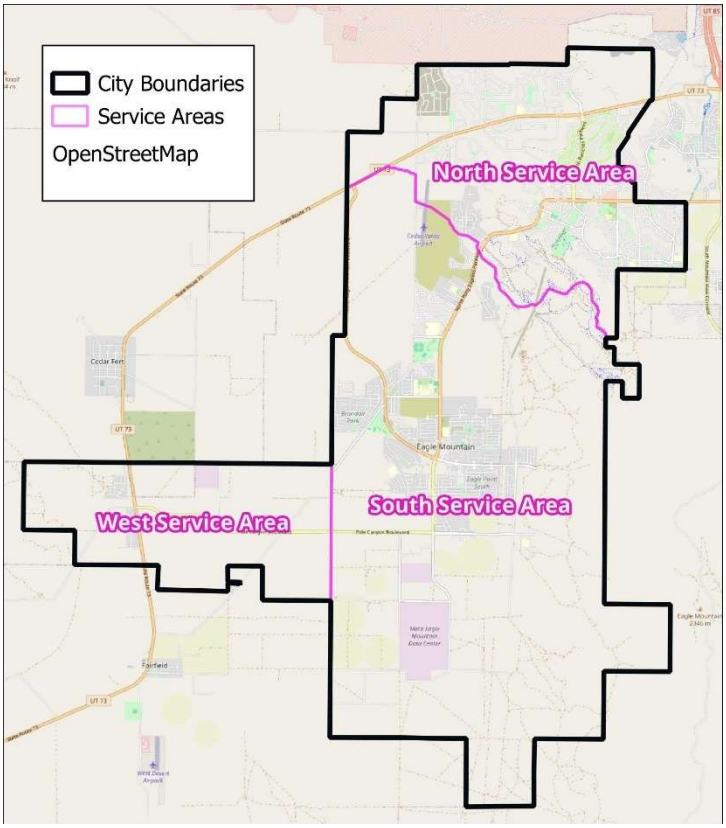

Figure 3 - Service Areas

GEOGRAPHIC INFORMATION SYSTEM (GIS)

EMC provided GIS shape files for their wastewater facilities. These files were used to compare existing facilities with proposed improvements. Field verification is needed as the shape files were not complete. There were main lines missing from the WSA to the WWTP. Numerous pipes were without details such as sizes, materials and depths. It is recommended that EMC update their GIS files to accurately depict the current completed infrastructure of EMC. The GIS files should be kept up to date as new wastewater infrastructure is added to EMC. Some information in this plan may be inaccurate due to omissions in the available GIS information.

EXISTING REPORTS

Current available reports addressing EMC's wastewater situation include the 2024 EMC WSA WW IFFP, EMC Impact Fee Facilities Plan Report from 2012 (IFFP 2012), 2018 (IFFP 2018), and 2022 (IFFP 2022). Eagle Mountain General Plan (2018) was also used for future land use and density populations. Some data from these existing reports was used in our assessment of the existing and proposed EMC wastewater water facility conditions.

EQUIVALENT RESIDENT CONNECTIONS (ERC'S)

An Equivalent Residential Connection (ERC) alternatively referred to as an Equivalent Residential Unit (ERU) represents the design flowrate from one residential connection. The previous report,

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2022 IFFP, recommended an ERC flowrate of 220 gallons per day. Existing water meter data was provided for the winter months throughout EMC. Winter months were used as they would not include water used for irrigation. Actual values of ERUs were calculated and are shown in the table below. While multi-family residences can be smaller households, EMC continues to be at an above average household size implying that even smaller housing doesn't always result in a smaller household. This report will continue to use an ERC value of 220 gallons per day.

Table 3 – Calculated ERU Values

NSA ERU	240 gpd
SSA/WSA ERU	220 gpd

Current ERU's were obtained from EMC and used for the existing wastewater model.

Table 4 - Existing ERU Count

	Current # ERU's
NSA	8,027
SSA	6,744
WSA	134

ERU's per Acre can vary significantly depending on land use. Residential will be on the higher end with values between 8 and 4. On the other end, half acre lots would be a value of 2.0. Industrial and commercial users will generally be on the lower end but also vary greatly depending on the type of industry. As future developments are not yet known a value of 3.4 ERU/Acre will be used.

LEVEL OF SERVICE

EMC's current wastewater system design requirements are defined by the current city ordinances and construction standards. Wastewater pipes shall be lined non-reinforced concrete, lined reinforced concrete, or PVC and have a minimum velocity of 2 foot per second unless otherwise approved by the City Engineer. This report recommends that the standards be updated to require all concrete pipe to be lined and be corrosion resistant. Minimum slopes for pipes consistent with state standards are found in the table below:

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Table 5 - Minimum Pipe Slope

Pipe Diameter	Minimum Slope
4"	2.000%
6"	1.000%
8"	0.334%
10"	0.248%
12"	0.194%
14"	0.158%
15"	0.144%
16"	0.132%
18"	0.113%
21"	0.092%
24"	0.077%
27"	0.066%
30"	0.057%
36"	0.045%

Service levels indicate how effectively a piece of infrastructure meets the city's expectations and potential need for improvement. The amount of flow that a sewer pipe can convey is a combination of its size and slope. If the pipe becomes too full, a backup in the system can occur. As pipe diameter increases, the capacity changes significantly with depth of flow. Larger pipes will have a smaller peaking factor as well as the ability to carry additional depth of flow. The level of service (LoS) for pipes in the city is broken into four levels that help determine the need for pipe size upgrades and are defined in the table below.

Table 6 - Level of Service Criteria

Level of Service	Pipe Diameter (in)	% Full with Peak Flow	Design Peak Factor
A	<18"	50%	2.50
	21"-30"	67%	2.25
	30"<	75%	2.00
B	<18"	67%	2.50
	21"-30"	75%	2.25
	30"<	85%	2.00
C	<18"	75%	2.50
	21"-30"	85%	2.25
	30"<	95%	2.00
D	<18"	85%	2.50
	21"-30"	95%	2.25
	30"<	100%	2.00

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LoS D is considered failing. Pipes at 100% full would be a surcharged condition. Pipes at system build-out should be designed for LoS condition A with the associated peak factor.

EXCESS CAPACITY

All sewer pipes within EMC are currently not designed for excess capacity.

PIPE LOADING CAPACITY

EMC requested the maximum capacity of pipe based on minimum slope using 220 gpm as the ERU. Capacity is calculated for each LoS as laid out in the table above. The table below calculates the capacity of a pipe with varied depth of flow or %full with the peak factors applied.

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Table 7 - Pipe Flow Calculator

JWO Engineering

Pipe Flow Calculator — Flow/ERU 220 (gpd)

Service level A										
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Q avg	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(gpd)	(ERU's)
8	50%	4.00	4500.00	4499.9967	1	0.00334	0.012	4.00	61,115	277
10	50%	5.00	4500.00	4499.9975	1	0.00248	0.012	4.00	95,484	434
12	50%	6.00	4500.00	4499.9981	1	0.00194	0.012	3.00	183,104	832
15	50%	7.50	4500.00	4499.9986	1	0.00144	0.012	3.00	286,029	1,300
18	50%	9.00	4500.00	4499.9989	1	0.00113	0.012	2.50	494,426	2,247
21	50%	10.50	4500.00	4499.9991	1	0.00092	0.012	2.50	672,950	3,058
24	67%	16.08	4500.00	4499.9992	1	0.00077	0.012	2.50	1,387,606	6,307
27	67%	18.09	4500.00	4499.9993	1	0.00066	0.012	2.50	1,758,738	7,994
30	67%	20.10	4500.00	4499.9994	1	0.00057	0.012	2.50	2,164,652	9,839
36	75%	27.00	4500.00	4499.9992	1	0.00082	0.012	2.00	6,096,841	27,712
42	75%	31.50	4500.00	4499.9992	1	0.00082	0.012	2.00	9,196,697	41,803

Service level B										
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Ave Flow	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(gpd)	(ERU's)
8	67%	5.36	4500.00	4499.9967	1	0.00334	0.012	4.00	96,479	438
10	67%	6.70	4500.00	4499.9975	1	0.00248	0.012	4.00	150,736	685
12	67%	8.04	4500.00	4499.9981	1	0.00194	0.012	3.00	289,057	1,313
15	67%	10.05	4500.00	4499.9986	1	0.00144	0.012	3.00	451,538	2,052
18	67%	12.06	4500.00	4499.9989	1	0.00113	0.012	2.50	780,523	3,547
21	67%	14.07	4500.00	4499.9991	1	0.00092	0.012	2.50	1,062,350	4,828
24	75%	18.00	4500.00	4499.9992	1	0.00077	0.012	2.50	1,603,064	7,286
27	75%	20.25	4500.00	4499.9993	1	0.00066	0.012	2.50	2,031,823	9,235
30	75%	22.50	4500.00	4499.9994	1	0.00057	0.012	2.50	2,500,764	11,367
36	85%	30.60	4500.00	4499.9996	1	0.00045	0.012	2.00	5,103,764	23,198
42	85%	35.70	4500.00	4499.9996	1	0.00045	0.012	2.00	7,698,703	34,994

Service level C										
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Ave Flow	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(gpd)	(ERU's)
8	75%	6.00	4500.00	4499.9967	1	0.00334	0.012	4.00	111,460	506
10	75%	7.50	4500.00	4499.9975	1	0.00248	0.012	4.00	174,141	791
12	75%	9.00	4500.00	4499.9981	1	0.00194	0.012	3.00	333,940	1,517
15	75%	11.25	4500.00	4499.9986	1	0.00144	0.012	3.00	521,649	2,371
18	75%	13.50	4500.00	4499.9989	1	0.00113	0.012	2.50	901,717	4,098
21	75%	15.75	4500.00	4499.9991	1	0.00092	0.012	2.50	1,227,304	5,578
24	85%	20.40	4500.00	4499.9992	1	0.00077	0.012	2.50	1,811,495	8,234
27	85%	22.95	4500.00	4499.9993	1	0.00066	0.012	2.50	2,296,001	10,436
30	85%	25.50	4500.00	4499.9994	1	0.00057	0.012	2.50	2,825,915	12,845
36	95%	34.20	4500.00	4499.9996	1	0.00045	0.012	2.00	5,322,053	24,191
42	95%	39.90	4500.00	4499.9996	1	0.00045	0.012	2.00	8,027,978	36,490

Service level D										
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Ave Flow	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(gpd)	(ERU's)
8	85%	6.80	4500.00	4499.9967	1	0.00334	0.012	4.00	125,952	572
10	85%	8.50	4500.00	4499.9975	1	0.00248	0.012	4.00	196,783	894
12	85%	10.20	4500.00	4499.9981	1	0.00194	0.012	3.00	377,359	1,715
15	85%	12.75	4500.00	4499.9986	1	0.00144	0.012	3.00	589,474	2,679
18	85%	15.30	4500.00	4499.9989	1	0.00113	0.012	2.50	1,018,959	4,631
21	85%	17.85	4500.00	4499.9991	1	0.00092	0.012	2.50	1,386,879	6,303
24	95%	22.80	4500.00	4499.9992	1	0.00077	0.012	2.50	1,888,973	8,586
27	95%	25.65	4500.00	4499.9993	1	0.00066	0.012	2.50	2,394,202	10,882
30	95%	28.50	4500.00	4499.9994	1	0.00057	0.012	2.50	2,946,780	13,394
36	100%	36.00	4500.00	4499.9996	1	0.00045	0.012	2.00	4,952,961	22,513
42	100%	42.00	4500.00	4499.9996	1	0.00045	0.012	2.00	7,471,227	33,960

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WASTEWATER SYSTEM ANALYSIS

EXISTING CONDITIONS

The EMC wastewater network consists of approximately 956,000 LF of pipe with nearly 4200 manholes. There are a total of 5 lift stations currently serviced by EMC (Lone Tree, Lakeview, New Park, Pole Canyon, and Steeplechase), and 4 privately operated lift stations (Brylee Farms, Scenic Mountain 1 and 2, and Silverlake). There are potentially four additional lift stations being constructed which will be added to the wastewater system. QTS LS will be serviced by EMC, and Oquirrh Mountain, Pinnacles, and Rose Ranch will be privately owned and operated. Flows to TSSD for the past 2 months have been about 1.75 MGD. Flows to EMC WWTP have been about 1.5 MGD.

North Service Area (NSA)

The NSA is estimated to be 80% developed of its nearly 12 square miles of land and accounts for approximately 57% of the total city population. The majority of this service area is residential and all flows are conveyed to be treated with TSSD. It has three lift stations managed by EMC; Lakeview, Lone Tree and New Park, and three private lift stations; Scenic Mountain 1 and 2, and Silver Lake within the system. Each of these lift stations are currently in operation. Septic systems were not included in the existing model.

Improvements have been planned to convert the Lone Tree lift station to an overwatch type facility due to the age and condition of the existing pumps. The new overwatch pump station will continue to discharge to the NSA at this time.

The figure below shows the existing NSA with pipe diameters from the provided shape files, as well as lift stations.

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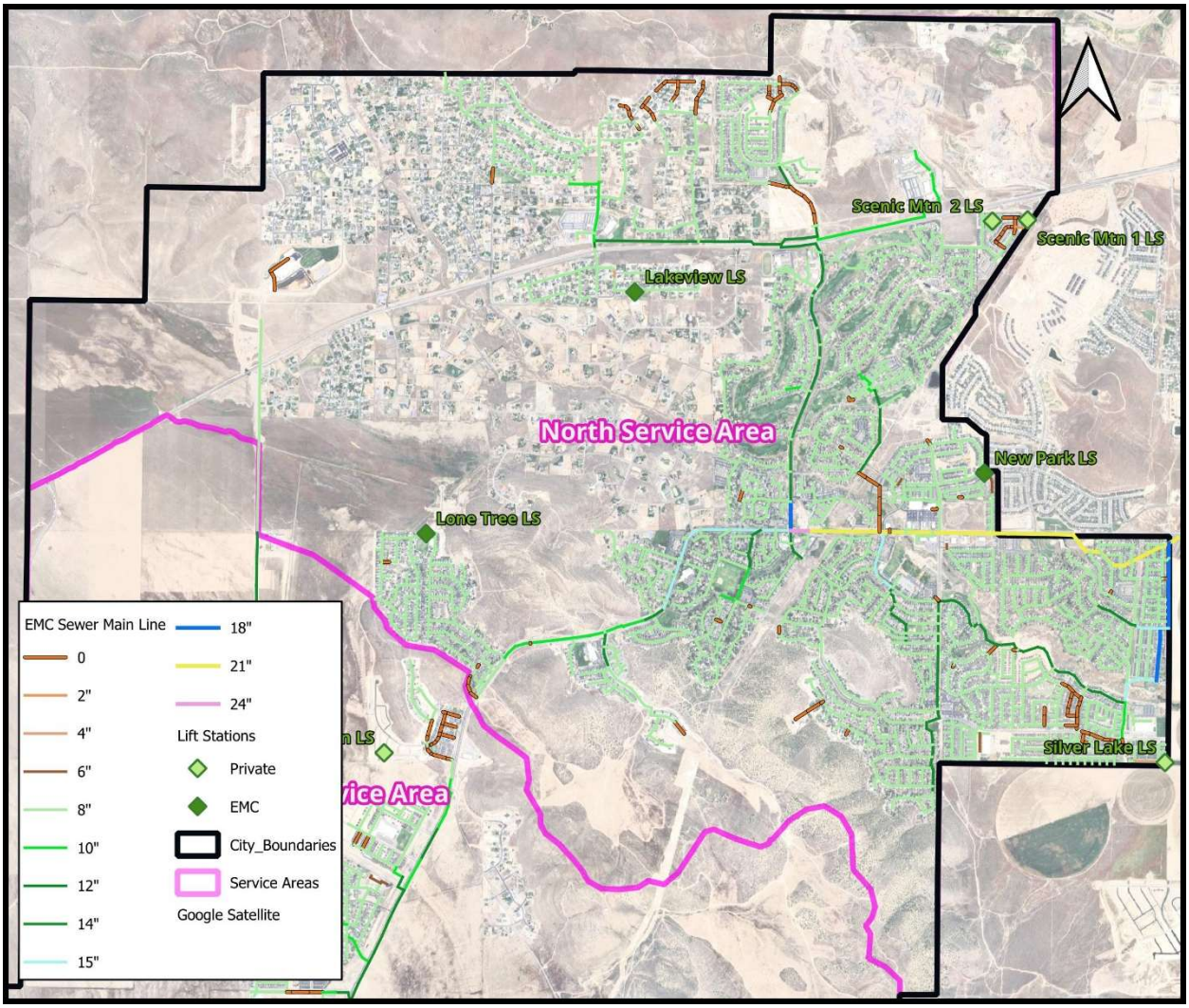

Figure 4 - Existing NSA

South Service Area (SSA)

The SSA is estimated to be 30% developed of its 31.5 square miles of land and accounts for approximately 40% of the total city population. This service area includes the Meta/Facebook sites which each have a lift station, Steeplechase LS. An additional industrial site, QTS is currently being developed and will have its own lift station to convey flows to EMC WWTP. The QTS LS is not yet in service. There are four private lift stations in this service area, Brylee Farms and Oquirrh Mountain, Pinnacles, and Rose Ranch. Only Brylee Farms LS is currently in operation. Several new developments have already been approved and are underway in this service area.

Previous IFFP reports have shown that Pony Express Parkway sewer pipes near the WWTP have been nearly at capacity and will not be able to convey additional future flows with continued development.

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The figure below shows the existing SSA with pipe diameters from the provided shape files, as well as lift stations.

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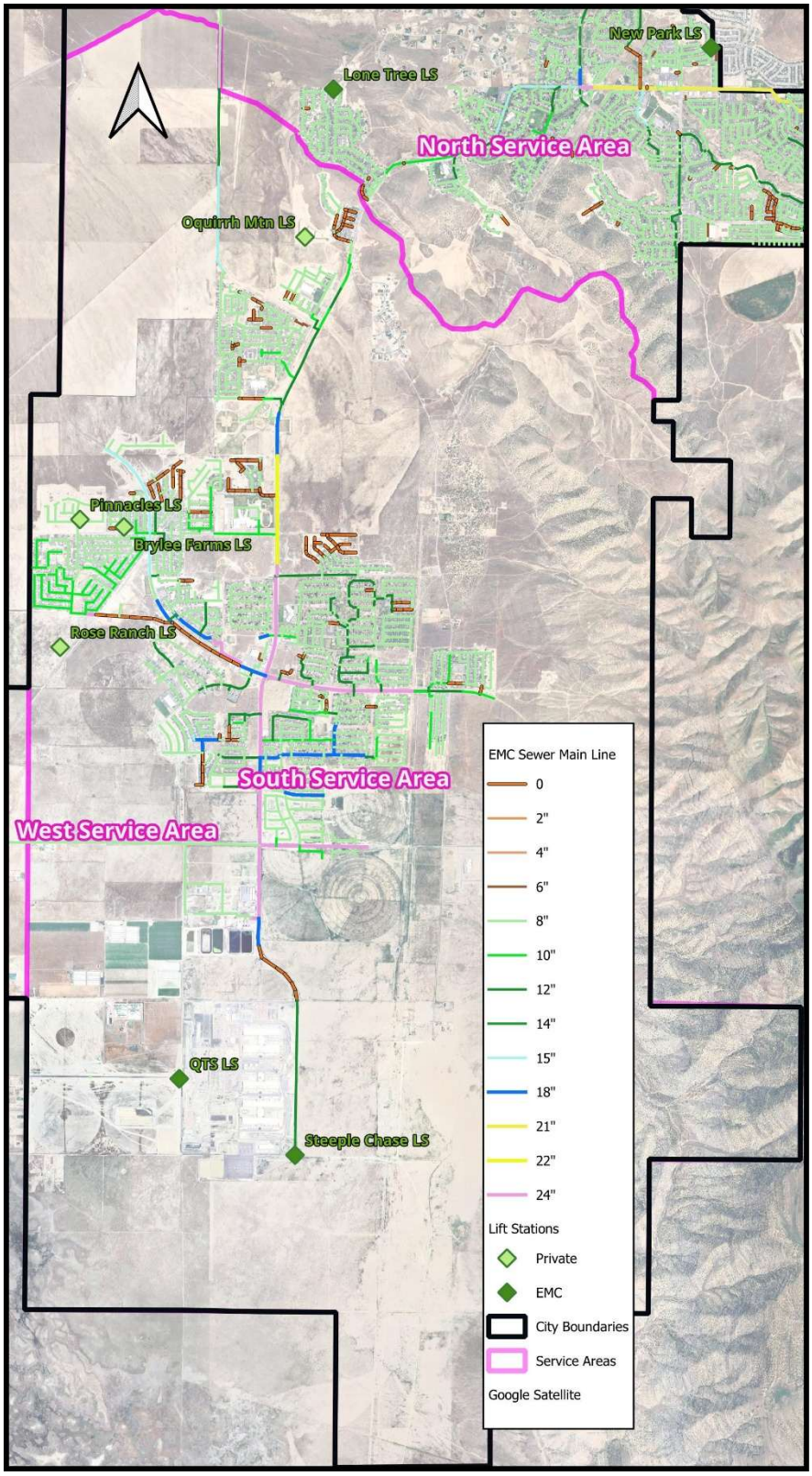

Figure 5 - Existing SSA

West Service Area (WSA)

The WSA is estimated to be less than 10% developed of its 7.4 square miles of land and accounts for approximately 3% of the total city population. More than 90% of the land within the WSA is currently used for farming or has not yet been developed. There is one industrial user, Tyson Foods Plant which has a holding tank to help more evenly distribute flows being discharged. The Firefly development is underway and will occupy just over 4 square miles of the WSA.

The WSA currently contains only a small wastewater network that collects flows from Tyson Foods and White Hills Subdivision and is pumped by means of Pole Canyon LS to EMC WWTP. This is the only LS in the WSA. There has been a temporary line to the LS from Tyson Foods. This line will be replaced once pipes in Pole Canyon Road are upsized with the Firefly development. Partial construction has been completed for a deep Pole Canyon Trunkline to replace the existing LS and have increased future flows from the WSA conveyed by gravity to the EMC WWTP.

The figure below shows the existing SSA with pipe diameters from the provided shape files, as well as lift stations.

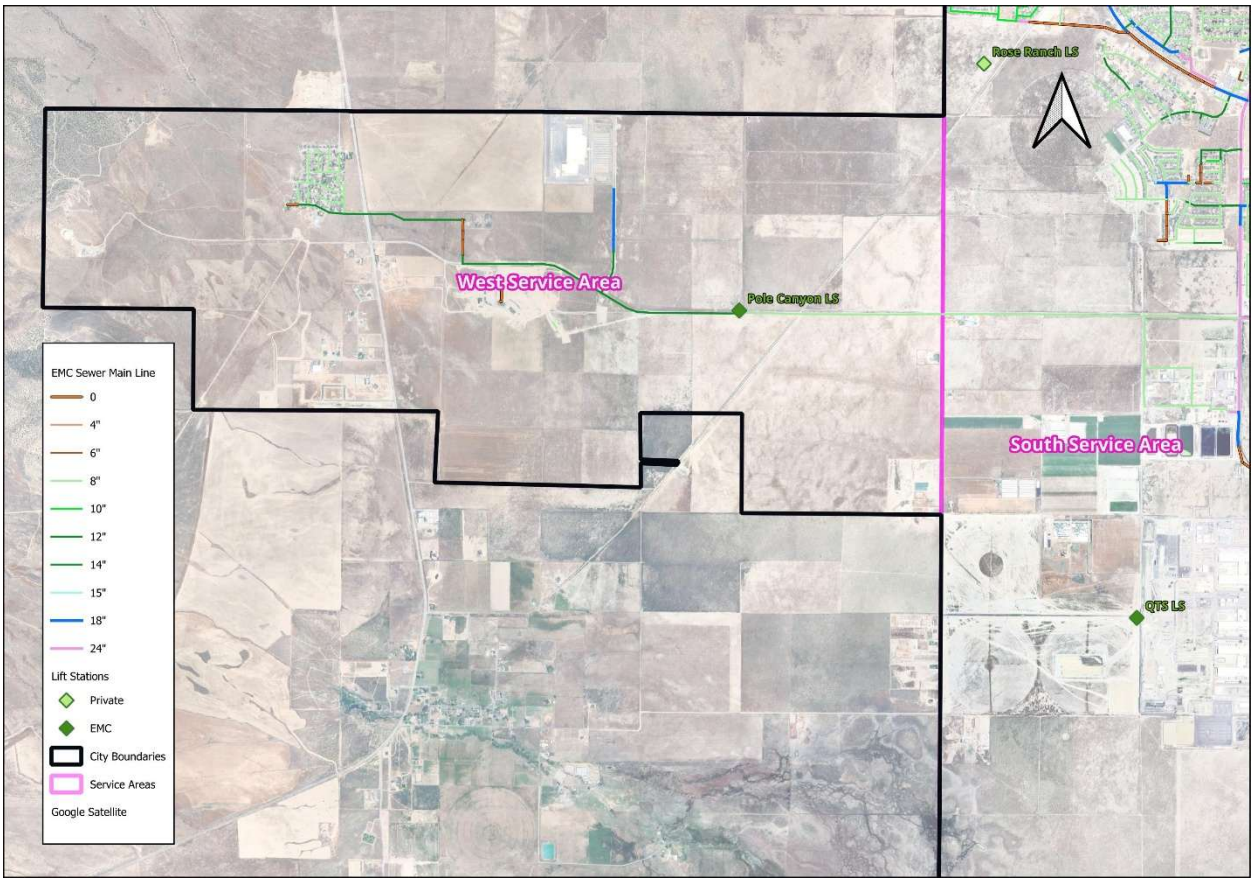

Figure 6 - Existing WSA

Treatment Plant

The EMC WWTP has recently been expanded to accommodate flows of 2.4 MGD with construction being nearly complete. Currently the WWTP is under design for additional capacity to be able to accommodate an additional 6.0 MGD bringing the total WWTP capacity to 8.4 MGD. The average total flows treated by the WWTP for the last 2 months is about 1.5 MGD. While the current capacity is 2.4 MGD by volume it should be noted that for solids loading it is already nearly at capacity necessitating the immediate need for additional capacity as growth continues.

EXISTING CONDITIONS MODEL

Advanced Engineering and Environmental Services, LLC (AE2S) modeled the sewer system using InfoWorks ICM. InfoWorks is able to import existing shape files and its data to create a system model with pipe diameters and elevations. EMC provided the existing shape files for the existing EMC wastewater system to create this model. However, as the model was run and evaluated, it was apparent that the shape files were not complete and fully updated. There were several pipes with no diameter, and many other fields with no information that will be helpful for evaluation such as "Year" (presuming that to be the year the pipe was installed) and "CUTDEPTH" (presuming that is the depth of cover). The manhole shape file appears to have multiple fields for rim and or invert elevations. These fields should be edited to be consistent and complete. Field names should be edited to help understand the difference between "INVERT" and "INVERTELEV", and "Elevation" and "RIMELEV". It was evident that some manholes used "Elevation" for a rim elevation, while others used "RIMELEV" for that information. Fields should be consistently used throughout the shapefile to avoid confusion. Since EMC GIS data provided was incomplete, slopes of existing pipes were either linearly interpolated between upstream and downstream manholes, or for larger gaps in pipe inverts, a minimum slope based on diameter was assumed.

Pipe capacities are of most concern at the confluences of pipes or along main trunklines. While smaller pipes are still included in the model, these pipes generally do not carry significant flows.

The existing wastewater infrastructure was evaluated for their current LoS based on existing discharges during peak flows. EMC provided daily flow data from October to March which determined the average and peak day flows. The calculated peak factor for the NSA was 2.74 and for the SSA/WSA it was 1.82 for existing conditions. The model used a peak factor of 2.0 for both SA in the existing conditions model. The model results discussed below for each service area are based on peak flows. Exhibits showing the existing diameters and model results for each service area based on existing conditions with peak flows are included.

North Service Area (NSA)

Pipes

Of most concern in this service area are pipes within Silverlake. The 21" main trunkline as it conveys flows to TSSD is shown to be at a LoS D. Based on data provided, it has a high point at manhole ID 3455. It is recommended that EMC confirm the invert depths at this manhole and the manholes upstream and downstream from it and update the GIS files. Additionally, the 18" line flowing towards the 21" line is shown at a LoS D. These inverts should also be verified. Two sections of pipe

along the main trunkline towards TSSD are in LoS B categories. The trunkline conveying flows from the far north areas is hovering between LoS A and LoS B. Assuming invert elevations provided are correct, these pipelines are full and should carefully consider any additional flows into these trunklines. All other existing pipes are within the LoS A criteria. As several pipe sections are already exceeding LoS A, adding any additional flows to these pipelines would exceed the recommended capacity based on LoS.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations.

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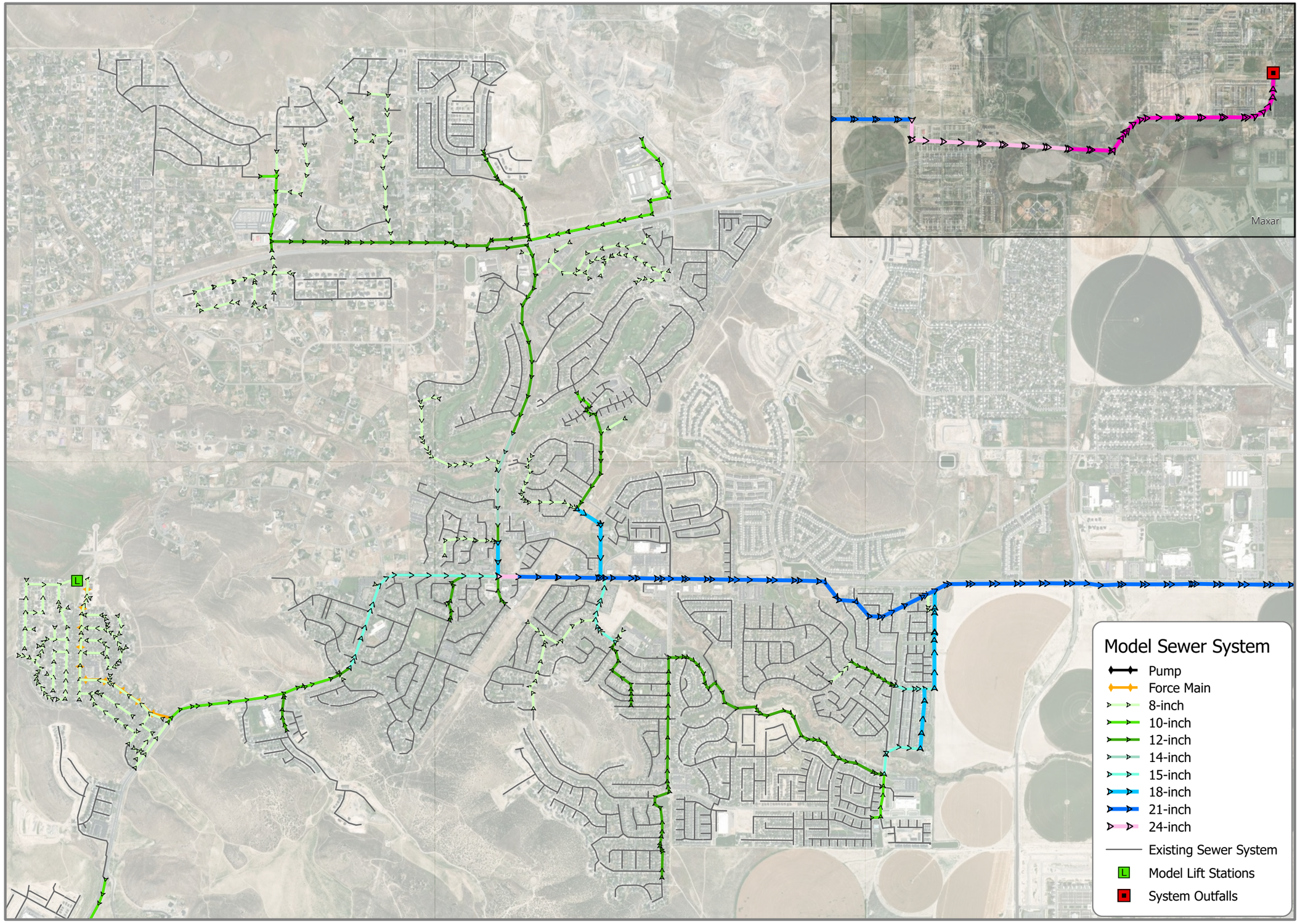

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Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City
Utah, UT

EXISTING WASTEWATER SYSTEM

NORTH SERVICE AREA

DIAMETER (IN)

WASTEWATER SYSTEM MASTER PLAN

Date: 5/8/2025

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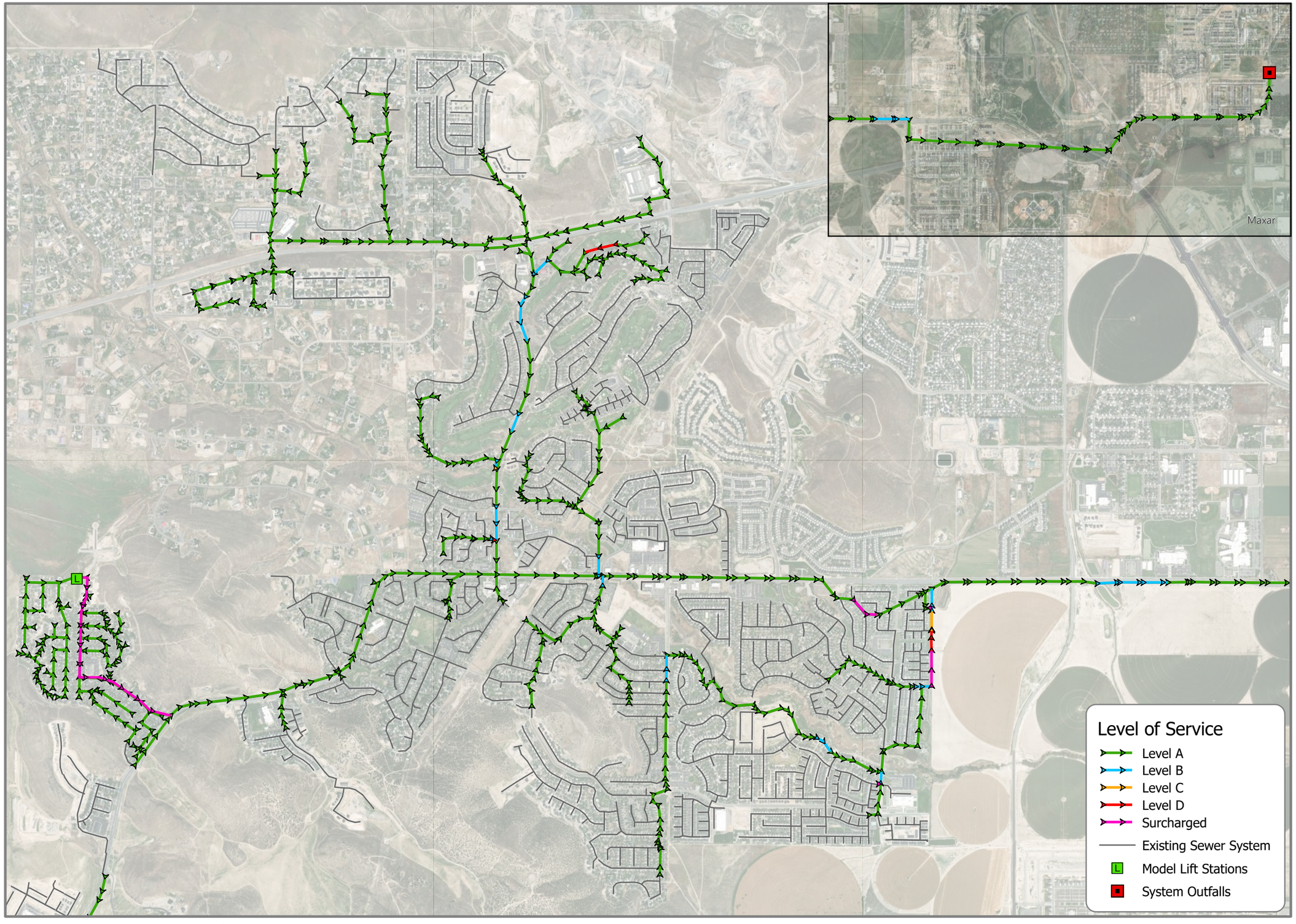

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Feet

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Locator Map Not to Scale

Eagle Mountain City
Utah, UT

EXISTING WASTEWATER SYSTEM

NORTH SERVICE AREA

LEVEL OF SERVICE

WASTEWATER SYSTEM MASTER PLAN

Date: 6/16/2025

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South Service Area (SSA)

Pipes

The peak flow model shows that the main trunkline in Pony Express Parkway is at a LoS C south of Pole Canyon Blvd as it approaches the WWTP indicating this trunkline is at capacity. The existing shape files labeled several pipes north of this area as 24" and one section of 18". It was requested to verify this diameter and was determined the nominal diameter was 24" but the actual inside diameter for 22.5". The model was run with these pipes at 22.5" diameter. There are a few lines at confluences that are not at a LoS A. It is expected for this to happen at confluences. These locations should be evaluated to ensure invert elevations are correct. All other existing pipes are within the LoS A criteria.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations. Brylee Farms LS and Steeple Chase LS are the only operating lift stations in the SSA.

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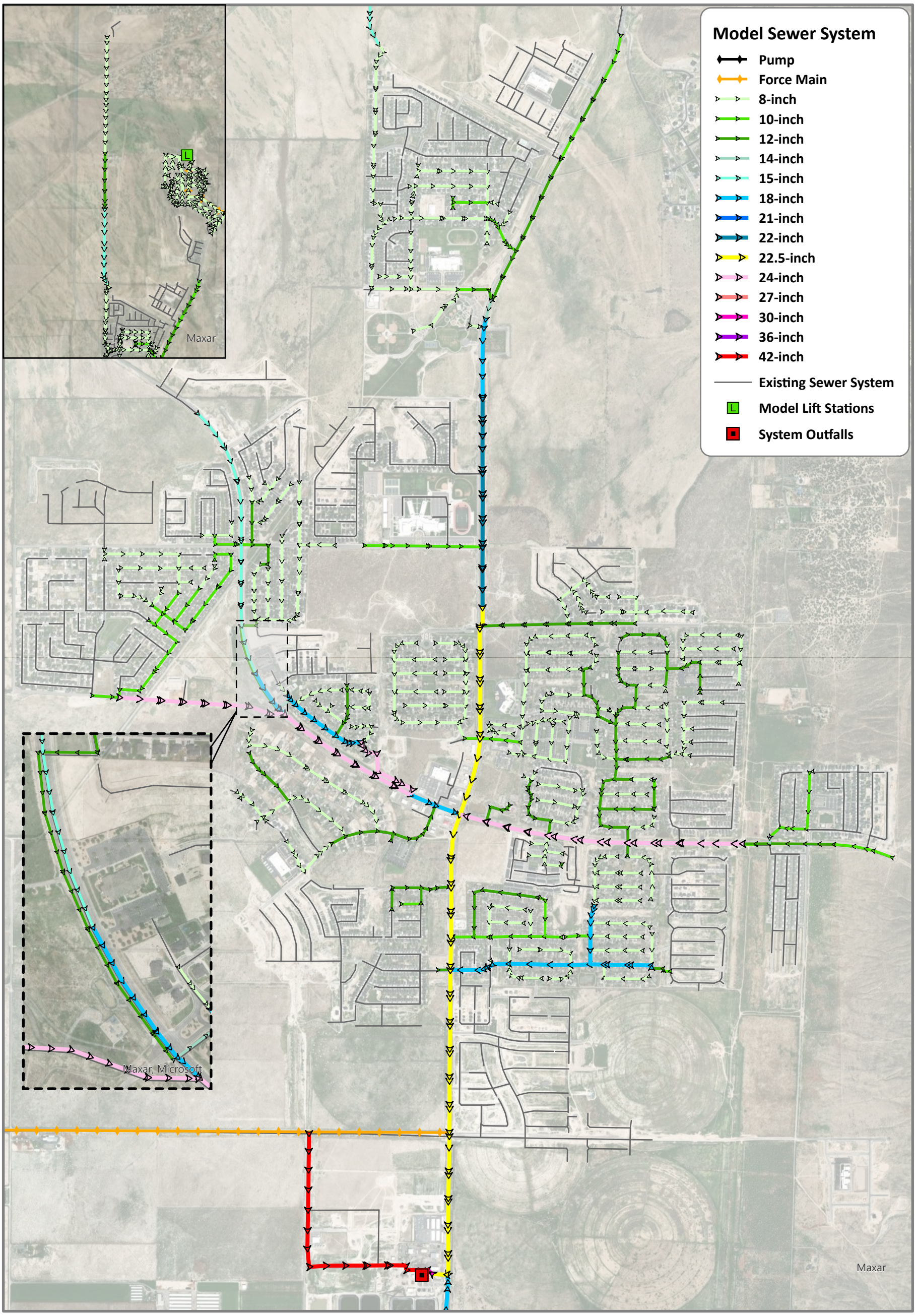

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0 500 1,000

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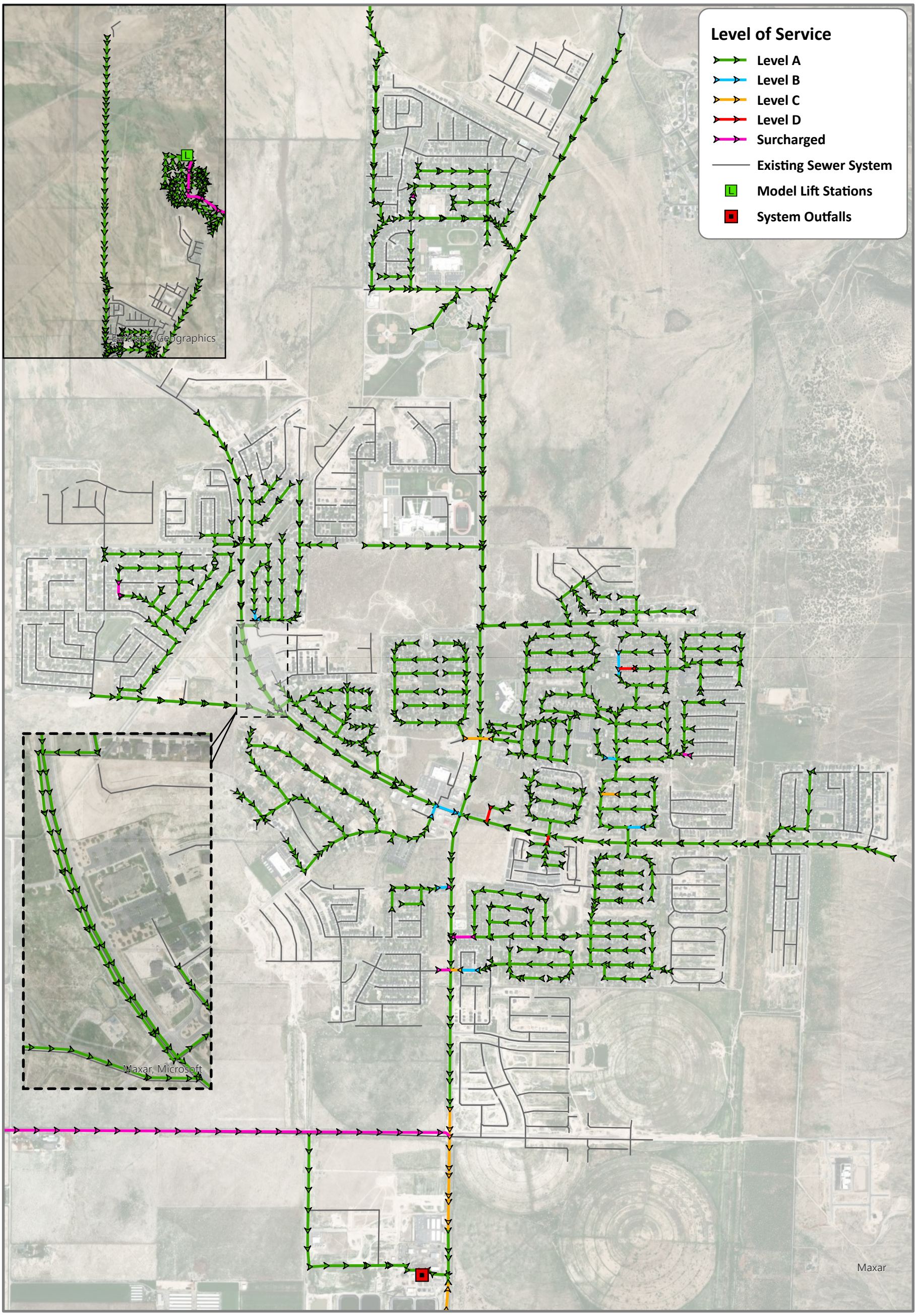
EXISTING WASTEWATER SYSTEM SOUTH SERVICE AREA DIAMETER (IN)

WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT

Date: 6/17/2025



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Locator Map Not to Scale

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0 500 1,000

Feet

1 inch = 1,750 feet

EXISTING WASTEWATER SYSTEM
SOUTH SERVICE AREA
LEVEL OF SERVICE

WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT

Date: 6/17/2025

West Service Area (WSA)

Pipes

All existing pipes are within the LoS A criteria.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

Pole Canyon LS is the only lift station in the WSA. The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations.

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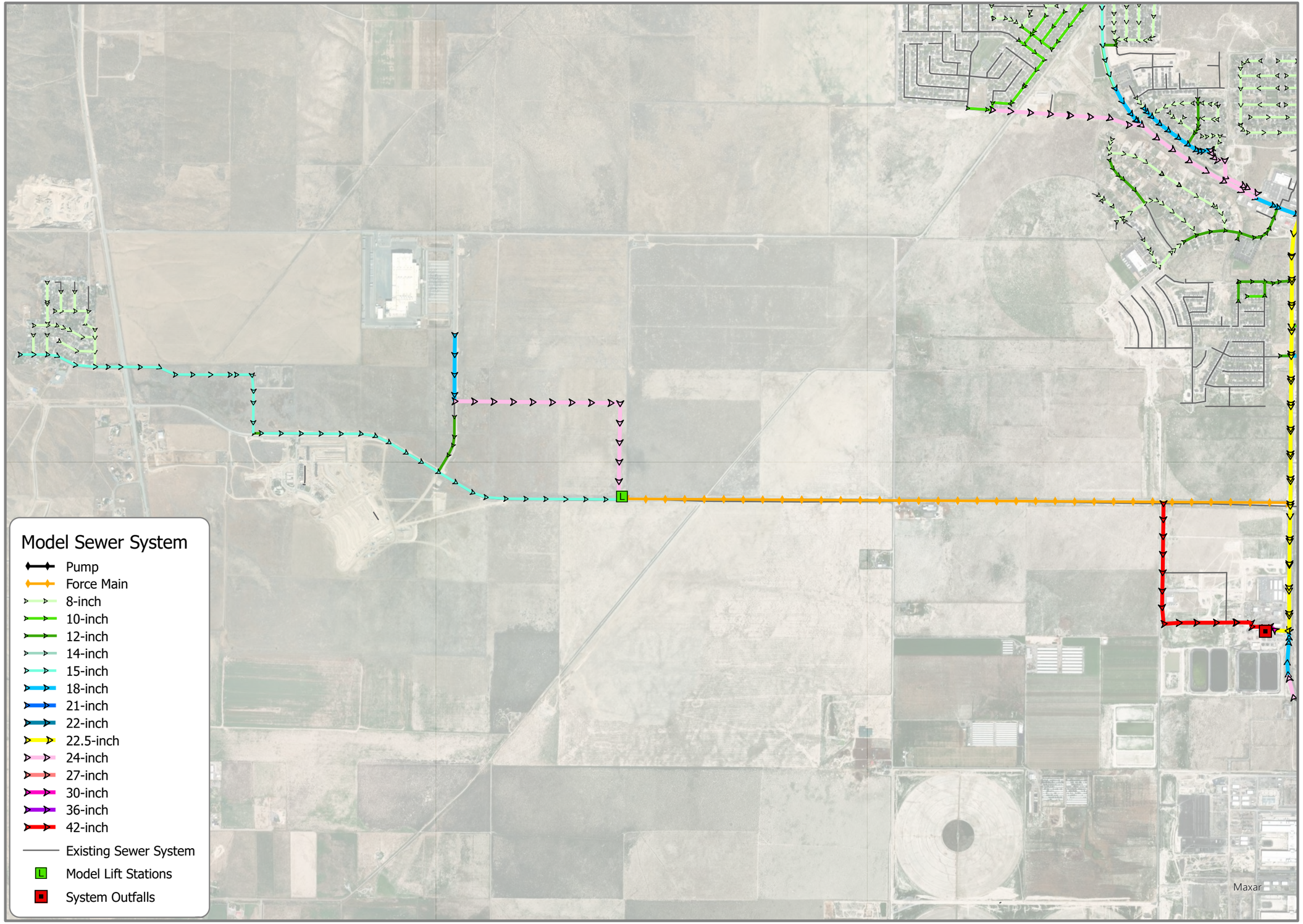

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Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City
Utah, UT

EXISTING WASTEWATER SYSTEM

WEST SERVICE AREA

DIAMETER (IN)

WASTEWATER SYSTEM MASTER PLAN

Date: 6/16/2025

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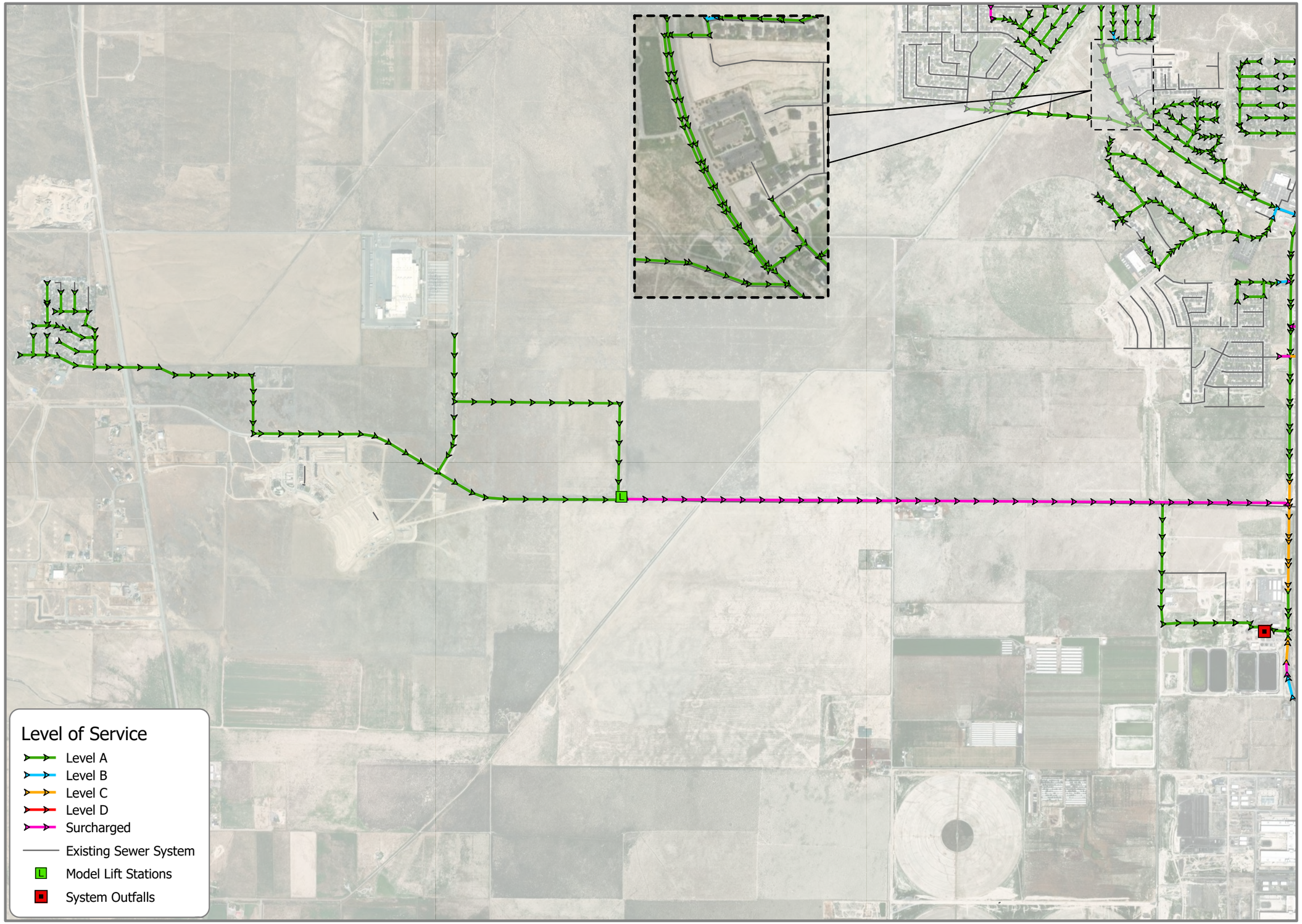

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Feet

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Locator Map Not to Scale

Eagle Mountain City
Utah, UT

EXISTING WASTEWATER SYSTEM

WEST SERVICE AREA

LEVEL OF SERVICE

WASTEWATER SYSTEM MASTER PLAN

Date: 6/17/2025

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PROJECTED CONDITIONS WITH EXISTING INFRASTRUCTURE

The existing infrastructure was evaluated for flows anticipated with future development and growth.

Current septic users were not anticipated to connect to the wastewater system.

New industrial or commercial users should be evaluated on an individual basis as wastewater flows vary significantly depending on the type of industry.

Tyson Foods has an agreement to discharge up to 700 gpm into the wastewater system. Currently they average only 57 gpm. For the projected flows a value of 75 gpm with a peak factor of 2.0 was used. Tyson Foods has a holding tank so that flows are discharged between the hours of 10pm and 5am. This is to ensure that their flows will not compound with residential peak flows.

Generally speaking, the EMC wastewater infrastructure is relatively new. However, with time the infrastructure may experience inflow and infiltration, and pipe and manhole deterioration. It is recommended that EMC monitor their system for these conditions as the infrastructure ages with time. Infiltration is expected to remain low due to percolating soils. Inflow should be minimal with routine maintenance.

All areas south of the existing WWTP are lower in elevation. There is one industrial user in this area that pumps flows north to the WWTP.

Projected ERU's for undeveloped areas that do not have approved plans, were approximated by using a factor of 3.4 ERU/Acre. If areas are known to be planned for a lower or higher density, this value may be revised for given areas which may also reduce the amount of anticipated flows. An increase in ERU counts for a given area will affect the LoS for the wastewater system. A few of the areas have partially been developed. Only the areas where the majority of the area has not been developed are included. See the figure below showing the undeveloped areas ERU counts.

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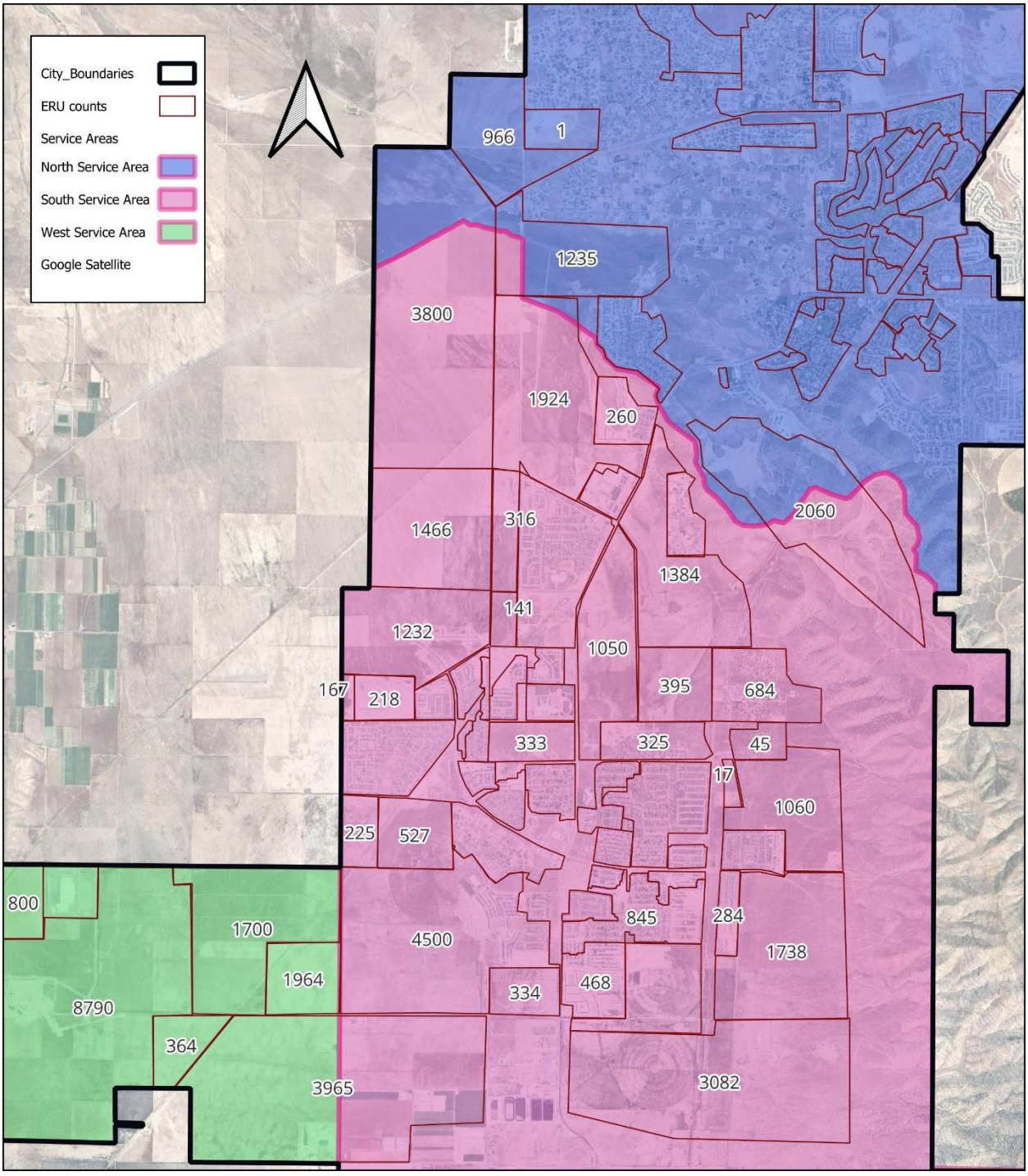

Figure 7 - Future ERU Estimates

The table below shows the added ERU's per service area as shown above. Note that the "other" areas are ones that will not be able to be conveyed by gravity with the existing trunklines and will either need an additional trunkline or lift stations to pump flows to the existing WWTP.

Table 8 - ERU's for Existing Service Areas

	Current ERU's	Added ERU's	Total ERU's at Build-out
NSA	8,027	3,473	11,500
SSA	6,744	26,956	33,700
SSA other		7,900	7,900
WSA	134	13,666	13,800
WSA other		4,000	4,000
Total			**71,000**

North Service Area (NSA)

TSSD Trunkline

All flows from the NSA are conveyed East through the TSSD Trunkline to TSSD. The trunkline diameter pipe as it leaves EMC is 21". As it approaches TSSD it transitions to 24" and 30" pipe. The existing model conditions for this stretch of pipe is approaching LoS B in some pipes which means that it is nearly at capacity now. Additional flows would cause additional pipe segments to exceed LoS A.

South Service Area (SSA)

Pony Express Trunkline

All flows from the SSA are conveyed south through the Pony Express Trunkline to EMC WWTP. The largest diameter pipe is 22.5" with slopes of 0.027% or greater. This slope is determined from the existing shape files and is less than the minimum slope for 24" pipe which is 0.077%. Assuming the shape files are accurate, this means that the 22.5" pipe is at a lesser slope than the minimum slope. The existing model has this trunkline currently conveying 6,744 ERU's which is at a LoS of C according to the model near the WWTP. A 22.5" pipe with 0.027% slope should be able to carry 6,176 ERU's with a LoS A (67% full). The additional anticipated ERU's needed to be conveyed through this pipe for the SSA based on projected growth is nearly 27,000. The existing Pony Express Trunkline cannot accommodate the additional anticipated flows.

West Service Area (WSA)

Pole Canyon Trunkline

Currently flows from the WSA are conveyed west to the EMC WWTP by means of a 12" force main. With planned development in the WSA this force main will be replaced with a deep gravity sewer. The largest pipe diameters being 36" and 42" with a slope of 0.082% or greater. Anticipated development would bring the number of ERU's to be conveyed in this pipeline to 13,755 ERU's. Using the ERU Capacity Table included earlier in this report, the capacity of 36" and 42" pipe would be 27,712 and 41,803 ERU's respectively. The planned pipe diameters for this trunkline are adequate.

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IMPROVEMENTS NEEDED/RECOMMENDATIONS

JWO Engineering, PLLC evaluated the existing model as well as EMC projected growth and development plans for the wastewater system. Several improvements are needed for the wastewater system in order for EMC to continue growing and meet wastewater needs.

Improvement recommendations have been broken down by service area and discussed below. It is also recommended that the service area boundaries be revised with the proposed trunkline additions. Exhibits for build-out or projected conditions with proposed trunklines are included for each service area below.

PROJECTED CONDITIONS MODEL

Advanced Engineering and Environmental Services, LLC (AE2S) modeled the wastewater system with proposed trunklines and projected flows using Infoworks. A standard peak factor of 2.0 was used for projected flow conditions. Peak flows were evaluated for the proposed wastewater system to maintain a LoS A.

Projected ERU's for undeveloped areas that do not have approved plans, were approximated by using a factor of 3.4 ERU/Acre. If areas are known to be planned for a lower or higher density, this value may be revised for given areas which may also reduce the amount of anticipated flows. Once diameters are determined based on anticipated flows and ERU counts, any future development should be within the estimated ERU counts. An increase in ERU counts for a given area will affect the LoS for the wastewater system.

Current septic users were not anticipated to connect to the wastewater system in this model.

New industrial or commercial users should be evaluated on an individual basis as wastewater flows vary significantly depending on the type of industry.

Tyson Foods has an agreement to discharge up to 700 gpm into the wastewater system. Currently they average only 57 gpm. For the projected flows a value of 75 gpm with a peak factor of 2.0 was used. Tyson Foods has a holding tank so that flows are discharged between the hours of 10pm and 5am. This is to ensure that their flows will not compound with residential peak flows.

A new trunkline on the East side (East Trunkline) was added to facilitate flows from the existing 15" sewer line in Airport Road over to the East bench. This trunkline is within the SSA and will not connect to the Pony Express Trunkline, but will go directly to the EMC WWTP. This pipe will accommodate all developments East of this pipeline as well as conveying the flows from Airport Road. Flows from areas to the northwest of Airport Road will also be conveyed in this trunkline with a branch line. This is to help alleviate the flows in the Pony Express Parkway trunkline as it is already nearly at capacity and developments are continuing to be approved and constructed. See the figure below for the area this trunkline will collect from as well as the estimated ERU counts.

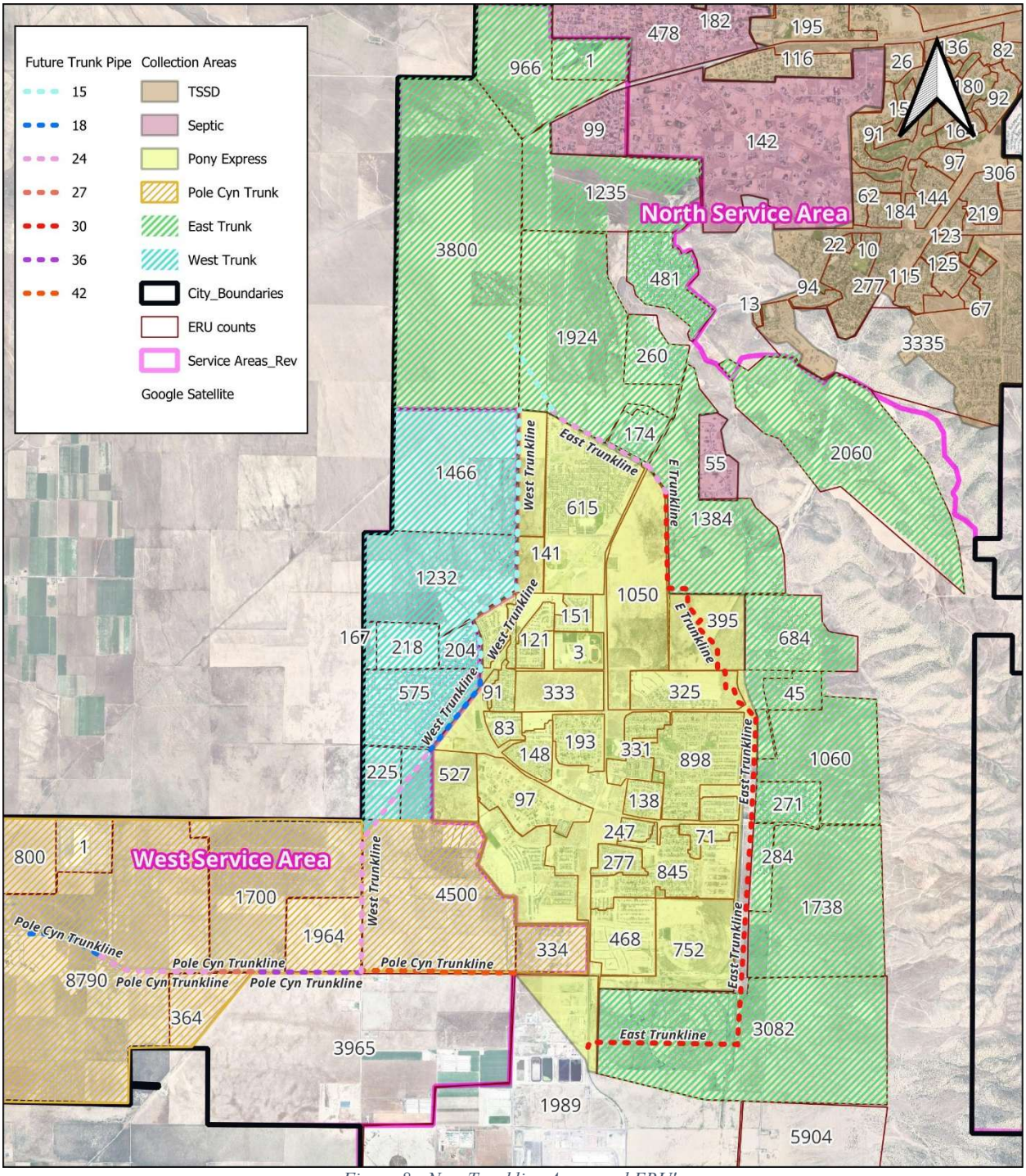

Figure 8 - New Trunkline Areas and ERU's

An additional trunkline was also added on the east side of the WSA (West Trunkline) to intercept flows from Brandon Park and other future developments in the area by gravity to help alleviate the flows into Pony Express Parkway Trunkline. This new trunkline will tie into the new Pole Canyon

Trunkline and be part of the WSA. The new West Trunkline will service the areas west of the trunkline. See the figure above for the collection area of this trunkline. Existing private lift stations remain in this model. If the West Trunkline is desired to accommodate Pinnacles and Brylee Farms by gravity and eliminate the private lift stations, it will need to be at a depth of 20’ at Aviator Avenue. An additional branch line will need to be constructed within Aviator Avenue to both Pinnacles and Brylee Farms lift stations. To eliminate the Rose Ranch lift station, the depth of the proposed sewer lines for that development will need to be known to determine the depth of the trunkline along the Lehi-Fairfield Road. It is estimated that a depth of 11’ will be needed at Williard Peak Drive to collect flows from Brandon Park development.

Lone Tree LS was previously modeled as conveying flows to the NSA or TSSD as that is the existing condition. EMC had indicated that these flows in the future would be pumped to Old Airport Road and conveyed through the East Trunkline to EMC WWTP. This would happen by constructing a new force main from the existing lift station to Old Airport Road. This project is not anticipated to happen within the next 5 years. The buildout model has moved these flows to the SSA which would be collected by the existing 15” pipe in Airport Road.

All areas south of the existing WWTP will need to be pumped to the WWTP as that area is lower in elevation. It may be favorable to have regional lift stations by geography. This can be determined as these areas are better determined for actual land use and developed.

The area west of the existing WWTP will need to have its own trunkline, which may include a lift station and force main to reach the existing WWTP.

The figure below shows the revised service area boundaries based on the new trunklines and collection areas discussed above.

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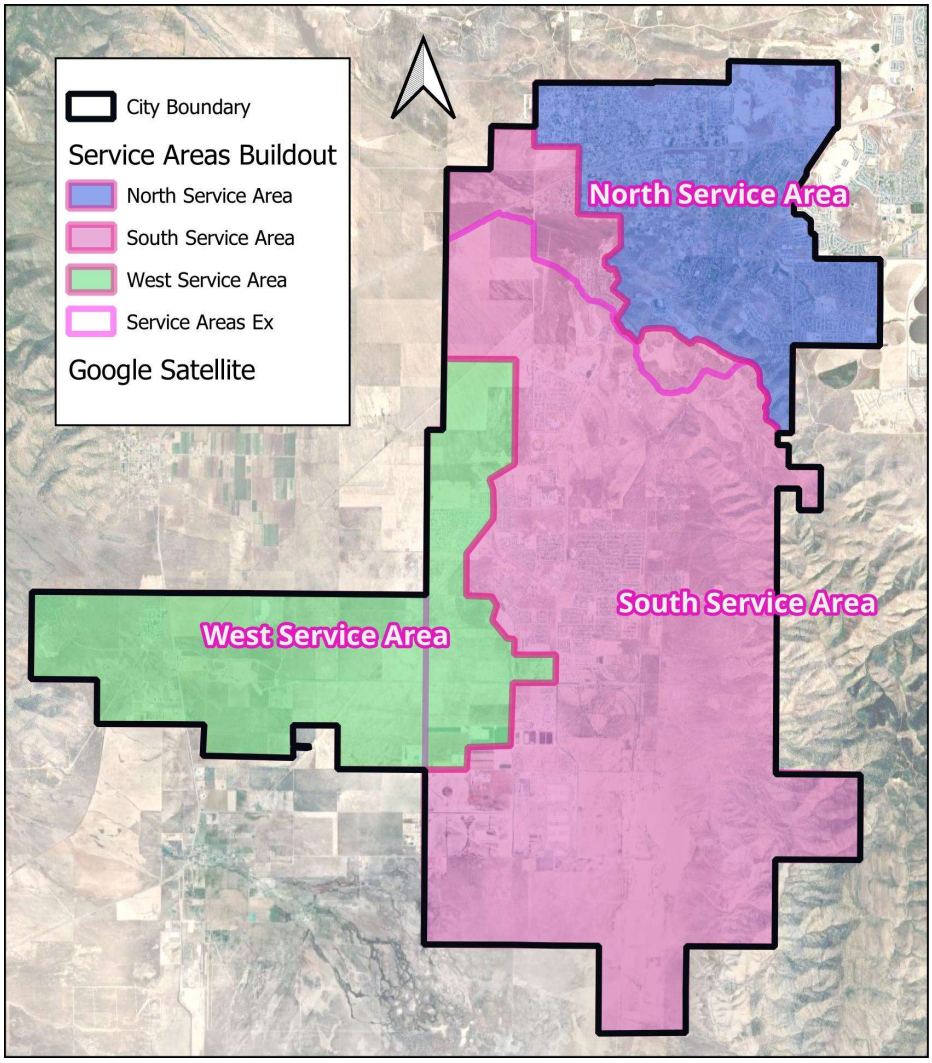

Figure 9 - Buildout Service Area Boundaries

Locations and numbers of manholes will need to follow Utah Administrative Code R317-3-3-Sewers, Section 2.6. Exact number of manholes for proposed pipes will be determined by topography, slopes, curves in the roads, changes in diameter, changes in direction and confluences of pipes. Numbers of manholes were estimated in the model.

As the service area boundaries have been revised, the number of additional ERU's is adjusted as well. The table below shows the number of ERU's added to each service area based on the revised boundaries and trunklines.

The ERU counts that are under "other" will either need to be pumped to the existing WWTP or have a separate trunkline and were not included in the model.

Table 9 - Projected ERU's per Build-out Service Areas

	Total Aniticipated ERU's at Build-out
NSA	7,800
SSA	28,500
SSA other	7,900
WSA	22,700
WSA other	4,000
Total	**71,000**

North Service Area (NSA)

Pipes

No additional flows were added as this area is considered to be built out. Lone Tree flows were moved to the SSA. If there are any areas where significant growth is expected, these flows should be added and a model run again. The pipes in Silverlake are still a concern to address and verify GIS data is correct. This model does not account for any inflow or infiltration. As the wastewater system ages, it will be necessary to keep inflow and infiltration to a minimum to ensure there are no surcharge conditions. Any industrial or commercial users using large amounts of water should be evaluated and the model run again to ensure LoS A capacities are not exceeded. All other existing pipes are within the LoS A criteria.

Looking forward, it is recommended that EMC consider lining the existing TSSD trunkline in Pony Express with CIPP (cast in place pipe). The timing of this project would be determined by the quality of the existing pipe and or detection of significant inflow and infiltration. It is not anticipated that this project would be necessary within the next 5 years. For Master planning purposes, a CIPP lined pipe would not affect modeling results.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A. Existing manholes should be monitored for signs of deterioration. Manholes exhibiting deterioration should be noted and monitored to be scheduled for future lining or replacement.

Lift Stations and Force Mains

Lone Tree Lift Station flows were modeled in the SSA for buildout. The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations.

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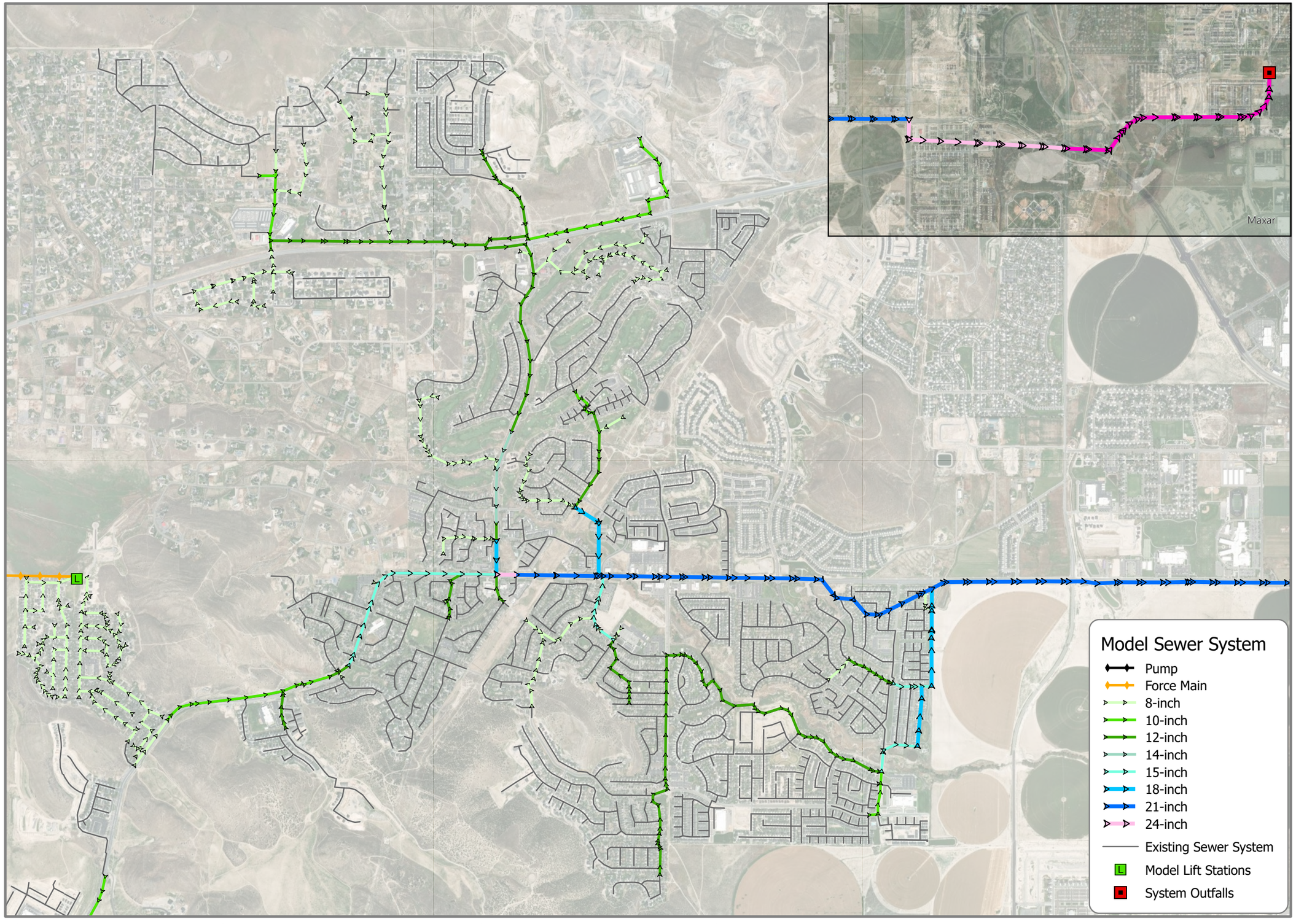

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Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City
Utah, UT

FUTURE WASTEWATER SYSTEM

NORTH SERVICE AREA

DIAMETER (IN)

WASTEWATER SYSTEM MASTER PLAN

Date: 6/17/2025

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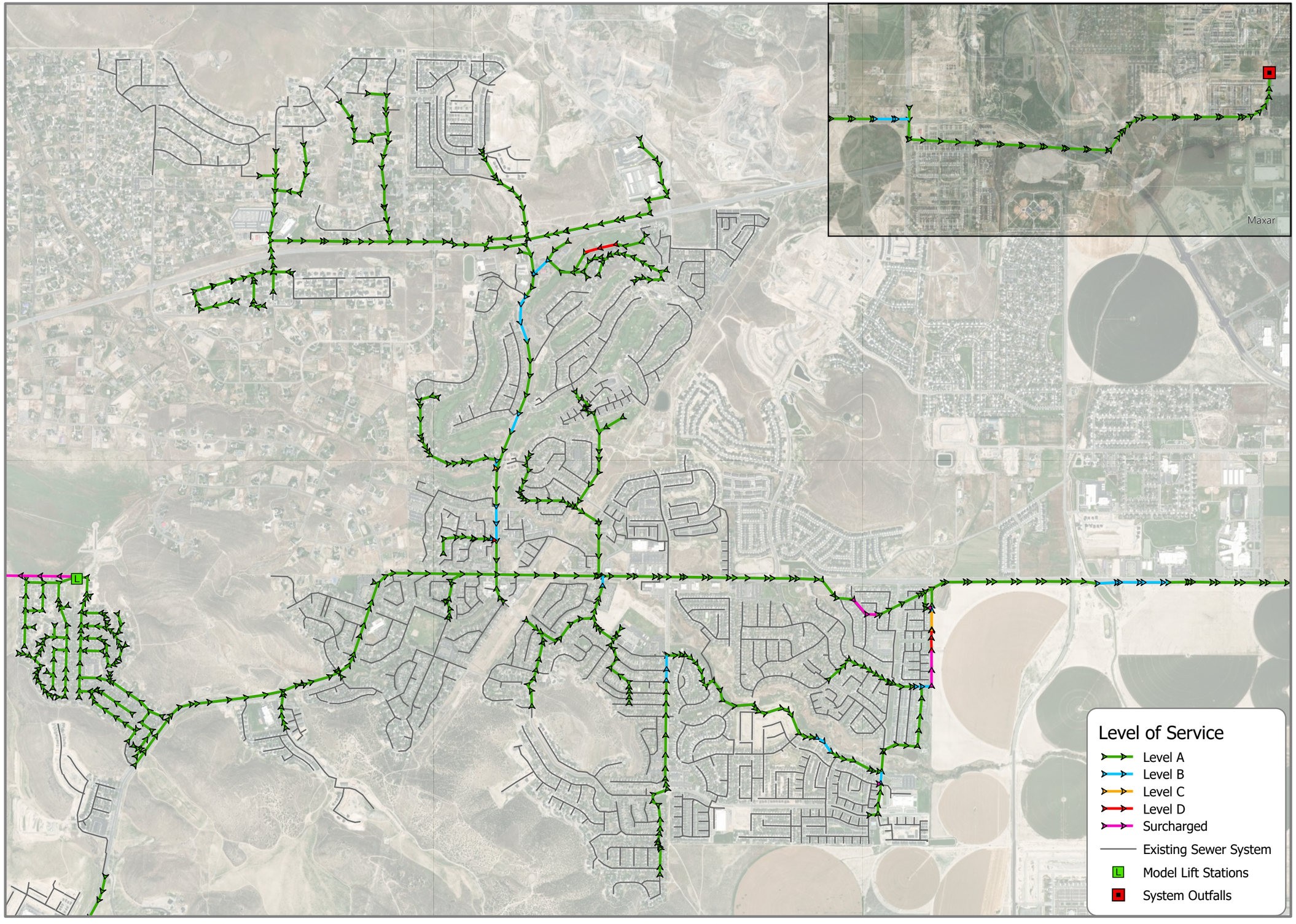

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Locator Map Not to Scale

Eagle Mountain City
Utah, UT

FUTURE WASTEWATER SYSTEM

NORTH SERVICE AREA

ANTICIPATED LEVEL OF SERVICE

WASTEWATER SYSTEM MASTER PLAN

Date: 6/17/2025

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South Service Area (SSA)

Pipes

As noted in the existing conditions model, the pipe sections south of Pole Canyon Blvd in Pony Express Parkway are still of concern. With projected flows these same pipes are at LoS C and D. Some existing flows are no longer flowing to the Pony Express Trunkline and have been modeled in the West and East Trunklines. However, there are still undeveloped areas that would contribute to the Pony Express Trunkline. There are still several places of confluence shown at LoS C and should be verified for elevations. All other existing pipes are within the LoS A criteria.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

The West Trunkline picks up the private lift station flows from Brylee Farms, Rose Ranch and Pinnacles. The peak flow condition for the remaining lift stations is the capacity of the pumps. No peak factor was applied to the lift stations.

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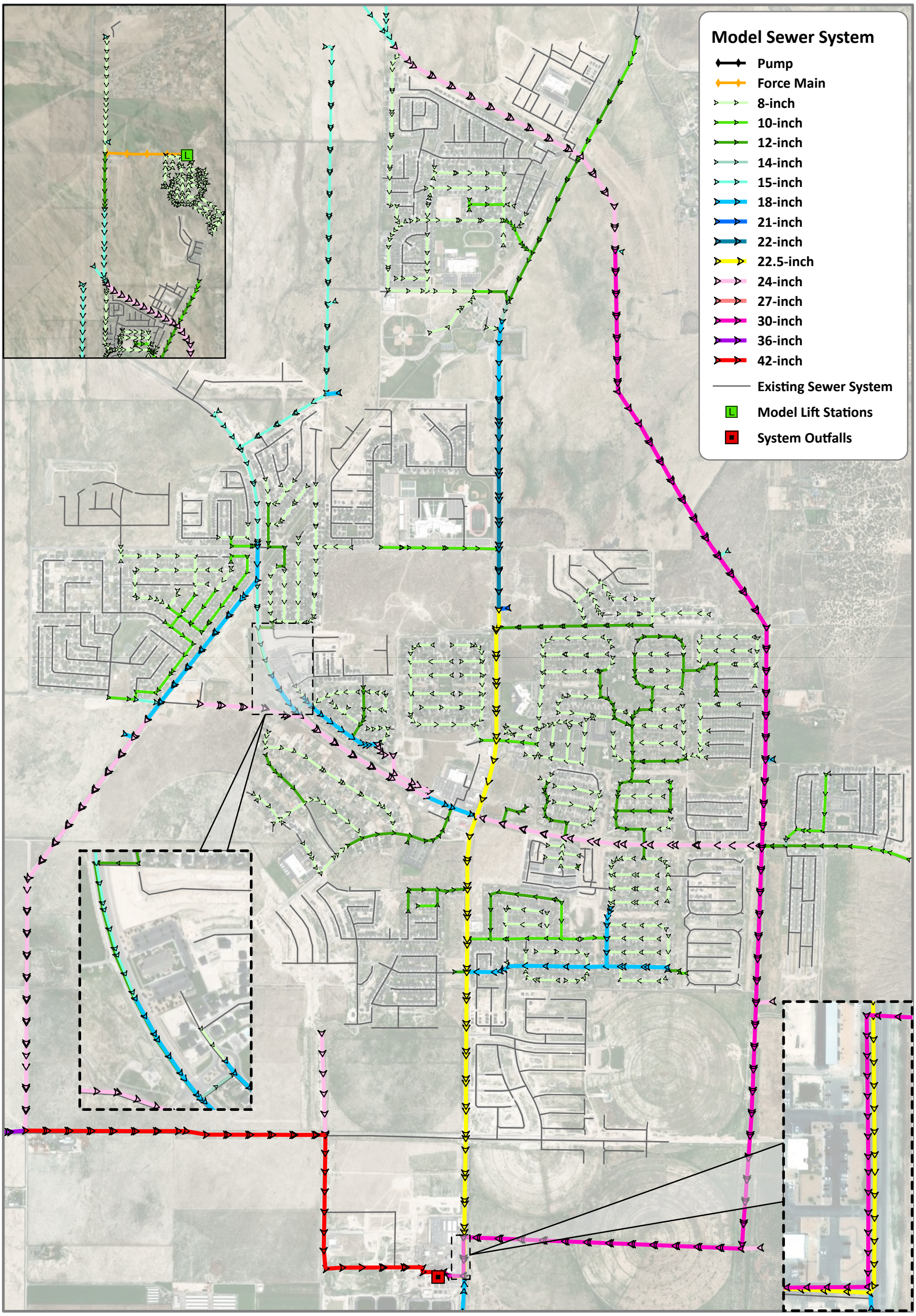

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Feet

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FUTURE WASTEWATER SYSTEM SOUTH SERVICE AREA DIAMETER (IN)

WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT

Date: 7/28/2025

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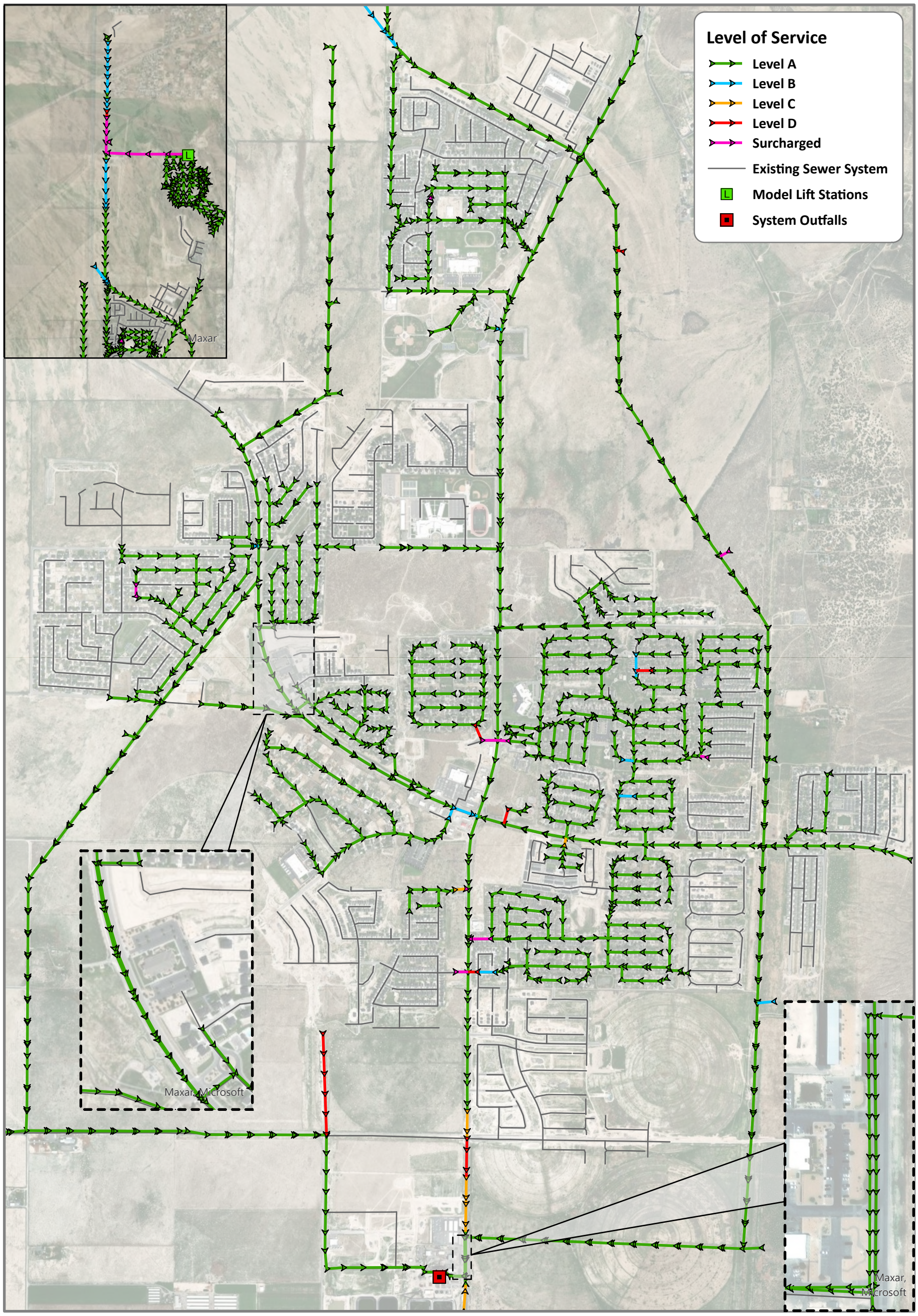

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Locator Map Not to Scale

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Feet

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FUTURE WASTEWATER SYSTEM SOUTH SERVICE AREA ANTICIPATED LEVEL OF SERVICE

WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT

Date: 7/28/2025

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West Service Area (WSA)

Pipes

The proposed Pole Canyon Trunkline was designed as a 36" pipe. This was based on peak flows from OWR or Firefly with an ERU of 220 gpd, peak factor of 2.5, and meeting the condition of not exceeding 75% full. This calculation did include the recently annexed 300 Acres and the proposed Tract development and was a peak flow of 5,686 gpm, or average flow of 2,275 gpm. This was defined in the ARMDA agreement though it is not the city standard. If a peak factor of 2.0 is used the peak flow is 4,549 gpm. A 36" pipe flowing 50% full with a slope of 0.00082 and using an N value of 0.013, the capacity is 4,286 gpm, which would require the pipe diameter to be 42". Pipes upstream of 16000 West, where the new West trunkline connects are adequately sized for LoS A criteria.

The build out wastewater model used a 42" diameter pipe downstream of the proposed West Trunkline would be at LoS A with the additional West Trunkline flows. A portion of the 18" Pole Canyon pipeline is at a LoS B, just past 50% capacity. This is due to the alternative design criteria in the ARMDA agreement. As the LoS criteria in this report had not been set forth prior to the Firefly development, the ARMDA agreement criteria will be followed. Additional flows from the Harmony development will enter the wastewater system at a 24" stub as the trunkline turns south to the WWTP. All other pipes are within the LoS A criteria.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

With the Pole Canyon Trunkline, the Pole Canyon LS will no longer be in service. The depth of the West Trunkline will determine if the Brylee Farms, Pinnacles and Rose Park LS are still needed.

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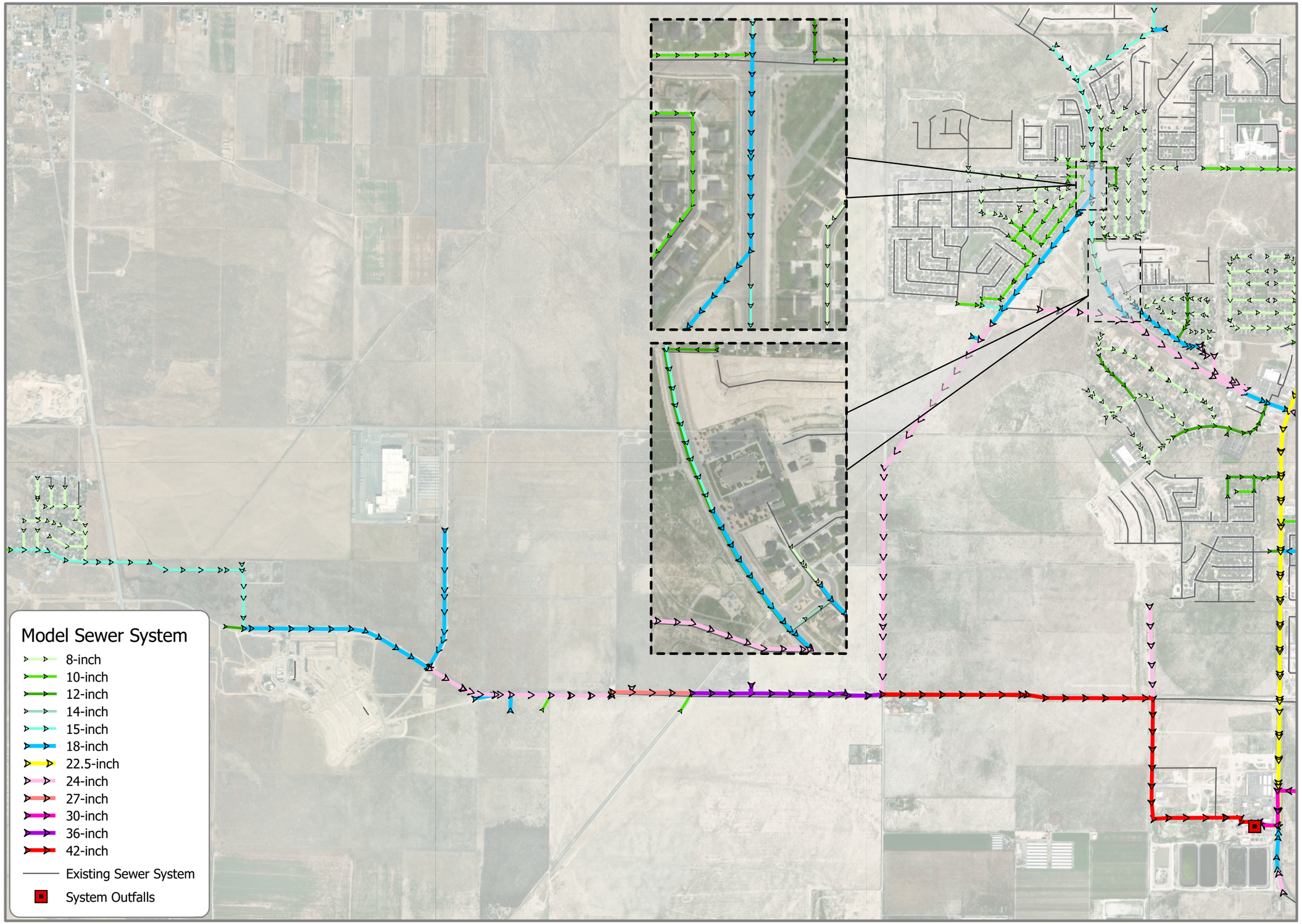

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Locator Map Not to Scale

Eagle Mountain City
Utah, UT

FUTURE WASTEWATER SYSTEM

WEST SERVICE AREA

DIAMETER (IN)

WASTEWATER SYSTEM MASTER PLAN

Date: 7/28/2025

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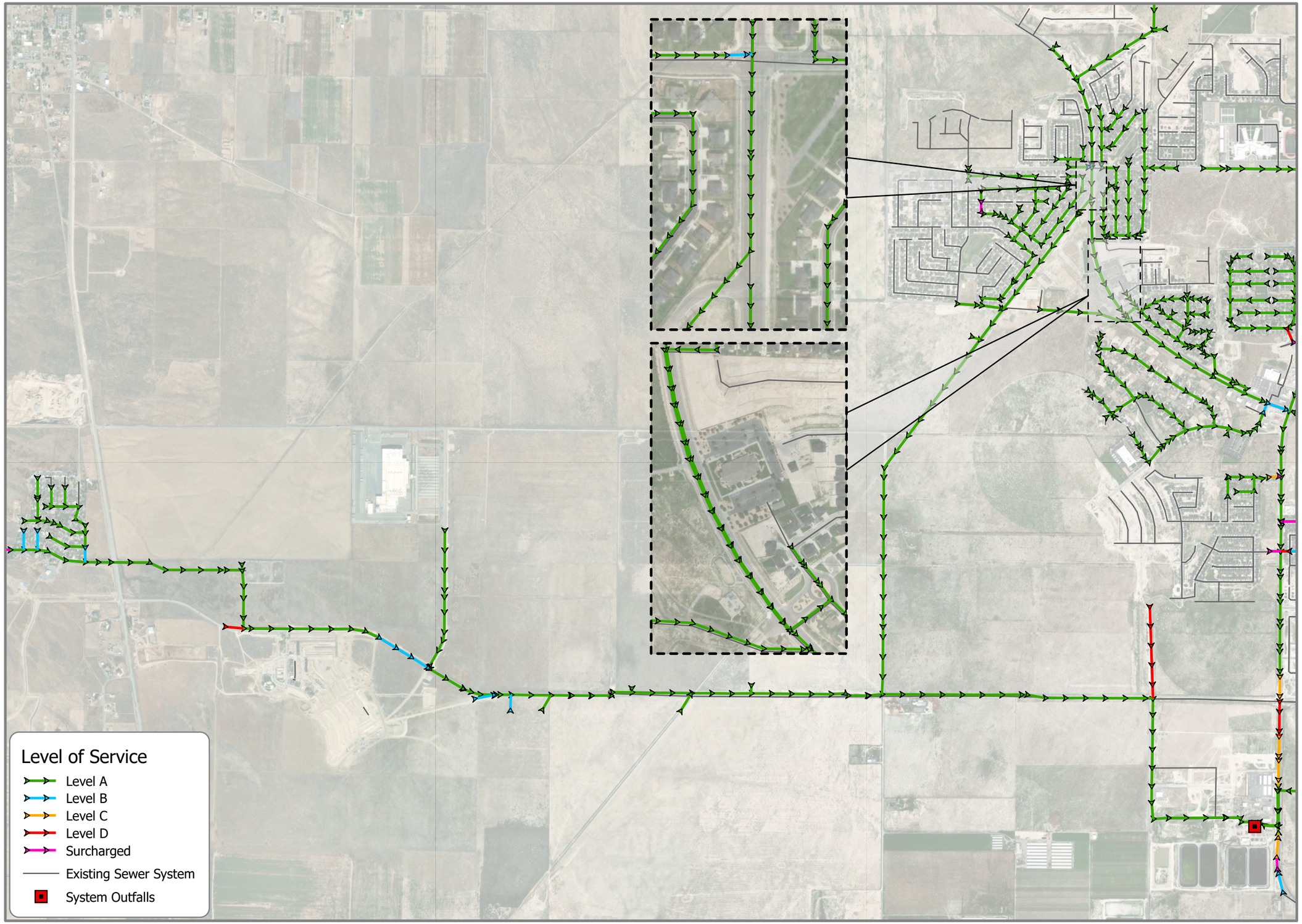

N

0 500 1,000

Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City
Utah, UT

FUTURE WASTEWATER SYSTEM

WEST SERVICE AREA

ANTICIPATED LEVEL OF SERVICE

WASTEWATER SYSTEM MASTER PLAN

Date: 7/28/2025

Information depicted may include data unverified by AE2S. Any reliance upon such data is at the user's own risk. AE2S does not warrant this map or its features are either spatially or temporally accurate.

Coordinate System: NAD 1983 StatePlane Utah Central FIPS 4302 Feet | Edited by: JCalhoon

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Treatment Plant

The EMC WWTP has recently been expanded to accommodate flows of 2.4 MGD with construction being nearly complete. Currently the WWTP is under design for additional capacity to be able to accommodate an additional 6.0 MGD bringing the WWTP capacity to 8.0 MGD. The average total flows treated by the WWTP for the last 2 months is about 1.5 MGD. While the current capacity is 2.4 MGD by flow it should be noted that for loading it is already nearly at capacity. With some modifications to the existing oxidation ditch system it is anticipated that the capacity of the existing plant can be 2.0 MGD by flow.

The SSA added an additional 896 ERU's in 2023 and is anticipated to continue growing rapidly. The WSA added 2 ERU's in 2023 but is anticipated to add 500 residential units or ERU's each year with anticipated development beginning in 2025.

The anticipated build-out population for EMC is 240,000. Using a value of 65 gpcd the projected flows to be treated would be 15.6 MGD, or 71,009 ERU's. This is for all of EMC residents. The WWTP will not be treating flows from the NSA. The NSA is nearly at build-out with flows of 1.76 MGD. There are approximately 280 ERU's to be added with residential lots and commercial or industrial areas. With Lone Tree lift station being pumped to the SSA, this removes 481 ERU's from the NSA. The anticipated NSA projected flows based on these conditions would be 1.72 MGD.

There are also several areas that are septic and not anticipated to connect to the wastewater system. It is estimated that there will be approximately 822 lots or ERU's that will remain on septic service. These septic users would account for 0.18 MGD. With the NSA and septic users combined it is nearly 2MGD, leaving approximately 14.0 MGD to be treated by the EMC WWTP for build-out conditions.

The Figures below show these anticipated flows both in ERU's and MGD. The ERU count based on 65 gpcd is 71,009, which is nearly the same as the ERU's calculated by anticipated growth for flows. The total anticipated ERU's at buildout based on areas and a density of 3.4 ERU/Acre was 70,744 ERU's. As these anticipated values are based on alternative methods, they still come very close to the same value. While the values could potentially vary due to actual commercial or industrial users, it shows that both methods come to a similar value. A value of 71,000 ERU's for build-out will be used.

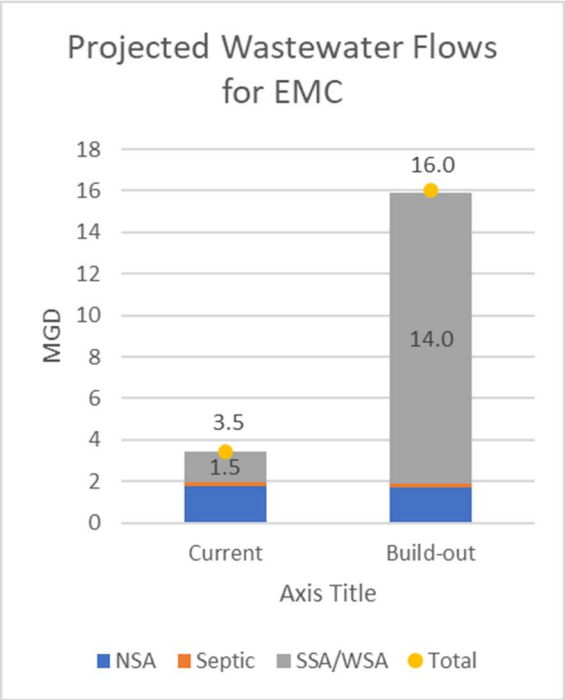

Figure 10 - Projected Wastewater Flows in MGD

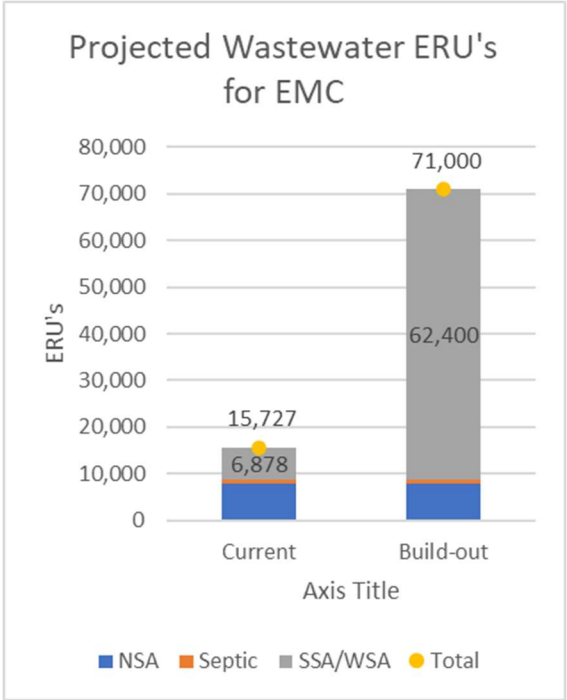

Figure 11 - Projected Wastewater Flows in ERU's

A key issue in treatment plant expansion is the lead time to procure large electrical equipment including transformers and switch gear. These are currently expected to take up to 2 years to obtain. An initial task in the plant expansion design should be determining the electrical power requirement and beginning the process of procuring additional supply from the power company.

PROPOSED FEATURE COSTS

Estimated costs for the proposed improvements are shown in the tables below. All costs are shown in 2025 dollars. Numbers of manholes are estimated and may vary from the number shown in the table below. Cost will be affected by pipe depth and these additional costs are accounted for in the estimates below. All projects are recommended to be completed within the next five years to support continued growth rates.

Pipe Segments and Manholes

Pipe segments for each trunkline are listed by reach.

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Table 10 –Estimated Improvement Costs for East Trunkline

East Trunkline		Pipe	DS MH			Est		Mobilization	Traffic	Contingency	Engineering	Total
REACH	LF	Dia	Depth	Slope	Piping Cost	#MH	MH cost		Control			
Airport Rd to Pony Express	3,800	24"	10'	0.718%	$1,368,000	11	$121,000	$ 148,900	$ 98,274	$ 434,044	$ 325,533	$ 2,495,750
Pony Express to turn	1,155	24"	10'	0.077%	$ 415,800	4	$ 44,000	$ 45,980	$ 30,347	$ 134,032	$ 100,524	$ 770,682
south to Eagle Quest	3,334	30"	8'	0.265%	$1,283,590	9	$ 99,000	$ 138,259	$ -	$ 380,212	$ 285,159	$ 2,186,220
east to Eagle Quest	718	30"	23'	0.057%	$ 987,250	2	$ 48,000	$ 103,525	$ -	$ 284,694	$ 213,520	$ 1,636,989
south into EQ	578	30"	16'	0.057%	$ 311,542	2	$ 26,000	$ 33,754	$ -	$ 92,824	$ 69,618	$ 533,738
diagonal east in EQ	684	30"	16'	0.057%	$ 553,356	2	$ 36,000	$ 58,936	$ -	$ 162,073	$ 121,555	$ 931,919
diagonal west in EQ	247	30"	12'	0.057%	$ 133,133	1	$ 13,000	$ 14,613	$ -	$ 40,187	$ 30,140	$ 231,073
diagonal east in EQ	1,106	30"	15'	0.057%	$ 596,134	3	$ 39,000	$ 63,513	$ -	$ 174,662	$ 130,996	$ 931,919
south to Aviator Way	832	30"	9'	0.057%	$ 320,320	3	$ 33,000	$ 35,332	$ -	$ 97,163	$ 72,872	$ 558,687
east on Aviator Way	286	30"	12'	0.057%	$ 154,154	1	$ 13,000	$ 16,715	$ 11,032	$ 48,725	$ 36,544	$ 280,171
south into Sunset Flats	590	30"	8'	0.119%	$ 227,150	2	$ 22,000	$ 24,915	$ -	$ 68,516	$ 51,387	$ 393,968
east in Sunset Flats	235	30"	12'	0.057%	$ 90,475	1	$ 11,000	$ 10,148	$ -	$ 27,906	$ 20,929	$ 160,457
south diagonal east in SF	533	30"	10'	0.057%	$ 205,205	2	$ 22,000	$ 22,721	$ -	$ 62,481	$ 46,861	$ 359,268
diagonal east out of SF	263	30"	16'	0.057%	$ 212,767	1	$ 18,000	$ 23,077	$ -	$ 63,461	$ 47,596	$ 364,900
diagonal across util	492	30"	22'	0.057%	$ 676,500	2	$ 48,000	$ 72,450	$ 47,817	$ 211,192	$ 158,394	$ 1,214,353
south to EM Blvd	3,662	30"	8'	0.478%	$1,409,870	10	$110,000	$ 151,987	$ -	$ 417,964	$ 313,473	$ 2,403,294
from EM Blvd South	7,325	30"	8'	0.124%	$2,820,125	20	$220,000	$ 304,013	$ -	$ 836,034	$ 627,026	$ 4,807,198
west to Pony Express	5,300	30"	8'	0.429%	$2,040,500	15	$165,000	$ 220,550	$ -	$ 606,513	$ 454,884	$ 3,487,447
south to WWTP	705	30"	8'	0.057%	$ 271,425	2	$ 22,000	$ 29,343	$ 19,366	$ 85,533	$ 64,150	$ 491,817
											Total	$24,239,852

Table 11 –Estimated Improvement Costs for West Trunkline

West Trunkline		Pipe	DS MH			Est		Mobilization	Traffic	Contingency	Engineering	Total
REACH	LF	Dia	Depth	Slope	Piping Cost	#MH	MH cost		Control			
south to E Desert Rd	6,274	15"	12'	0.711%	$1,568,598	17	$187,000	$ 175,560	$ -	$ 482,789	$ 362,092	$ 2,776,039
SW on E Desert Rd to EM Blvd	1,861	15"	12'	0.635%	$ 465,218	5	$ 55,000	$ 52,022	$ 34,334	$ 151,643	$ 113,733	$ 871,950
south on EM Blvd to Aviator Way	1,809	15"	12'	0.642%	$ 587,948	5	$ 65,000	$ 65,295	$ 43,095	$ 190,334	$ 142,751	$ 1,094,422
south on EM Blvd to Lehi-Fairfield	660	18"	12'	0.330%	$ 184,822	2	$ 22,000	$ 20,682	$ 13,650	$ 60,289	$ 45,217	$ 346,660
SW on Lehi-Fairfield to Williard Pea	2,737	18"	11'	0.432%	$ 766,357	8	$ 88,000	$ 85,436	$ 16,916	$ 239,177	$ 179,383	$ 1,375,269
SW on Lehi-Fairfield to 4000 N	3,107	24"	12'	0.213%	$1,118,610	9	$ 99,000	$ 121,761	$ 24,109	$ 340,870	$ 255,652	$ 1,960,002
SW on Lehi-Fairfield to boundary	850	24"	13'	0.077%	$ 428,178	3	$ 39,000	$ 46,718	$ 9,250	$ 130,787	$ 98,090	$ 752,023
south to Tiffany lane	4,626	24"	14'	0.262%	$2,331,554	13	$169,000	$ 250,055	$ 33,007	$ 695,904	$ 521,928	$ 4,001,450
											Total	$13,177,814

Table 12 –Estimated Improvement Costs for Pole Canyon Trunkline

Pole Canyon Trunkline		Pipe	DS MH			Est		Mobilization	Traffic	Contingency	Engineering	Total
REACH	LF	Dia	Depth	Slope	Piping Cost	#MH	MH cost		Control			
to Tyson conn	2,569	18"	10'	0.728%	$ 719,186	7	$ 77,000	$ 79,619	$ 52,548	$ 232,088	$ 174,066	$ 1,334,507
to straight Pole Canyon	1,521	24"	10'	0.366%	$ 547,409	5	$ 55,000	$ 60,241	$ 39,759	$ 175,602	$ 131,702	$ 1,009,712
to Pole Canyon LS	2,307	27"	10'	0.129%	$ -	7	$ 77,000	$ 7,700	$ 5,082	$ 22,446	$ 16,834	$ 129,062
to Lehi-Fairfield conn	1,639	30"	10'	0.143%	$ 631,027	5	$ 55,000	$ 68,603	$ 45,278	$ 199,977	$ 149,983	$ 1,149,866
to 1600 W/West Trunkline	3,878	36"	10'	0.376%	$1,648,095	3	$ 33,000	$ 168,109	$110,952	$ 490,039	$ 367,529	$ 2,817,725
to Magnolia	5,332	42"	18'	0.071%	$5,598,600	3	$ 54,000	$ 565,260	$373,072	$ 1,647,733	$ 1,235,800	$ 9,474,464
											Total	$15,915,336

Lift Stations and Force Mains

The Pole Canyon Trunkline is already under construction and should be complete before needing to upsize the Pole Canyon LS. In the case that the trunkline is not online in time, the estimated cost of adding a new upsized generator, additional pump and upgrading the impeller and motors on the 2

existing pumps at Pole Canyon Lift Station would be approximately $500,000. This cost includes materials as well as mobilization, engineering, and contingency costs.

The existing Steeplechase wastewater lift station will also need to be upgraded due to other entities sending flows there. This will need to take place in 2026 and is estimated to be approximately $400,000 for the necessary improvements.

Treatment Plant

The cost of increasing the WWTP capacity using MBR treatment for an additional 6.0 MGD is estimated to be about $120,000,000 depending on peaking factors and what treatment level is required. As the WWTP will service both WSA and SSA, growth in each service area would need to be evaluated to determine the cost sharing proportions. This cost includes labor, materials, engineering, and contingency as well as additional electrical source capacity.

EAGLE MOUNTAIN CITY

2025 WASTEWATER IFFP REPORT

Prepared by:

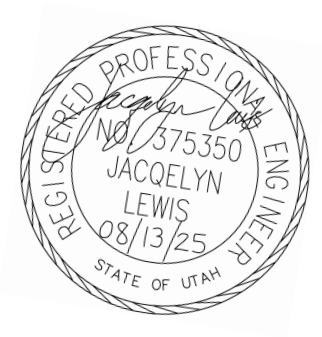
JWO ENGINEERING

1307 N Locust Lane

Provo, UT 84604

Contact: Jacqelyn Lewis, P.E.

309-271-9981



August 2025

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EXECUTIVE SUMMARY

JWO Engineering, PLLC was contracted to complete a wastewater Impact Fee Facilities Plan (IFFP) Eagle Mountain City (EMC). This report uses information from the 2025 Wastewater Master Plan and will evaluate costs for necessary infrastructure for wastewater conveyance and treatment within the next five years for EMC as well as a budget for these projects. This is based on projected growth as explained in the 2025 Wastewater Master Plan.

An IFFP fills the requirements established by Utah code Title 11 Chapter 36a, the "Impact Fees Act," and will assist EMC in determining impact fees to fund necessary capital improvements for future anticipated growth.

The following table is a summary of projects, and their estimated costs that are listed in the 2025 Wastewater Master Plan to be completed within the next 5 years for EMC. Please refer to the 2025 Wastewater Master Plan for a complete list of recommended projects and their estimated costs. Estimated costs in this table are concept level estimates based on 2025 costs. In the Budgeting section of this report, the costs were adjusted using an assumed inflation rate for each year. Actual costs will be determined by the project details and economic conditions at the time of the work being carried out. Please see the Exhibits within this report depicting the proposed pipeline projects.

Table 1 – Recommended Collection Improvements Within Next 5 Years

Collection Improvement Project	2025 Estimate (Millions)
East Trunkline	$ 24.24
West Trunkline	$ 12.14
Pole Canyon Trunkline	$ 15.92
Steeplechase LS Upgrade	$ 0.40
Annual GIS updates (5yr)	$ 0.01
Total for next 5 years	$ 52.71

Table 2 - Recommended Treatment Improvements Within Next 5 Years

Treatment Improvement Project	2025 Estimate (Millions)
WWTP 6 MGD Expansion	$ 120.00
Total for next 5 years	$ 120.00

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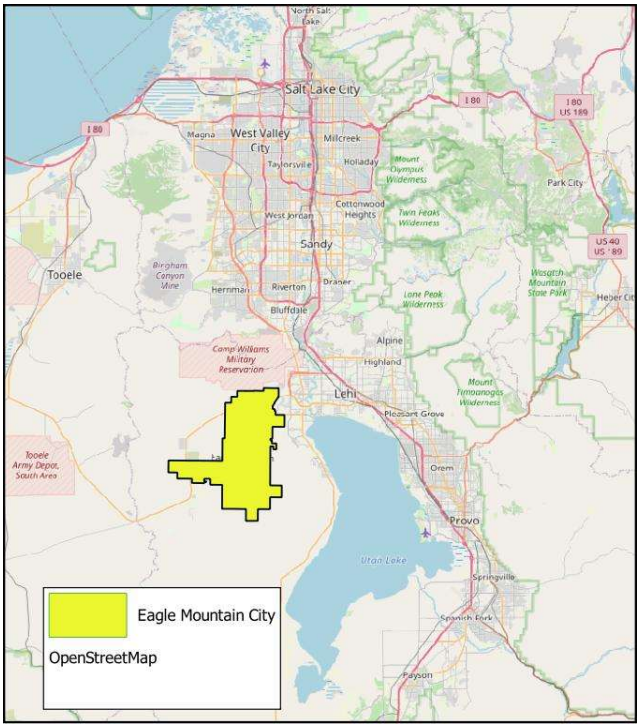

Figure 1 - Vicinity Map

BACKGROUND

Please see the 2025 Wastewater Master Plan for more detailed information. Eagle Mountain City (EMC) located in Utah County near Utah Lake as shown in the vicinity map above and is one of the fastest growing cities in the US. The average household size in the state of Utah is 3.09. EMC has an average household size of 4.37 people, one of the highest in the nation.

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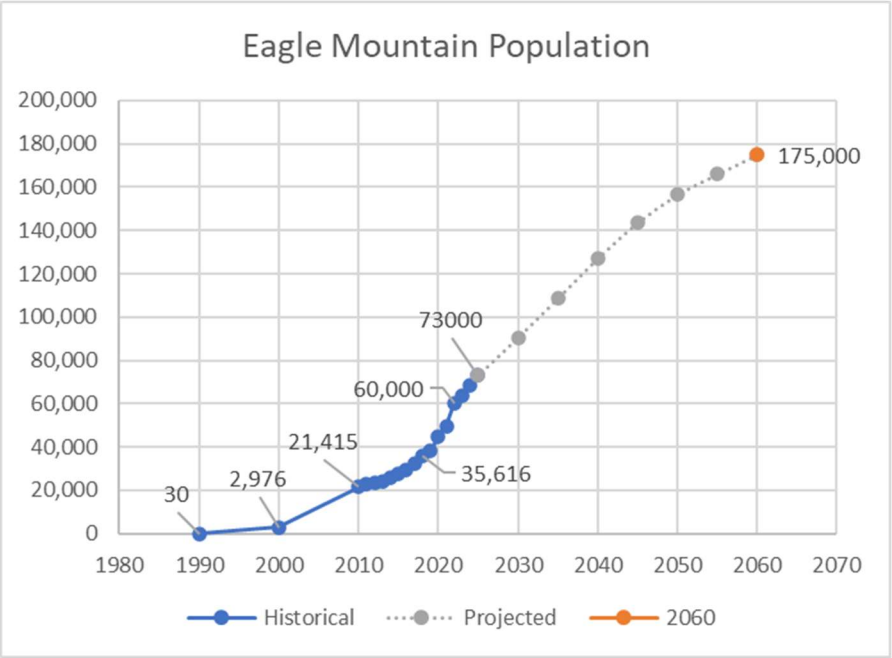

Figure 2 - Eagle Mountain City Population Chart

The figure above depicts the anticipated growth of EMC with a population of 175,000 by 2060. The buildout population is expected to be 240,000.

EMC's wastewater system contains three separate service areas designated as the North Service Area (NSA) the South Service Area (SSA) and the West Service Area (WSA). These service areas are approximate and may vary with continued development and improvements. The NSA conveys flows to the East and are treated by Timpanogos Special Services District. Flows from the SSA and WSA flow South and East respectively to the existing WWTP to be treated by EMC. The flows treated by EMC are treated and disposed of by means of Rapid Infiltration Basins (RIBs). These service areas were recently adjusted with the 2025 Wastewater Master Plan and are shown in the figure below.

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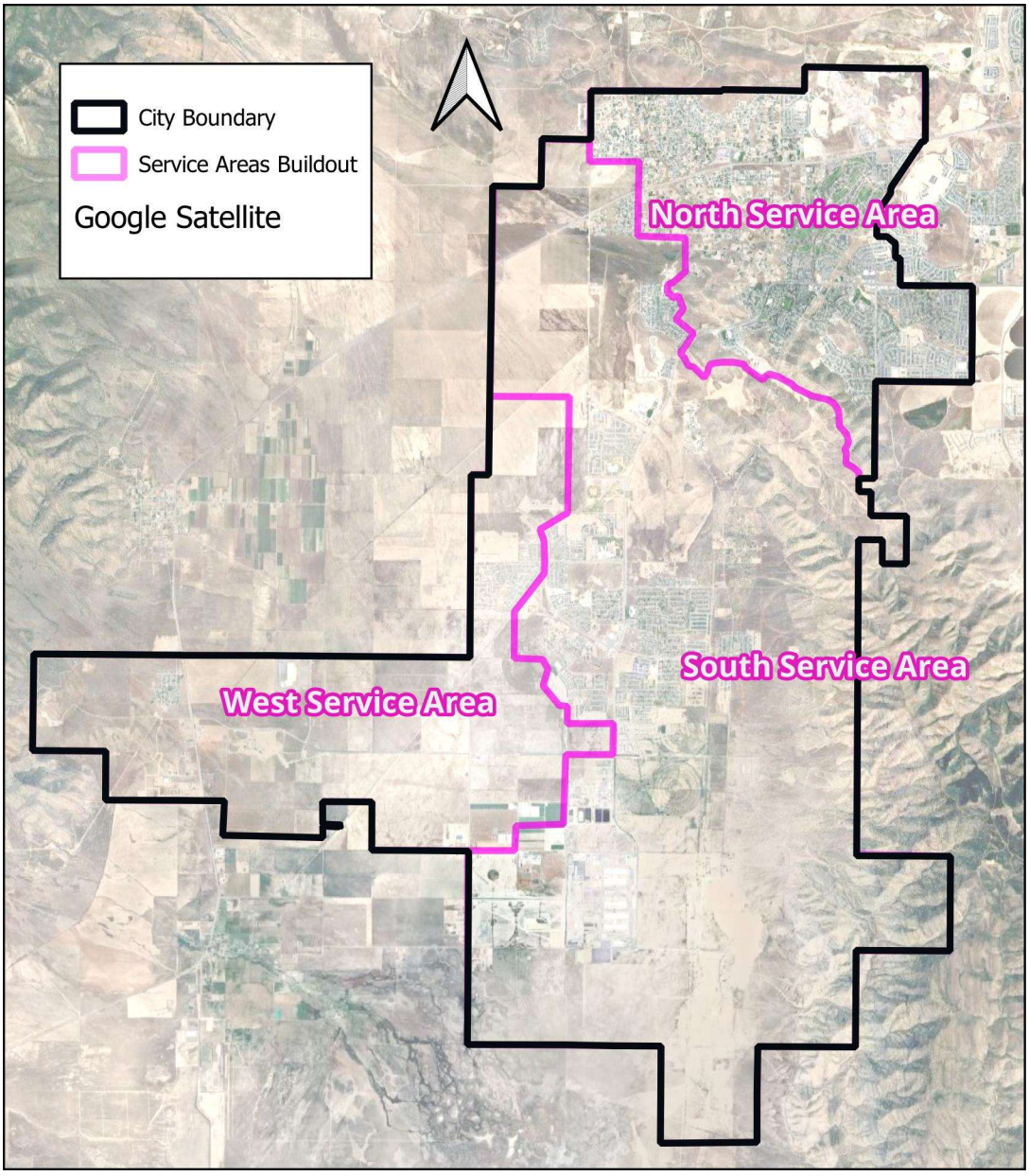

Figure 3 - Service Areas

EXISTING REPORTS

Current available reports addressing EMC's wastewater situation include the 2025 Wastewater Master Plan, EM WWTP Flows and Loads Report, 2024 EMC WSA WW IFFP, EMC Impact Fee Facilities Plan Report from 2012 (IFFP 2012), 2018 (IFFP 2018), and 2022 (IFFP 2022). Eagle Mountain General Plan (2018) was also used for future land use and density populations. Some data from these existing reports was used in our assessment of the existing and proposed EMC wastewater water facility conditions.

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EQUIVALENT RESIDENT CONNECTIONS (ERC'S)

An Equivalent Residential Connection (ERC) alternatively referred to as an Equivalent Residential Unit (ERU) represents the design flowrate from one residential connection. The 2025 Wastewater Master Plan established an ERC value of 220 gallons per day.

Current ERU's were obtained from EMC and are shown in the table below.

Table 3 - Existing ERU Count

	Current # ERU's
NSA	8,027
SSA	6,744
WSA	134

IMPACT FEE FACILITIES PLAN

Impact fees look up to 5 years ahead for what infrastructure will be needed based on anticipated growth. With impending continual growth, all improvement projects should begin as soon as possible to alleviate capacity concerns for the existing wastewater system. Improvements were organized into potential improvements projects. Exact project items included in each project may vary as deemed appropriate or necessity warrants. The table below shows the projects needed for anticipated growth as well as the estimated needed capacity within the next 5 years. Actual needed capacities may vary and require additional projects to be completed earlier than shown. An anticipated construction year is also listed for each project. Projected costs are shown for each year assuming 4% inflation for each year after 2025.

Table 4 - Total Improvement Costs

Improvement Project	2025 Estimate (Millions)	Estimated Construction Year	Cost with Inflation (Millions)	Anticipated %Capacity Needed in Next 5 years
East Trunkline	$ 24.24	2025	$ 24.24	15%
West Trunkline	$ 12.14	2026	$ 12.63	50%
Pole Canyon Trunkline	$ 15.92	2026	$ 16.55	30%
Steeplechase LS Upgrade	$ 0.40	2026	$ 0.42	
WWTP 6 MGD Expansion	$ 120.00	2026	$ 124.80	

The figure below shows the 2025 Wastewater Master Plan proposed trunklines with the recommended diameter.

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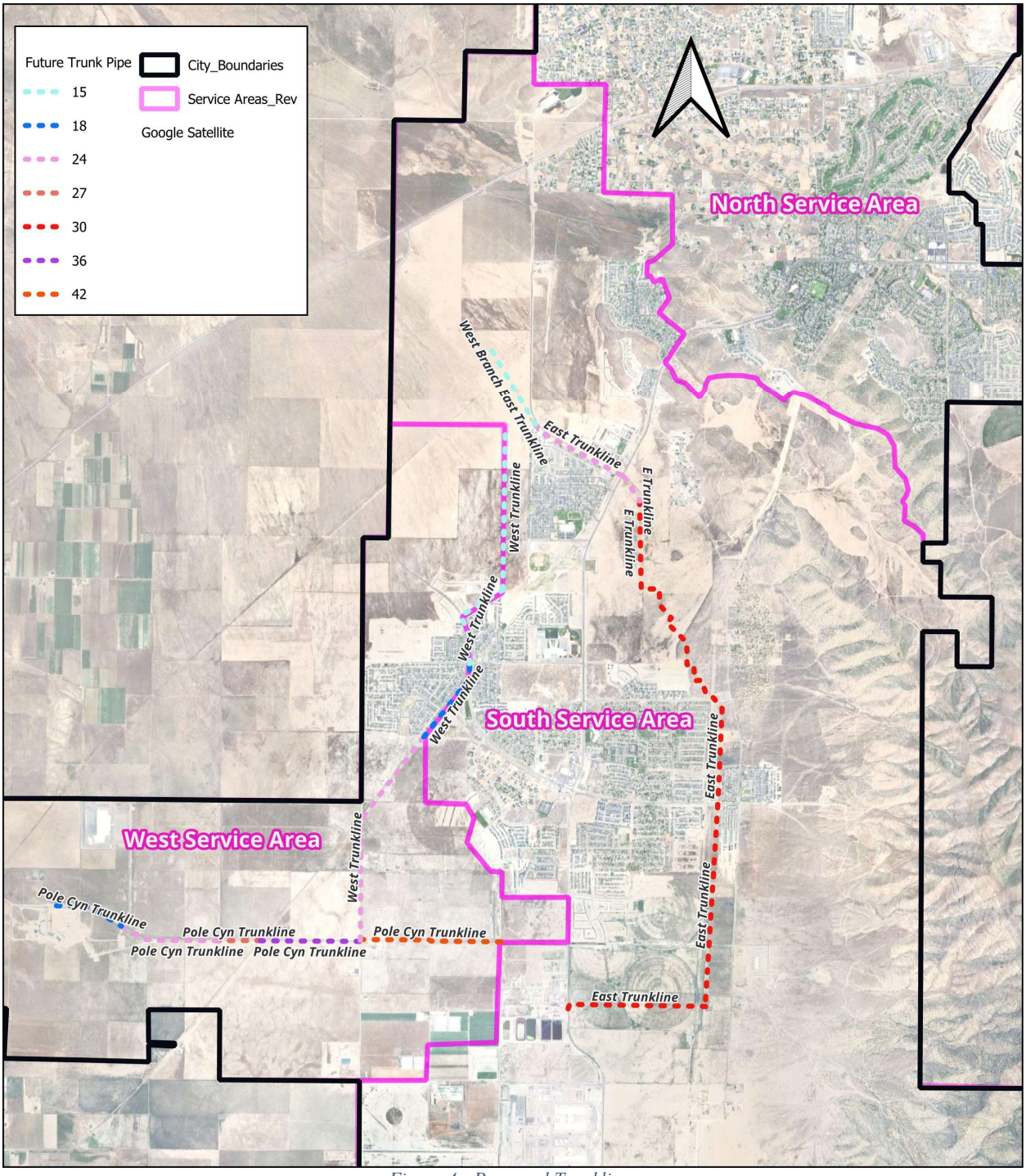

Figure 4 - Proposed Trunklines

To help understand what areas are included with each trunkline, the following exhibit shows each area as well as estimated ERU's for sub-areas for build-out conditions. Areas that have approved plans show the number of ERU's based on those plans. Areas without approved plans

were estimated by the area and a value of 3.4 ERU/Acre as established in the 2025 Wastewater Master Plan.

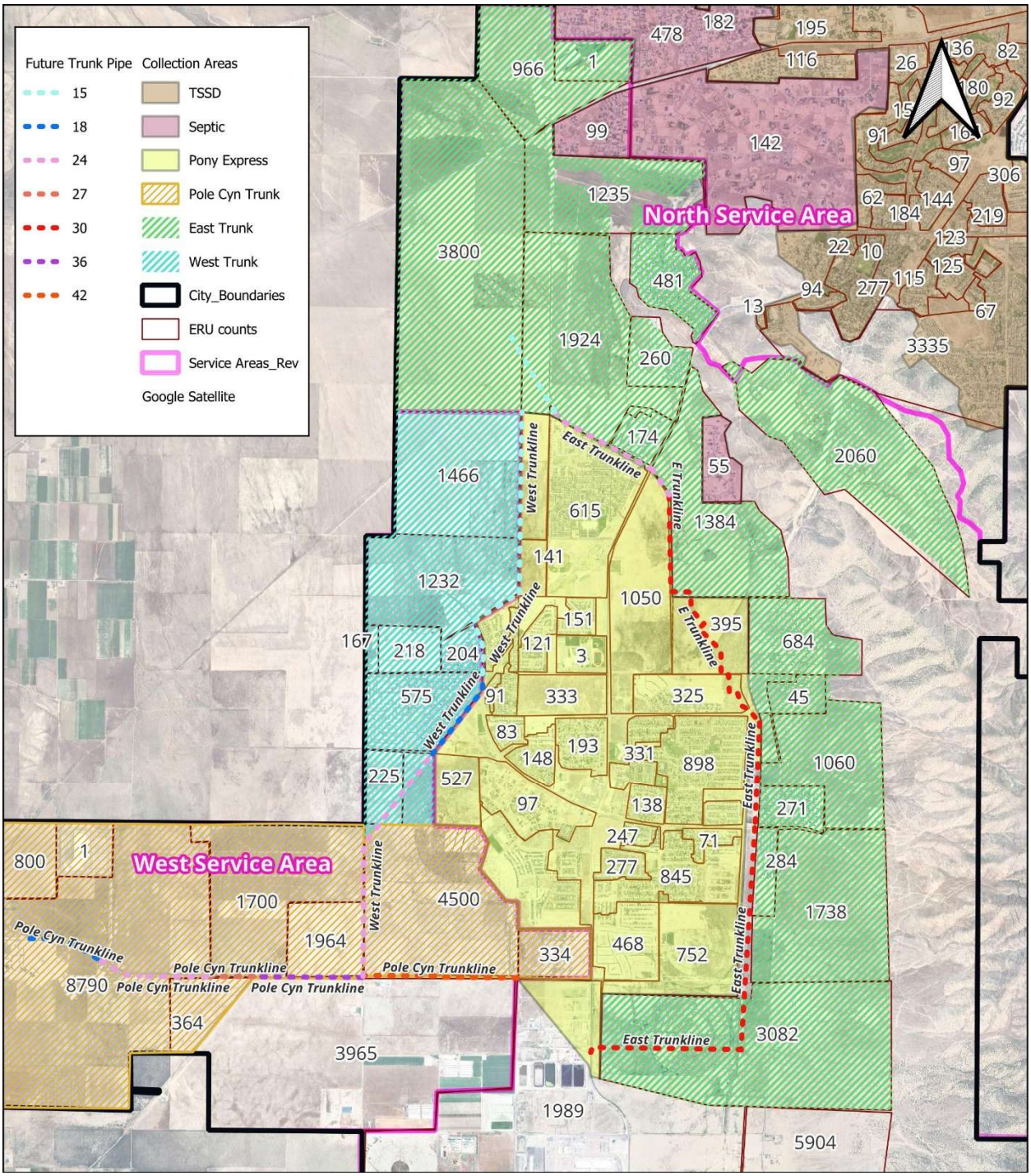

Figure 5 - Proposed Trunklines with Areas and ERU's

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The table below shows the estimated ERU's at build-out for each trunkline that conveys flows to EMC WWTP. "Other" ERU's are not able to be conveyed by the existing or proposed trunklines. These areas will require their own trunkline and or lift stations to be conveyed to the existing WWTP. It is assumed that existing septic homes will remain on septic systems. Pole Canyon Trunkline will also convey West Trunkline flows.

For additional details on projected flows to the EMC WWTP, please see the Technical Memorandum Report titled, "EM WWTP Flows and Loads" by AE2S.

Table 5 - ERU's per Trunkline for Build-out

SA	Trunkline	Total Aniticipated ERU's at Build-out
SSA	Pony Exp Trunk	9,000
SSA	East Trunk	19,500
SSA	Other	7,900
SSA	Septic	55
WSA	Pole Cyn Trunk*	18,600
WSA	West Trunk	4,100
WSA	Other	4,000
WSA	Septic	48
Total		**63,000**

BONDS AND REIMBURSEMENTS

EMC has not provided JWO Engineering, PLLC with existing bond agreement information. However, if there are existing bond agreements they should be accounted for.

BUDGETING

In order to have funds available for the projects anticipated within the next 5 years, a budget needs to be established. The table below shows the estimated cost each year with inflated costs. While actual construction years and projects may vary, using these costs will help Eagle Mountain City plan for continued growth at an accelerated rate.

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Table 6- Annual Budgets

Construction Year	Budget (Millions)
2025	$ 24.24
2026	$ 154.39
2027	$ -
2028	$ -
2029	$ -
2030	$ -
Average Annual Budget	$ 29.77

RECOMMENDATIONS

It is recommended that EMC update their GIS files to accurately depict the current completed infrastructure of EMC. The GIS files should be kept up to date as new wastewater infrastructure is added to EMC. Efforts should also be made to update the existing GIS files to reflect actual elevations and pipe diameters. A budget of $2,000/year is included in the collection fees.

Improvement projects to be completed within the next 5 years are shown in the table below.

Table 7 - Next Five Years Collection Project Estimates

Collection Improvement Project	2025 Estimate (Millions)
East Trunkline	$ 24.24
West Trunkline	$ 12.14
Pole Canyon Trunkline	$ 15.92
Steeplechase LS Upgrade	$ 0.40
Annual GIS updates (5yr)	$ 0.01
Total for next 5 years	$ 52.71

Table 8 - Next Five Years Treatment Project Estimates

Treatment Improvement Project	2025 Estimate (Millions)
WWTP 6 MGD Expansion	$ 120.00
Total for next 5 years	$ 120.00

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The estimated average annual budget is just under $30 million for these projects. JWO Engineering, PLLC recommends that Eagle Mountain City break the treatment plant costs out due to the size of that item and budget $6 million annually for the next five years for the non-treatment wastewater projects. The impact fee for the treatment portion of the wastewater could be based on ERU's. 6MGD with an ERU of 220 gal/day should provide for an additional 27,000 ERU's. An impact fee cost would be in the $16 to $20 per gallon range or $3520 to $4400 per ERU. The treatment portion of the fee would account for the treatment costs and the impact fee for the other wastewater improvements should be evaluated based on the number of units anticipated to be completed in each service area vs the costs for the infrastructure.

It is recommended that within 5 years Eagle Mountain City re-evaluate the wastewater improvement needs as well as anticipated construction years and costs.

2565 N PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005
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ENGINEERING

Monday, August 4, 2025

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

SUBJECT: **Lone Tree at Circle Five Ranch phase 'F' plat 3A 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

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

Cc: Gina Olsen, City Recorder

Bond Release Request Letter
Lone Tree At Circle Five Ranch phase F plat 3A
Reduced

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

2nd Bond Release	
Original Bond Amount:	$ 46,836.07
Previous Release Amount:	$ 7,040.00
Amount to Release this Period:	$ 18,725.60
Amount Remaining in Bond :	$ 21,070.47

Bond Releases Summary	
#1	$ 18,725.60
#2	$ 7,040.00
#3	$ -
#4	$ -
TOTAL	$ 25,765.60

8/4/2025

							QUANTITIES COMPLETED			MONIES RELEASED	
ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	Previous Period	This Period	% to date	This Period	To Date
1	**SITE PREP.**										
a	Silt fence	300	30	LF	$2.10	$63.00	300	100%	100%	$63.00	$0.00
b	Inlet protection	2	1	EA	$100.00	$100.00	2	100%	100%	$100.00	$0.00
c	Track out pad	1	0	EA	$750.00	$0.00	1	100%	100%	$0.00	$0.00
d	Concrete washout	1	0	EA	$1,000.00	$0.00	1	100%	100%	$0.00	$0.00
e	Mobilization	1	0	LS	$20,000.00	$0.00	1	100%	100%	$0.00	$0.00
f	Clear & grub	19500	1950	SF	$0.10	$195.00	19,500	100%	100%	$195.00	$0.00
g	Remove & stock topsoil	150	15	CY	$2.50	$37.50	150	100%	100%	$37.50	$0.00
h	Excavating & grading	2590	259	CY	$6.00	$1,554.00	2,590	100%	100%	$1,554.00	$0.00
i	Subgrade	2294	2294	SF	$0.15	$344.10	2,294	100%	100%	$344.10	$0.00
j	Sidewalk subgrade	2200	2200	SF	$0.20	$440.00	(2,200)	0%	100%	$0.00	$0.00
k	Bench drain	425	425	LF	$5.00	$2,125.00	425	100%	100%	$2,125.00	$0.00
l	6' drainage swell	552	552	LF	$4.00	$2,208.00	552	100%	100%	$2,208.00	$0.00
m	Monuments	3	3	EA	$350.00	$1,050.00	3	100%	100%	$1,050.00	$0.00
2	**STREET IMPROVEMENTS**										
a	12" subbase	403	0	YD	$9.20	$0.00	403	100%	100%	$0.00	$0.00
b	3" Asphalt w/9" base	6100	0	SF	$2.75	$0.00	6,100	100%	100%	$0.00	$0.00
c	30" Type D curb & gutter	420	0	LF	$18.50	$0.00	420	100%	100%	$0.00	$0.00
d	Sidewalk	440	440	LF	$15.00	$6,600.00	(440)	0%	100%	$0.00	$0.00
3	**SEWER**										
a	8" PVC sewer line	260	26	LF	$27.00	$702.00	260	100%	100%	$702.00	$0.00
b	48" manhole w/concrete collar	1	0.1	EA	$2,500.00	$250.00	1	100%	100%	$250.00	$0.00
c	4" sewer lateral	5	0.5	EA	$750.00	$375.00	5	100%	100%	$375.00	$0.00
d	Connect to existing	1	0.1	LS	$2,500.00	$250.00	1	100%	100%	$250.00	$0.00
4	**WATER**										
a	8" C-900 water main	230	0	LF	$30.00	$0.00	230	100%	100%	$0.00	$0.00
b	8" gate valve w/collar	1	0	EA	$1,200.00	$0.00	1	100%	100%	$0.00	$0.00
c	3/4" water service	5	0	EA	$950.00	$0.00	5	100%	100%	$0.00	$0.00
d	Connect to existing	1	0	EA	$3,500.00	$0.00	1	100%	100%	$0.00	$0.00
e	8" water tees or cross	3	0	EA	$800.00	$0.00	3	100%	100%	$0.00	$0.00
5	**STORM DRAIN**										
a	15" ADS	1033	103.3	LF	$40.00	$4,132.00	1,033	100%	100%	$4,132.00	$0.00
b	SD Manhole	5	0.5	EA	$2,500.00	$1,250.00	5	100%	100%	$1,250.00	$0.00
c	3x3 catch basin	3	0.3	EA	$2,300.00	$690.00	3	100%	100%	$690.00	$0.00
d	Combo box	4	0.4	EA	$3,500.00	$1,400.00	4	100%	100%	$1,400.00	$0.00
e	Pond grading	1	0.1	EA	$20,000.00	$2,000.00	1	100%	100%	$2,000.00	$0.00
	TOTAL CONSTRUCTION COST					**$25,765.60**					
	Original 10% Bond Coverage					$21,070.47					
								Released this Period		$18,725.60	
	TOTAL BOND AMOUNT:					**$46,836.07**					

APPROVED BY EAGLE MOUNTAIN:

Vince Hogge, P.E.
Engineering Director

8-4-2025
Date

Robert Ballif
Engineering Tech. II

8/4/25
Date

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

ENGINEERING

DATE: Monday, August 4, 2025
TO: Vince Hogge
FROM: Robert Ballif-Engineering Assistant
SUBJECT: Lone Tree phase "F" plat 3A walk through-Updated

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

Robert Ballif – EM Engineering Tech. II

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

General Notes:

1. All water cans to be checked at time of meter install, the water cans will need to meet Eagle MTN City standards, i.e. level to 1 inch above the plane of the curb & sidewalk and the setters are to be 18 to 22 inches from top of lid to top of setter. Setters to be centered in the can. All water cans to have collar and EM City lid w/2 inch hole.
2. ~~AutoCAD as build.~~

Walnut Dr.:

1. ~~Lot #'s 304 & 305 missing the sewer and water stamps, place brass pin in the curb with a 'W' for water & "S' for sewer.~~
2. ~~Sections of curb to be replaced.~~
3. ~~Sewer manhole clean & add step.~~
4. Settling of the asphalt by inlet at lots s 304 & 305. Check at exit.
5. ~~Storm drain combo box the pipe into the box to be cut flush and re-grout the pipes.~~
6. ~~Both inlets check for wood forms and grout under the grates.~~
7. ~~North stub sewer manhole add step.~~
8. ~~North stub storm drain manhole clean & plug opening, material coming into the manhole.~~
9. ~~Clean up the concrete wash out.~~

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.

LONE TREE AT CIRCLE FIVE RANCH PHASE F - PLAT 3A

LOCATED IN THE NE QUARTER OF SEC 25, TOWNSHIP 5S, RANGE 2W, S.L.B.&M.

ENBRIDGE GAS UTAH ACCEPTANCE

Questar Gas Company, dba Enbridge Gas Utah ("Enbridge"), approves this plat solely to confirm that the plat contains public utility easements. This approval does not (a) affect any right Enbridge has under Title 54, Chapter 8a, a recorded easement or right-of-way, prescriptive rights, or any provision of law; (b) constitute acceptance of any terms contained in any portion of the plat; and (c) guarantee any terms or waive Enbridge's right to require additional easements for gas service.

Questar Gas Company
dba Enbridge Gas Utah.

Approved this 13 day of March 2025 By: _____

Title: gas corridor II

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 § 10-9a-603 Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under
   (1) A recorded easement 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

_____ 3/12/25
ROCKY MOUNTAIN POWER DATE

DIRECT COMMUNICATIONS

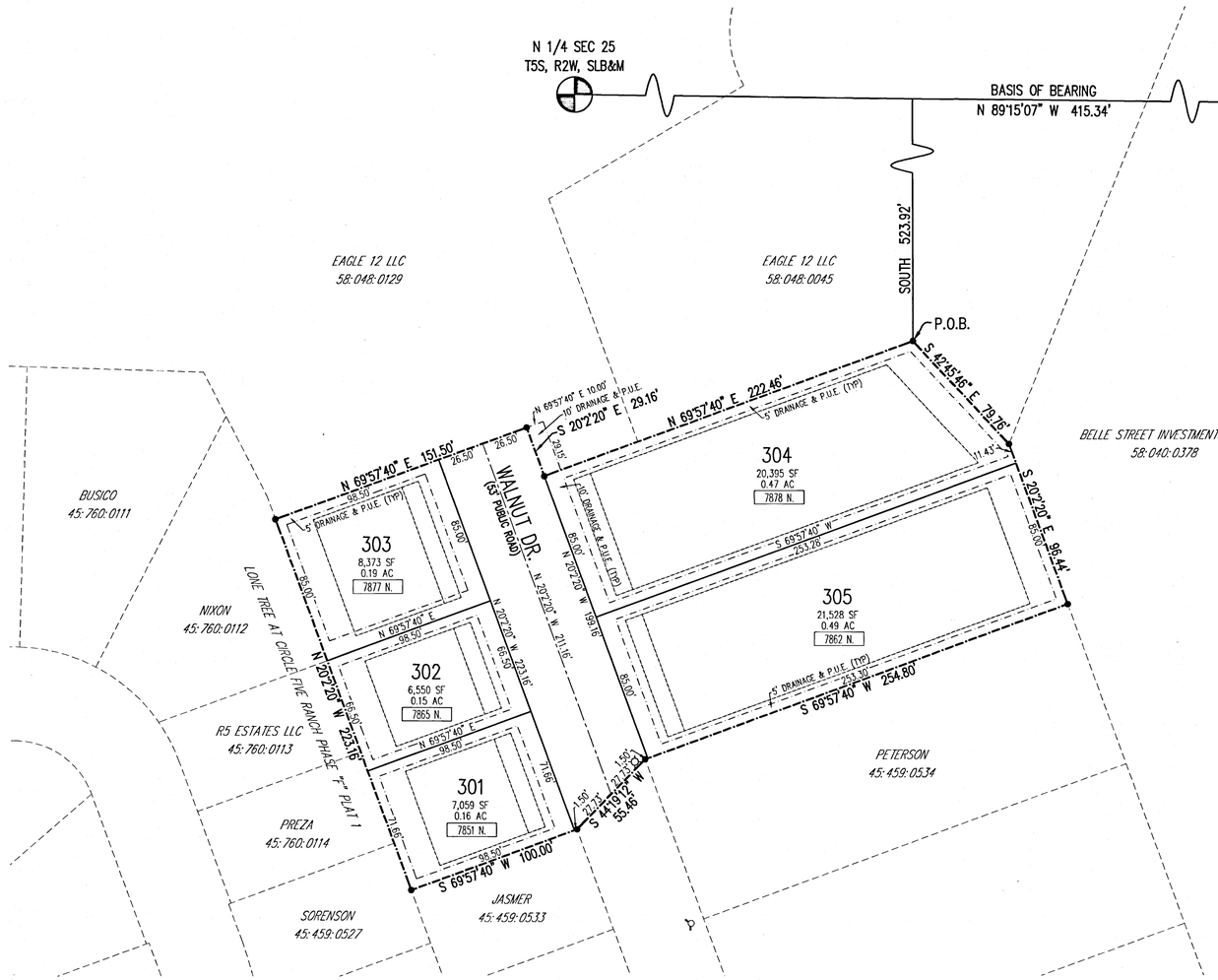
Direct Communications Cedar Valley, LLC certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the Direct Communications Cedar Valley P.S.C. Utah No.1Tariff.

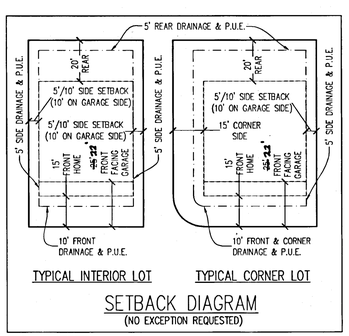
Marjorie Clifford 8/18/2025
DIRECT COMMUNICATIONS DATE

COMCAST APPROVAL

Approves this plat solely for the purpose of confirming that the plat contains public utility easements. Comcast does not warrant the location of any public utility easements. This approval does not modify, affect, or waive any rights, obligations, or liabilities provided by law or equity or under any easements, rights-of-way, agreements, or laws, including, without limitation, any laws applicable to prescriptive rights. This approval does not constitute acceptance, approval, or acknowledgement of any terms contained in the plat, including those set forth in the owner's dedication and the notes, and does not constitute a guarantee of provision of telecommunications services or the terms of such services.

_____ 3/13/25
COMCAST REPRESENTATIVE DATE





SETBACK DIAGRAM
(NO EXCEPTION REQUESTED)

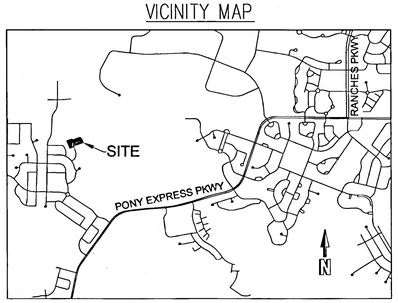
PLAT NOTES:

1. ALL PUBLIC OPEN SPACE IS DEDICATED TO EAGLE MOUNTAIN CITY AND MAINTAINED BY THE CITY.
2. SETBACKS: FRONT=15'
   DRIVEWAY=25' 22'
   REAR=20'
   CORNER=15'
   SIDE=15' TOTAL (5' MIN. & 10' ON GARAGE SIDE)
3. ALL FRONT-FACING GARAGES MUST BE 25' FROM PROPERTY LINE.

PHASE F - PLAT 3A CALCULATIONS

TOTAL ACREAGE:	1.72 ACRES
TOTAL ACREAGE IN LOTS:	1.46 ACRES
RIGHT-OF-WAY AREA:	0.26 ACRES
AVERAGE LOT SIZE:	12,781 SF/0.29 ACRES
LARGEST LOT SIZE:	21,528 SF/0.49 ACRES
SMALLEST LOT SIZE:	6,550 SF/0.15 ACRES
OVERALL DENSITY:	2.91 LOTS/ACRE
TOTAL # OF LOTS:	5 LOTS

VICINITY MAP



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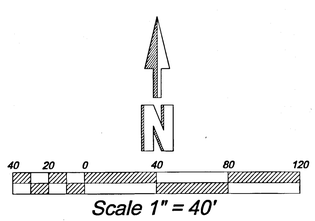

SURVEYOR'S CERTIFICATE

I, AARON D. THOMAS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 6418780 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND IN LOTS, BLOCKS, STREETS, AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

Mar. 6, 2025
DATE

AARON D. THOMAS (SEE SEAL BELOW)

BOUNDARY DESCRIPTION

BEGINNING AT A POINT LOCATED NORTH 89°15'07" WEST ALONG SECTION LINE 415.34 FEET AND SOUTH 523.92 FEET FROM THE NORTHEAST CORNER OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN;

THENCE SOUTH 42°45'46" EAST 79.76 FEET; THENCE SOUTH 20°02'20" EAST 96.44 FEET; THENCE SOUTH 69°57'40" WEST 254.80 FEET; THENCE SOUTH 44°19'12" WEST 55.46 FEET; THENCE SOUTH 69°57'40" WEST 100.00 FEET; THENCE NORTH 20°02'20" WEST 223.16 FEET; THENCE NORTH 69°57'40" EAST 151.50 FEET; THENCE SOUTH 20°02'20" EAST 29.16 FEET; THENCE NORTH 69°57'40" EAST 222.46 FEET TO THE POINT OF BEGINNING.

CONTAINING 75,096 SQUARE FEET OR 1.724 ACRES, MORE OR LESS.

EAGLE MOUNTAIN DEVELOPER PLAT DEDICATION

We, the undersigned owners of all the real property depicted on this plat and described in the surveyors 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.

OWNER - PRINTED NAME OF L.L.C. R5 Development
PRINTED AUTHORIZED AGENT & POSITION Al Rafati
AUTHORIZED SIGNATURE Al Rafati 3/13/25

LIMITED LIABILITY ACKNOWLEDGMENT

On the 13 day of March, 2025 personally appeared before me, the undersigned, Notary Public, in and for the County of Salt Lake in said State of Utah, Al Rafati who after being duly sworn, acknowledged to me that he/she is the Manager of R5 Development L.L.C., a Utah L.L.C. and that he/she signed the foregoing Owners Dedication freely and voluntarily for and in behalf of said Limited Liability Company for the purposes therein mentioned.

MY COMMISSION EXPIRES 12-15-27 _____ NOTARY PUBLIC SIGNATURE

734220 Brian Rammell
COMMISSION NUMBER PRINTED FULL NAME OF NOTARY
A notary public commissioned in Utah

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION PLAT 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 27 DAY OF March, 2025

APPROVED BY MAYOR _____ APPROVED BY CITY ATTORNEY _____
APPROVED BY ENGINEER (SEE SEAL BELOW) _____ ATTEST BY CITY RECORDER (SEE SEAL BELOW) _____

FINAL PLAT 3A

LONE TREE AT CIRCLE FIVE RANCH PHASE F

SUBDIVISION

LOCATED IN THE NE QUARTER OF SEC 25, TOWNSHIP 5S, RANGE 2W, S.L.B.&M.

EAGLE MOUNTAIN CITY UTAH COUNTY, UTAH

SCALE: 1" = 40 FEET

SURVEYOR:
AZTEC ENGINEERING
732 N. 780 W. AMERICAN FORK, UT. 84003
aztecengineering@gmail.com

Surveyor's Seal	Notary Public Seal	City Engineer's Seal	Clerk-Recorder Seal	County Recorder Seal
PROFESSIONAL ENGINEER No. 6418780 AARON D. THOMAS 3-6-25 STATE OF UTAH		PROFESSIONAL ENGINEER No. 5148730 2202 VINCE R. HOGGE 3-25-2025 STATE OF UTAH	E. G. F. CORPORATE SEAL	ENT 23331:2025 PG 1 of 1 ANDREA ALLEN UTAH COUNTY RECORDER 2025 Apr 1 02:48 PM FEE 60.00 BY LM RECORDED FOR EAGLE MOUNTAIN CITY

Sec.25,T5S,R2W,SLB&M TU038 JW1

EAGLE MOUNTAIN
CITY COUNCIL MEETING

JULY 15, 2025, 4:00 PM
EAGLE MOUNTAIN CITY COUNCIL CHAMBERS
1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

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

CITY STAFF PRESENT: Benjamin Reeves, City Manager; Steve Mumford, Deputy City Manager; Fionnuala Kofoed, Assistant City Manager; John Magness, Legislative and Policy Analyst; Marcus Draper, City Attorney; Tyler Maffitt, Communications Manager; Natalie Winterton, Assistant to the City Manager; Terrence Dela Pena, Finance/Management Analyst; Brandon Larsen, Planning Director; Todd Black, Wildlife Biologist/Environmental Planner; Robert Hobbs, Senior Planner; David Stroud, Senior Planner; Lacie Messerly, Deputy Recorder; Jeff Weber, Fleet and Facilities/Operations Director; Zac Hilton, Assistant Public Works Director; Brad Hickman, Public Works Director; David Salazar, Assistant City Engineer; B.J. Eccles, Sergeant; David Ulibarri, Public Safety Director and Carson Stapley, Information Systems Manager

CITY STAFF PRESENT ELECTRONICALLY: Michele Graves, Library Director and Embret Fossum, UFA Battalion Chief

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Westmoreland called the meeting to order at 4:02 PM. He noted that Rich Wood was excused from the meeting.

1. DISCUSSION AND INFORMATION ITEMS

2. AGENDA REVIEW

10.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Agreement with Utah County for Construction and Right-of-Way Acquisition for Old Airport Road, east of Pony Express Parkway

The recording of the discussion can be found online here at 00:00:03.

Deputy City Manager Steve Mumford provided a status report and outlined the next steps for the project, which include approving the agreement, hiring an engineering firm to design the roadway, completing a construction cost estimate, and beginning the right-of-way acquisition process.

10.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperative Agreement Between the Utah Department of Natural Resources, Division of Wildlife and Eagle Mountain City, Related to the Completion of Eagle Mountain Deer Migration Corridor Preservation FY26 Proposed Through the Watershed Restoration Initiative

The recording of the discussion can be found online here at 00:01:55.

Wildlife Biologist and Open Space Manager Todd Black reviewed the Interlocal Agreement and recommended that the City Council approve continued expenditures related to the wildlife corridor and mule deer migration route fencing.

11.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Disposal of 2.15 Acres of Designated "Significant Real Property" (Utah County Parcel #59:044:0015) Pursuant to EMMC 3.30.060 and 3.30.070, and Establishing Terms of the Disposal

The recording of the discussion can be found online here at 00:04:16.

City Attorney Marcus Draper and Planner David Stroud discussed a proposed land exchange between the City and the developer to better support the project's intended layout and design. They also noted that, as part of the agreement, the developer will install required improvements, including landscaping and fencing.

11.B. AMENDED PRELIMINARY PLAT - Marketplace at Eagle Mountain Town Center

The recording of the discussion can be found online here at 00:09:14.

City Attorney Marcus Draper and Planner David Stroud reviewed that in connection to Item 11.A. the applicant has submitted a revised Preliminary Plat for Phase 4 of the development. The plat reconfigures several lots, including modifications to the approved Macey's lot.

12.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah amending Eagle Mountain Municipal Code Section 2.20.020, Compensation Schedule of Statutory Officers

The recording of the discussion can be found online here at 00:09:51.

City Attorney Marcus Draper clarified that this is a housekeeping item updating the Compensation Schedule.

12.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 17.55.040(E) Location of Parking Areas; and Section 17.55.100 Shared Parking and Curb Cuts

The recording of the discussion can be found online here at 00:10:43.

Planner David Stroud reviewed an amendment addressing prior City Council concerns about parking proximity and shared parking. The amendment introduces a minimum distance requirement between parking lots and the buildings they serve to ensure practical accessibility. City Council further discussed the concerns surrounding shared parking and proposed the shared parking should be reduced from 40% to 35%.

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

The recording of the discussion can be found online here at 00:33:23.

Planner Robert Hobbs presented effective bypass/escape lane at drive-thru restaurants. He discussed that varying municipalities require or recommend bypass (escape) lanes around drive-thru lanes to ensure traffic can circulate on-site and vehicles are not trapped in queues.

12.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17, Sections 17.10.030 Structure Definition, and 17.25.040 Residential Development Standards Table

The recording of the discussion can be found online here at 00:44:10.

Planner Robert Hobbs explained that the item should be removed from the agenda due to a scrivener's error. City Council discussed issues related to the structure setbacks and agreed the item should be removed and brought back at a later date.

12.E. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 17.10.030 Definitions (Lot Frontage & Property Width) and Section 17.25.040 Residential Development Standards Table

The recording of the discussion can be found online here at 00:54:15.

Planner Robert Hobbs presented proposed changes clarifying that townhomes and apartments in Multi-Family Zone 1 and Multi-Family Zone 2 must have street frontage to be buildable. Councilmembers further discussed the role of service drives in these zones.

13.A. 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 Property

The recording of the discussion can be found online here at 01:01:14.

City Attorney Marcus Draper explained that SITLA previously conveyed approximately 20.35 acres of undeveloped land, referred to as the "Bypass Road Property," to the City for the construction of a public road as required under the Overland Master Development Agreement. However, changes in surrounding development have made the property unsuitable for that purpose, and SITLA, in partnership with Ivory Homes, is proposing a land swap in exchange for the Bypass Road Property.

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

The recording of the discussion can be found online here at 01:05:14.

Planner David Stroud presented a proposed amendment to establish clear guidelines for signage placement and design throughout the City.

14.B. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Approving a Franchise Agreement with Zayo Group, LLC.

The recording of the discussion can be found online here at 0:1:11:43.

City Attorney Marcus Draper presented that Zayo, LLC, a telecommunications provider, seeks to install fiber infrastructure within the City's public right-of-way. A franchise agreement outlining the terms and conditions for access and use was presented to the City Council for formal approval.

3. CITY MANAGER INFORMATION ITEMS

4. ADJOURN TO A CLOSED SESSION

MOTION: *Councilmember Clark 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 Wright seconded the motion.

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

The motion passed with a 4:0 vote.

The Work Session was adjourned to a closed session at 5:32 PM.

The recording of the motion can be found online here at 01:24:31.

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

5. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:05 PM.

6. PLEDGE OF ALLEGIANCE

Councilmember Burnham led the Pledge of Allegiance.

7. INFORMATION ITEMS/UPCOMING EVENTS

8. PUBLIC COMMENTS

Mayor Westmoreland opened the public comment period at 7:08 PM.

The following individuals spoke during the Public Comment period: Bruno Hunziker.

Mayor Westmoreland closed the public comment period at 7:13 PM.

The recording of the Public Comments can be found online here at 01:34:20.

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 01:47:23.

CONSENT AGENDA

10. RESOLUTIONS

10.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Agreement with Utah County for Construction and Right-of-Way Acquisition for Old Airport Road, east of Pony Express Parkway

10.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperative Agreement Between the Utah Department of Natural Resources, Division of Wildlife and Eagle Mountain City, Related to the Completion of Eagle Mountain Deer Migration Corridor Preservation FY26 Proposed Through the Watershed Restoration Initiative

MOTION: *Councilmember Wright moved to approve the Consent Agenda. Councilmember Burnham seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 01:57:17.

SCHEDULED ITEMS

11. MARKETPLACE AT EAGLE MOUNTAIN TOWN CENTER

11.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Disposal of 2.15 Acres of Designated "Significant Real Property" (Utah County Parcel #59:044:0015) Pursuant to EMMC 3.30.060 and 3.30.070, and Establishing Terms of the Disposal

The recording of the discussion can be found online here at 01:58:05.

Senior Planner David Stroud presented the item and stated that Applicant Forrest Gaskill requests the City dispose of Parcel 59:044:0015, 2.15 acres, in exchange for the City taking possession of Parcel A, 2.32 acres, in the Marketplace at Eagle Mountain Town Center Preliminary Plat Phase 4.

*Mayor Westmoreland opened the Public Hearing period at 7:33 PM. Seeing no one wished to speak Mayor Westmoreland closed the Public Hearing at 7:*33 PM.

MOTION: *Councilmember Burnham moved to adopt A Resolution of Eagle Mountain City, Utah, Approving the Disposal of 2.15 Acres of Designated "Significant Real Property" (Utah County Parcel #59:044:0015) Pursuant to EMMC 3.30.060 and 3.30.070, and Establishing Terms of the Disposal. Councilmember Wright seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 02:01:41.

11.B. AMENDED PRELIMINARY PLAT - Marketplace at Eagle Mountain Town Center

The recording of the discussion can be found online here at 02:02:28.

Senior Planner David Stroud presented The Marketplace at Eagle Mountain Town Center Development Agreement includes a Master Site Plan that also functions as the preliminary plat. The applicant has submitted a revised plat to reconfigure Phase 4, including adjustments to the Macey's lot and the storm water parcel. The updated layout proposes five commercial lots, the Macey's lot, and a relocated City storm water parcel, as contemplated in the agreement's planned land swap.

MOTION: *Councilmember Burnham moved to adopt an Amended Preliminary Plat for Marketplace at Eagle Mountain Town Center. Councilmember Clark seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 02:04:18.

12. ORDINANCES/PUBLIC HEARINGS

12.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah amending Eagle Mountain Municipal Code Section 2.20.020, Compensation Schedule of Statutory Officers

The recording of the discussion can be found online here at 02:04:52.

City Attorney Marcus Draper explained that Utah State Code requires cities to update the compensation schedule of statutory officers in the municipal code annually, noting this as a housekeeping item.

Mayor Westmoreland opened the Public Hearing at 7:38 PM. Seeing no one wished to speak Mayor Westmoreland closed the Public Hearing at 7:38 PM.

MOTION: *Councilmember Wright moved to adopt an Ordinance of Eagle Mountain City, Utah amending Eagle Mountain Municipal Code Section 2.20.020, Compensation Schedule of Statutory Officers. Councilmember Gray seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 02:06:23.

12.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 17.55.040(E) Location of Parking Areas; and Section 17.55.100 Shared Parking and Curb Cuts

The recording of the discussion can be found online here at 02:19:18.

Senior Planner Robert Hobbs presented a proposal to amend Eagle Mountain Municipal Code Title 17 to require a minimum distance between parking lots and the buildings they serve, and to update rules for shared parking by reducing how much can be shared, requiring City Council approval, and adding a maintenance agreement and review standards for shared use. This amendment pertains to non-residential and multifamily uses.

Councilmembers discussed the issues surrounding the current shared parking lots for commercial properties.

Mayor Westmoreland opened the Public Hearing at 7:51 PM

The individuals who spoke during the Public Hearing were: Tony Castillo and Charlotte Ducos.

Mayor Westmoreland closed the Public Hearing at 7:56 PM.

The recording of the Public Hearing can be found online here at 02:19:18.

MOTION: *Councilmember Gray moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 17.55.040(E) Location of Parking Areas; and Section 17.55.100 Shared Parking and Curb Cuts with the change in 17.55.100 from 40% required shared parking to 35% required shared parking. Councilmember Wright seconded the motion.*

Donna Burnham	No
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Excused
Brett Wright	Yes

The motion passed with a 3:0 vote.

The recording of the motion can be found online here at 02:32:36.

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

The recording of the discussion can be found online here at 02:34:05.

Senior Planner Robert Hobbs presented that the amendment would add Drive-Thru Regulations (Section 17.55.130) which adds new standards such as minor escape lanes. This amendment would also remove Section 17.75.069 "Restaurant with drive-through services" in its entirety.

William Gaskill provided clarification to the City Council on measurement standards for drive-thru requirements and outlined the benefits of including a drive-thru lane.

Mayor Westmoreland opened the Public Hearing at 8:16 PM.

The following individuals spoke during the Public Hearing period: Charlotte Ducos

Mayor Westmoreland closed the Public Hearing at 8:17 PM.

The recording of the Public Hearing can be found online here at 02:43:53.

MOTION: *Councilmember Wright moved to table an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.35.050 Drive-Thru Lanes. Councilmember Clark seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 02:47:49.

12.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17, Sections 17.10.030 Structure Definition, and 17.25.040 Residential Development Standards Table

The recording of the discussion can be found online here at 02:48:38.

Senior Planner Robert Hobbs presented a proposed amendment to City Code Title 17 to define "structure" and update setback requirements for livestock buildings, ensuring safe distances from homes. Setbacks would not apply to non-permitted structures unless used to house livestock.

Councilmembers removed this item from the agenda and requested that staff revise and resubmit it.

12.E. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 17.10.030 Definitions (Lot Frontage & Property Width) and Section 17.25.040 Residential Development Standards Table

The recording of the discussion can be found online here at 02:49:25.

Senior Planner Robert Hobbs presented a proposed amendment to City Code Title 17 to update the definition of "lot frontage" and "property width." The amendment clarifies that in Multi-Family 1 and Multi-Family 2 zones, townhomes and apartments, must have street frontage to be buildable and apartments need to have access parking via service drives.

Mayor Westmoreland opened the Public Hearing at 8:24 PM. Seeing no one who wished to speak Mayor Westmoreland closed the Public Hearing at 8:24 PM.

The recording of the discussion can be found online here at 02:51:59.

MOTION: *Councilmember Wright moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17, Sections 17.10.030 Structure Definition, and 17.25.040 Residential Development Standards Table. Councilmember Gray seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 02:52:28.

13. RESOLUTIONS/PUBLIC HEARINGS

13.A. 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 Property

The recording of the discussion can be found online here at 02:53:18.

City Attorney Marcus Draper explained that SITLA previously conveyed 20.35 acres to the City for a public road under the Overland Master Development Agreement. As surrounding development has made the Bypass Road unsuitable for that purpose, SITLA and Ivory Homes propose a land swap in exchange for other property.

The recording of the discussion can be found online here at 02:54:44.

Mayor Westmoreland opened the Public Hearing at 8:27 PM. Seeing no one who wished to speak Mayor Westmoreland closed the Public Hearing at 8:27 PM.

MOTION: *Councilmember Wright moved to adopt an Ordinance of Eagle Mountain City, Utah, 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 Property and instruct Staff to return to City Council when*

the future property to be exchanged is determined for Council approval. Councilmember Gray seconded the motion.

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 02:57:30.

14. ORDINANCES

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

The recording of the discussion can be found online here at 02:58:59.

Senior Planner David Stroud presented a proposed amendment to the Eagle Mountain Municipal Code defining "Athletic Facility Signs" and adopting standards for such signs. A Public Hearing was held and closed on July 1, 2025. The item was tabled for further consideration.

City Council continued discussions regarding the ordinance, covering various aspects of the code including the allowance of signs at elementary schools, as well as standards for sign size and placement to ensure aesthetic consistency throughout the city.

MOTION: *Councilmember Burnham moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits with the change in definition stating that an athletic facility is defined as a high school or middle school regulation size soccer, football, baseball or softball field. Councilmember Wright seconded the motion..*

Councilmembers requested an amended motion to include the Rodeo Grounds and City owned property in the proposed amendment.

AMENDED MOTION: *Councilmember Burnham moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits with a change stating that an athletic facility is defined as a high school, middle school or City owned regulation size soccer,*

football, baseball, or softball field, or the Rodeo Grounds. Councilmember Wright seconded the motion.

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 03:22:40.

14.B. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Approving a Franchise Agreement with Zayo Group, LLC

The recording of the discussion can be found online here at 03:26:52.

City Attorney Marcus Draper presented that Zayo Group, LLC is a telecommunications provider seeking to install fiber infrastructure within the City's public right-of-way. To facilitate this, staff has negotiated a franchise agreement outlining the terms and conditions of their access and use.

Tim Larson with Zayo appeared via Lifesize to answer questions surrounding bonding for the construction, noticing requirements, insurance and how much infrastructure they planned to install throughout the City.

MOTION: *Councilmember Gray moved to table an Ordinance of Eagle Mountain City, Utah, Approving a Franchise Agreement with Zayo Group, LLC. Councilmember Wright seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 03:45:26.

15. LEGISLATIVE ITEMS

15.A. UPDATE – Legislative Priorities List

This Item was discussed after Item 16.

Councilmembers discussed road connectivity issues between the Lone Tree and Oquirrh Mountain Ranch areas via Airport Road and requested that a funding plan be added to the Legislative Priorities List for this project.

The recording of the discussion can be found online here at 03:52:59.

MOTION: *Councilmember Wright moved to add a funding plan for Lone Tree and Oquirrh Mountain Ranch areas through Airport Road to the Legislative Priorities List. Councilmember Clark seconded the motion.*

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

The motion passed with a 4:0 vote.

The recording of the motion can be found online here at 03:55:37.

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

This Item was discussed before Item 15.A.

The Mayor 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 03:46:08.

17. COMMUNICATION ITEMS

18. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn the meeting at 9:31 PM. Councilmember Wright seconded the motion.*

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

The motion passed with a unanimous vote.

The recording of the motion can be found online here at 03:59:09.

Approved by the City Council on August 19, 2025.

_____

Gina Olsen, CMC
City Recorder

EAGLE MOUNTAIN
CITY COUNCIL MEETING

AUGUST 5, 2025, 4:00 PM
EAGLE MOUNTAIN CITY COUNCIL CHAMBERS
1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Westmoreland and Councilmembers Brett Wright, Donna Burnham, Rich Wood and Jared Gray. Councilmember Melissa Clark was present electronically.

CITY STAFF PRESENT: Benjamin Reeves, City Manager; Steve Mumford, Deputy City Manager; Fionnuala Kofoed, Assistant City Manager; John Magness, Legislative and Policy Analyst; Marcus Draper, City Attorney; Gina Olsen, City Recorder; Tyler Maffitt, Communications Manager; Natalie Winterton, Assistant to the City Manager; Finance/Management Analyst; Brandon Larsen, Planning Director; Robert Hobbs, Senior Planner; David Stroud, Senior Planner; Lacie Messerly, Deputy Recorder; Jeff Weber, Fleet and Facilities/Operations Director; Zac Hilton, Assistant Public Works Director; Brad Hickman, Public Works Director; David Salazar, Assistant City Engineer; David Ulibarri, Public Safety Director; Carson Stapley, Information Systems Manager, Carlos Vasquez, Intern, Embret Fossum, UFA Battalion Chief and Erik Knutzen, Chief Deputy Sherriff.

CITY STAFF PRESENT ELECTRONICALLY: Councilmember Melissa Clark, Evan Berrett, Economic Development Director and Michele Graves; Library Board Director

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Westmoreland called the meeting to order at 4:28 PM. He noted Councilmember Melissa Clark was out of town for a funeral and attending electronically.

The recording of the discussion can be found online here at 00:11:23.

1. DISCUSSION AND INFORMATION ITEMS

1.A. DISCUSSION - Proposed Amendment to the Eagle Mountain City Code Enacting Section 5.30 Regulating Food Trucks Operating on Public and Private Property

The recording of the discussion can be found online here at 00:15:52.

BYU MPA Administrative Intern Carlos Vasquez presented a proposed amendment to the Eagle Mountain City Code to enact Section 5.30, governing food truck operations on both public and private property. The discussion focused on proposed regulations intended to

support small business entrepreneurship while also protecting community interests such as cleanliness, parking access, traffic safety, and equitable vendor participation.

1.B. DISCUSSION - Proposed Amendment to the Eagle Mountain City Code Section 17.80 Sign Regulations and Sign Permits, relating to Monument Signs on Commercial Properties Fronting SR-73

The recording of the discussion can be found online here at 00:47:10.

Mr. Carlos Vasquez presented a proposed amendment to Eagle Mountain City Code Section 17.80 to regulate monument signs on private commercial parcels along SR-73. The discussion focused on visibility, safety, and aesthetic considerations specific to the high-speed nature of the corridor, where standard sign allowances are currently limited.

1.C. DISCUSSION - Privacy Program Policy Overview - HB0491 & HB0444

The recording of the discussion can be found online here at 0:1:14:58.

Mr. Intern Jacob Lowe presented an overview of Eagle Mountain's Privacy Program Policy, referencing House Bills 444 and 491, which emphasize the importance of trust between government entities and residents. The discussion highlighted the need to safeguard personal and sensitive information and ensure compliance with relevant data protection regulations. The City's required Privacy Program Report is due by December 31, 2025.

1.D. DISCUSSION - Architectural Standards - VCBO Architecture

The recording of the discussion can be found online here at 01:21:56.

Representative Whitney Ward from VCBO Architecture presented proposed updates to the City's Architectural Standards which guide the design, appearance, and materials used in building construction to ensure quality and consistency throughout the community.

2. AGENDA REVIEW

3. CITY MANAGER INFORMATION ITEMS

4. ADJOURN TO A CLOSED SESSION

MOTION: *Councilmember Burnham 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 6:41 PM.

The recording of the motion can be found online here at 02:25:36.

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

Mayor Westmoreland called the meeting to order at 7:34 PM.

5. CALL TO ORDER

6. PLEDGE OF ALLEGIANCE

City Recorder Gina Olsen led the Pledge of Allegiance.

7. INFORMATION ITEMS/UPCOMING EVENTS

8. INTRODUCTIONS

8.A. 2025 Miss Eagle Mountain Royalty

The recording of the discussion can be found online here at 02:28:15.

The Miss Eagle Mountain Royalty introduced themselves and addressed the City Council regarding their chosen cause. Participants included Miss Eagle Mountain Emily Hales; First Runner-Up Trieste Smith; Miss Teen Eagle Mountain Sage Thygerson; and First Runner-Up for Miss Teen Eagle Mountain, Brighton Haws.

9. PUBLIC COMMENTS

Mayor Westmoreland opened the public comment period at 7:39 PM.

The following individuals spoke during the Public Comment period: DJ Searcy, Zac Huish and Deanna Wilson. The public comments received and entered into the public record were from Amanda Espersen, Chalyse Reed, Kimberly Braithwaite, Kylie Gillis, Lisa King and Melanee Wilson.

Mayor Westmoreland closed the public comment period at 7:54 PM.

The recording of the Public Comments can be found online here at 02:31:39.

10. CITY COUNCIL/MAYOR ITEMS

The Mayor and Councilmembers offered comments to the public.

The recording of the discussion can be found online here at 02:47:23.

CONSENT AGENDA

11. BOND RELEASES

11.A. Browns Meadow, Plat 2 - Into Warranty

11.B. Firefly NPA 5 Phase A, Plat 1 - Into Warranty

11.C. Harmony Phase A, Plat 15 - Into Warranty

11.D. Harmony Phase B, Plat 1 - Into Warranty

11.E. Pinnacles Phase A, Plat 1 - Into Warranty

11.F. Pinnacles Phase A, Plat 2 - Into Warranty

11.G. Eagle Point, Plat E - Out of Warranty

11.H. Marketplace at Eagle Mountain Town Center Phase 2 - Out of Warranty

11.I. Parkway Fields Phase C, Plat 1 - Out of Warranty

11.J. Parkway Fields Phase C, Plat 2 - Out of Warranty

11.K. Rush Creek Phase A, Plat 1 - Out of Warranty

11.L. Silverlake, Plat 31 - Out of Warranty

12. RESOLUTIONS

12.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Authorizing Extended Hours for Construction Operations for the LDS Chapel at 967 E Desert Willow Drive (Parcel ID #51:756:0106), as allowed in Eagle Mountain Municipal Code Section 8.15.080 (G)

13. PRELIMINARY PLATS & SITE PLANS

13.A. SITE PLAN - Meta/Available Storage Wireless Communication Tower

13.B. SITE PLAN - Brylee North Commercial Plat A - Lot 3

13.C. SITE PLAN - Pony Express Medical Office Building

MOTION: *Councilmember Wright moved to approve the Consent 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 03:06:52.

SCHEDULED ITEMS

14. RESOLUTIONS

14.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving and Authorizing the Execution of an Interlocal Cooperation Agreement for Participation in the Utah Valley HOME Consortium

The recording of the discussion can be found online here at 03:11:55.

Policy Analyst John Magness explained that the City Council previously adopted a resolution to join the Utah Valley HOME Consortium, enabling access to HUD funding for programs such as down payment assistance. HUD legal counsel has since requested minor updates to the agreement, including the addition of automatic renewal language and clarification of the authorized signatory as the Mayor.

MOTION: *Councilmember Wright moved to adopt a Resolution of Eagle Mountain City, Utah, Approving and Authorizing the Execution of an Interlocal Cooperation Agreement for Participation in the Utah Valley HOME Consortium. Councilmember Burnham seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	No
Brett Wright	Yes

The motion passed with a 4:1 vote.

The recording of the motion can be found online here at 03:13:12.

15. LEGISLATIVE ITEMS

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

Councilmember Wright, City Manager Ben Reeves, and Assistant City Engineer David Salazar discussed an egress and the trail connections leading to the Desert Sky Elementary in the Lone Tree subdivision.

The recording of the discussion can be found online here at 03:14:12.

17. COMMUNICATION ITEMS

17.A. Financial Report

18. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn the meeting at 8:26 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 motion can be found online here at 03:19:24.

Approved by the City Council on August 19, 2025.

_____

Gina Olsen, CMC
City Recorder

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Transportation Master Plan
ITEM TYPE:	Resolution
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING
No

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 Impact Fee Facilities Plan (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. Impact Fee Facilities Plan
3. Master Plan

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 19TH day of August, 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 19TH day of August, 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

Exhibit A

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 **$316,793,000** required from Eagle Mountain to build the expected roadway projects from 2025-2035, **$83,231,000** is eligible to be paid using impact fees. All project costs included in the IFFP are based on 2025 costs.

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Impact Fee Facilities Plan

Introduction

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

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

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

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

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

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

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

(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

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

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.

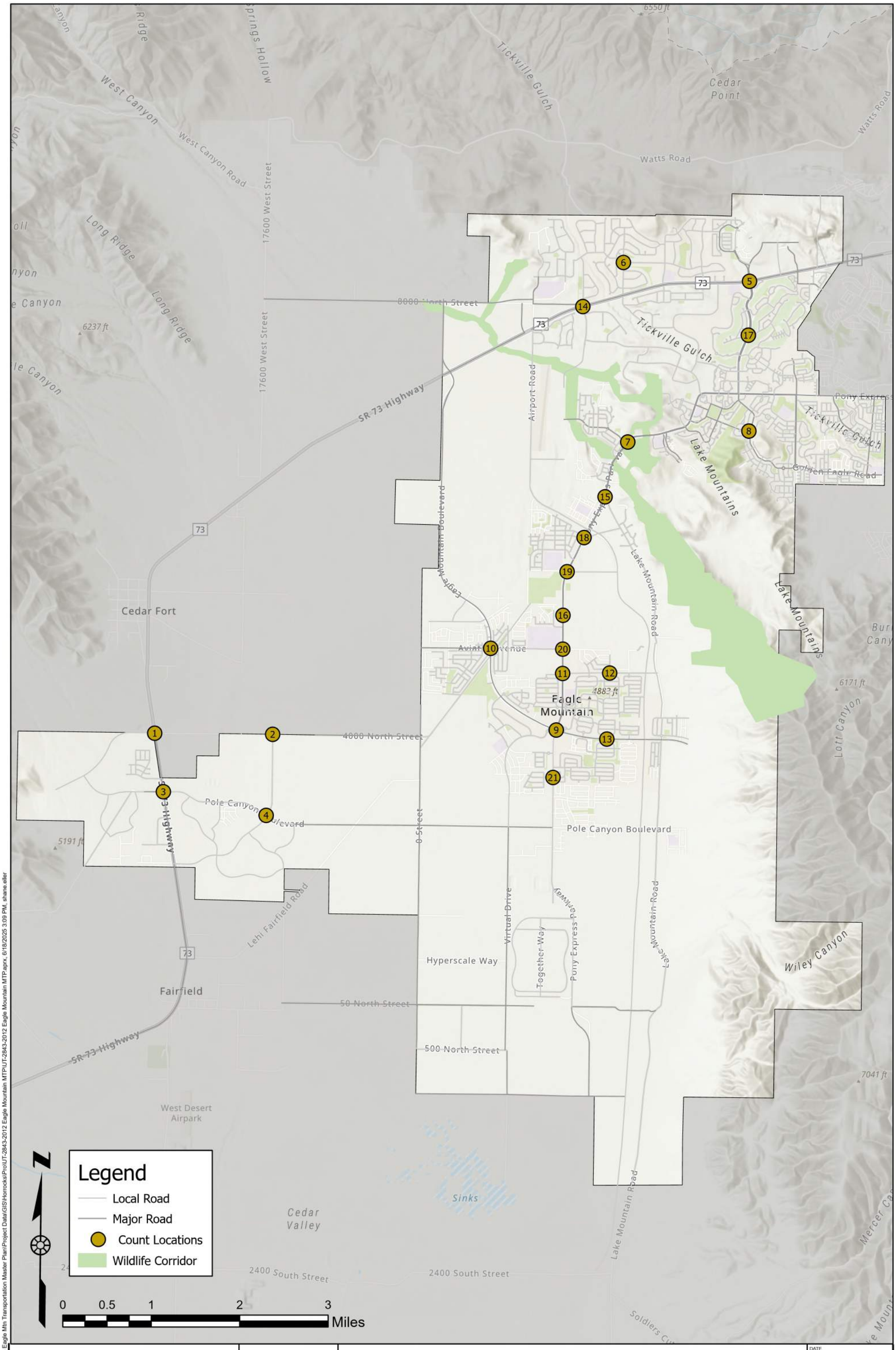
The MAD TDM was calibrated to fit existing traffic conditions in Eagle Mountain City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and included annual average daily traffic (AADT) volumes as defined in Traffic on Utah Highways. On City owned roadways, 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**.



Horrocks.

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

Count Location Map

Eagle Mountain Impact Fee Facilities Plan

DATE 6/17/2025
DRAWN
Figure 1

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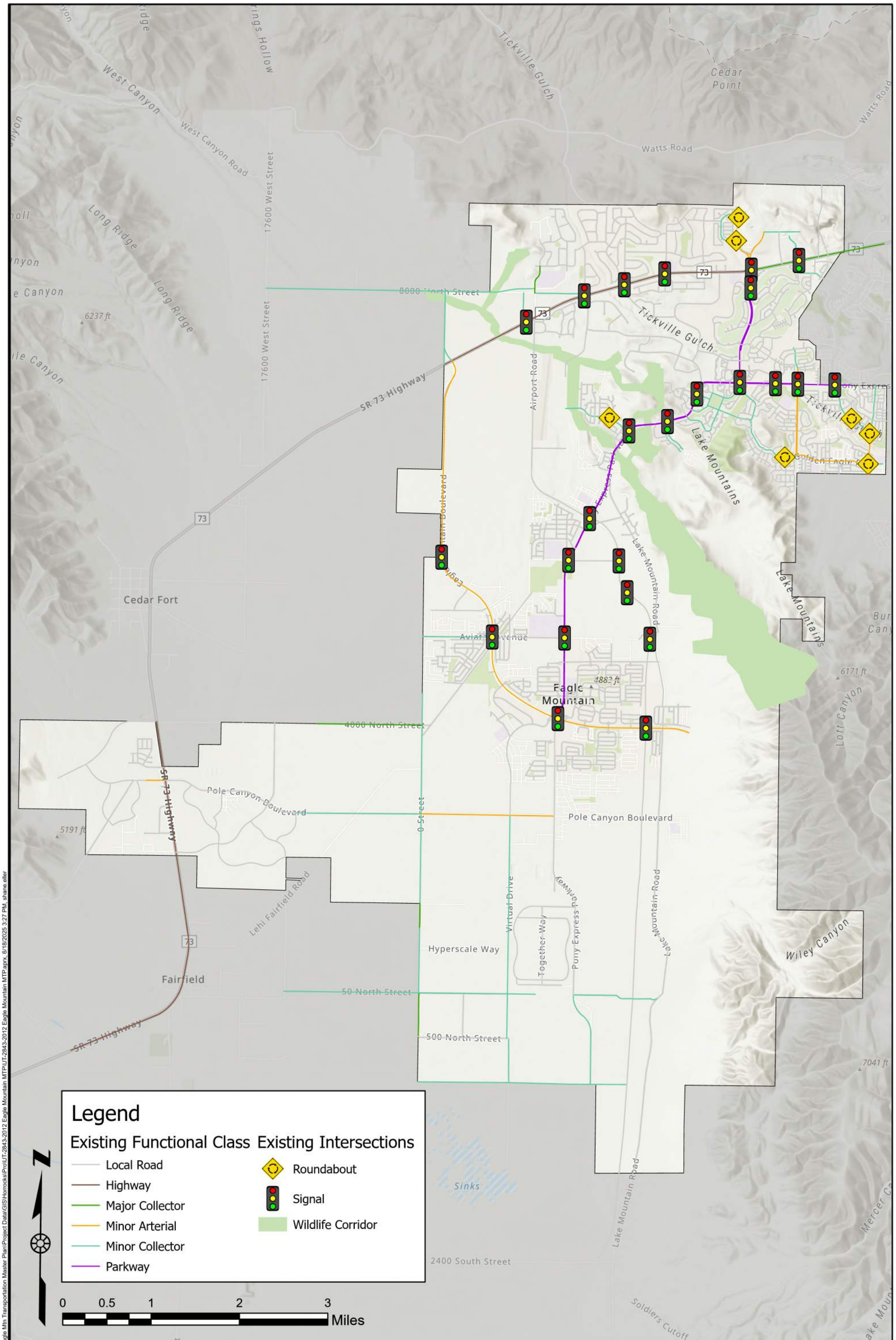

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Existing Functional Classification

Eagle Mountain Impact Fee Facilities Plan

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Figure 2

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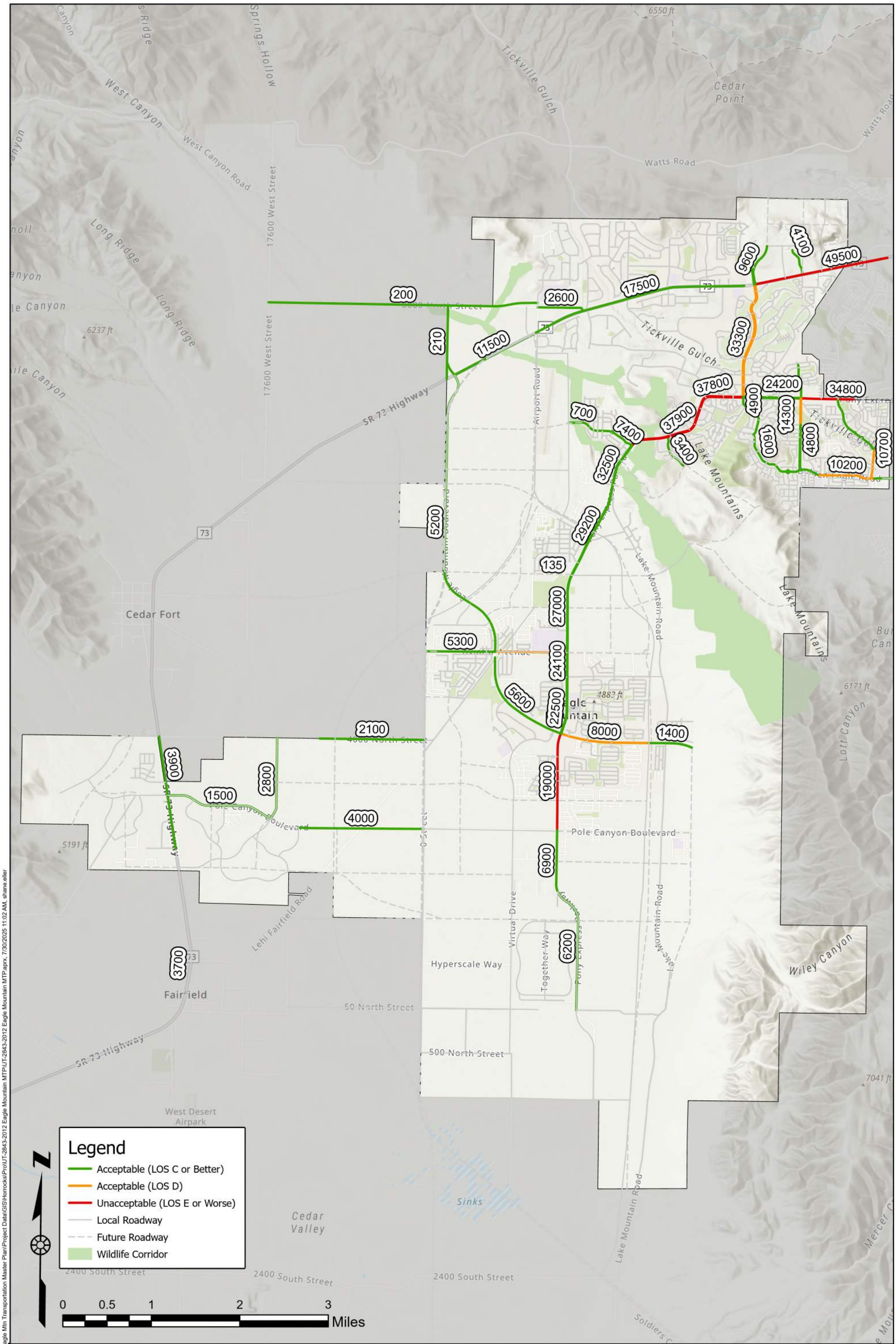

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Existing Level of Service

Eagle Mountain Impact Fee Facilities Plan

DATE 7/30/2025
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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.

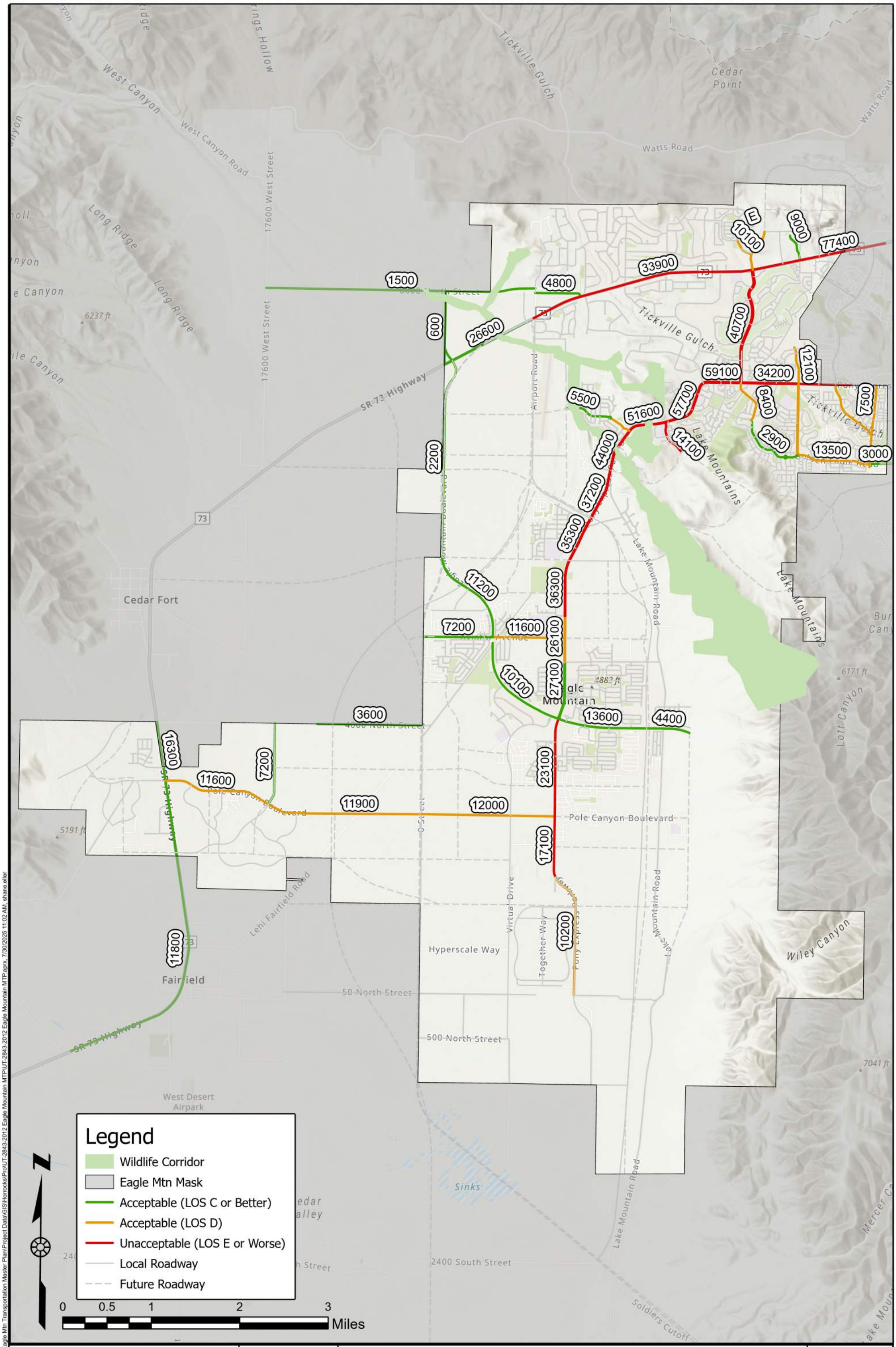
Future Roadway Network Conditions

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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2035 No-Build Level of Service

Eagle Mountain Impact Fee Facilities Plan

DATE 7/30/2025

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Figure 4

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

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

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

Table 3: Impact Fee Facilities Plan Project Funding Sources

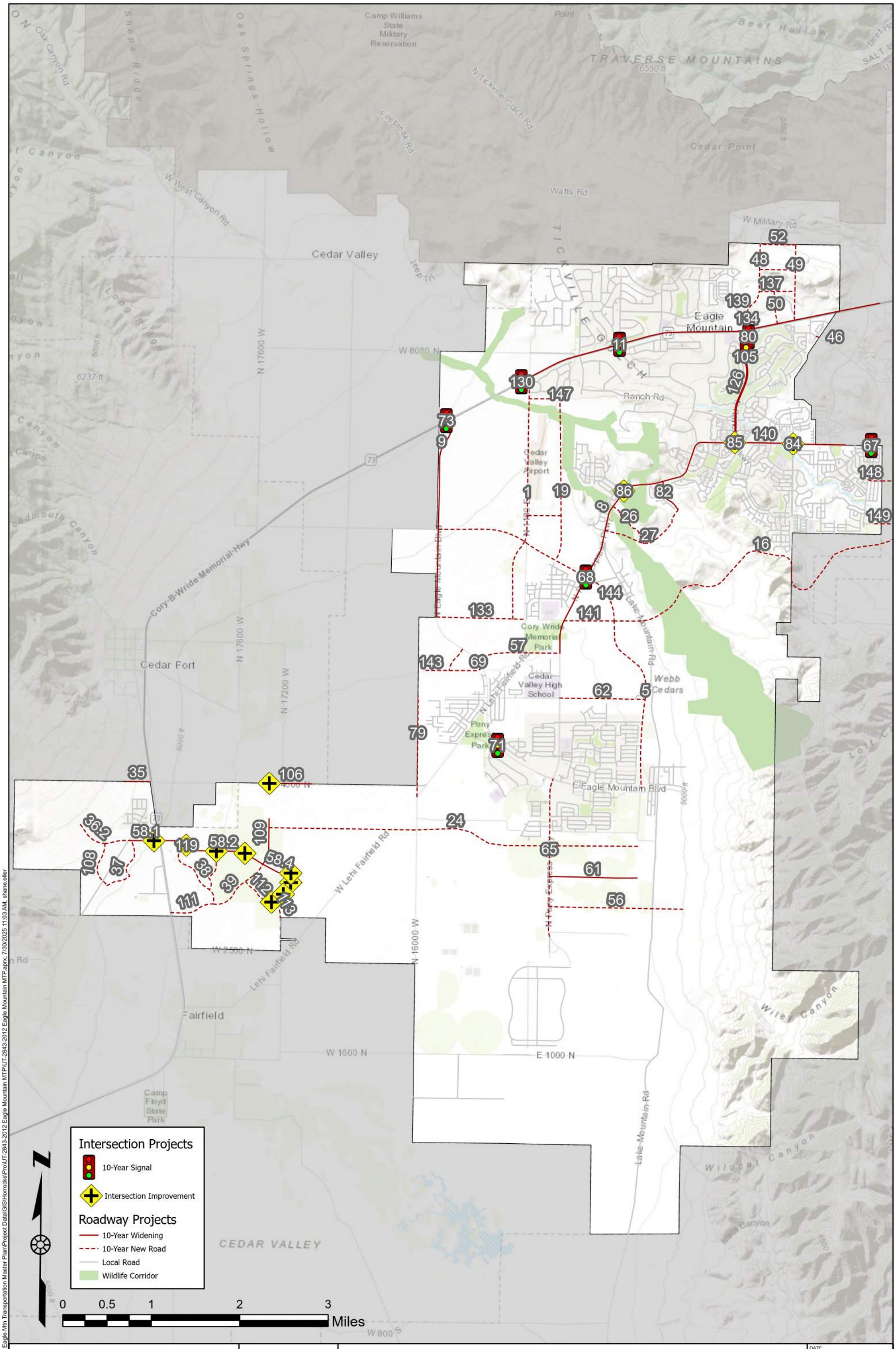
2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	$36,000,000	MAG	2035	8005	7%	$2,438,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	$459,000,000	UDOT	2035	131727	0%	$-
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	$475,000,000	UDOT	2035	181602	0%	$-
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	$69,400,000	MAG	2035	23232	7%	$4,699,000
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	$13,387,000	Eagle Mountain	Complete	5693	100%	$13,387,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	$51,292,000	Eagle Mountain	2035	24431	100%	$51,292,000
11	Cory B Wride & Mustang Way - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
12	Eagle Mountain Blvd & Aviator Ave - New Signal	$367,238	Eagle Mountain	Complete	NA	100%	$367,238
16	New Road (Hidden Valley Road): East Expressway to Eagle Mountain Corridor - New 5 lane road	$86,200,000	MAG	2035	24170	7%	$5,836,000
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	$10,194,000	Eagle Mountain	2035	7452	100%	$10,194,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	$30,521,000	Eagle Mountain	2035	22312	100%	$30,521,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	$4,080,000	Eagle Mountain	2035	2982	100%	$4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -	$7,574,000	Eagle Mountain	2035	5537	100%	$7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	$1,647,000	Firefly	2035	1550	0%	$-
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	$1,736,000	Firefly	2035	1634	0%	$-
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	$2,040,000	Firefly	2035	1920	0%	$-
37	NPA 4 & 5 Road: Project 36.1 to Project 108	$4,039,000	Firefly	2035	3802	0%	$-
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	$4,746,000	Firefly	2035	4466	0%	$-
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	$4,104,000	Firefly	2035	3863	0%	$-
41	Bobby Wren Blvd Extension: Existing to East Expressway	$2,113,000	Eagle Mountain	2035	1698	100%	$2,113,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	$219,000	Eagle Mountain	2035	160	100%	$219,000
47	New Road (unknown E/W road): Project 48 to Project 49	$2,916,000	Eagle Mountain	2035	2132	100%	$2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	$3,922,000	Eagle Mountain	2035	2867	100%	$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	$9,686,000	Eagle Mountain	2035	4521	100%	$9,686,000
50	New Road (unknown N/S Road): SR-73 to Project 137	$2,056,000	Eagle Mountain	2035	1935	100%	$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	$2,260,000	Eagle Mountain	2035	2127	100%	$2,260,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	$10,933,000	Eagle Mountain	2035	7992	100%	$10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	$6,796,000	Eagle Mountain	2035	4968	100%	$6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	$3,510,000	Firefly	2035	1673	0%	$-
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	$10,935,000	Firefly	2035	5213	0%	$-
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	$2,639,000	Firefly	2035	1258	0%	$-
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	$8,112,000	Firefly	2035	3867	0%	$-
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	$10,565,000	Eagle Mountain	Complete	6223	100%	$10,565,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	$9,248,000	Eagle Mountain	2035	5524	100%	$9,248,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	$3,785,000	Eagle Mountain	2035	2767	100%	$3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	$20,257,000	Eagle Mountain	2035	9345	100%	$20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
71	Eagle Mountain Boulevard & Major Street - New Signal	$354,769	Eagle Mountain	2035	NA	100%	$354,769
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	$3,012,029	Eagle Mountain	Complete	NA	100%	$3,012,029
73	Eagle Mountain Boulevard and SR-73 - New Signal	$620,000	UDOT	2035	NA	0%	$-
77	Pole Canyon Boulevard & Pony Express Parkway – New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
79	New Road (1600 West): Aviator Avenue to 4000 North	$8,983,000	Eagle Mountain	2035	5366	100%	$8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	$3,320,000	Eagle Mountain	2035	1271	100%	$3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	$930,000	Eagle Mountain	2035	600	100%	$930,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	$348,000	Eagle Mountain	2035	200	100%	$348,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	$110,100	Eagle Mountain	Complete	169	100%	$110,100

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
106	4000 North Widen: Tyson Parkway to IPA 2 Border	$3,142,000	Firefly	2035	2572	0%	$-
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	$2,832,000	Firefly	2035	2665	0%	$-
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	$2,555,000	Firefly	2035	2802	0%	$-
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	$2,622,000	Firefly	2035	2467	0%	$-
111	Tyson Parkway: SR-73 to East Loop Road	$2,793,000	Firefly	2035	2629	0%	$-
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	$2,133,000	Firefly	2035	2007	0%	$-
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	$1,182,000	Firefly	2035	1112	0%	$-
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	$1,876,000	Firefly	2035	1371	0%	$-
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	$1,232,000	Firefly	2035	900	0%	$-
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	$775,000	Eagle Mountain	2035	NA	100%	$775,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	$13,236,000	Eagle Mountain	2035	6984	100%	$13,236,000
128	New Road (Arnot Peak): Project 19 to Canyon Wash Dr.	$8,299,000	Eagle Mountain	2050	5500	100%	$8,299,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	$4,285,921	Eagle Mountain	Complete	2327	100%	$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd	$11,050,334	Eagle Mountain	Complete	6276	100%	$11,050,334
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	$21,910,000	Eagle Mountain	2035	8401	100%	$21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	$5,350,000	Eagle Mountain	2035	2497	100%	$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	$4,577,000	Eagle Mountain	2035	2136	100%	$4,577,000
139	New Road (Spring Run Parkway): Realignment	$940,000	Eagle Mountain	2035	687	100%	$940,000
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	$4,708,000	Eagle Mountain	2035	2002	100%	$4,708,000
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	$6,407,000	MAG	2035	2990	7%	$434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	$2,047,000	Eagle Mountain	2027	1496	100%	$2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	$4,601,000	Eagle Mountain	2027	3363	100%	$4,601,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	**Location**	**Total Price**	**Funding Source**	**Year**	**Length**	**Eagle Mountain %**	**Eagle Mountain Total**
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	$8,620,000	MAG	2035	3300	7%	$584,000
147	New Road (Arnot Peak): Project 19 to Airport Road	$1,697,000	Eagle Mountain	2035	1240	100%	$1,697,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	$3,010,000	Eagle Mountain	2035	2200	100%	$3,010,000
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	$2,285,000	Eagle Mountain	2035	1670	100%	$2,285,000
	Total	**$1,507,924,000**					**$316,793,000**



Horrocks.

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

2035 Roadway and Intersection Improvements

Eagle Mountain Impact Fee Facilities Plan

DATE 7/30/2025
DRAWN SEE
Figure 11

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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%

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%
77	Pole Canyon Boulevard & Pony Express Parkway – New Signal	-	-	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	1,300	-	0%

Project	Location	Added Capacity	Pass-Through Volume	**Pass Through %**
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	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	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	12,100	20	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	100	1%
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%
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	13,400	70	1%
147	New Road (Arnot Peak): Project 19 to Airport Road	38,400	40	1%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	13,400	20	1%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	10	1%
Excess Capacity Reduction		*12,100*		

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%
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%

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
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%
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%
77	Pole Canyon Boulevard & Pony Express Parkway – 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	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	12,100	12,100	1,800	10,300	85%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	15,100	10,000	5,100	34%

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
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	93%
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	15,100	15,100	6,500	8,600	57%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	12,100	100	12,000	99%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	12,100	100	12,000	99%
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	13,400	13,400	7,300	6,100	46%
147	New Road (Arnot Peak): Project 19 to Airport Road	13,400	13,400	4,300	9,100	68%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	12,100	12,100	2,200	9,900	82%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	12,100	1,000	11,100	92%

Existing User Share for New Construction Projects

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

Table 6: Existing User Share Cost Reduction Calculation

Project	Location	Added Capacity	Existing User Volume	Existing User %
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	32,800	328	1%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	121	1%
4	Cory Wride 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%

Project	Location	Added Capacity	Existing User Volume	Existing User %
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%
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%
77	Pole Canyon Boulevard & Pony Express Parkway – 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%

Project	Location	Added Capacity	Existing User Volume	Existing User %
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	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	15,100	151	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	151	1%
137	New Road (unknown E/W road): Project 48 to Project 49	12,100	121	1%
139	New Road (Spring Run Parkway): Realignment	32,800	328	1%
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	17,700	177	1%
141	New Road (Mid Valley Rd): Pony Express Parkway to East Expressway	15,100	151	1%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	121	1%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	121	1%
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	13,400	134	1%
147	New Road (Arnot Peak): Project 19 to Airport Road	13,400	134	1%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	12,100	121	1%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	121	1%

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%

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
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%
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%

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
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	1%	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%
77	Pole Canyon Boulevard & Pony Express Parkway – 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%
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	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	0%	0%	85%	13%
134	New Road (unknown N/S road): SR-73 to Project 137	1%	1%	34%	64%
137	New Road (unknown E/W road): Project 48 to Project 49	1%	1%	99%	0%
139	New Road (Spring Run Parkway): Realignment	1%	1%	93%	5%
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	17%	0%	83%	5%
141	New Road (Mid Valley Rd): Pony Express Parkway to East Expressway	1%	1%	57%	41%

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	1%	1%	100%	0%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	1%	1%	100%	0%
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	1%	1%	46%	52%
147	New Road (Arnot Peak): Project 19 to Airport Road	1%	1%	68%	30%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	1%	1%	82%	16%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	1%	1%	92%	6%

Using the proportion attributed to future growth in **Table 7,** the cost attributable to future growth is calculated in **Table 8**. Of the **$316,793,000** required by Eagle Mountain for roadway improvements, **$83,231,000** 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
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

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
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
77	Pole Canyon Boulevard & Pony Express Parkway – New Signal	$620,000	$620,000	100%	$614,000
79	New Road (1600 West): Aviator Avenue to 4000 North	$8,983,000	$8,983,000	0%	$0
80	New High-T Signal: Ranches Pkwy & Campus Drive	$3,320,000	$3,320,000	99%	$3,287,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	$930,000	$930,000	99%	$921,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	$348,000	$348,000	99%	$345,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	$110,100	$110,100	99%	$109,000
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

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
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	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	$21,910,000	$21,910,000	13%	$2,848,000
134	New Road (unknown N/S road): SR-73 to Project 137	$5,350,000	$5,350,000	64%	$3,424,000
137	New Road (unknown E/W road): Project 48 to Project 49	$4,577,000	$4,577,000	0%	$0
139	New Road (Spring Run Parkway): Realignment	$940,000	$940,000	5%	$47,000
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	$4,708,000	$4,708,000	5%	$235,000
141	New Road (Mid Valley Rd): Pony Express Parkway to East Expressway	$32,500,000	$434,000	41%	$178,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	$2,047,000	$2,047,000	0%	$0
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	$4,601,000	$4,601,000	0%	$0
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	$8,620,000	$584,000	52%	$304,000
147	New Road (Arnot Peak): Project 19 to Airport Road	$1,697,000	$1,697,000	30%	$509,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	$3,010,000	$3,010,000	16%	$482,000
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	$2,285,000	$2,285,000	6%	$137,000
	Total	**$1,507,924,000**	**$316,793,000**		**$83,231,000**

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

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

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

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.

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

Developer Dedications and Exactions

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

Developer Impact Fees

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

Necessity of Improvements to Maintain Level of Service

According to State statue, 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

PROJECT SUMMARY (IFFP PROJECTS)								
#	PROJECT NAME	PROJECT TYPE	FUNDING	YEAR	LENGTH	FUNDING %	TOTAL PROJECT COST	EAGLE MOUNTAIN RESPONSIBILITY
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	New Road	MAG	2035	8,005	7%	$ 36,000,000	$ 2,438,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	New Road	UDOT	2035	131,727	0%	$ 459,000,000	$ -
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	Capacity Improvement	UDOT	2035	181,602	0%	$ 475,000,000	$ -
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5 lane road	New Road	MAG	2035	23,232	7%	$ 69,400,000	$ 4,699,000
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	Capacity Improvement	Eagle Mountain	Complete	5,693	100%	$ 13,387,000	$ 13,387,000
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	Capacity Improvement	Eagle Mountain	2035	24,431	100%	$ 51,292,000	$ 51,292,000
11	Cory B Wride & Mustang Way - New Signal	Traffic Signal	Eagle Mountain	2035	NA	100%	$ 620,000	$ 620,000
12	Eagle Mountain Blvd & Aviator Ave - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	$ 367,238	$ 367,238
16	New Road (Hidden Valley Road): East Expressway to Eagle Mountain Cooridor - New 5 lane road	New Road	MAG	2035	24,170	7%	$ 86,200,000	$ 5,836,000
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	New Road	Eagle Mountain	2035	7,452	100%	$ 10,194,000	$ 10,194,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	New Road	Eagle Mountain	2035	22,312	100%	$ 30,521,000	$ 30,521,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	New Road	Eagle Mountain	2035	2,982	100%	$ 4,080,000	$ 4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -	New Road	Eagle Mountain	2035	5,537	100%	$ 7,574,000	$ 7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	New Road	Firefly	2035	1,550	0%	$ 1,647,000	$ -
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	New Road	Firefly	2035	1,634	0%	$ 1,736,000	$ -
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	New Road	Firefly	2035	1,920	0%	$ 2,040,000	$ -
37	NPA 4 & 5 Road: Project 36.1 to Project 108	New Road	Firefly	2035	3,802	0%	$ 4,039,000	$ -
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	New Road	Firefly	2035	4,466	0%	$ 4,746,000	$ -
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	New Road	Firefly	2035	3,863	0%	$ 4,104,000	$ -
41	Bobby Wren Blvd Extention: Existing to East Expressway	New Road	Eagle Mountain	2035	1,698	100%	$ 2,113,000	$ 2,113,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	New Road	Eagle Mountain	2035	160	100%	$ 219,000	$ 219,000
47	New Road (unknown E/W road): Project 48 to Project 49	New Road	Eagle Mountain	2035	2,132	100%	$ 2,916,000	$ 2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	New Road	Eagle Mountain	2035	2,867	100%	$ 3,922,000	$ 3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	New Road	Eagle Mountain	2035	4,521	100%	$ 9,686,000	$ 9,686,000
50	New Road (unknown N/S Road): SR-73 to Project 137	New Road	Eagle Mountain	2035	1,935	100%	$ 2,056,000	$ 2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	New Road	Eagle Mountain	2035	2,127	100%	$ 2,260,000	$ 2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	New Road	Eagle Mountain	2035	7,992	100%	$ 10,933,000	$ 10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	New Road	Eagle Mountain	2035	4,968	100%	$ 6,796,000	$ 6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	Capacity Improvement	Firefly	2035	1,673	0%	$ 3,510,000	$ -
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	Capacity Improvement	Firefly	2035	5,213	0%	$ 10,935,000	$ -
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	Capacity Improvement	Firefly	2035	1,258	0%	$ 2,639,000	$ -
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	Capacity Improvement	Firefly	2035	3,867	0%	$ 8,112,000	$ -
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	New Road	Eagle Mountain	Complete	6,223	100%	$ 10,565,000	$ 10,565,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	New Road	Eagle Mountain	2035	5,524	100%	$ 9,248,000	$ 9,248,000

63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	New Road	Eagle Mountain	2035	2,767	100%	$ 3,785,000	$ 3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	Capacity Improvement	Eagle Mountain	2035	9,345	100%	$ 20,257,000	$ 20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	Traffic Signal	Eagle Mountain	2035	NA	100%	$ 620,000	$ 620,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	Traffic Signal	Eagle Mountain	2035	NA	100%	$ 620,000	$ 620,000
71	Eagle Mountain Boulevard & Major Street - New Signal	Traffic Signal	Eagle Mountain	2035	NA	100%	$ 354,769	$ 354,769
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	$ 3,012,029	$ 3,012,029
73	Eagle Mountain Boulevard and SR-73 - New Signal	Traffic Signal	UDOT	2035	NA	0%	$ 620,000	$ -
77	Pole Canyon Boulevard & Pony Express Parkway	Traffic Signal	Eagle Mountain	2050	NA	100%	$ 620,000	$ 620,000
79	New Road (1600 West): Aviator Avenue to 4000 North	New Road	Eagle Mountain	2035	5,366	100%	$ 8,983,000	$ 8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	Capacity Improvement	Eagle Mountain	2035	1,271	100%	$ 3,320,000	$ 3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	2035	600	100%	$ 930,000	$ 930,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	2035	200	100%	$ 348,000	$ 348,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	Complete	169	100%	$ 110,100	$ 110,100
106	4000 North Widen: Tyson Parkway to IPA 2 Border	Capacity Improvement	Firefly	2035	2,572	0%	$ 3,142,000	$ -
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	New Road	Firefly	2035	2,665	0%	$ 2,832,000	$ -
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	Capacity Improvement	Firefly	2035	2,802	0%	$ 2,555,000	$ -
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	New Road	Firefly	2035	2,467	0%	$ 2,622,000	$ -
111	Tyson Parkway: SR-73 to East Loop Road	New Road	Firefly	2035	2,629	0%	$ 2,793,000	$ -
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	New Road	Firefly	2035	2,007	0%	$ 2,133,000	$ -
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	New Road	Firefly	2035	1,112	0%	$ 1,182,000	$ -
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	New Road	Firefly	2035	1,371	0%	$ 1,876,000	$ -
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	New Road	Firefly	2035	900	0%	$ 1,232,000	$ -
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	Intersection Improvement	Eagle Mountain	2035	NA	100%	$ 775,000	$ 775,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	Capacity Improvement	Eagle Mountain	2035	6,984	100%	$ 13,236,000	$ 13,236,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	Capacity Improvement	Eagle Mountain	Complete	2,327	100%	$ 4,285,921	$ 4,285,921
130	Airport Rd & Cory B Wride Memeorial Hwy - New Signal	Traffic Signal	Eagle Mountain	2035	NA	100%	$ 620,000	$ 620,000
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd	Capacity Improvement	Eagle Mountain	Complete	6,276	100%	$ 11,050,334	$ 11,050,334
133	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	New Road	Eagle Mountain	2035	8,401	100%	$ 21,910,000	$ 21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	New Road	Eagle Mountain	2035	2,497	100%	$ 5,350,000	$ 5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	New Road	Eagle Mountain	2035	2,136	100%	$ 4,577,000	$ 4,577,000
139	New Road (Spring Run Parkway): Realignment	New Road	Eagle Mountain	2035	687	100%	$ 940,000	$ 940,000
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	Capacity Improvement	Eagle Mountain	2035	2,002	100%	$ 4,708,000	$ 4,708,000
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	New Road	MAG	2035	2,990	7%	$ 6,407,000	$ 434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	New Road	Eagle Mountain	2027	1,496	100%	$ 2,047,000	$ 2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	New Road	Eagle Mountain	2027	3,363	100%	$ 4,601,000	$ 4,601,000
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	New Road	MAG	2035	3,300	7%	$ 8,620,000	$ 584,000
147	New Road (Arnot Peak): Project 19 to Airport Road	New Road	Eagle Mountain	2035	1,240	100%	$ 1,697,000	$ 1,697,000
148	Brookwood Drive Extention: East City Limit to Mountain View Cooridor	New Road	Eagle Mountain	2035	2,200	100%	$ 3,010,000	$ 3,010,000
149	Golden Eagle Road Extention: East City Limit to Mountain View Cooridor	New Road	Eagle Mountain	2035	1,670	100%	$ 2,285,000	$ 2,285,000
TOTAL							**$ 1,507,924,000**	**$ 316,793,000**

IFFP Cost Estimates

Eagle Mountain
CFP/IFFP

Project No. 1

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	472,320	$4,723,202
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	27.9	$55,869
Roadway Excavation	C.Y.	$ 39.00	63,969	$2,494,803
HMA Concrete	Ton	$ 114.00	14,735	$1,679,789
Untreated Base Course	C.Y.	$ 52.00	17,123	$890,381
Granular Borrow	C.Y.	$ 38.00	34,245	$1,301,327
Curb and Gutter (2.5' width)	L.F.	$ 45.00	16,011	$720,488
Sidewalk (5' width)	L.F.	$ 54.00	16,011	$864,586
Drainage	L.F.	$ 45.00	8,005	$360,244
Right of Way	S.F.	$ 8.00	1,216,825	$9,734,600
Street Lighting	L.F.	$ 50.00	8,005	$400,271
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$23,225,561**
			Contingency 25%	**$5,806,390**
			Mobilization 10%	**$2,322,556**
			Preconstruction Engineering 10%	**$2,322,556**
			Construction Engineering 10%	**$2,322,556**
			Total Project Costs	**$36,000,000**
			Eagle Mountain's Responsibility	**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 Wride 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	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	24.95
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	34.39
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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
Granual 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
Granual 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	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	4.58
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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
Granual 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

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

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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	0.56

Eagle Mountain
CFP/IFFP

Project No. 27

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	88,592	$885,920
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	9.8	$19,575
Roadway Excavation	C.Y.	$ 39.00	25,532	$995,737
HMA Concrete	Ton	$ 114.00	5,722	$652,259
Untreated Base Course	C.Y.	$ 52.00	6,921	$359,905
Granular Borrow	C.Y.	$ 38.00	9,228	$350,677
Curb and Gutter (2.5' width)	L.F.	$ 45.00	11,074	$498,330
Sidewalk (5' width)	L.F.	$ 54.00	11,074	$597,996
Drainage	L.F.	$ 45.00	5,537	$249,165
Street Lighting	L.F.	$ 50.00	5,537	$276,850
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,886,414**
			Construction Contingency	**25%**	**$1,221,603**
			Right of Way ($8/sf)	426,349	**$3,410,792**
			Mobilization	**10%**	**$488,641**
			Engineering & Administration	**10%**	**$488,641**
			Total Project Costs	**$7,574,000**
			Eagle Mountain's Responsibility	**100.00%**
				$7,574,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.29
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.31
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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
Granual 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
Granual 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
Granual 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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	0.40

Eagle Mountain
CFP/IFFP

Project No. 48

Improvement Type: New Road

New Road (unknown N/S road): Project 134 to northern Boundary

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	45,869	$458,693
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.1	$10,135
Roadway Excavation	C.Y.	$ 39.00	13,219	$515,552
HMA Concrete	Ton	$ 114.00	2,962	$337,713
Untreated Base Course	C.Y.	$ 52.00	3,584	$186,344
Granular Borrow	C.Y.	$ 38.00	4,778	$181,566
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,734	$258,015
Sidewalk (5' width)	L.F.	$ 54.00	5,734	$309,618
Drainage	L.F.	$ 45.00	2,867	$129,007
Street Lighting	L.F.	$ 50.00	2,867	$143,342
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,529,983**
			Construction Contingency	**25%**	**$632,496**
			Right of Way ($8/sf)	220,746	**$1,765,967**
			Mobilization	**10%**	**$252,998**
			Engineering & Administration	**10%**	**$252,998**
			Total Project Costs	**$3,922,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,922,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.54

Eagle Mountain
CFP/IFFP

Project No. 49

Improvement Type: New Road

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

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	167,269	$1,672,692
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	12.7	$25,323
Roadway Excavation	C.Y.	$ 39.00	32,525	$1,268,458
HMA Concrete	Ton	$ 114.00	7,445	$848,750
Untreated Base Course	C.Y.	$ 52.00	8,665	$450,572
Granular Borrow	C.Y.	$ 38.00	17,330	$658,528
Curb and Gutter (2.5' width)	L.F.	$ 45.00	9,042	$406,871
Sidewalk (5' width)	L.F.	$ 54.00	9,042	$488,245
Drainage	L.F.	$ 45.00	4,521	$203,436
Street Lighting	L.F.	$ 50.00	4,521	$226,040
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,248,916**
		Construction Contingency	**25%**	**$1,562,229**
		Right of Way ($8/sf)	551,536	**$4,412,291**
		Mobilization	**10%**	**$624,892**
		Engineering & Administration	**10%**	**$624,892**
			Total Project Costs	**$9,686,000**
			Eagle Mountain's Responsibility	**100.00%**
				$9,686,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
Granual 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
Granual Borrow Thickness (in) =	9
Roadway Excavation Depth (ft) =	1.5

Other Funding Sources:	Eagle Mountain
Length (miles)	0.37

Eagle Mountain
CFP/IFFP

Project No. 52

Improvement Type: New Road

New Road (unknown E/W road): Project 48 to Project 136

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	21,266	$212,660
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.8	$5,565
Roadway Excavation	C.Y.	$ 39.00	7,876	$307,176
HMA Concrete	Ton	$ 114.00	1,318	$150,308
Untreated Base Course	C.Y.	$ 52.00	1,457	$75,770
Granular Borrow	C.Y.	$ 38.00	2,186	$83,056
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,253	$191,394
Sidewalk (5' width)	L.F.	$ 54.00	4,253	$229,673
Drainage	L.F.	$ 45.00	2,127	$95,697
Street Lighting	L.F.	$ 50.00	2,127	$106,330
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,457,628**
			Construction Contingency	**25%**	**$364,407**
			Right of Way ($8/sf)	121,216	**$969,730**
			Mobilization	**10%**	**$145,763**
			Engineering & Administration	**10%**	**$145,763**
			Total Project Costs	**$2,260,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,260,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.40

Eagle Mountain
CFP/IFFP

Project No. 56

Improvement Type: New Road

New Road (Ault Blvd): Pony Express Pkwy to Project 31 above

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	127,872	$1,278,720
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	14.1	$28,255
Roadway Excavation	C.Y.	$ 39.00	36,852	$1,437,228
HMA Concrete	Ton	$ 114.00	8,258	$941,458
Untreated Base Course	C.Y.	$ 52.00	9,990	$519,480
Granular Borrow	C.Y.	$ 38.00	13,320	$506,160
Curb and Gutter (2.5' width)	L.F.	$ 45.00	15,984	$719,280
Sidewalk (5' width)	L.F.	$ 54.00	15,984	$863,136
Drainage	L.F.	$ 45.00	7,992	$359,640
Street Lighting	L.F.	$ 50.00	7,992	$399,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$7,052,956**
		Construction Contingency	**25%**	**$1,763,239**
		Right of Way ($8/sf)	615,384	**$4,923,072**
		Mobilization	**10%**	**$705,296**
		Engineering & Administration	**10%**	**$705,296**
			Total Project Costs	**$10,933,000**
			Eagle Mountain's Responsibility	**100.00%**
				$10,933,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.51

Eagle Mountain
CFP/IFFP

Project No. 57

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	79,488	$794,880
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	8.8	$17,564
Roadway Excavation	C.Y.	$ 39.00	22,908	$893,412
HMA Concrete	Ton	$ 114.00	5,134	$585,230
Untreated Base Course	C.Y.	$ 52.00	6,210	$322,920
Granular Borrow	C.Y.	$ 38.00	8,280	$314,640
Curb and Gutter (2.5' width)	L.F.	$ 45.00	9,936	$447,120
Sidewalk (5' width)	L.F.	$ 54.00	9,936	$536,544
Drainage	L.F.	$ 45.00	4,968	$223,560
Street Lighting	L.F.	$ 50.00	4,968	$248,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,384,270**
		Construction Contingency	**25%**	**$1,096,068**
		Right of Way ($8/sf)	382,536	**$3,060,288**
		Mobilization	**10%**	**$438,427**
		Engineering & Administration	**10%**	**$438,427**
			Total Project Costs	**$6,796,000**
			Eagle Mountain's Responsibility	**100.00%**
				$6,796,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	9
Granual 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
Granual 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	Other Funding Sources:	Firefly
HMA Thickness (in) =	5	Length (miles)	0.99
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	5	Length (miles)	0.24
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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
Granual 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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	0.52

Eagle Mountain
CFP/IFFP

Project No. 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
Granual Borrow Thickness (in) =	18
Roadway Excavation Depth (ft) =	2.7

Other Funding Sources:	Eagle Mountain
Length (miles)	1.77

Eagle Mountain
CFP/IFFP

Project No. 68

Improvement Type: Traffic Signal

Pony Express Pkwy & East Expressway - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
		Construction Contingency	**25%**	**$100,000**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$40,000**
		Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 69

Improvement Type: Traffic Signal

Eagle Mountain Boulevard & Project 57 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	**0**	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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. 71

Improvement Type: Traffic Signal

Eagle Mountain Boulevard & Major Street - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$228,883
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$228,883**
			Construction Contingency	**25%**	**$57,221**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$22,888**
			Engineering & Administration	**10%**	**$22,888**
			Total Project Costs	**$354,769**
			Eagle Mountain's Responsibility	**100.00%**
				$354,769

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 72.0

Improvement Type: Traffic Signal

Pony Express Pkwy & Eagle Mountain Boulevard - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	1,372	$156,431
Untreated Base Course	C.Y.	$ 52.00	4,873	$253,418
Granular Borrow	C.Y.	$ 38.00	11,856	$450,520
Curb and Gutter (2.5' width)	L.F.	$ 45.00	1,653	$74,397
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Roundabout Removal	Each	$ 310,564	1	$310,564
Traffic Signal	Each	$ 400,000	1	$400,000
Utilities	Each	$ 297,915	1	$297,915
			Subtotal	**$1,943,245**
			Construction Contingency	**25%**	**$485,811**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$194,324**
			Engineering & Administration	**10%**	**$194,324**
			Total Project Costs	**$3,012,029**
			Eagle Mountain's Responsibility	**100.00%**
				$3,012,029

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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	Other Funding Sources:	UDOT
HMA Thickness (in) =	3	Length (miles)	0.00
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

Eagle Mountain
CFP/IFFP

Project No. 77

Improvement Type: Traffic Signal

Pole Canyon Boulevard & Pony Express Parkway

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 79

Improvement Type: New Road

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

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	193,176	$1,931,760
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	11.6	$23,159
Roadway Excavation	C.Y.	$ 39.00	24,296	$947,546
HMA Concrete	Ton	$ 114.00	5,545	$632,115
Untreated Base Course	C.Y.	$ 52.00	6,708	$348,790
Granular Borrow	C.Y.	$ 38.00	8,943	$339,847
Curb and Gutter (2.5' width)	L.F.	$ 45.00	10,732	$482,940
Sidewalk (5' width)	L.F.	$ 54.00	10,732	$579,528
Drainage	L.F.	$ 45.00	5,366	$241,470
Street Lighting	L.F.	$ 50.00	5,366	$268,300
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,795,455**
		Construction Contingency	**25%**	**$1,448,864**
		Right of Way ($8/sf)	504,404	**$4,035,232**
		Mobilization	**10%**	**$579,545**
		Engineering & Administration	**10%**	**$579,545**
			Total Project Costs	**$8,983,000**
			Eagle Mountain's Responsibility	**100.00%**
				$8,983,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	9
Granual 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	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	5	Length (miles)	0.24
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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
Granual 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	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.49
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.50
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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
Granual Borrow Thickness (in) =	9
Roadway Excavation Depth (ft) =	1.5

Other Funding Sources:	Firefly
Length (miles)	0.47

Eagle Mountain
CFP/IFFP

Project No. 111

Improvement Type: New Road

Tyson Parkway: SR-73 to East Loop Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	26,285	$262,852
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.4	$6,879
Roadway Excavation	C.Y.	$ 39.00	9,735	$379,675
HMA Concrete	Ton	$ 114.00	1,630	$185,784
Untreated Base Course	C.Y.	$ 52.00	1,801	$93,653
Granular Borrow	C.Y.	$ 38.00	2,702	$102,658
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,257	$236,567
Sidewalk (5' width)	L.F.	$ 54.00	5,257	$283,880
Drainage	L.F.	$ 45.00	2,629	$118,283
Street Lighting	L.F.	$ 50.00	2,629	$131,426
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,801,658**
		Construction Contingency	**25%**	**$450,414**
		Right of Way ($8/sf)	149,826	**$1,198,605**
		Mobilization	**10%**	**$180,166**
		Engineering & Administration	**10%**	**$180,166**
			Total Project Costs	**$2,793,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.50
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.38
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.21
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.26
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.17
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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
Granual 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. 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
Granual 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
Granual 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

Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	495,680	$4,956,800
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	17.7	$35,488
Roadway Excavation	C.Y.	$ 39.00	67,133	$2,618,189
HMA Concrete	Ton	$ 114.00	15,464	$1,762,867
Untreated Base Course	C.Y.	$ 52.00	17,970	$934,417
Granular Borrow	C.Y.	$ 38.00	35,939	$1,365,687
Curb and Gutter (2.5' width)	L.F.	$ 45.00	16,803	$756,122
Sidewalk (5' width)	L.F.	$ 54.00	16,803	$907,346
Drainage	L.F.	$ 45.00	8,401	$378,061
Street Lighting	L.F.	$ 50.00	8,401	$420,068
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$14,135,045**
		Construction Contingency	**25%**	**$3,533,761**
		Right of Way ($8/sf)	772,925	**$6,183,397**
		Mobilization	**10%**	**$1,413,504**
		Engineering & Administration	**10%**	**$1,413,504**
			Total Project Costs	**$21,910,000**
			Eagle Mountain's Responsibility	**100.00%**
				$21,910,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.59

Eagle Mountain
CFP/IFFP

Project No. 134

Improvement Type: New Road

New Road (unknown N/S road): SR-73 to Project 137

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	92,388	$923,875
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	7.0	$13,987
Roadway Excavation	C.Y.	$ 39.00	17,964	$700,605
HMA Concrete	Ton	$ 114.00	4,112	$468,789
Untreated Base Course	C.Y.	$ 52.00	4,786	$248,864
Granular Borrow	C.Y.	$ 38.00	9,572	$363,724
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,994	$224,726
Sidewalk (5' width)	L.F.	$ 54.00	4,994	$269,672
Drainage	L.F.	$ 45.00	2,497	$112,363
Street Lighting	L.F.	$ 50.00	2,497	$124,848
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,451,453**
			Construction Contingency	**25%**	**$862,863**
			Right of Way ($8/sf)	304,629	**$2,437,033**
			Mobilization	**10%**	**$345,145**
			Engineering & Administration	**10%**	**$345,145**
			Total Project Costs	**$5,350,000**
			Eagle Mountain's Responsibility	**100.00%**
				$5,350,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
Granual 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
Granual 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
Granual 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
Granual 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	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	0.57
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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
CFP/IFFP

Project No. 144

Improvement Type: New Road

New Road (East Expressway): Pony Express Pkwy to Mid Valley Road

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	194,700	$1,947,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	11.5	$23,030
Roadway Excavation	C.Y.	$ 39.00	26,369	$1,028,408
HMA Concrete	Ton	$ 114.00	6,074	$692,443
Untreated Base Course	C.Y.	$ 52.00	7,058	$367,033
Granular Borrow	C.Y.	$ 38.00	14,117	$536,433
Curb and Gutter (2.5' width)	L.F.	$ 45.00	6,600	$297,000
Sidewalk (5' width)	L.F.	$ 54.00	6,600	$356,400
Drainage	L.F.	$ 45.00	3,300	$148,500
Street Lighting	L.F.	$ 50.00	3,300	$165,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,561,248**
		Construction Contingency	**25%**	**$1,390,312**
		Right of Way ($8/sf)	501,600	**$4,012,800**
		Mobilization	**10%**	**$556,125**
		Engineering & Administration	**10%**	**$556,125**
			Total Project Costs	**$8,620,000**
			Eagle Mountain's Responsibility	**6.77%**
				$584,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	0.63
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 147

Improvement Type: New Road

New Road (Arnot Peak): Project 19 to Airport Road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	19,840	$198,400
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.2	$4,384
Roadway Excavation	C.Y.	$ 39.00	5,718	$222,993
HMA Concrete	Ton	$ 114.00	1,281	$146,072
Untreated Base Course	C.Y.	$ 52.00	1,550	$80,600
Granular Borrow	C.Y.	$ 38.00	2,067	$78,533
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,480	$111,600
Sidewalk (5' width)	L.F.	$ 54.00	2,480	$133,920
Drainage	L.F.	$ 45.00	1,240	$55,800
Street Lighting	L.F.	$ 50.00	1,240	$62,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,094,303**
		Construction Contingency	**25%**	**$273,576**
		Right of Way ($8/sf)	95,480	**$763,840**
		Mobilization	**10%**	**$109,430**
		Engineering & Administration	**10%**	**$109,430**
			Total Project Costs	**$1,697,000**
			Eagle Mountain's Responsibility	**100.00%**
				$1,697,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.23

Eagle Mountain
CFP/IFFP

Project No. 148

Improvement Type: New Road

Brookwood Drive Extention: East City Limit to Mountain View Cooridor

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	35,200	$352,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.9	$7,778
Roadway Excavation	C.Y.	$ 39.00	10,144	$395,633
HMA Concrete	Ton	$ 114.00	2,273	$259,160
Untreated Base Course	C.Y.	$ 52.00	2,750	$143,000
Granular Borrow	C.Y.	$ 38.00	3,667	$139,333
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,400	$198,000
Sidewalk (5' width)	L.F.	$ 54.00	4,400	$237,600
Drainage	L.F.	$ 45.00	2,200	$99,000
Street Lighting	L.F.	$ 50.00	2,200	$110,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,941,504**
		Construction Contingency	**25%**	**$485,376**
		Right of Way ($8/sf)	169,400	**$1,355,200**
		Mobilization	**10%**	**$194,150**
		Engineering & Administration	**10%**	**$194,150**
			Total Project Costs	**$3,010,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,010,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.42

Eagle Mountain
CFP/IFFP

Project No. 149

Improvement Type: New Road

Golden Eagle Road Extention: East City Limit to Mountain View Cooridor

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	26,720	$267,200
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.0	$5,904
Roadway Excavation	C.Y.	$ 39.00	7,701	$300,322
HMA Concrete	Ton	$ 114.00	1,726	$196,726
Untreated Base Course	C.Y.	$ 52.00	2,088	$108,550
Granular Borrow	C.Y.	$ 38.00	2,783	$105,767
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,340	$150,300
Sidewalk (5' width)	L.F.	$ 54.00	3,340	$180,360
Drainage	L.F.	$ 45.00	1,670	$75,150
Street Lighting	L.F.	$ 50.00	1,670	$83,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,473,778**
		Construction Contingency	**25%**	**$368,445**
		Right of Way ($8/sf)	128,590	**$1,028,720**
		Mobilization	**10%**	**$147,378**
		Engineering & Administration	**10%**	**$147,378**
			Total Project Costs	**$2,285,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,285,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.32

EXECUTIVE SUMMARY

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

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

2025 Update

The following sections of 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

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	16	Mid Valley Road (East Expressway to Mountain View Corridor)
2	80, 126	Ranches Parkway Widening and the Ranches & Campus High T Connection
3	96	Trail Head Traffic Signal
4	134	New Road - North Ranches Parkway
5	19	New Road - Arnot Peak (Lone Tree to Airport Road to Lone Tree)
6	8	Pony Express Parkway Widening (Aviator Ave to Ranches Pkwy)
7	140	Pony Express Parkway Widening (Ranches Pkwy to the eastern boundary)
8	65, 77	Pony Express Parkway Widening (Eagle Mountain Blvd to Eagle Mountain Public Works), Pole Canyon Boulevard & Pony Express Parkway
9	144	New Road (East Expressway): Pony Express Parkway to Mid Valley Road
10	141	New Road (Mid Valley Road): Pony Express Parkway to East Expressway

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

10-Year Roadway Improvements (2025-2035)

Of the **$316,793,000** required from Eagle Mountain to build the expected roadway projects from 2025 to 2035, **$83,231,000** 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 **$2,636,787,000,** with Eagle Mountain financially responsible for **$756,025,000**.

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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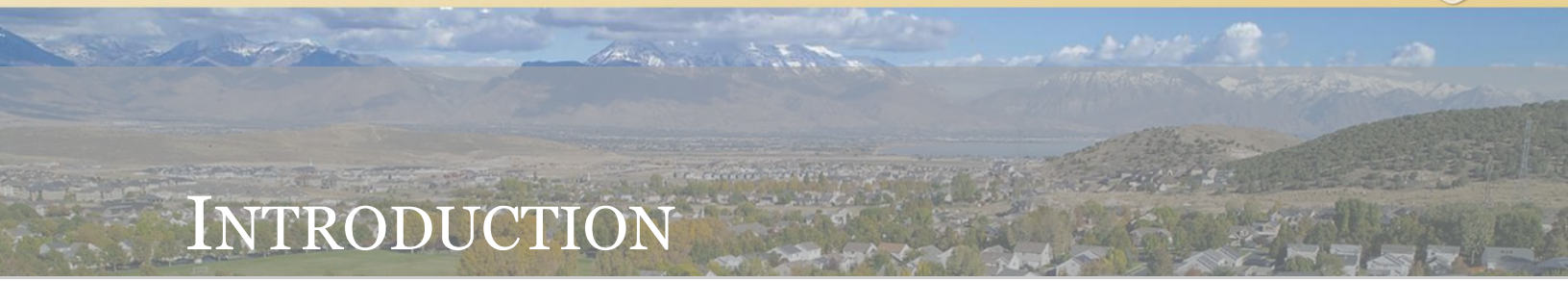
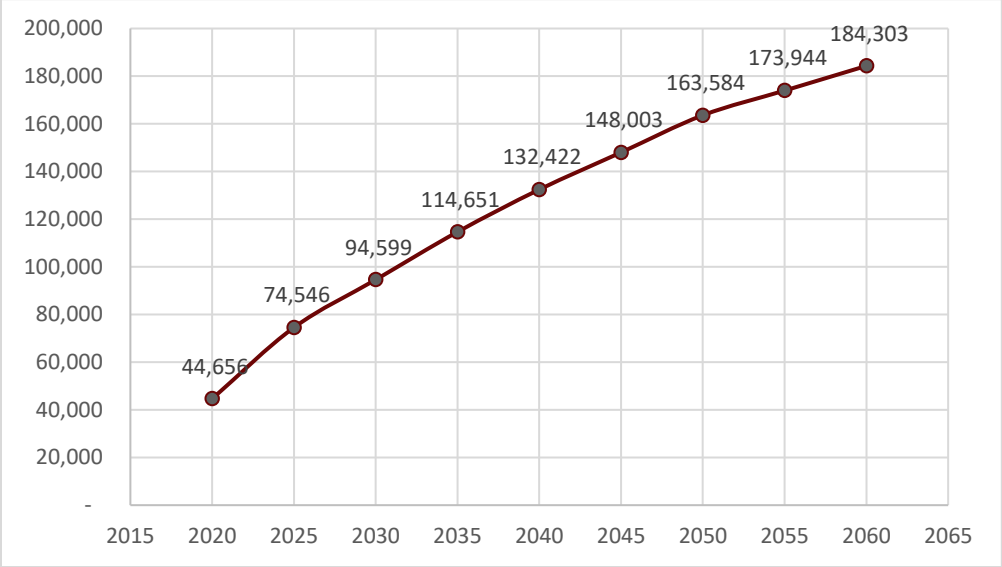


INTRODUCTION

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.

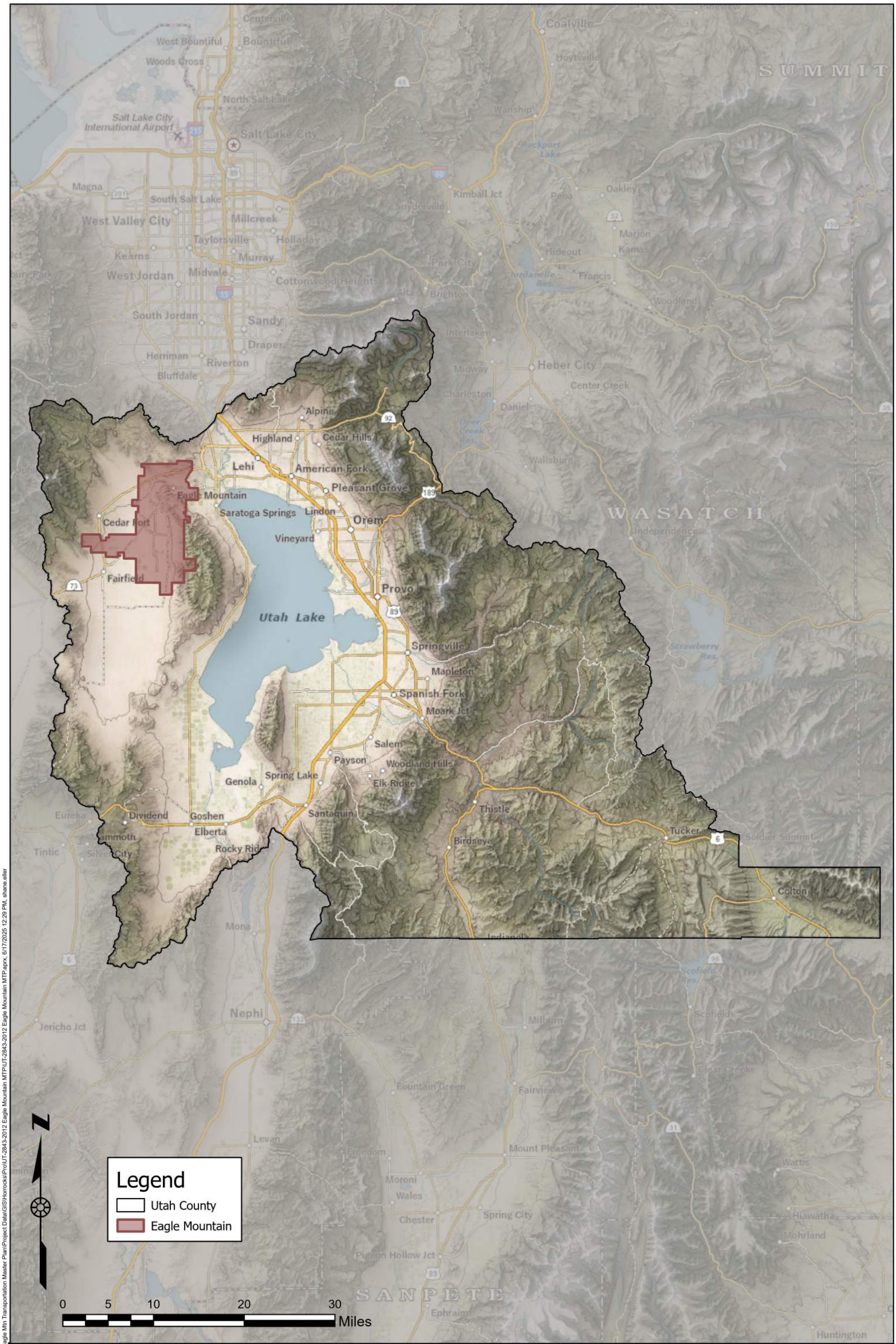
Eagle Mountain as a City

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.



Horrocks.

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Eagle Mountain Area Map

Eagle Mountain Transportation Master Plan

DATE 6/17/2025
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Figure 2

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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

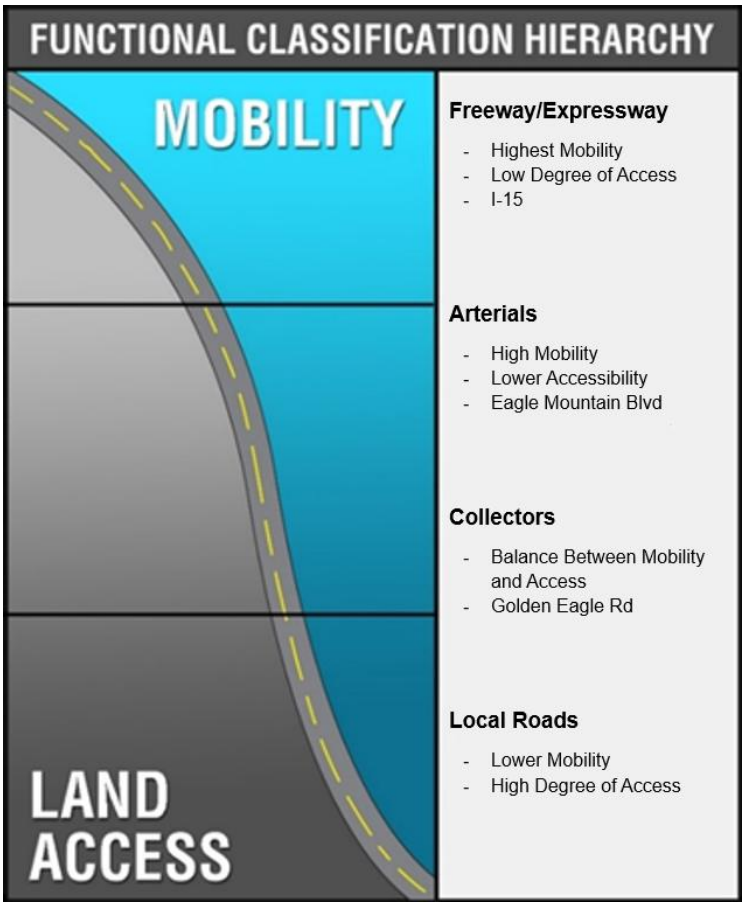


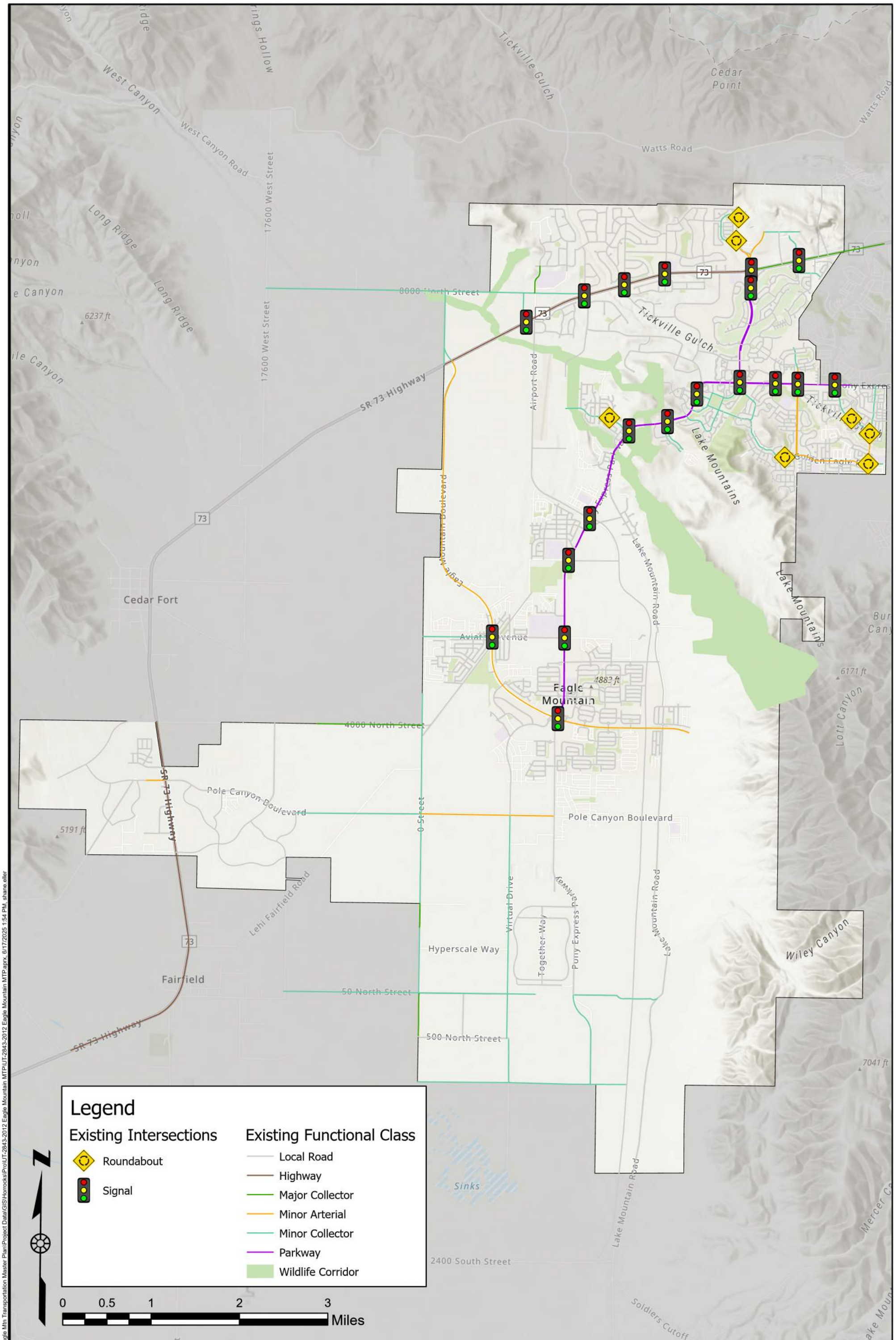
Table 2: Street Functional Classification

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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Existing Functional Classification

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Figure 4

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Typical Roadway Cross-Sections

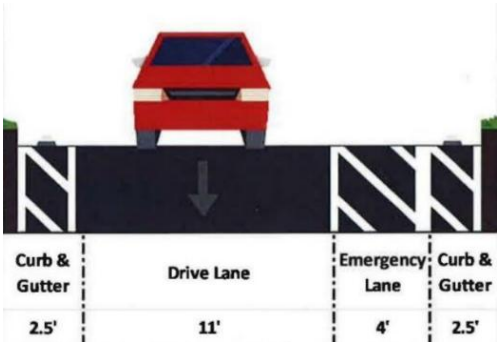
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain City standards, ranges for Right-of-Way (ROW) width and pavement width for each functional classification are described. Each cross-section in Eagle Mountain requires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

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

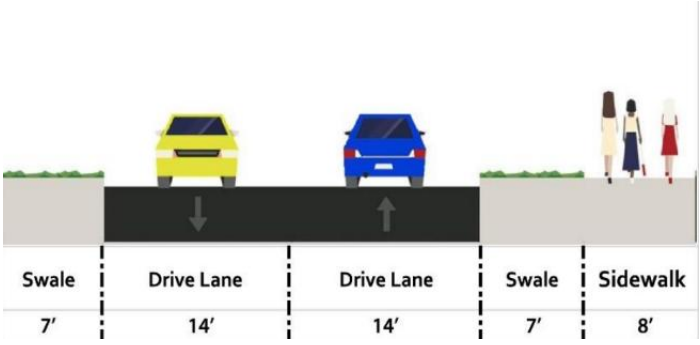
The City has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROWs. The City has two types of arterials; the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four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

Figure 5: Typical Cross-Sections

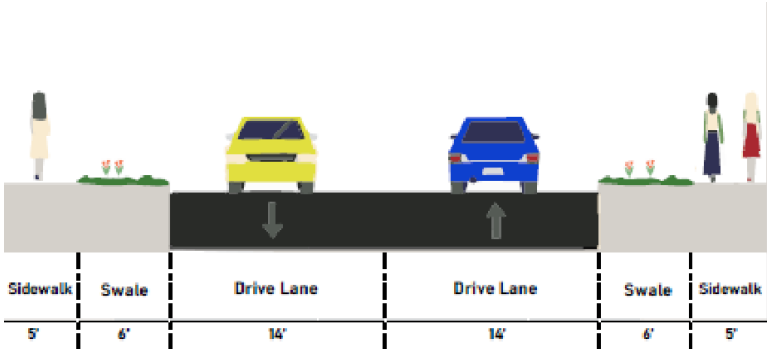
ALLEY (20’ RIGHT OF WAY)



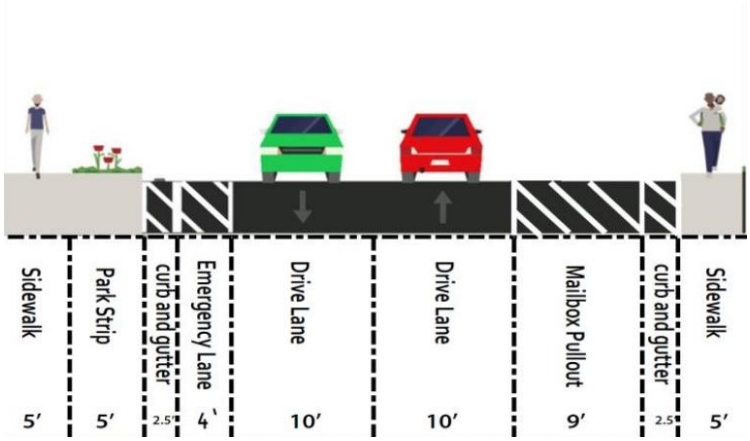
RURAL STREET (50’ RIGHT OF WAY)



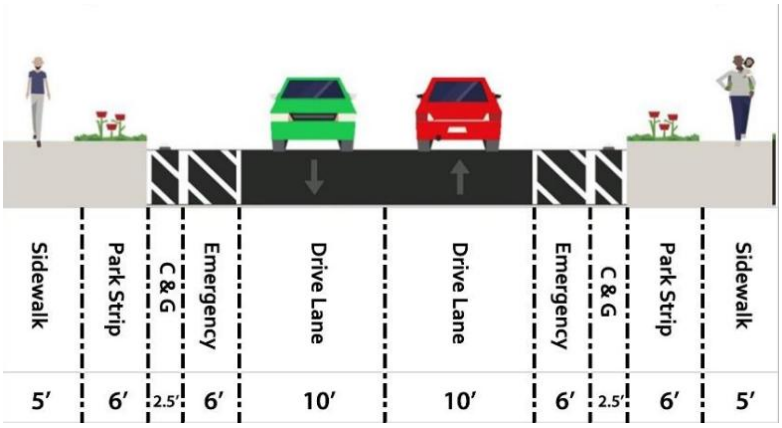
RURAL STREET WITH ALTERNATE (50’ RIGHT OF WAY)



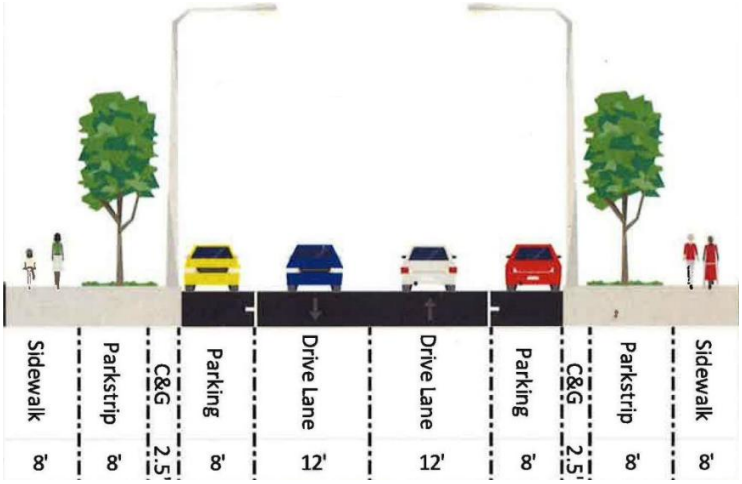
MODIFIED PULLOUT (53’ RIGHT OF WAY)



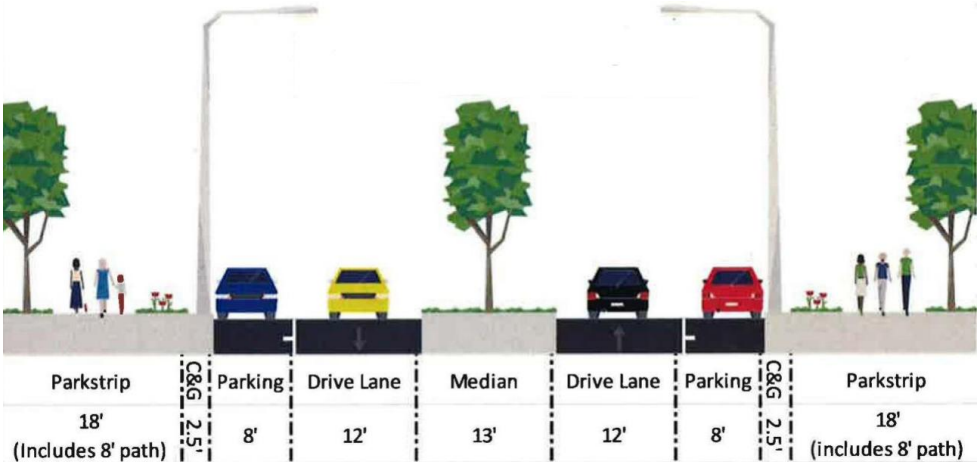
LOCAL (59’ RIGHT OF WAY)



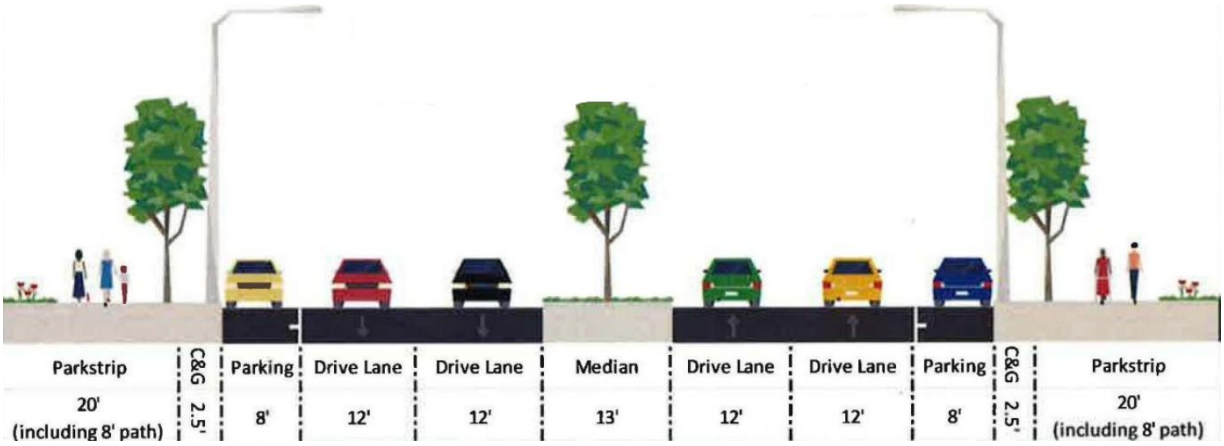
MINOR COLLECTOR STREET – TWO LANES (77’ RIGHT OF WAY)



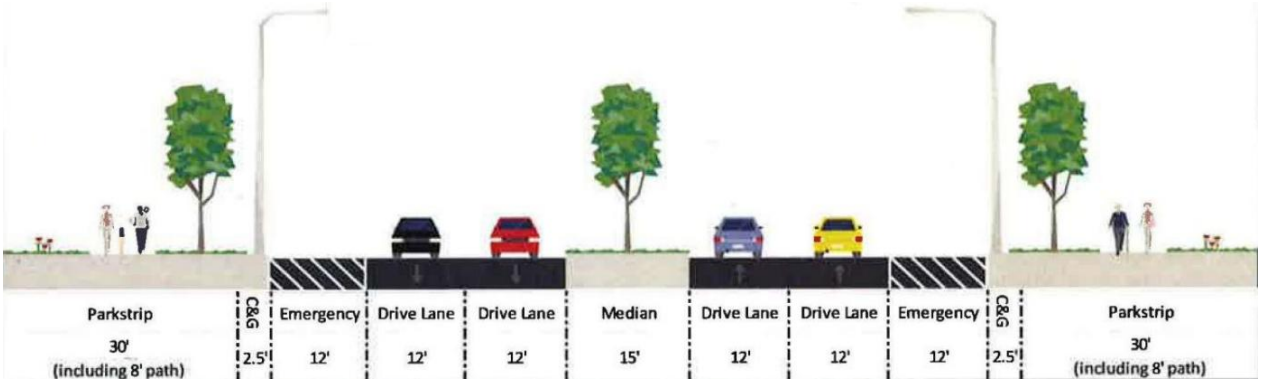
MAJOR COLLECTOR STREET – THREE LANES (94’ RIGHT OF WAY)



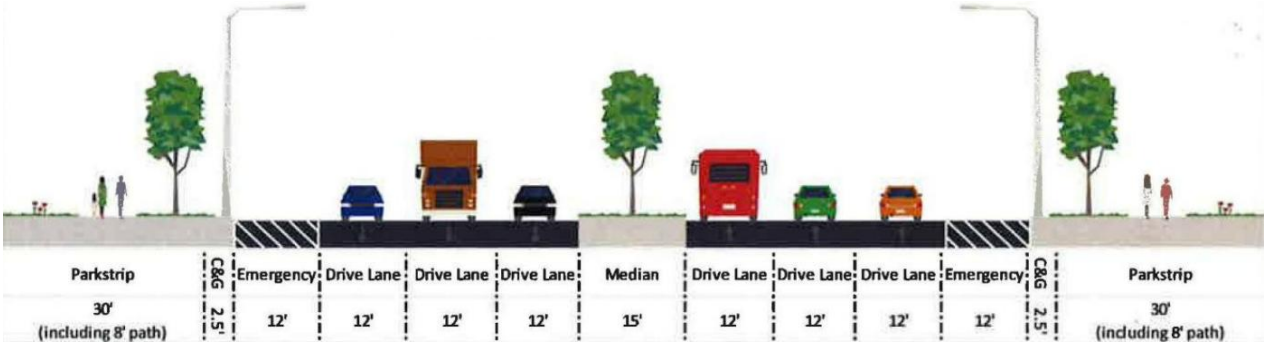
MINOR ARTERIAL STREET – FIVE LANES (122’ RIGHT OF WAY)



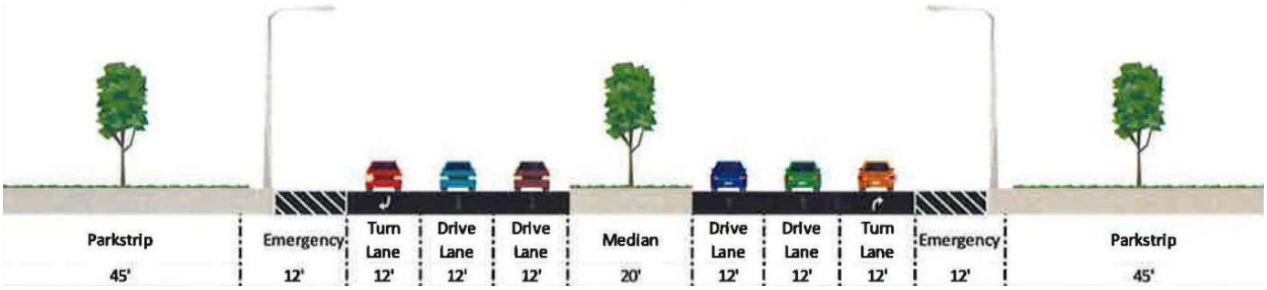
MAJOR ARTERIAL STREET – FIVE LANES (152’ RIGHT OF WAY)



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



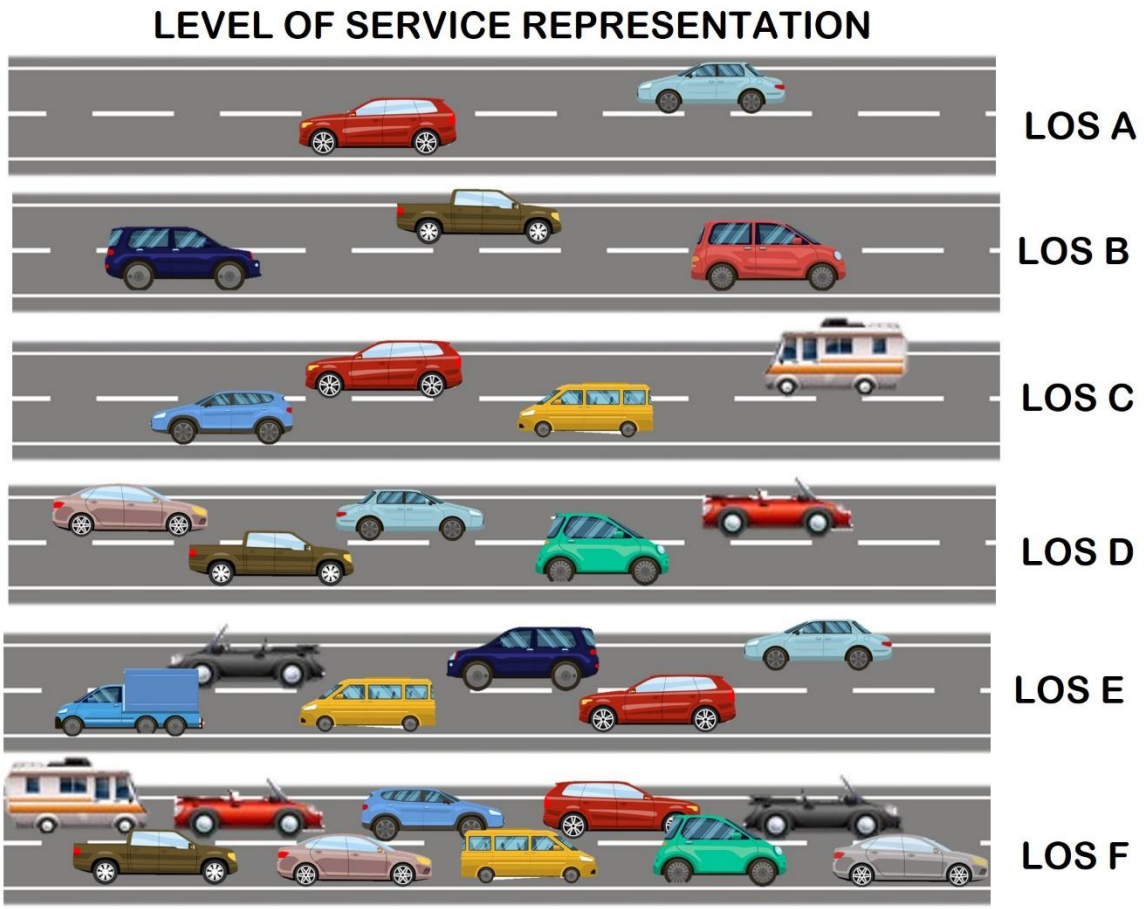
PARKWAY - FIVE LANES (206’ RIGHT OF WAY)



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.

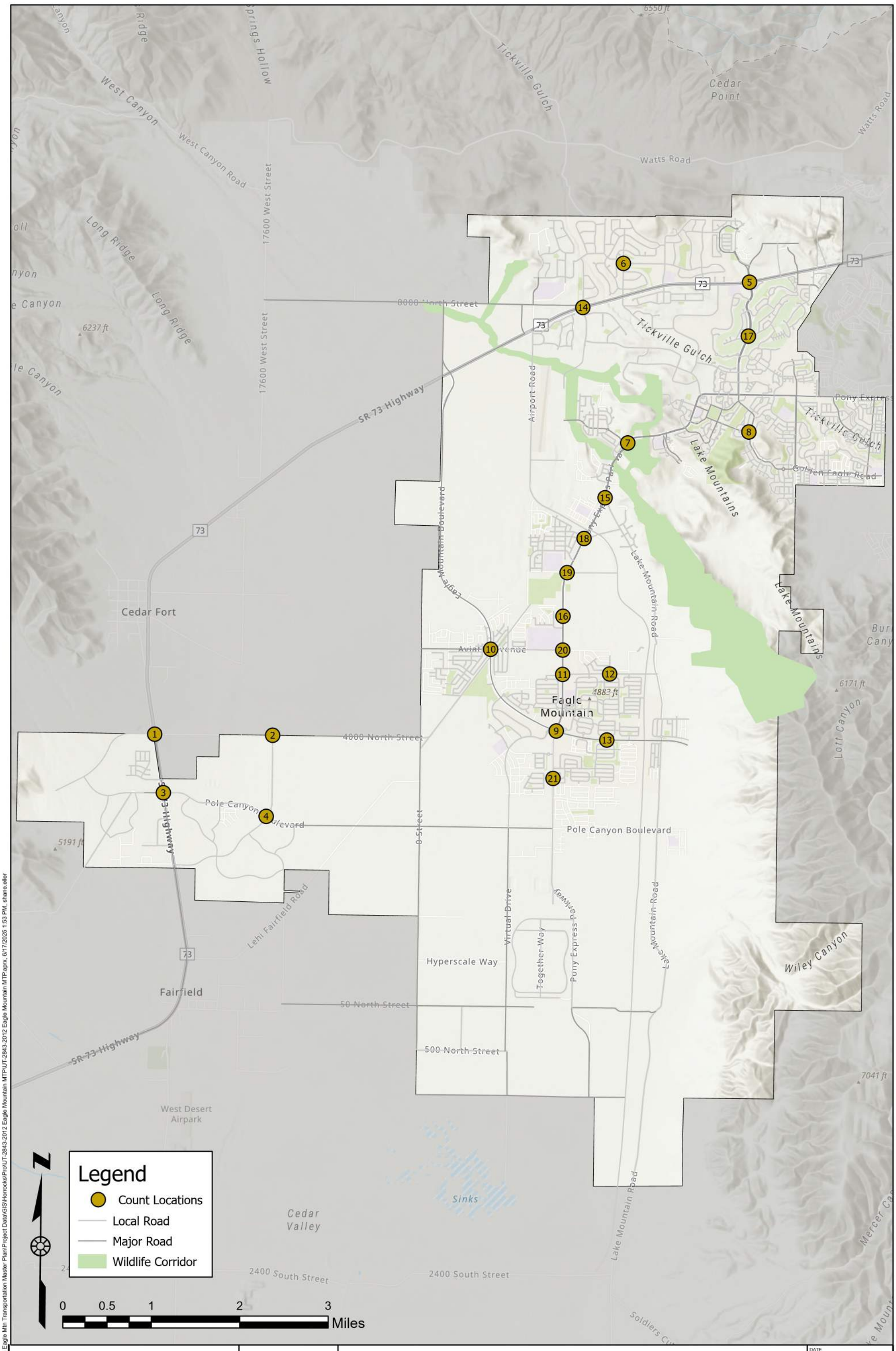
Roadway Segments

- **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.

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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Count Location Map

Eagle Mountain Transportation Master Plan

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Figure 7

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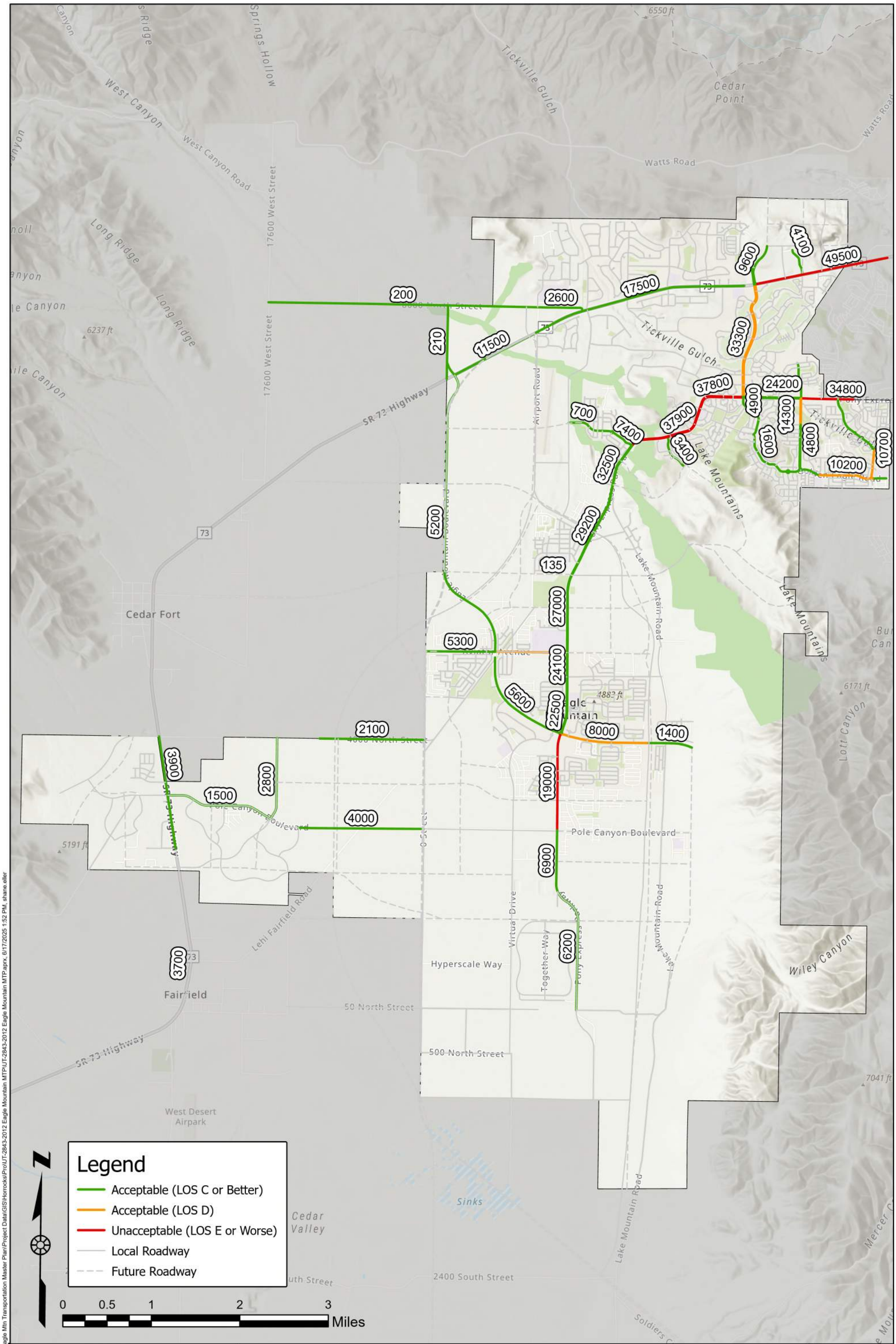

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Existing Level of Service

Eagle Mountain Transportation Master Plan

DATE 6/17/2025
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Figure 8

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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.

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

2035 Capital Facilities Plan

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

No Build Level of Service

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

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

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

2035 Roadway Improvements

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

Phase 1: 2025-2035

- **Airport Rd** (Cory B Wride HWY to East Expressway) – *New and Widen 5-lanes*
- **Cory Wride HWY** (Mountain View Corridor to Ranches Pkwy) – *New freeway, frontage roads*
- **Cory Wride HWY** (Ranches Pkwy to Airport Rd) **–** *New freeway, frontage roads*
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – *New 3-lane road*
- **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 map indicating the level of service of major roadways when all 2035 projects have been complete is shown in **Figure 11** . A description of all projects can be found in **Appendix B: Cost Estimates.** The costs to implement these projects are found in **Cost to Implement 2035 and 2050 Projects**.

2035 No-Build Level of Service

Eagle Mountain Transportation Master Plan

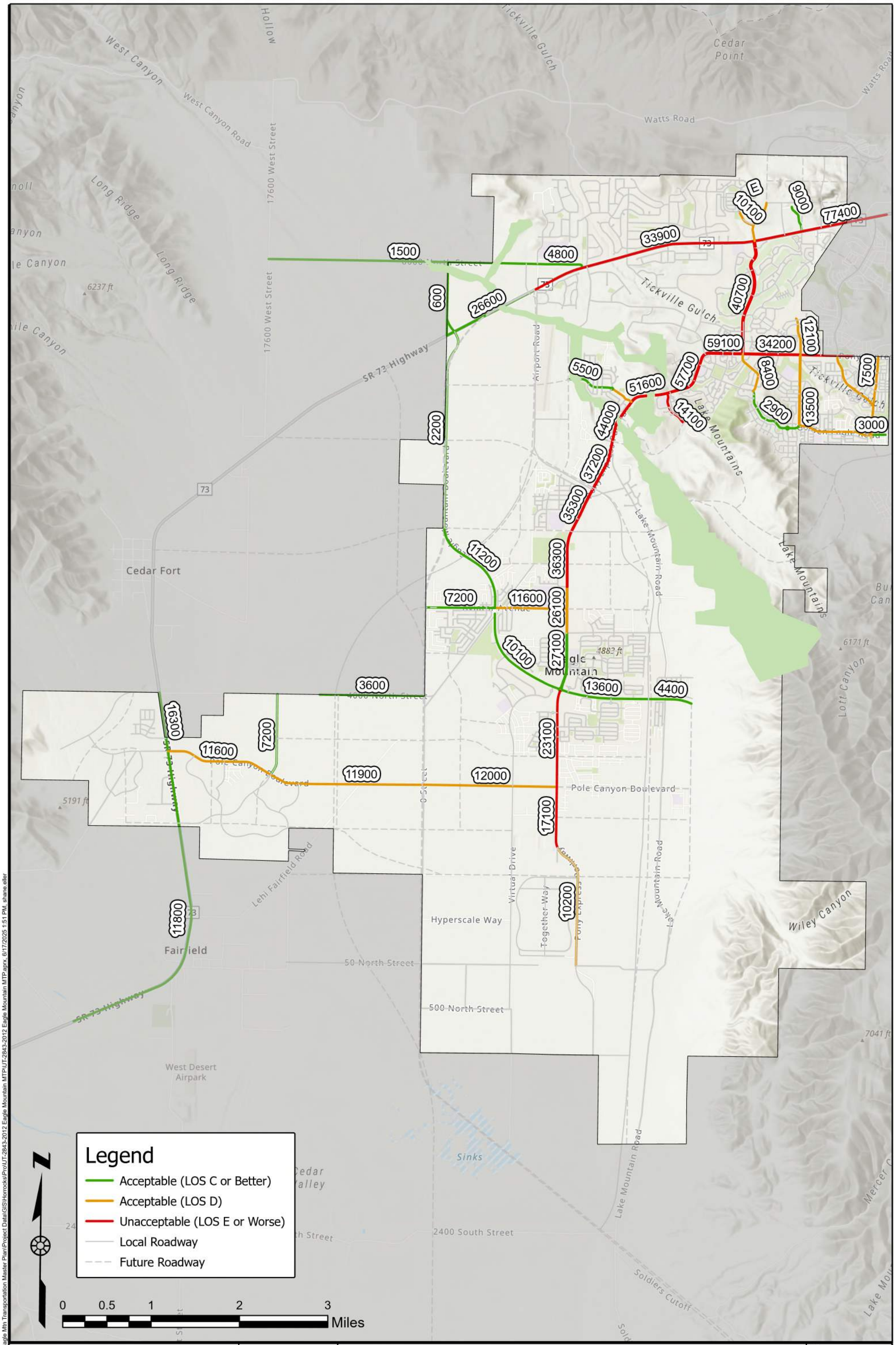

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Figure 9

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2035 Build Level of Service

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Figure 10

Legend
- Acceptable (LOS C or Better)
- Acceptable (LOS D)

0 0.5 1 2 3 Miles

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2035 Roadway and Intersection Improvements

Eagle Mountain Transportation Master Plan

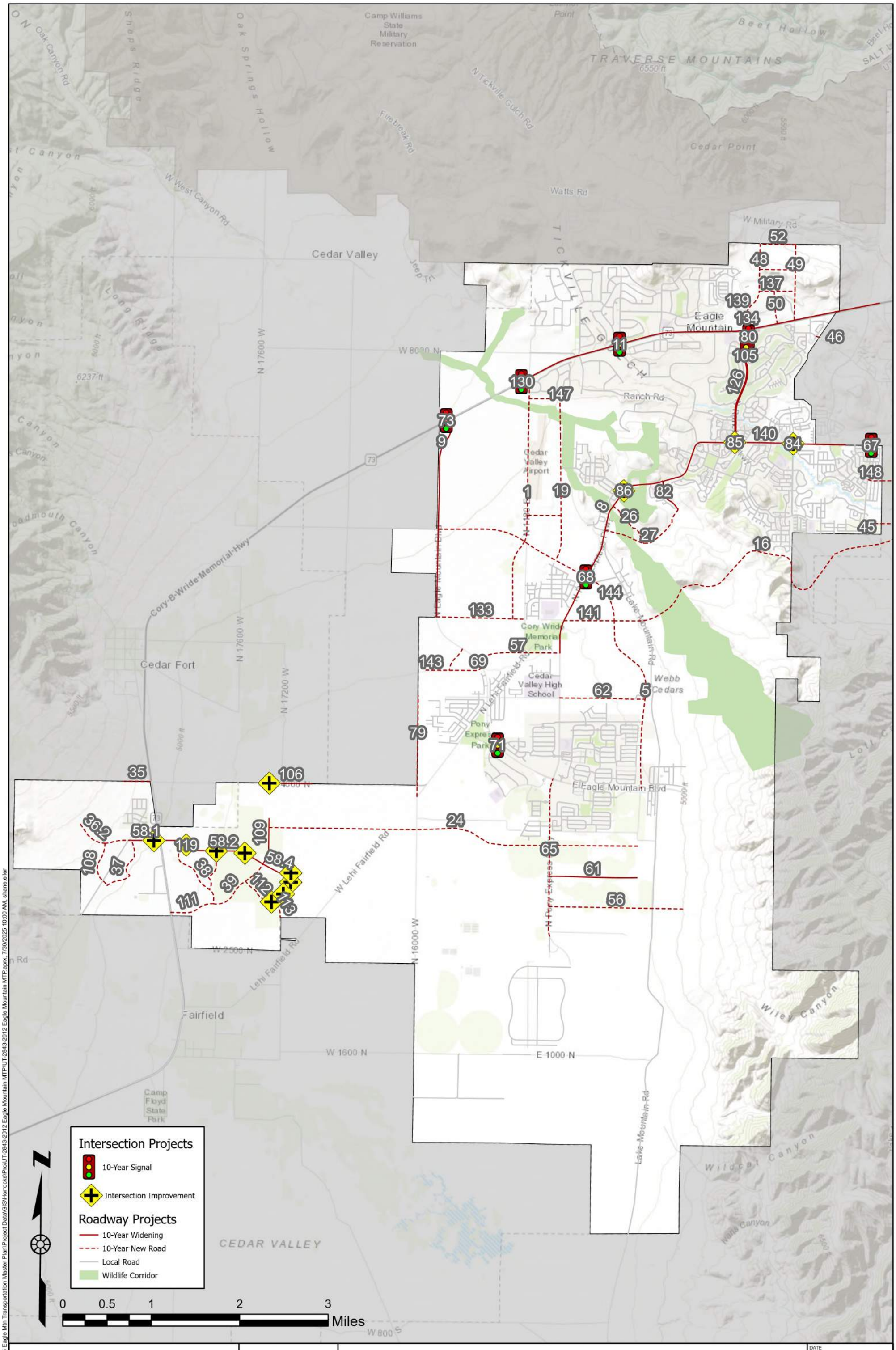

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Figure 11

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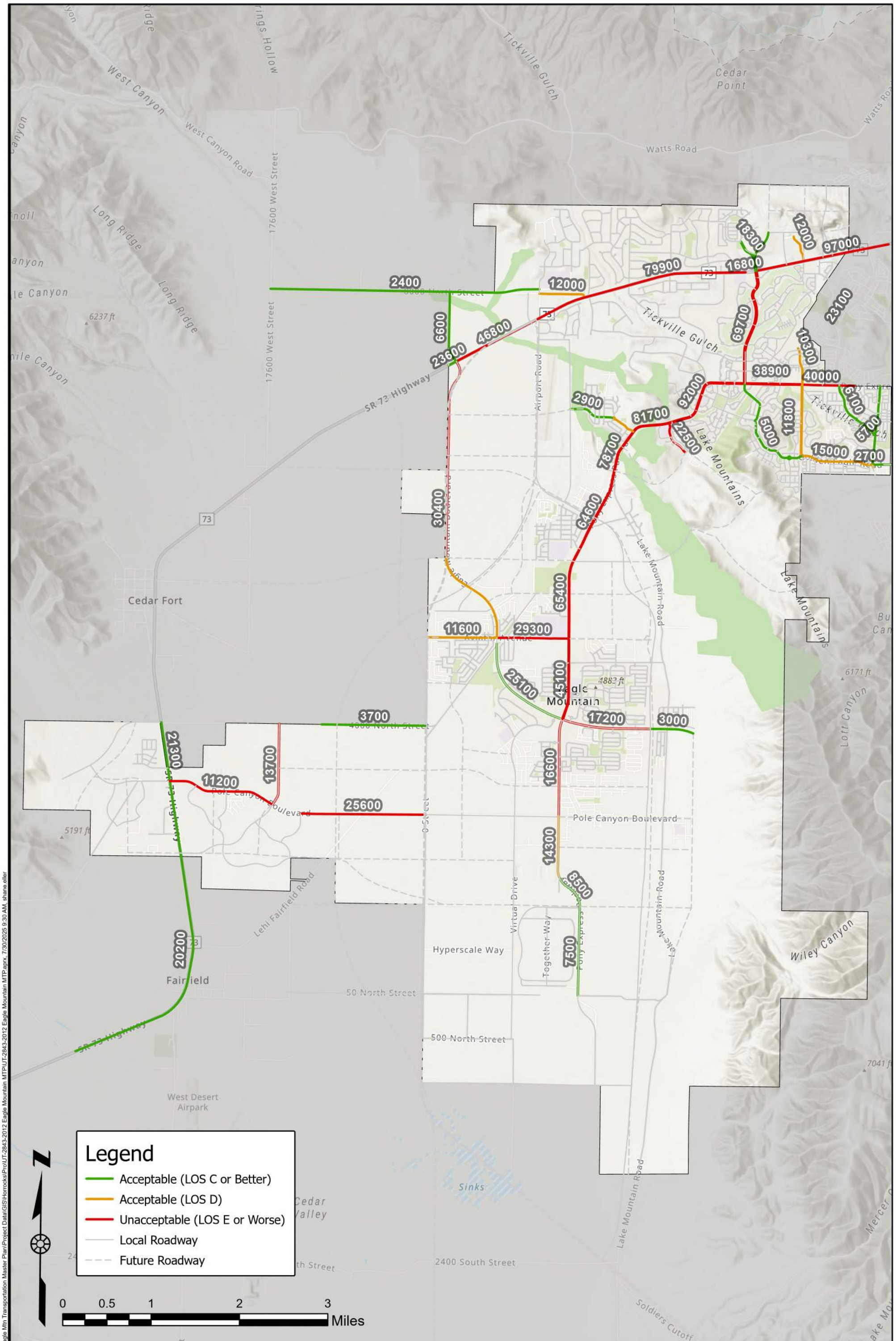
2050 Roadway Improvements

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 12** shows the 2050 No Build LOS. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (western border to eastern border)
- **Ranches Pkwy** (Cory B Wride Highway to Pony Express Pkwy)
- **Hidden Valley Pkwy** (Pony Express Pkwy to 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** (0 Street to SR-73)
- **Pony Express Pkwy** (Pole Canyon Blvd to the eastern border)
- **Tyson Parkway** (Pole Canyon Blvd to 4000 N)



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2050 No-Build Level of Service

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Figure 12

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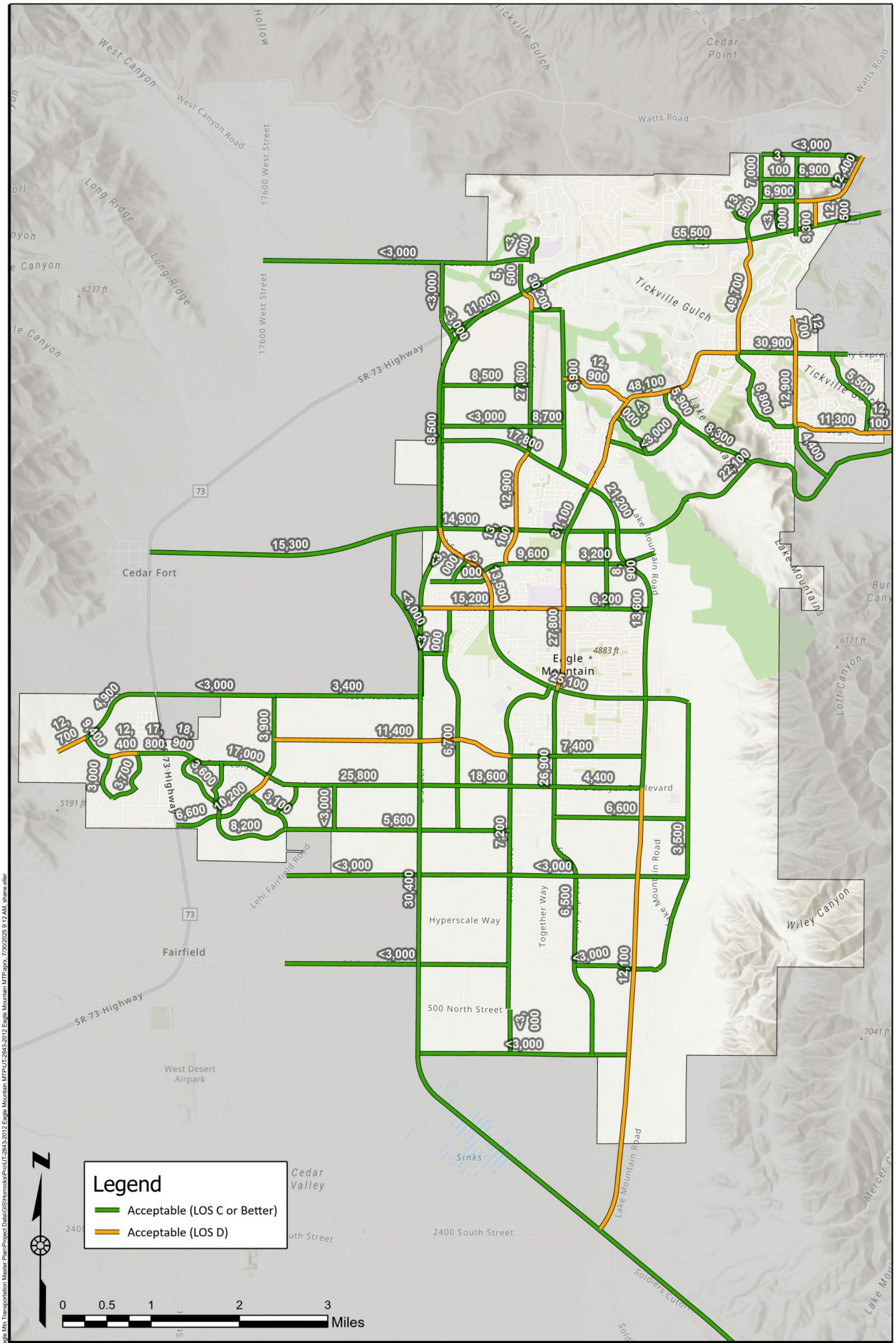

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2050 Build Level of Service

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Figure 13

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2050 Roadway Improvements

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

Phase 1: 2025-2035

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

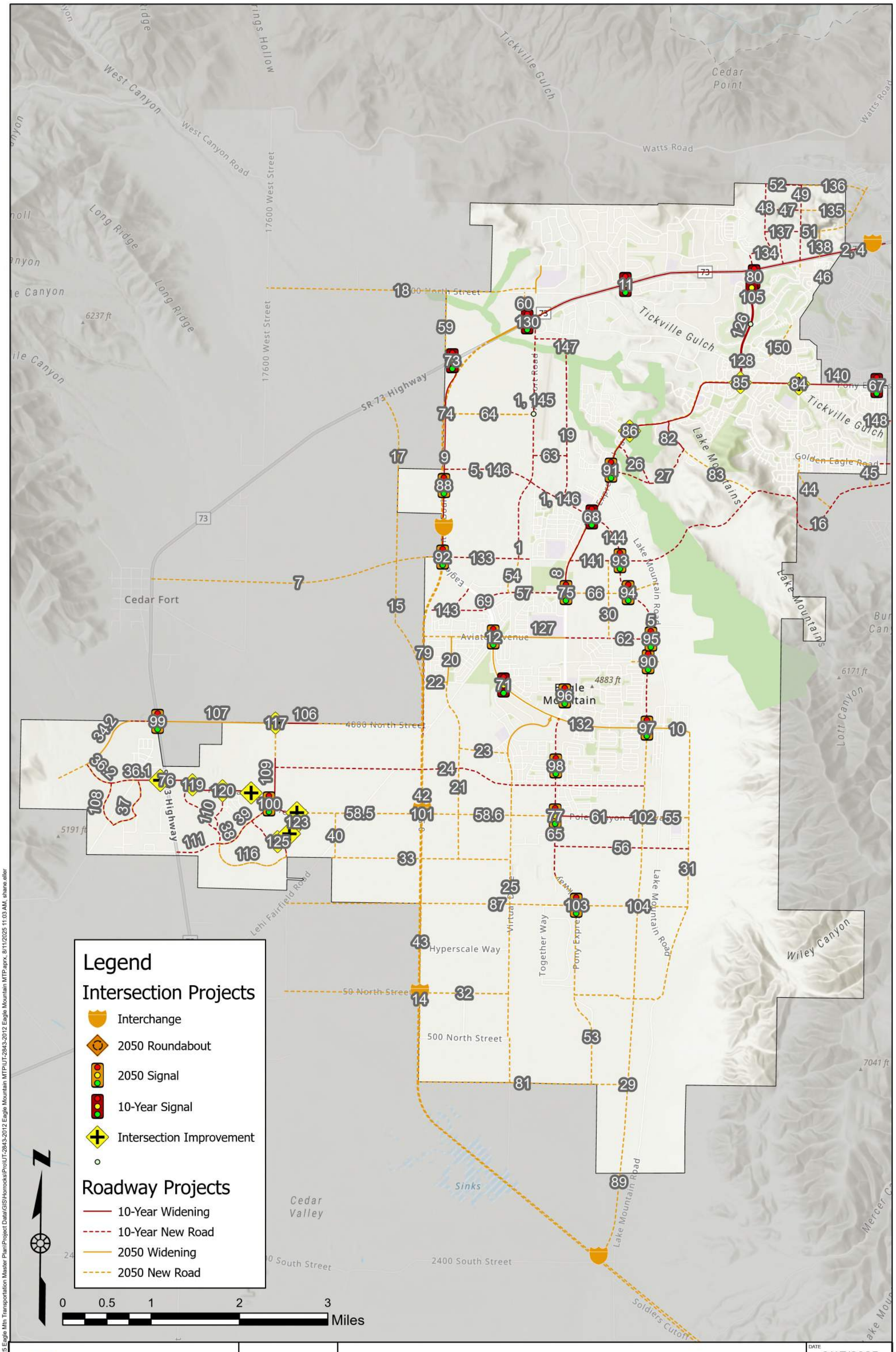
- **Cedar Valley Expressway** (Airport Road to Eagle Mountain City Boundary) –*New Expressway*
- **East Expressway** (Eagle Mountain Blvd to SE Eagle Mountain Blvd) – *Widen to 5 lanes*

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*
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – *Widen to 7 lanes*
- **Airport Rd** (Cory B Wride HWY to East Expressway) –*Widen 7-lanes*
- **Ranches Pkwy** (Pony Express Pkwy to HWY to Cory B Wride HWY) –*Widen 7-lanes*

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

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



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Future Transportation Projects

Eagle Mountain Transportation Master Plan

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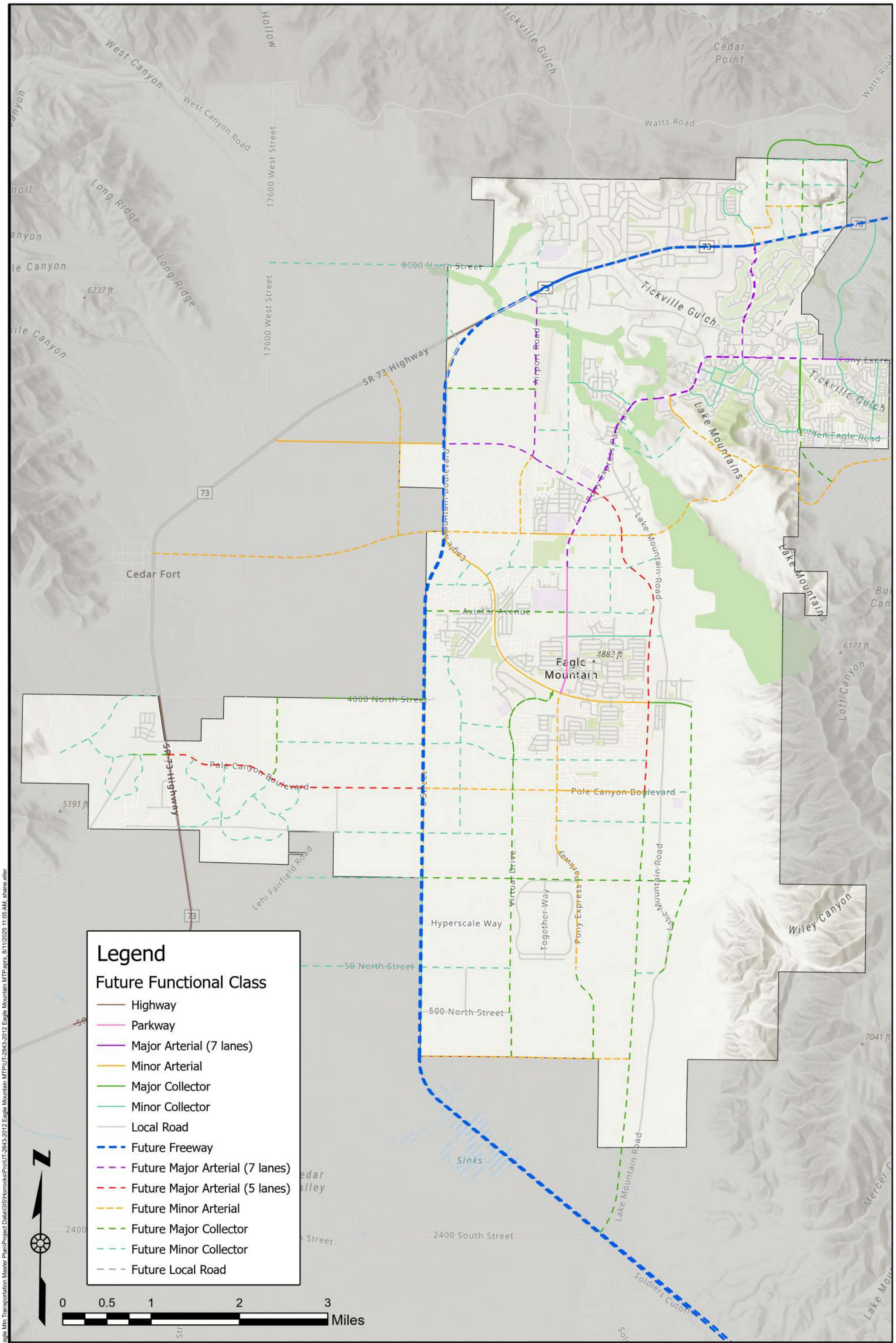
Figure 14



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Future Functional Classification

Eagle Mountain Transportation Master Plan

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Figure 15

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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.

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

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

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

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

City Funding

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

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

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

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

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

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

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

Impact Fees

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

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

Cost to Implement 2035 and 2050 Projects

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

The total cost for the 2035 CFP projects is **$1,507,924,000.** Eagle Mountain is financially responsible for **$316,793,000,** with **$83,231,000** 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 **$2.636 billion,** with Eagle Mountain financially responsible for **$756.03 million**.

Table 7: 2035 Projects

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	$36,000,000	MAG	2035	8005	7%	$2,438,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	$459,000,000	UDOT	2035	131727	0%	$-
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	$475,000,000	UDOT	2035	181602	0%	$-
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	$69,400,000	MAG	2035	23232	7%	$4,699,000
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	$13,387,000	Eagle Mountain	Complete	5693	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	24431	100%	$51,292,000
11	Cory B Wride & Mustang Way - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
12	Eagle Mountain Blvd & Aviator Ave - New Signal	$367,238	Eagle Mountain	Complete	NA	100%	$367,238
16	New Road (Hidden Valley Road): East Expressway to Eagle Mountain Corridor - New 5-lane road	$86,200,000	MAG	2035	24170	7%	$5,836,000
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	$10,194,000	Eagle Mountain	2035	7452	100%	$10,194,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	$30,521,000	Eagle Mountain	2035	22312	100%	$30,521,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	$4,080,000	Eagle Mountain	2035	2982	100%	$4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -	$7,574,000	Eagle Mountain	2035	5537	100%	$7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	$1,647,000	Firefly	2035	1550	0%	$-
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	$1,736,000	Firefly	2035	1634	0%	$-
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	$2,040,000	Firefly	2035	1920	0%	$-
37	NPA 4 & 5 Road: Project 36.1 to Project 108	$4,039,000	Firefly	2035	3802	0%	$-
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	$4,746,000	Firefly	2035	4466	0%	$-
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	$4,104,000	Firefly	2035	3863	0%	$-
41	Bobby Wren Blvd Extension: Existing to East Expressway	$2,113,000	Eagle Mountain	2035	1698	100%	$2,113,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	$219,000	Eagle Mountain	2035	160	100%	$219,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
47	New Road (unknown E/W road): Project 48 to Project 49	$2,916,000	Eagle Mountain	2035	2132	100%	$2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	$3,922,000	Eagle Mountain	2035	2867	100%	$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	$9,686,000	Eagle Mountain	2035	4521	100%	$9,686,000
50	New Road (unknown N/S Road): SR-73 to Project 137	$2,056,000	Eagle Mountain	2035	1935	100%	$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	$2,260,000	Eagle Mountain	2035	2127	100%	$2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	$10,933,000	Eagle Mountain	2035	7992	100%	$10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	$6,796,000	Eagle Mountain	2035	4968	100%	$6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	$3,510,000	Firefly	2035	1673	0%	$-
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	$10,935,000	Firefly	2035	5213	0%	$-
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	$2,639,000	Firefly	2035	1258	0%	$-
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	$8,112,000	Firefly	2035	3867	0%	$-
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	$10,565,000	Eagle Mountain	Complete	6223	100%	$10,565,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	$9,248,000	Eagle Mountain	2035	5524	100%	$9,248,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	$3,785,000	Eagle Mountain	2035	2767	100%	$3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	$20,257,000	Eagle Mountain	2035	9345	100%	$20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
71	Eagle Mountain Boulevard & Major Street - New Signal	$354,769	Eagle Mountain	2035	NA	100%	$354,769
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	$3,012,029	Eagle Mountain	Complete	NA	100%	$3,012,029
73	Eagle Mountain Boulevard and SR-73 - New Signal	$620,000	UDOT	2035	NA	0%	$-
77	Pole Canyon Boulevard & Pony Express Parkway	$620,000	Eagle Mountain	2050	NA	100%	$620,000
79	New Road (1600 West): Aviator Avenue to 4000 North	$8,983,000	Eagle Mountain	2035	5366	100%	$8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	$3,320,000	Eagle Mountain	2035	1271	100%	$3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	$930,000	Eagle Mountain	2035	600	100%	$930,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	$348,000	Eagle Mountain	2035	200	100%	$348,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	$110,100	Eagle Mountain	Complete	169	100%	$110,100
106	4000 North Widen: Tyson Parkway to IPA 2 Border	$3,142,000	Firefly	2035	2572	0%	$-
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	$2,832,000	Firefly	2035	2665	0%	$-
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	$2,555,000	Firefly	2035	2802	0%	$-
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	$2,622,000	Firefly	2035	2467	0%	$-
111	Tyson Parkway: SR-73 to East Loop Road	$2,793,000	Firefly	2035	2629	0%	$-
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	$2,133,000	Firefly	2035	2007	0%	$-
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	$1,182,000	Firefly	2035	1112	0%	$-
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	$1,876,000	Firefly	2035	1371	0%	$-
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	$1,232,000	Firefly	2035	900	0%	$-
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	$775,000	Eagle Mountain	2035	NA	100%	$775,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	$13,236,000	Eagle Mountain	2035	6984	100%	$13,236,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	$4,285,921	Eagle Mountain	Complete	2327	100%	$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd	$11,050,334	Eagle Mountain	Complete	6276	100%	$11,050,334
133	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	$21,910,000	Eagle Mountain	2035	8401	100%	$21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	$5,350,000	Eagle Mountain	2035	2497	100%	$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	$4,577,000	Eagle Mountain	2035	2136	100%	$4,577,000
139	New Road (Spring Run Parkway): Realignment	$940,000	Eagle Mountain	2035	687	100%	$940,000
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	$4,708,000	Eagle Mountain	2035	2002	100%	$4,708,000
141	New Road (Mid Valley Rd): Pony Express Parkway to East Expressway	$6,407,000	MAG	2035	2990	7%	$434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	$2,047,000	Eagle Mountain	2027	1496	100%	$2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	$4,601,000	Eagle Mountain	2027	3363	100%	$4,601,000
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	$8,620,000	MAG	2035	3300	7%	$584,000
147	New Road (Arnot Peak): Project 19 to Airport Road	$1,697,000	Eagle Mountain	2035	1240	100%	$1,697,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	$3,010,000	Eagle Mountain	2035	2200	100%	$3,010,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	$2,285,000	Eagle Mountain	2035	1670	100%	$2,285,000
Total		**$1,507,924,000**					**$316,793,000**

Table 8: 2050 Projects

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
7	New Road (Mid Valley Road): Eagle Mountain Blvd to SR-73 - New 3 lane road	$37,300,000	MAG	2050	22281	7%	$2,526,000
10	Eagle Mountain Blvd Widening: East Expressway to Project 31	$3,477,000	Eagle Mountain	2050	2600	100%	$3,477,000
13	New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road	$8,562,000	MAG	2050	5114	7%	$580,000
14	New Road (Cedar Valley Freeway): Airport Rd to Eagle Mountain City Boundary - New freeway	$359,500,000	UDOT	2050	103171	0%	$-
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	$16,969,000	MAG	2050	10136	7%	$1,149,000
17	New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road	$13,691,000	MAG	2050	9980	7%	$927,000
18	New Road (UC 8000 N): SR-73 to UC 17200 W - New 3 lane road	$42,000,000	MAG	2050	25088	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	2765	100%	$2,265,000
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	$15,399,000	Eagle Mountain	2050	10691	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	1437	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	2921	100%	$3,634,000
25	New Road (Virtual Drive): N Wood Rd to E 500 N St - New 3 lane road	$30,256,000	Eagle Mountain	2050	18073	100%	$30,256,000
29	East Expressway & Project 81 - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
30	New Road (unknown n/s road): Project 16 to Project 62	$6,345,000	Eagle Mountain	2050	4638	100%	$6,345,000
31	New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St	$22,237,000	Eagle Mountain	2050	16256	100%	$22,237,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	$7,308,000	Eagle Mountain	2050	5342	100%	$7,308,000
33	New Road (unknown): Wood Road to Project 40	$14,596,000	Eagle Mountain	2050	10670	100%	$14,596,000

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
34.1	NPA 1 & 3 Road: Pole Canyon Blvd to end of road	$1,988,000	Firefly	2050	1870	0%	$-
34.2	NPA 1 & 2 Road: Pole Canyon Blvd to Project 34.1	$3,927,000	Firefly	2050	3696	0%	$-
40	New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border	$8,917,000	Eagle Mountain	2050	7989	100%	$8,917,000
42	New Road (0 St): Cory Wride Hwy to Project 33 above	$20,384,000	Eagle Mountain	2050	12176	100%	$20,384,000
43	New Road (2000 East St): Project 33 above to 500 North St	$11,835,000	Eagle Mountain	2050	8652	100%	$11,835,000
44	New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd	$5,486,000	Eagle Mountain	2050	4010	100%	$5,486,000
45	New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd	$1,812,000	Eagle Mountain	2050	1324	100%	$1,812,000
51	New Road (unknown E/W road): Project 49 to eastern border	$3,664,000	Eagle Mountain	2050	2678	100%	$1,429,000
53	New Road (Pony Express Parkway) : 1000 N to southern border	$12,577,000	Eagle Mountain	2050	5870	100%	$12,577,000
54	New Road (unknown N/S road): Mid Valley Road to Project 57	$3,338,000	Eagle Mountain	2050	2440	100%	$3,338,000
55	New Road (Pole Canyon Boulevard): East Expressway to Project 31 above	$4,574,000	Eagle Mountain	2050	1751	100%	$4,574,000
58.5	Pole Canyon Blvd Widen: Project 58.4 to Project 42	$16,655,000	Eagle Mountain	2050	7940	100%	$16,655,000
58.6	Pole Canyon Blvd Widen: Project 58.5 to Pony Express Pkwy	$15,690,000	Eagle Mountain	2050	7480	100%	$15,690,000
59	New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North	$5,841,000	Eagle Mountain	2050	4270	100%	$5,841,000
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	$4,307,000	Eagle Mountain	2050	3148	100%	$4,307,000
64	New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road	$17,201,000	Eagle Mountain	2050	8028	100%	$17,201,000
66	New Road (unknown W/E road): Pony Express Parkway to East Expressway	$7,599,000	Eagle Mountain	2050	5555	100%	$7,599,000
74	Lone Tree Parkway & Eagle Mountain Blvd - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
75	Pony Express Parkway & Project 57 - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
76	Pole Canyon Boulevard & SR-73 - New Signal	$620,000	UDOT	2050	NA	0%	$-
78	New Road (Cory Wride Freeway):Ranches Parkway to East Expressway- New freeway, frontage roads	$155,312,000	UDOT	2050	91489	0%	$-
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	$14,017,000	Eagle Mountain	2050	12516	100%	$14,017,000

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	$2,763,000	Eagle Mountain	2050	2028	100%	$2,763,000
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	$9,532,000	Eagle Mountain	2050	6968	100%	$9,532,000
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	$26,730,000	Eagle Mountain	2050	15967	100%	$26,730,000
88	East Expressway & Eagle Mountain Blvd - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
89	New Road (East Expressway): Eagle Mountain Blvd to Southern Border	$84,132,000	Eagle Mountain	2050	39268	100%	$84,132,000
90	East Expressway & Bobby Wren Blvd - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
91	Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
92	Eagle Mountain Blvd & Mid Valley Road - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
93	Mid Valley Road & East Expressway - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
94	East Expressway & Project 66 - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
95	East Expressway & 5000 North - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
96	Pony Express Pkwy & Eagle Park Entry Road	$620,000	Eagle Mountain	2050	NA	100%	$620,000
97	Eagle Mountain Blvd & East Expressway - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
98	Pony Express Pkwy & Rachel Way - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
99	4000 North & SR-73 - New Signal	$620,000	UDOT	2050	NA	0%	$-
100	Pole Canyon Rd & Tyson Pkwy - New Signal	$620,000	Firefly	2050	NA	0%	$-
101	Pole Canyon Rd & 0 St - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
102	Pole Canyon Rd & East Expressway - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
103	Pony Express Pkwy & Project 87 - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
104	East Expressway & Project 87 - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
107	4000 North Widen: SR-73 to Tyson Parkway	$8,622,000	Firefly	2050	7058	0%	$-
116	East Loop Road: Tyson Parkway to Eastern City Boundary	$5,097,000	Firefly	2050	4797	0%	$-
117	Intersection Improvement: Tyson Parkway & 4000 North	$775,000	Eagle Mountain	2050	NA	100%	$775,000
118	Intersection Improvement: Pole Canyon Blvd & CPA 1 Road	$775,000	Eagle Mountain	2050	NA	100%	$775,000
120	Intersection Improvement: Pole Canyon Blvd & Firefly Drive	$775,000	Eagle Mountain	2050	NA	100%	$775,000

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	**Location**	**Total Price**	**Funding Source**	**Year**	**Length of Project**	**Eagle Mountain %**	**Eagle Mountain Total**
121	Intersection Improvement: Pole Canyon Blvd & NPA 9 Road	$775,000	Eagle Mountain	2050	NA	100%	$775,000
122	Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road	$775,000	Eagle Mountain	2050	NA	100%	$775,000
123	Intersection Improvement: Commercial Boundary Road & North CPA 2 & NPA 12 Road	$775,000	Eagle Mountain	2050	NA	100%	$775,000
124	Intersection Improvement: Commercial Boundary Road & South CPA 2 & NPA 12 Road	$775,000	Eagle Mountain	2050	NA	100%	$775,000
125	Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road	$775,000	Eagle Mountain	2050	NA	100%	$775,000
127	Aviator Avenue Widening: Pony Express Pkwy to Eagle Mountain Blvd	$9,503,000	Eagle Mountain	2050	4294	100%	$9,503,000
132	Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway	$9,881,000	Eagle Mountain	2050	5629	100%	$9,881,000
135	New Road (unknown E/W road): Project 47 to Project 51	$4,348,000	Eagle Mountain	2050	3178	100%	$4,348,000
136	New Road (unknown E/W road): Project 52 to Project 51	$5,240,000	Eagle Mountain	2050	3830	100%	$5,240,000
138	New Road (unknown N/S road): SR-73 to Project 51	$2,055,000	Eagle Mountain	2050	1502	100%	$2,055,000
145	Old Airport Rd Widening: Cory B Wride Hwy to East Expressway - 7-lane road	$10,370,000	MAG	2050	2976	7%	$703,000
146	East Expressway Widening: Airport Road to Pony Express Pkwy - 7 lane road	$33,173,000	MAG	2050	9520	7%	$2,246,000
150	New Road: Atherton Lane to St. Andrews Drive - 2 lane road	$3,092,000	Eagle Mountain	2050	2260	100%	$3,092,000
2050 Project Total		**$1,128,863,000**					**$439,232,000**
2035 & 2050 Project Total		**$2,636,787,000**					**$756,025,000**

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 16** (UTA maintains up-to-date route information at www.rideuta.com). The combined efforts of the Utah Transit Authority (UTA), UDOT, MAG, and Eagle Mountain will dictate the nature of a future expanded transit system. In the spring of 2026, UTA will begin servicing 860, which

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.

Figure 16: UTA Existing and Planned Transit Routes

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)

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.

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.

8. ***Traffic Signal Impacts.***
   - For proposed Traffic Signals:
     - Traffic Signal Warrants as identified.
     - Traffic Signal drawings as identified.
     - Queuing Analysis.
     - Traffic Systems Analysis. Includes acceleration, deceleration, and weaving.
     - Traffic Coordination Analysis
9. ***Accident and Traffic Safety Analysis. Existing vs. Proposed Development***
10. ***Design and Mitigation***
    - Determine and document safe and efficient operational design needs based on site and study area data.
    - Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.

APPENDIX B: COST ESTIMATES

Eagle Mountain
CFP/IFFP

Project No. 1

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	472,320	$4,723,202
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	27.9	$55,869
Roadway Excavation	C.Y.	$ 39.00	63,969	$2,494,803
HMA Concrete	Ton	$ 114.00	14,735	$1,679,789
Untreated Base Course	C.Y.	$ 52.00	17,123	$890,381
Granular Borrow	C.Y.	$ 38.00	34,245	$1,301,327
Curb and Gutter (2.5' width)	L.F.	$ 45.00	16,011	$720,488
Sidewalk (5' width)	L.F.	$ 54.00	16,011	$864,586
Drainage	L.F.	$ 45.00	8,005	$360,244
Right of Way	S.F.	$ 8.00	1,216,825	$9,734,600
Street Lighting	L.F.	$ 50.00	8,005	$400,271
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$23,225,561**
			Contingency 25%	**$5,806,390**
			Mobilization 10%	**$2,322,556**
			Preconstruction Engineering 10%	**$2,322,556**
			Construction Engineering 10%	**$2,322,556**
			Total Project Costs	**$36,000,000**
			Eagle Mountain's Responsibility	**6.77%**
				$2,438,000

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	1.52

Eagle Mountain
CFP/IFFP

Project No. 2.00

Improvement Type: New Road

Cory Wride 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	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	24.95
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	34.39
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	4.22
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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
Granual 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
Granual 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
Granual 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
Granual 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	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	0.97
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	19.54
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	1.92
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	4.58
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	1.89
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	4.75
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 19

Improvement Type: New Road

New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	119,232	$1,192,320
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	13.2	$26,345
Roadway Excavation	C.Y.	$ 39.00	34,362	$1,340,118
HMA Concrete	Ton	$ 114.00	7,700	$877,846
Untreated Base Course	C.Y.	$ 52.00	9,315	$484,380
Granular Borrow	C.Y.	$ 38.00	12,420	$471,960
Curb and Gutter (2.5' width)	L.F.	$ 45.00	14,904	$670,680
Sidewalk (5' width)	L.F.	$ 54.00	14,904	$804,816
Drainage	L.F.	$ 45.00	7,452	$335,340
Street Lighting	L.F.	$ 50.00	7,452	$372,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,576,405**
		Construction Contingency	**25%**	**$1,644,101**
		Right of Way ($8/sf)	573,804	**$4,590,432**
		Mobilization	**10%**	**$657,641**
		Engineering & Administration	**10%**	**$657,641**
			Total Project Costs	**$10,194,000**
			Eagle Mountain's Responsibility	**100.00%**
				$10,194,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.41

Eagle Mountain
CFP/IFFP

Project No. 20.00

Improvement Type: Capacity Improvement

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	44,240	$442,400
Removal of Existing Asphalt	S.Y.	$ 8.00	11,060	$88,480
Clearing and Grubbing	Acre	$ 2,000.00	1.1	$2,158
Roadway Excavation	C.Y.	$ 39.00	1,275	$49,724
HMA Concrete	Ton	$ 114.00	286	$32,572
Untreated Base Course	C.Y.	$ 52.00	346	$17,973
Granular Borrow	C.Y.	$ 38.00	461	$17,512
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,530	$248,850
Sidewalk (5' width)	L.F.	$ 54.00	5,530	$298,620
Drainage	L.F.	$ 45.00	2,765	$124,425
Street Lighting	L.F.	$ 50.00	2,765	$138,250
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,460,963**
			Construction Contingency	**25%**	**$365,241**
			Right of Way ($8/sf)	47,005	**$376,040**
			Mobilization	**10%**	**$146,096**
			Engineering & Administration	**10%**	**$146,096**
			Total Project Costs	**$2,265,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,265,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.52

Eagle Mountain
CFP/IFFP

Project No. 21

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	171,056	$1,710,560
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	18.9	$37,796
Roadway Excavation	C.Y.	$ 39.00	49,297	$1,922,598
HMA Concrete	Ton	$ 114.00	11,047	$1,259,400
Untreated Base Course	C.Y.	$ 52.00	13,364	$694,915
Granular Borrow	C.Y.	$ 38.00	17,818	$677,097
Curb and Gutter (2.5' width)	L.F.	$ 45.00	21,382	$962,190
Sidewalk (5' width)	L.F.	$ 54.00	21,382	$1,154,628
Drainage	L.F.	$ 45.00	10,691	$481,095
Street Lighting	L.F.	$ 50.00	10,691	$534,550
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	1	$500,000
			Subtotal	**$9,934,829**
			Construction Contingency	**25%**	**$2,483,707**
			Right of Way ($8/sf)	823,207	**$6,585,656**
			Mobilization	**10%**	**$993,483**
			Engineering & Administration	**10%**	**$993,483**
			Total Project Costs	**$15,399,000**
			Eagle Mountain's Responsibility	**100.00%**
				$15,399,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	2.02

Eagle Mountain
CFP/IFFP

Project No. 22

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	22,992	$229,920
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.5	$5,080
Roadway Excavation	C.Y.	$ 39.00	6,626	$258,421
HMA Concrete	Ton	$ 114.00	1,485	$169,279
Untreated Base Course	C.Y.	$ 52.00	1,796	$93,405
Granular Borrow	C.Y.	$ 38.00	2,395	$91,010
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,874	$129,330
Sidewalk (5' width)	L.F.	$ 54.00	2,874	$155,196
Drainage	L.F.	$ 45.00	1,437	$64,665
Street Lighting	L.F.	$ 50.00	1,437	$71,850
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,268,155**
			Construction Contingency	**25%**	**$317,039**
			Right of Way ($8/sf)	142,643	**$1,141,144**
			Mobilization	**10%**	**$126,816**
			Engineering & Administration	**10%**	**$126,816**
			Total Project Costs	**$1,966,000**
			Eagle Mountain's Responsibility	**100.00%**
				$1,966,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	9
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
Granual 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
Granual 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	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	4	Length (miles)	3.42
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 26

Improvement Type: New Road

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

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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	0.56

Eagle Mountain
CFP/IFFP

Project No. 27

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	88,592	$885,920
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	9.8	$19,575
Roadway Excavation	C.Y.	$ 39.00	25,532	$995,737
HMA Concrete	Ton	$ 114.00	5,722	$652,259
Untreated Base Course	C.Y.	$ 52.00	6,921	$359,905
Granular Borrow	C.Y.	$ 38.00	9,228	$350,677
Curb and Gutter (2.5' width)	L.F.	$ 45.00	11,074	$498,330
Sidewalk (5' width)	L.F.	$ 54.00	11,074	$597,996
Drainage	L.F.	$ 45.00	5,537	$249,165
Street Lighting	L.F.	$ 50.00	5,537	$276,850
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,886,414**
			Construction Contingency	**25%**	**$1,221,603**
			Right of Way ($8/sf)	426,349	**$3,410,792**
			Mobilization	**10%**	**$488,641**
			Engineering & Administration	**10%**	**$488,641**
			Total Project Costs	**$7,574,000**
			Eagle Mountain's Responsibility	**100.00%**
				$7,574,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 29

Improvement Type: Traffic Signal

East Expressway & Project 81 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.35

Eagle Mountain
CFP/IFFP

Project No. 34.2

Improvement Type: New Road

NPA 1 & 2 Road: Pole Canyon Blvd to Project 34.1

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	36,960	$369,600
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	4.8	$9,673
Roadway Excavation	C.Y.	$ 39.00	13,689	$533,867
HMA Concrete	Ton	$ 114.00	2,292	$261,233
Untreated Base Course	C.Y.	$ 52.00	2,532	$131,687
Granular Borrow	C.Y.	$ 38.00	3,799	$144,349
Curb and Gutter (2.5' width)	L.F.	$ 45.00	7,392	$332,640
Sidewalk (5' width)	L.F.	$ 54.00	7,392	$399,168
Drainage	L.F.	$ 45.00	3,696	$166,320
Street Lighting	L.F.	$ 50.00	3,696	$184,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,533,337**
		Construction Contingency	**25%**	**$633,334**
		Right of Way ($8/sf)	210,672	**$1,685,376**
		Mobilization	**10%**	**$253,334**
		Engineering & Administration	**10%**	**$253,334**
			Total Project Costs	**$3,927,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.70

Eagle Mountain
CFP/IFFP

Project No. 35

Improvement Type: New Road

NPA 1 & 2 Road: Project 34.2 to SR-73

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	15,500	$155,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.0	$4,056
Roadway Excavation	C.Y.	$ 39.00	5,741	$223,889
HMA Concrete	Ton	$ 114.00	961	$109,554
Untreated Base Course	C.Y.	$ 52.00	1,062	$55,226
Granular Borrow	C.Y.	$ 38.00	1,593	$60,536
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,100	$139,500
Sidewalk (5' width)	L.F.	$ 54.00	3,100	$167,400
Drainage	L.F.	$ 45.00	1,550	$69,750
Street Lighting	L.F.	$ 50.00	1,550	$77,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,062,411**
		Construction Contingency	**25%**	**$265,603**
		Right of Way ($8/sf)	88,350	**$706,800**
		Mobilization	**10%**	**$106,241**
		Engineering & Administration	**10%**	**$106,241**
			Total Project Costs	**$1,647,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.29
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.31
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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
Granual 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
Granual 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
Granual 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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	1.51

Eagle Mountain
CFP/IFFP

Project No. 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
Granual 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	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	4	Length (miles)	0.25
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	0.40

Eagle Mountain
CFP/IFFP

Project No. 48

Improvement Type: New Road

New Road (unknown N/S road): Project 134 to northern Boundary

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	45,869	$458,693
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.1	$10,135
Roadway Excavation	C.Y.	$ 39.00	13,219	$515,552
HMA Concrete	Ton	$ 114.00	2,962	$337,713
Untreated Base Course	C.Y.	$ 52.00	3,584	$186,344
Granular Borrow	C.Y.	$ 38.00	4,778	$181,566
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,734	$258,015
Sidewalk (5' width)	L.F.	$ 54.00	5,734	$309,618
Drainage	L.F.	$ 45.00	2,867	$129,007
Street Lighting	L.F.	$ 50.00	2,867	$143,342
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,529,983**
			Construction Contingency	**25%**	**$632,496**
			Right of Way ($8/sf)	220,746	**$1,765,967**
			Mobilization	**10%**	**$252,998**
			Engineering & Administration	**10%**	**$252,998**
			Total Project Costs	**$3,922,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,922,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.54

Eagle Mountain
CFP/IFFP

Project No. 49

Improvement Type: New Road

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

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	167,269	$1,672,692
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	12.7	$25,323
Roadway Excavation	C.Y.	$ 39.00	32,525	$1,268,458
HMA Concrete	Ton	$ 114.00	7,445	$848,750
Untreated Base Course	C.Y.	$ 52.00	8,665	$450,572
Granular Borrow	C.Y.	$ 38.00	17,330	$658,528
Curb and Gutter (2.5' width)	L.F.	$ 45.00	9,042	$406,871
Sidewalk (5' width)	L.F.	$ 54.00	9,042	$488,245
Drainage	L.F.	$ 45.00	4,521	$203,436
Street Lighting	L.F.	$ 50.00	4,521	$226,040
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,248,916**
		Construction Contingency	**25%**	**$1,562,229**
		Right of Way ($8/sf)	551,536	**$4,412,291**
		Mobilization	**10%**	**$624,892**
		Engineering & Administration	**10%**	**$624,892**
			Total Project Costs	**$9,686,000**
			Eagle Mountain's Responsibility	**100.00%**
				$9,686,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.33

Eagle Mountain
CFP/IFFP

Project No. 56

Improvement Type: New Road

New Road (Ault Blvd): Pony Express Pkwy to Project 31 above

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	127,872	$1,278,720
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	14.1	$28,255
Roadway Excavation	C.Y.	$ 39.00	36,852	$1,437,228
HMA Concrete	Ton	$ 114.00	8,258	$941,458
Untreated Base Course	C.Y.	$ 52.00	9,990	$519,480
Granular Borrow	C.Y.	$ 38.00	13,320	$506,160
Curb and Gutter (2.5' width)	L.F.	$ 45.00	15,984	$719,280
Sidewalk (5' width)	L.F.	$ 54.00	15,984	$863,136
Drainage	L.F.	$ 45.00	7,992	$359,640
Street Lighting	L.F.	$ 50.00	7,992	$399,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$7,052,956**
		Construction Contingency	**25%**	**$1,763,239**
		Right of Way ($8/sf)	615,384	**$4,923,072**
		Mobilization	**10%**	**$705,296**
		Engineering & Administration	**10%**	**$705,296**
			Total Project Costs	**$10,933,000**
			Eagle Mountain's Responsibility	**100.00%**
				$10,933,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.51

Eagle Mountain
CFP/IFFP

Project No. 57

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	79,488	$794,880
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	8.8	$17,564
Roadway Excavation	C.Y.	$ 39.00	22,908	$893,412
HMA Concrete	Ton	$ 114.00	5,134	$585,230
Untreated Base Course	C.Y.	$ 52.00	6,210	$322,920
Granular Borrow	C.Y.	$ 38.00	8,280	$314,640
Curb and Gutter (2.5' width)	L.F.	$ 45.00	9,936	$447,120
Sidewalk (5' width)	L.F.	$ 54.00	9,936	$536,544
Drainage	L.F.	$ 45.00	4,968	$223,560
Street Lighting	L.F.	$ 50.00	4,968	$248,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,384,270**
		Construction Contingency	**25%**	**$1,096,068**
		Right of Way ($8/sf)	382,536	**$3,060,288**
		Mobilization	**10%**	**$438,427**
		Engineering & Administration	**10%**	**$438,427**
			Total Project Costs	**$6,796,000**
			Eagle Mountain's Responsibility	**100.00%**
				$6,796,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	9
Granual 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
Granual 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	Other Funding Sources:	Firefly
HMA Thickness (in) =	5	Length (miles)	0.99
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	5	Length (miles)	0.24
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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
Granual 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
Granual 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
Granual 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
Granual 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
Granual 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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	0.52

Eagle Mountain
CFP/IFFP

Project No. 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
Granual 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
Granual 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
Granual Borrow Thickness (in) =	12
Roadway Excavation Depth (ft) =	2.1

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 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	Other Funding Sources:	#N/A
HMA Thickness (in) =	#N/A	Length (miles)	#N/A
Untreated Base Course Thickness (in) =	#N/A		
Granual Borrow Thickness (in) =	#N/A		
Roadway Excavation Depth (ft) =	#N/A		

Eagle Mountain
CFP/IFFP

Project No. 68

Improvement Type: Traffic Signal

Pony Express Pkwy & East Expressway - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
		Construction Contingency	**25%**	**$100,000**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$40,000**
		Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 69

Improvement Type: Traffic Signal

Eagle Mountain Boulevard & Project 57 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	**0**	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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. 71

Improvement Type: Traffic Signal

Eagle Mountain Boulevard & Major Street - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$228,883
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$228,883**
			Construction Contingency	**25%**	**$57,221**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$22,888**
			Engineering & Administration	**10%**	**$22,888**
			Total Project Costs	**$354,769**
			Eagle Mountain's Responsibility	**100.00%**
				$354,769

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 72.0

Improvement Type: Traffic Signal

Pony Express Pkwy & Eagle Mountain Boulevard - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	1,372	$156,431
Untreated Base Course	C.Y.	$ 52.00	4,873	$253,418
Granular Borrow	C.Y.	$ 38.00	11,856	$450,520
Curb and Gutter (2.5' width)	L.F.	$ 45.00	1,653	$74,397
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Roundabout Removal	Each	$ 310,564	1	$310,564
Traffic Signal	Each	$ 400,000	1	$400,000
Utilities	Each	$ 297,915	1	$297,915
			Subtotal	**$1,943,245**
			Construction Contingency	**25%**	**$485,811**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$194,324**
			Engineering & Administration	**10%**	**$194,324**
			Total Project Costs	**$3,012,029**
			Eagle Mountain's Responsibility	**100.00%**
				$3,012,029

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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	Other Funding Sources:	UDOT
HMA Thickness (in) =	3	Length (miles)	0.00
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

Eagle Mountain
CFP/IFFP

Project No. 74.0

Improvement Type: Traffic Signal

Lone Tree Parkway & Eagle Mountain Blvd - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Intersection Improvement	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 75.0

Improvement Type: Traffic Signal

Pony Express Parkway & Project 57 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	**0**	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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. 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	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	17.33
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	5	Length (miles)	0.24
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 81

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	22.1	$44,248
Roadway Excavation	C.Y.	$ 39.00	57,713	$2,250,794
HMA Concrete	Ton	$ 114.00	12,933	$1,474,385
Untreated Base Course	C.Y.	$ 52.00	15,645	$813,540
Granular Borrow	C.Y.	$ 38.00	20,860	$792,680
Curb and Gutter (2.5' width)	L.F.	$ 45.00	25,032	$1,126,440
Sidewalk (5' width)	L.F.	$ 54.00	25,032	$1,351,728
Drainage	L.F.	$ 45.00	12,516	$563,220
Street Lighting	L.F.	$ 50.00	12,516	$625,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$9,042,835**
			Construction Contingency	**25%**	**$2,260,709**
			Right of Way ($8/sf)	963,732	**$7,709,856**
			Mobilization	**10%**	**$904,284**
			Engineering & Administration	**10%**	**$904,284**
			Total Project Costs	**$14,017,000**
			Eagle Mountain's Responsibility	**100.00%**
				$14,017,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	2.37

Eagle Mountain
CFP/IFFP

Project No. 82

Improvement Type: Capacity Improvement

Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	32,448	$324,480
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	9,351	$364,702
HMA Concrete	Ton	$ 114.00	2,096	$238,898
Untreated Base Course	C.Y.	$ 52.00	2,535	$131,820
Granular Borrow	C.Y.	$ 38.00	3,380	$128,440
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,056	$182,520
Sidewalk (5' width)	L.F.	$ 54.00	4,056	$219,024
Drainage	L.F.	$ 45.00	2,028	$91,260
Street Lighting	L.F.	$ 50.00	2,028	$101,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,782,544**
		Construction Contingency	**25%**	**$445,636**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$178,254**
		Engineering & Administration	**10%**	**$178,254**
			Total Project Costs	**$2,763,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,763,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.38

Eagle Mountain
CFP/IFFP

Project No. 83

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	111,488	$1,114,880
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	12.3	$24,634
Roadway Excavation	C.Y.	$ 39.00	32,130	$1,253,079
HMA Concrete	Ton	$ 114.00	7,200	$820,830
Untreated Base Course	C.Y.	$ 52.00	8,710	$452,920
Granular Borrow	C.Y.	$ 38.00	11,613	$441,307
Curb and Gutter (2.5' width)	L.F.	$ 45.00	13,936	$627,120
Sidewalk (5' width)	L.F.	$ 54.00	13,936	$752,544
Drainage	L.F.	$ 45.00	6,968	$313,560
Street Lighting	L.F.	$ 50.00	6,968	$348,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,149,274**
		Construction Contingency	**25%**	**$1,537,319**
		Right of Way ($8/sf)	536,536	**$4,292,288**
		Mobilization	**10%**	**$614,927**
		Engineering & Administration	**10%**	**$614,927**
			Total Project Costs	**$9,532,000**
			Eagle Mountain's Responsibility	**100.00%**
				$9,532,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	9
Granual 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
Granual 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
Granual 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	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	4	Length (miles)	3.02
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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
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. 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
Granual 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
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. 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
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. 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
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. 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
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. 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
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. 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
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. 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
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. 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
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. 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
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. 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	Other Funding Sources:	UDOT
HMA Thickness (in) =	3	Length (miles)	0.00
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

Eagle Mountain
CFP/IFFP

Project No. 100

Improvement Type: Traffic Signal

Pole Canyon Rd & Tyson Pkwy - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 101

Improvement Type: Traffic Signal

Pole Canyon Rd & 0 St - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 102

Improvement Type: Traffic Signal

Pole Canyon Rd & East Expressway - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
		Construction Contingency	**25%**	**$100,000**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$40,000**
		Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 103

Improvement Type: Traffic Signal

Pony Express Pkwy & Project 87 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**100.00%**
				$620,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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. 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
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. 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	Other Funding Sources:	#N/A
HMA Thickness (in) =	#N/A	Length (miles)	#N/A
Untreated Base Course Thickness (in) =	#N/A		
Granual Borrow Thickness (in) =	#N/A		
Roadway Excavation Depth (ft) =	#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	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.49
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	1.34
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.50
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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
Granual Borrow Thickness (in) =	9
Roadway Excavation Depth (ft) =	1.5

Other Funding Sources:	Firefly
Length (miles)	0.47

Eagle Mountain
CFP/IFFP

Project No. 111

Improvement Type: New Road

Tyson Parkway: SR-73 to East Loop Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	26,285	$262,852
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.4	$6,879
Roadway Excavation	C.Y.	$ 39.00	9,735	$379,675
HMA Concrete	Ton	$ 114.00	1,630	$185,784
Untreated Base Course	C.Y.	$ 52.00	1,801	$93,653
Granular Borrow	C.Y.	$ 38.00	2,702	$102,658
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,257	$236,567
Sidewalk (5' width)	L.F.	$ 54.00	5,257	$283,880
Drainage	L.F.	$ 45.00	2,629	$118,283
Street Lighting	L.F.	$ 50.00	2,629	$131,426
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,801,658**
		Construction Contingency	**25%**	**$450,414**
		Right of Way ($8/sf)	149,826	**$1,198,605**
		Mobilization	**10%**	**$180,166**
		Engineering & Administration	**10%**	**$180,166**
			Total Project Costs	**$2,793,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.50
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.38
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.21
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.26
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.17
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.91
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

Eagle Mountain
CFP/IFFP

Project No. 117

Improvement Type: Intersection Improvement

Intersection Improvement: Tyson Parkway & 4000 North

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 118

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & CPA 1 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 119

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & East Loop Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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
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. 121

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & NPA 9 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 122

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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. 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
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. 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
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. 125

Improvement Type: Intersection Improvement

Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 126

Improvement Type: Capacity Improvement

Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	412,056	$4,120,560
Removal of Existing Asphalt	S.Y.	$ 8.00	40,352	$322,816
Clearing and Grubbing	Acre	$ 2,000.00	3.2	$6,413
Roadway Excavation	C.Y.	$ 39.00	15,502	$604,579
HMA Concrete	Ton	$ 114.00	3,571	$407,073
Untreated Base Course	C.Y.	$ 52.00	4,149	$215,771
Granular Borrow	C.Y.	$ 38.00	8,299	$315,358
Curb and Gutter (2.5' width)	L.F.	$ 45.00	13,968	$628,560
Sidewalk (5' width)	L.F.	$ 54.00	13,968	$754,272
Drainage	L.F.	$ 45.00	6,984	$314,280
Street Lighting	L.F.	$ 50.00	6,984	$349,200
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$8,538,882**
			Construction Contingency 25%	**$2,134,721**
			Right of Way ($8/sf) 139,680	**$1,117,440**
			Mobilization 10%	**$853,888**
			Engineering & Administration 10%	**$853,888**
			Total Project Costs	**$13,236,000**
			Eagle Mountain's Responsibility	**100.00%**
				$13,236,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
Granual 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
Granual 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. 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
Granual 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
Granual 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
Granual 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

Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	495,680	$4,956,800
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	17.7	$35,488
Roadway Excavation	C.Y.	$ 39.00	67,133	$2,618,189
HMA Concrete	Ton	$ 114.00	15,464	$1,762,867
Untreated Base Course	C.Y.	$ 52.00	17,970	$934,417
Granular Borrow	C.Y.	$ 38.00	35,939	$1,365,687
Curb and Gutter (2.5' width)	L.F.	$ 45.00	16,803	$756,122
Sidewalk (5' width)	L.F.	$ 54.00	16,803	$907,346
Drainage	L.F.	$ 45.00	8,401	$378,061
Street Lighting	L.F.	$ 50.00	8,401	$420,068
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$14,135,045**
		Construction Contingency	**25%**	**$3,533,761**
		Right of Way ($8/sf)	772,925	**$6,183,397**
		Mobilization	**10%**	**$1,413,504**
		Engineering & Administration	**10%**	**$1,413,504**
			Total Project Costs	**$21,910,000**
			Eagle Mountain's Responsibility	**100.00%**
				$21,910,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.59

Eagle Mountain
CFP/IFFP

Project No. 134

Improvement Type: New Road

New Road (unknown N/S road): SR-73 to Project 137

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	92,388	$923,875
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	7.0	$13,987
Roadway Excavation	C.Y.	$ 39.00	17,964	$700,605
HMA Concrete	Ton	$ 114.00	4,112	$468,789
Untreated Base Course	C.Y.	$ 52.00	4,786	$248,864
Granular Borrow	C.Y.	$ 38.00	9,572	$363,724
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,994	$224,726
Sidewalk (5' width)	L.F.	$ 54.00	4,994	$269,672
Drainage	L.F.	$ 45.00	2,497	$112,363
Street Lighting	L.F.	$ 50.00	2,497	$124,848
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,451,453**
			Construction Contingency	**25%**	**$862,863**
			Right of Way ($8/sf)	304,629	**$2,437,033**
			Mobilization	**10%**	**$345,145**
			Engineering & Administration	**10%**	**$345,145**
			Total Project Costs	**$5,350,000**
			Eagle Mountain's Responsibility	**100.00%**
				$5,350,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
Granual 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
Granual 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
Granual 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
Granual 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
Granual 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
Granual 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
Granual 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	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	0.57
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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
Granual 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
CFP/IFFP

Project No. 144

Improvement Type: New Road

New Road (East Expressway): Pony Express Pkwy to Mid Valley Road

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	194,700	$1,947,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	11.5	$23,030
Roadway Excavation	C.Y.	$ 39.00	26,369	$1,028,408
HMA Concrete	Ton	$ 114.00	6,074	$692,443
Untreated Base Course	C.Y.	$ 52.00	7,058	$367,033
Granular Borrow	C.Y.	$ 38.00	14,117	$536,433
Curb and Gutter (2.5' width)	L.F.	$ 45.00	6,600	$297,000
Sidewalk (5' width)	L.F.	$ 54.00	6,600	$356,400
Drainage	L.F.	$ 45.00	3,300	$148,500
Street Lighting	L.F.	$ 50.00	3,300	$165,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,561,248**
		Construction Contingency	**25%**	**$1,390,312**
		Right of Way ($8/sf)	501,600	**$4,012,800**
		Mobilization	**10%**	**$556,125**
		Engineering & Administration	**10%**	**$556,125**
			Total Project Costs	**$8,620,000**
			Eagle Mountain's Responsibility	**6.77%**
				$584,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	0.63
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 145

Improvement Type: Capacity Improvement

Old Airport Rd Widening : Cory B Wride Hwy to East Expressway - 7-lane road

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	264,864	$2,648,640
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	14.1	$28,148
Roadway Excavation	C.Y.	$ 39.00	30,394	$1,185,357
HMA Concrete	Ton	$ 114.00	7,784	$887,387
Untreated Base Course	C.Y.	$ 52.00	8,349	$434,165
Granular Borrow	C.Y.	$ 38.00	16,699	$634,549
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,952	$267,840
Sidewalk (5' width)	L.F.	$ 54.00	5,952	$321,408
Drainage	L.F.	$ 45.00	2,976	$133,920
Street Lighting	L.F.	$ 50.00	2,976	$148,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,690,215**
		Construction Contingency	**25%**	**$1,672,554**
		Right of Way ($8/sf)	613,056	**$4,904,448**
		Mobilization	**10%**	**$669,022**
		Engineering & Administration	**10%**	**$669,022**
			Total Project Costs	**$10,370,000**
			Eagle Mountain's Responsibility	**6.77%**
				$703,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	0.56
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 146

Improvement Type: Capacity Improvement

East Expressway Widening: Airport Road to Pony ExpressPkwy - 7 lane road

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	847,280	$8,472,800
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	45.0	$90,042
Roadway Excavation	C.Y.	$ 39.00	97,227	$3,791,869
HMA Concrete	Ton	$ 114.00	24,901	$2,838,686
Untreated Base Course	C.Y.	$ 52.00	26,709	$1,388,862
Granular Borrow	C.Y.	$ 38.00	53,418	$2,029,876
Curb and Gutter (2.5' width)	L.F.	$ 45.00	19,040	$856,800
Sidewalk (5' width)	L.F.	$ 54.00	19,040	$1,028,160
Drainage	L.F.	$ 45.00	9,520	$428,400
Street Lighting	L.F.	$ 50.00	9,520	$476,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$21,401,494**
		Construction Contingency	**25%**	**$5,350,374**
		Right of Way ($8/sf)	1,961,120	**$15,688,960**
		Mobilization	**10%**	**$2,140,149**
		Engineering & Administration	**10%**	**$2,140,149**
			Total Project Costs	**$33,173,000**
			Eagle Mountain's Responsibility	**6.77%**
				$2,246,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	1.80
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 147

Improvement Type: New Road

New Road (Arnot Peak): Project 19 to Airport Road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	19,840	$198,400
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.2	$4,384
Roadway Excavation	C.Y.	$ 39.00	5,718	$222,993
HMA Concrete	Ton	$ 114.00	1,281	$146,072
Untreated Base Course	C.Y.	$ 52.00	1,550	$80,600
Granular Borrow	C.Y.	$ 38.00	2,067	$78,533
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,480	$111,600
Sidewalk (5' width)	L.F.	$ 54.00	2,480	$133,920
Drainage	L.F.	$ 45.00	1,240	$55,800
Street Lighting	L.F.	$ 50.00	1,240	$62,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,094,303**
		Construction Contingency	**25%**	**$273,576**
		Right of Way ($8/sf)	95,480	**$763,840**
		Mobilization	**10%**	**$109,430**
		Engineering & Administration	**10%**	**$109,430**
			Total Project Costs	**$1,697,000**
			Eagle Mountain's Responsibility	**100.00%**
				$1,697,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.23

Eagle Mountain
CFP/IFFP

Project No. 148

Improvement Type: New Road

Brookwood Drive Extention: East City Limit to Mountain View Cooridor

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	35,200	$352,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.9	$7,778
Roadway Excavation	C.Y.	$ 39.00	10,144	$395,633
HMA Concrete	Ton	$ 114.00	2,273	$259,160
Untreated Base Course	C.Y.	$ 52.00	2,750	$143,000
Granular Borrow	C.Y.	$ 38.00	3,667	$139,333
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,400	$198,000
Sidewalk (5' width)	L.F.	$ 54.00	4,400	$237,600
Drainage	L.F.	$ 45.00	2,200	$99,000
Street Lighting	L.F.	$ 50.00	2,200	$110,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,941,504**
		Construction Contingency	**25%**	**$485,376**
		Right of Way ($8/sf)	169,400	**$1,355,200**
		Mobilization	**10%**	**$194,150**
		Engineering & Administration	**10%**	**$194,150**
			Total Project Costs	**$3,010,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,010,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.42

Eagle Mountain
CFP/IFFP

Project No. 149

Improvement Type: New Road

Golden Eagle Road Extention: East City Limit to Mountain View Cooridor

Minor Collector - 77' - 2 Lanes

Costs

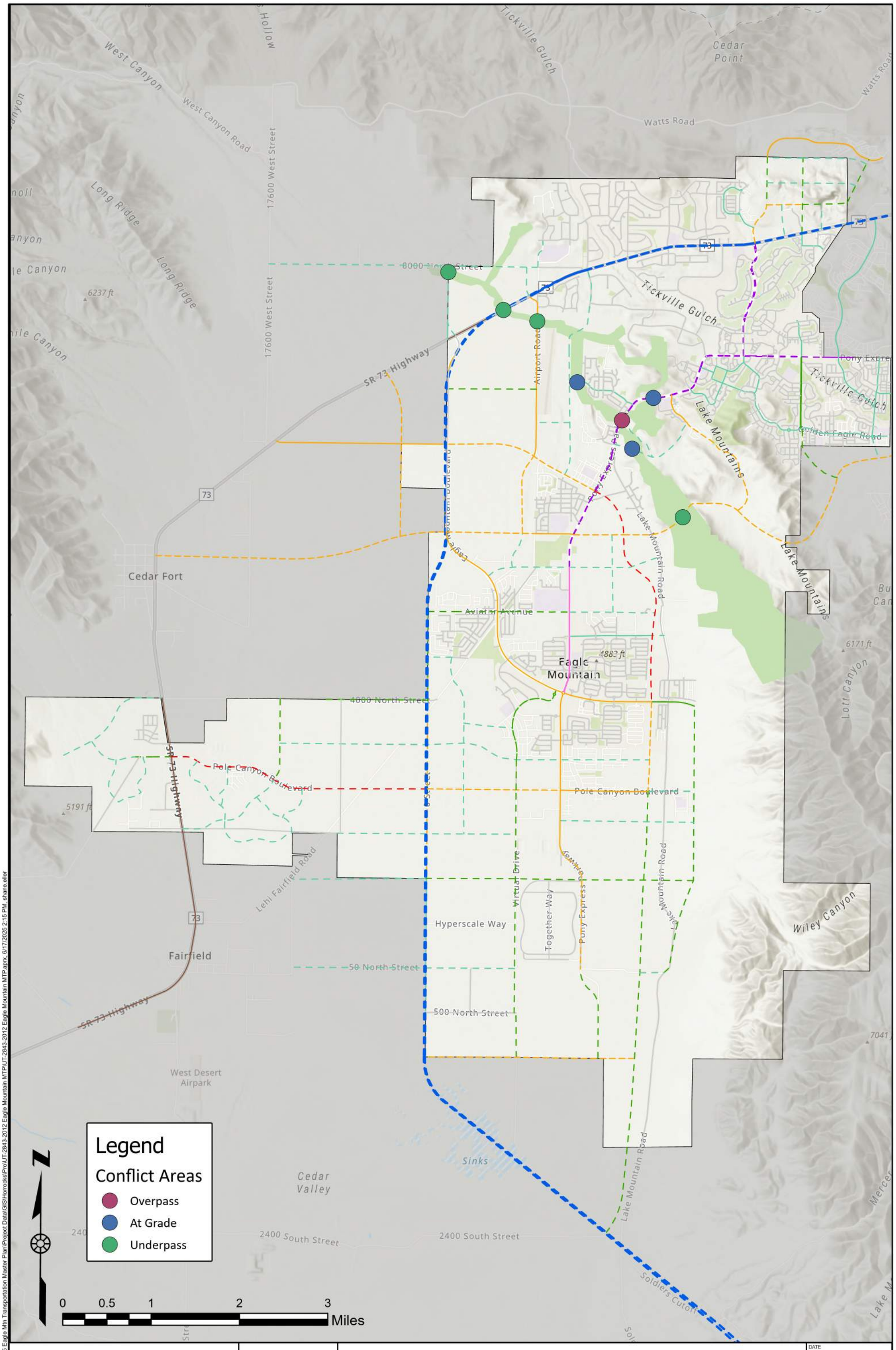
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	26,720	$267,200
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.0	$5,904
Roadway Excavation	C.Y.	$ 39.00	7,701	$300,322
HMA Concrete	Ton	$ 114.00	1,726	$196,726
Untreated Base Course	C.Y.	$ 52.00	2,088	$108,550
Granular Borrow	C.Y.	$ 38.00	2,783	$105,767
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,340	$150,300
Sidewalk (5' width)	L.F.	$ 54.00	3,340	$180,360
Drainage	L.F.	$ 45.00	1,670	$75,150
Street Lighting	L.F.	$ 50.00	1,670	$83,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,473,778**
		Construction Contingency	**25%**	**$368,445**
		Right of Way ($8/sf)	128,590	**$1,028,720**
		Mobilization	**10%**	**$147,378**
		Engineering & Administration	**10%**	**$147,378**
			Total Project Costs	**$2,285,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,285,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.32

Appendix C: Wildlife Corridor Conflict Map



Horrocks.

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

Wildlife Corridor Conflict Areas

Eagle Mountain Transportation Master Plan

DATE 6/17/2025
DRAWN

Figure APP.

Q:\12025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 2:15 PM, shane.eller

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Authorizing Extended Hours for Construction Operations for the McDonald's at 4224 N 1650 E (Parcel ID # 67:122:0007), as allowed in Eagle Mountain Municipal Code Section 8.15.080 (G), to pour the concrete building slab.
ITEM TYPE:	Resolution
FISCAL IMPACT:	N/A
APPLICANT:	Chance Green, M^2 Construction

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	0.7805

PUBLIC HEARING
No

PREPARED BY
Gina Olsen, City Recorder

PRESENTED BY
Gina Olsen

RECOMMENDATION:
Staff recommends that the City Council adopt a Resolution Authorizing Extended Hours for Construction Operations for the McDonald's at 4224 N 1650 E (Parcel ID # 67:122:0007), as allowed in Eagle Mountain Municipal Code Section 8.15.080 (G), to pour the concrete building slab for the restaurant.

BACKGROUND:
N/A

ITEMS FOR CONSIDERATION:
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Resolution
2. Exhibit A

RESOLUTION NO. R- -2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AUTHORIZING EXTENDED HOURS FOR CONSTRUCTION OPERATIONS FOR THE MCDONALD'S RESTAURANT - CITY CENTER, AS ALLOWED IN EAGLE MOUNTAIN MUNICIPAL CODE SECTION 8.15.080(G)

PREAMBLE

WHEREAS, Eagle Mountain Municipal Code Section 8.15.080(G) states that the City Council may authorize extended hours for construction operations or procedures which, by their nature, require continuous operation, or modify or waive the hours of work for or on projects in generally isolated areas where the extended hours do not impact upon adjoining property occupants; and

WHEREAS, M Squared Construction has requested the City Council authorize construction activities to take place between the hours of **5:00 AM and 7:00 AM on August 20, 2025**, to pour the concrete slab for the restaurant at The District at Eagle Mountain Town Center (Lot 4) McDonald's Site Plan located at 4224 North 1650 East, Eagle Mountain City, Utah; and

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to authorize extended hours for construction operations, as set forth more specifically in Exhibit A.

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

1. The extended hours for construction operations as set forth more specifically in Exhibit A are approved.

2. This Resolution shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 19th day of August, 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 19th day of August, 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

Exhibit A

VARIANCE MITIGATION PLAN

Lighting Design and Selection

- Directional Lighting: Use fixtures that direct light downward and reduce skyward light spill. Shielded or full-cutoff fixtures will be used to minimize light pollution.
- LED Lighting: Opt for energy-efficient LED lights with adjustable intensity. LEDs allow better control of light output, reducing excess illumination.

Notification of Adjacent Residents

- Notification. Work with City to ensure advance notice to adjacent residents about the type and duration of the work.

VARIANCE MITIGATION PLAN

Lighting Design and Selection

- **Directional Lighting**: Use fixtures that direct light downward and reduce skyward light spill. Shielded or full-cutoff fixtures will be used to minimize light pollution.
- **LED Lighting**: Opt for energy-efficient LED lights with adjustable intensity. LEDs allow better control of light output, reducing excess illumination.

Notification of Adjacent Residents

- **Notification**. Work with City to ensure advance notice to adjacent residents about the type and duration of the work.

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Fee Reduction Request of Steve McCleery for a Rezone Application from $1,350 to $760.
ITEM TYPE:	Resolution
FISCAL IMPACT:	N/A
APPLICANT:	N/A

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

PUBLIC HEARING
No

PREPARED BY
Brandon Larsen, Planning Director

PRESENTED BY
Brandon Larsen

RECOMMENDATION:
N/A

BACKGROUND:
This request relates to the Master Development Plan and Agreement (MDA) for Lower Hidden Valley. Two parcels, 58:040:0623 and 58:040:0624, were partially considered during the MDA process but were never rezoned. The applicant asserts these parcels should have been rezoned along with the rest of the land included in the Lower Hidden Valley MDA.

The applicant has also provided a receipt for a past rezone application and claims that the fee paid at that time should have covered consideration of these parcels. Staff's understanding is that the fee was paid for the broader Lower Hidden Valley MDA area, not specifically for these two parcels.

Regarding the current request for a reduced fee, Staff does not anticipate a significant time savings or reduction in workload for processing this application. Typically, fee reductions are granted when a proposal requires limited staff effort, which is not necessarily the case here. The only possible justification for a reduction would be if it can be established that the applicant previously paid for Council consideration of rezoning these parcels and that action was never completed.

ITEMS FOR CONSIDERATION:
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:

1. Resolution
2. MDP Map
3. Receipt

RESOLUTION NO. R- - 2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING A FEE REDUCTION REQUEST FROM STEVE MCCLEERY FOR REZONE REQUEST APPLICATION FROM $1,350 TO $760

WHEREAS, Eagle Mountain City received a Fee Reduction Request from Steve McCleery for a Rezone Application for Parcel #s 58:040:0623 and 58:040:0624; and

WHEREAS, the adopted Eagle Mountain City Consolidated Fee Schedule sets the application fee for a Rezone Request Application at $1,350; and

WHEREAS, the applicant submitted a formal request for a fee reduction, citing project-specific circumstances, including size of the project, his assumption about the inclusions of the project in the Lower Hidden Valley MDA, and other financial considerations; and

WHEREAS, the City Council has the discretion to reduce fees under certain conditions when deemed to be in the best interest of the City; and

WHEREAS, the City Council finds that a fee reduction to $760 is reasonable and appropriate in this instance;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, that the request from Steve McCleery for a fee reduction related to a Rezone Request Application for Lower Hidden Valley Master Development Plan is hereby approved, and the required application fee shall be reduced from $1,350 to $760.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 19th day of August, 2025.

EAGLE MOUNTAIN CITY

_____

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 19th day of August, 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

OMR Investments Holdings

LOWER HIDDEN VALLEY

Proposed Amendment - February 2023

Master Development Plan

Land Use Data

PARCEL	LAND USE	AREA (AC)	DENSITY (DU/AC)	DU	RES TIER	% OF MASTER PLAN AREA
LOWER HIDDEN VALLEY						
P 4	SFA - TRIPLEX	6.2	9.8	61	III	
SUBTOTAL RESIDENTIAL		**6.2**	**9.8**	**61**		**0.6%**
LOWER HIDDEN VALLEY TOTALS		**6.2**	**9.8**	**61**		**0.6%**
HIDDEN VALLEY WEST						
R 1	MULTI-FAMILY	5.9	9.5	56	III	
R 2	MULTI-FAMILY	3.7	13.0	48	IV	
R 3	MULTI-FAMILY	6.1	7.4	45	III	
R 4	SFA - TOWNHOMES	5.5	14.9	82	IV	
R 6	SFD	22.4	4.0	90	II	
R 8	SFA - TWIN HOMES	14.3	6.8	98	III	
R 9	SFD - CLUSTER (Church Site)	5.9	8.9	52	III	
SUBTOTAL RESIDENTIAL		**63.8**	**7.4**	**471**		**5.7%**
R 1	PARKS	0.7	acres included in Residential Subtotal			
R 5 (partial)	PARK / OPEN SPACE	55.7				
R 5	PARKS	7.3				
R 6	PARKS	1.4	acres included in Residential Subtotal			
R 7	PARK / OPEN SPACE	8.5				
R 7	PARKS	3.1				
SUBTOTAL PARKS & OPEN SPACE		**76.7**				**6.8%**
HIDDEN VALLEY WEST TOTALS		**138.4**	**3.4**	**471**		**12.3%**
MID-VALLEY						
S 1 (partial)	SFD - CLUSTER	5.6	8.0	45	III	
S 2	SFA - TOWNHOMES (Church Site)	3.5	11.7	41	III	
S 3	SFA - TOWNHOMES	9.2	12.0	110	III	
S 4 (partial)	SFD	0.6	3.3	2	II	
S 7 (partial)	SFA - CLUSTER	1.9	7.9	15	III	
S 9	SFD	4.4	4.1	18	II	
S 10	SFA - TOWNHOMES	4.0	12.0	48	III	
S 11	SFA - TWIN HOMES	3.3	10.0	33	III	
S 13	SFA - TOWNHOMES	4.2	11.9	50	III	
S 14 (partial)	SFD - CLUSTER	8.3	8.0	66	III	
S 16	SFA - TOWNHOMES	5.0	12.0	60	III	
S 17 (partial)	SFD	4.2	4.0	17	II	
S 18	SFA - TWIN HOMES	7.5	10.0	75	III	
S 19	SFA - TWIN HOMES	3.6	10.0	36	III	
S 20	SFD - GARDEN COURTS	9.0	8.0	72	III	
S 22 (partial)	SFD - CLUSTER	2.0	8.0	16	III	
S 24	SFD - CLUSTER	2.5	8.0	20	III	
SUBTOTAL RESIDENTIAL		**78.8**	**9.2**	**724**		**7.0%**
S 3	PARK	1.5	acres included in Residential Subtotal			
S 8	NATIVE OPEN SPACE (partial)	5.7				
S 12 (partial)	PARK	10.2				
S 21	NATIVE OPEN SPACE	1.5				
S 23	NATIVE OPEN SPACE	2.7				
SUBTOTAL PARKS & OPEN SPACE		**21.6**				**1.9%**
ROW		1.1				
MID-VALLEY TOTALS		**100.0**	**7.2**	**724**		**8.9%**
HIDDEN VALLEY COMBINED DATA						
SFD	TRADITIONAL	31.6	4.0	127		
SFD	CLUSTER	33.3	8.1	271		
TOTAL SINGLE FAMILY		64.9	6.1	398		5.8%
SFA	SFA	68.2	10.4	709		
MULTI	MULTI-FAMILY	15.7	9.5	149		
TOTAL MULTI-FAMILY		83.9	10.2	858		7.5%
TOTAL RESIDENTIAL		**148.8**	**8.4**	**1,256**		**13.3%**
TOTAL PARKS (includes 3 areas totaling 3.6 acres, that are included also in "Total Residential" above)		**24.2**	-	-		**2.2%**
TOTAL NATIVE OPEN SPACE		**74.1**	-	-		**6.6%**
TOTAL ROW		**1.1**				**0.1%**
TOTAL		**244.6**	**5.1**	**1,256**		**21.8%**

Change 1.5 acres to Open Space (10 - 20 units, based on 13 du/ac). Join the rest of the pod with R3.

Remove approximately 2-3 acres (8-12 lots) to preserve Creed trail and more of the hillside/ridge

Exchange up to approx. 8 acres for the two removed areas in the plan. Unit for unit. SFD and Cluster lots. Understanding that SFD and Cluster lots take up more land than MF units.

Shift Road north to line up with the City's Master Transportation Plan. Move some of S1 to S14.

Pony Express Parkway

The Ranches Master Plan

Future Connection To Lake Mountain Road

Lake Mountain Road

Hidden Valley Parkway

Airport Road

SITLA Mid-Valley Master Plan

Mid-Valley Road

To Eagle Mountain

To Eagle Mountain

Legend

- Hidden Valley Master Plan Boundary
- OMR Investments Holdings

LOWER HIDDEN VALLEY
Master Development Plan
Eagle Mountain City, Utah

0' 500' 1000' 1500'

Stanley Consultants

Transaction Details

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

XBP Confirmation Number: 125170373

Transaction detail for payment to Eagle Mountain City. **Date: 07/26/2022 - 9:22:33 AM MT**

Transaction Number: 178173398PT
VisaXXXX-XXXX-XXXX-2104
Status: Successful

Account #	Item	Quantity	Item Amount
	BP-Zoning Subdivision Fees	1	$590.00
Notes: Zoning and Subdivision Fees			

TOTAL: *$590.00*

Billing Information
Hidden Valley Concept Plan
, 84005

Transaction taken by: Admin Lpengra

Email lpengra@emcity.org

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 16.20 Preliminary Plats and Chapter 16.25 Final Plats.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	N/A

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 adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 16.20 Preliminary Plats and 16.25 Final Platsapprove the proposed changes regarding preliminary plat and final plat regulations.

BACKGROUND:
Preliminary Plat: The proposed amendments are primarily to bring City code in-line with changes to state code regarding the land use authority of preliminary plats. State code 10-9a-604.1 prohibits the legislative body of the City from approving a preliminary plat that contains single-family, two-family, or townhome lots/units. A change is also proposed to noticing as we do not require the applicant to submit stamped envelopes to mail public notices. The City sends out postcard notices and bills the applicant.

Final Plat: The proposed final plat changes are clean-up items to the Code along with adding a few additional standards to what is required on a final plat. To highlight a few of the changes: the final plat to be recorded will contain a note indicating the zone under which the plat was reviewed. Also, street names are proposed to prohibit the use of the cardinal directions of north, south, east and west. This stems from a plat currently under review with a street named South Sister Peak. The South in this case is not the geographical identifier of the location in the City but part of the formal name of the street. This can cause confusion with an address (as an example) of 1234 North South Sister Peak.

ITEMS FOR CONSIDERATION:
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:
The Planning Commission recommends the City Council approve the proposed changes regarding

preliminary plat and final plat regulations.

ATTACHMENTS:

1. Ordinance
2. Redlines

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE SECTION 16.20 PRELIMINARY PLAT REQUIREMENTS AND SECTION 16.25 FINAL PLAT REQUIREMENTS

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Section 16.20 Preliminary Plat Requirements and Section 16.25 Final Plat Requirements, as described in Exhibit A.

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 Section 16.20 Preliminary Plat Requirements and 16.25 Final Plat Requirements, 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 19th day of August, 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 19th day of August, 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

Chapter 16.20
PRELIMINARY PLATS

Sections:

16.20.010 What this chapter does.
16.20.020 Purpose.
16.20.030 Preliminary plat approval required.
16.20.040 Application.
16.20.050 Approval process.
16.20.060 Expirations and extensions of approvals.

16.20.010 What this chapter does.

This chapter establishes the preliminary plat review and approval process, submittal requirements, and duties of the ~~p~~Planning ~~d~~Director, ~~p~~Planning ~~c~~Commission and ~~c~~City ~~c~~Council regarding the review and processing of preliminary plats. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 4.1)].

16.20.020 Purpose.

The purpose of the preliminary plat application is to: review the specific layout of the lots created by the subdivision; ensure proper coordination of public and private street systems and circulation; review demand and availability of public utilities; review park and recreation sites; and review project densities. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 4.2)].

16.20.030 Preliminary plat approval required.

All proposed subdivision plats must receive preliminary plat approval by the ~~planning commission and city council~~ Land Use Authority as shown on Table 16.05.220(b) prior to action on the final plat application. The approved preliminary plat vests the applicant with density for the subdivision, street configuration, and lot layouts.

Approved master development plans that meet the details and requirements of this chapter shall serve as preliminary plats. [Ord. O-38-2023 § 2 (Exh. A); Ord. O-25-2016 § 2 (Exh. A); Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 4.3)].

16.20.040 Application.

Only property owners or their duly authorized agents shall make application for a preliminary plat. All applications shall be filed on forms prepared by the ~~p~~Planning ~~d~~Director. No preliminary plat application shall be processed without the submission of the completed application and all supporting materials as required by this chapter, including the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The preliminary plat application shall be submitted with the materials listed below. However, the ~~p~~Planning ~~c~~Commission or ~~c~~City ~~c~~Council may require additional supporting materials, if necessary, to demonstrate that the proposed development complies with this title and EMMC Title 17. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the ~~p~~Planning ~~d~~Director.

1. Preliminary Plat. A preliminary plat drawing will be required which shows accurate alignments, boundaries and monuments as certified by a land surveyor registered in Utah. Preliminary plats shall be prepared at a scale no smaller than one inch equals 100 feet. Plats of large areas may be prepared on multiple, serially numbered sheets with match lines and an index map. The vicinity and index maps shall appear on the first of the serially numbered sheets. The following data shall be included on the preliminary plat:

a. A title block showing the name of the proposed development and its location by lot, block, and subdivision, or quarter-quarter section, section, township, range, principal meridian, county, and state;

b. The name and address of a registered engineer licensed in the state of Utah who prepared the plat, together with a professional registration number;

c. A north point and scale, including both graphic and written scales;

d. The exterior boundaries of the proposed development;

e. The location, nature, and boundaries of existing public streets and public or private easements in or adjacent to the proposed development, and county book and page number references to the instruments establishing the easements;

f. A vicinity map that locates the proposed development within the ~~c~~City and its subdivision or section showing major streets, landmarks, and boundaries and recorded names of adjacent or nearby subdivisions;

g. Existing contours at two-foot intervals. Elevations will be based on National Geodetic Survey area level data;

h. The layout of streets, their proposed names and grades. Plats ~~should~~ shall not contain lots fronting onto arterial or collector streets. Proposed streets must provide connectivity to adjacent properties under other ownership if within 200 feet;

i. The location, exterior dimensions to the nearest foot, and number of proposed lots and blocks, or other parcels to be created by the proposed development;

j. The acreage of each proposed lot or parcel, and a table showing the total number of lots, total acreage of the area proposed for development, the total buildable acreage (excluding slopes greater than 25 percent, major utility corridors, and natural washes), the total acreage in lots, the average lot size, the total acreage in streets, and the total acreage of neighborhood parks, neighborhood squares, and other parcels proposed for dedication to public use or to be held in common by the owners;

PHASE A – PLAT 16 CALCULATIONS

TOTAL ACREAGE:	25.46 ACRES
BUILDABLE ACREAGE:	25.46 ACRES
TOTAL ACREAGE IN LOTS:	17.98 ACRES
PUBLIC RIGHT-OF-WAY:	5.48 ACRES
PAVED ROADWAY AREA WITHIN R.O.W.	3.11 ACRES
TOTAL OPEN SPACE:	2.01 ACRES
TOTAL IMPROVED OPEN SPACE:	2.01 ACRES
AVERAGE LOT SIZE:	6,419 SF/0.15 ACRES
LARGEST LOT SIZE:	15,935 SF/0.37 ACRES
SMALLEST LOT SIZE:	4,400 SF/0.10 ACRES
OVERALL DENSITY:	4.79 LOTS/ACRE
TOTAL # OF LOTS:	122 LOTS

PLAT CALCULATIONS

TOTAL ACREAGE:	42.56 ACRES
BUILDABLE ACREAGE:	40.72 ACRES
TOTAL ACREAGE IN LOTS:	16.19 ACRES
TOTAL OPEN SPACE:	18.07 ACRES
TOTAL IMPROVED OPEN SPACE:	3.56 ACRES
AVERAGE LOT SIZE:	8,388 SF/0.19 ACRES
LARGEST LOT SIZE:	16,941 SF/0.39 ACRES
SMALLEST LOT SIZE:	6,592 SF/0.15 ACRES
OVERALL DENSITY:	1.97 LOTS/ACRE
TOTAL # OF LOTS:	84 LOTS

k. The location of irrigation structures and watercourses within or adjacent to the proposed development;

l. The location and exterior dimensions of existing and proposed buildings;

m. The location on each lot of the buildable area when the natural grade is in excess of 25 percent;

n. Sites, if any, to be reserved, dedicated for parks, playgrounds, schools, churches, public or natural open space or other public purposes, together with proposed ownership of such sites;

o. Sites intended for conditional uses within the underlying zone, such as commercial sites or other business establishments.

B. Landscaping and Parks Plan. A landscaping plan, prepared and stamped by a licensed landscape architect, indicating the size and location of proposed parks and open spaces. The landscaping plan shall include, at a minimum, the following information:

1. The location and dimension of all existing and proposed structures, property lines, easements, parking lots, rights-of-way, amenities, and lighting.

2. The plant names (both botanical and common name), location, quantity, and size of all existing and proposed plants and trees.

3. Existing and proposed grading of the site indicating contours at two-foot intervals.

4. Proposed and existing fences and identification of the fencing materials, color, and design.

5. A summary of the total percentage of landscaped areas, domestic turf grasses, and drought-tolerant plant species.

6. A completed parks and open space worksheet, detailing the proposed park equipment/amenities and their associated point values.

C. Ownership Affidavit. An affidavit (certificate of clear title) that the applicant is the owner, the equitable owner, or authorized by the owner in writing to make application for the proposed development.

D. Water Rights. Water rights documentation showing availability of water rights sufficient to serve the development, or acknowledgement in the form of a signed letter that the developer intends and commits to purchase water from the ~~e~~City.

E. Utility Plan. A map showing all the proposed locations of utilities including water, sewer, and storm drainage. The gas, electrical and telecommunication lines are not a required element of the preliminary utility plans; however, off-site capacity of these systems shall be provided. The location and size of existing and proposed utility lines and facilities in or adjacent to the proposed development shall also be shown.

F. Grading, Drainage, and Erosion Plan. A grading, drainage, and erosion plan shall be submitted. The report shall contain the drainage basin map and a plan view of the overall storm water system. The grading, drainage, and erosion plan shall address the following issues: description of features and hydrological conditions; drainage basin and subbasin; drainage facility design criteria; infrastructure design criteria; grading plan; and erosion control. Specifically, the report shall contain at a minimum the following information:

1. The existing roadways, drainage ways, vegetation and hydrological conditions of a 10-year, 24-hour event and a 100-year, 24-hour event.

2. The major basin descriptions referencing all major drainage reports such as FEMA, major drainage planning reports, or flood insurance maps and the basin characteristics and planned land uses.

3. The subbasin description showing the historical drainage pattern and off-site drainage patterns both upstream and downstream of the property.

4. A general discussion of how the proposed system conforms to existing drainage patterns and off-site upstream drainage will be collected to protect development.

5. Grading plan showing: soil map depicting unique soil features such as collapsible soil, rock features, etc.; a grading plan showing all cut and fill areas within development including the identification of slopes, fill and cut depths, and rock features within 10 feet of post grade soil surface.

G. Easements. The proposed grants of easements to be imposed on any land within the development.

H. Traffic Plan. A traffic report prepared by a licensed traffic engineer showing anticipated trip generation and the level of service provided to SR 73 or other arterial and collector roads.

I. Sign Plan. A signage plan (if signage is being proposed for the project) shall be submitted. The signage plan shall include a site plan drawn to scale showing the proposed location of on-premises and off-premises directional signage and color graphics showing the proposed sign copy, type of sign, and dimensions of signs. Permission from property owners to locate any off-site signs on their property shall be submitted. Signs shall be approved after site plan approval has been granted and through review as a building permit.

~~J. Public Notice. Addressed and stamped envelopes (the city's address will be the return addresses on the envelopes) of property owners located within 600 feet of the proposed preliminary plat area (including a minimum of at least 25 adjacent property owners).~~

J. Public Notice. Prior to the public hearing on a preliminary plat application, the City shall provide notice to property owners located within 600 feet of the proposed plat area, including a minimum of at least 25 adjacent property owners where feasible. Notice shall be provided by postcard, prepared and mailed by City staff at least ten (10) calendar days in advance, in accordance with Utah Code Ann. § 10-9a-207. The applicant shall pay the cost of printing and mailing the postcards

~~K~~J. Fee. The processing fee required by the current consolidated fee schedule approved by the ~~c~~City ~~c~~Council. [Ord. O-20-2018 § 2 (Exh. A); Ord. O-07-2014 (Exh. A); Ord. O-13-2012 § 2 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 4.4)].

16.20.050 Approval process.

Upon completion of the master development plan or rezoning of property, the developer shall file a completed preliminary plat application, which includes a proposed preliminary plat, all required supporting materials and the required application fee at least 28 calendar days before the ~~p~~Planning ~~c~~Commission meeting at which a hearing on the application is requested.

A. Complete Application. The ~~p~~Planning ~~d~~Director shall determine whether the application is complete within seven calendar days after its filing. The ~~p~~Planning ~~d~~Director shall notify the developer of additional materials that are required within one week of the submittal date.

B. Development Review Committee (DRC) Review. The application shall be scheduled for the next available ~~development review committee (~~DRC~~)~~ meeting, and the submitted materials provided to ~~city s~~Staff, consultants, or agencies for their review. Review time shall comply with the requirements of Title 10, Chapter 9a, Utah Code Annotated 1953, as amended. Once the DRC recommends that the project is ready for the ~~p~~Planning ~~c~~Commission's review, the ~~p~~Planning ~~d~~Director shall schedule the project for the next available meeting. The DRC includes the department head or assigned representative from each of the following departments or groups: ~~a~~Attorney, ~~b~~Building, ~~e~~Energy, ~~e~~Engineering, ~~f~~Fire, ~~p~~Parks, ~~p~~Planning, ~~p~~Public ~~w~~Works.

C. Staff Report. The ~~p~~Planning ~~d~~Director shall prepare~~,~~ or contract with appropriate professionals for the preparation of~~,~~ a written report that explains how, in the professional opinion of the ~~p~~Planning ~~d~~Director or the contractors, the proposed development complies, or fails to comply, with state statutes, this title or other ~~c~~City ordinances. Upon completion, but not less than four working days before the scheduled public hearing, a draft report shall be transmitted to the developer and to the ~~p~~Planning ~~c~~Commission. These reports will also be placed on file for public review with the application materials. In the event that the city contracts with professionals for assistance, the costs of report preparation shall be added to the application fee required for preliminary plats.

Commented [MD1]: Why are we proposing to delete this? While this situation would be unusual, I don't see any benefit to removing it.

Commented [MD2]: Why are we proposing to delete this? While this situation would be unusual, I don't see any benefit to removing it.

D. Public Hearing. The ~~p~~Planning ~~d~~Director shall cause all property owners within 600 feet of the boundaries of the proposed application area (including a minimum of at least 25 adjacent property owners and affected entities, if there be any) to be notified by first class mail of the time and place of the public hearing at least 10 days prior to the ~~p~~Planning ~~c~~Commission meeting. A copy of the public notice of the hearing shall also be posted in three public places (including the ~~c~~City offices) within the ~~c~~City at least 10 days prior to the public hearing.

E. Planning Commission Approval. If the proposed development complies with all applicable development requirements and utility standards for the site, is in the public interest and is fully consistent with any applicable master development plan and development agreement previously approved by the ~~c~~City, and the submission is complete in all respects, the ~~p~~Planning ~~c~~Commission shall take action on the proposed development application as allowed by this title. The ~~p~~Planning ~~c~~Commission, as applicable, may approve, recommend approval~~,~~ or approval with conditions, disapproval based upon findings of facts, or table the application and request further information to resolve any issues or questions prior to approval.

F. City Council Approval. As applicable in 16.05.220(b), ~~T~~the ~~c~~City ~~c~~Council shall review the application, consider the ~~p~~Planning ~~c~~Commission's recommendations, and take action on the proposed development application. The City ~~c~~Council may approve, approve with conditions, disapprove based upon findings of facts, or table the application and request further information to resolve any issues or questions prior to approval.

G. Additional Development Processes. Granting of preliminary plat approval by the ~~planning commission (or city council, as applicable)~~ Land Use Authority shall not constitute final acceptance of the subdivision by ~~the planning commission or city council~~ the City, nor shall approval of the preliminary plat relieve the subdivider of the responsibility to comply with all required conditions, ordinances, requirements or policies in order to meet all ~~c~~City standards. [Ord. O-04-2024 § 2 (Exh. A);

Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 4.5)].

16.20.060 Expirations and extensions of approvals.

Preliminary plat approvals shall expire two years from the date of approval by the ~~planning commission or city council~~ Land Use Authority if a final plat application has not been approved by the ~~c~~City ~~council~~ within that time. If the preliminary plat contains more than one phase, this plat will expire if each phased final plat application is not approved within two years of the most recent final plat approval.

A. Extensions of Time. An extension of time may be requested by an applicant for any of the applications listed above with the following requirements:

1. A written, signed request for an extension of time shall be received by the ~~p~~Planning ~~d~~Director prior to the expiration date of the project.

2. The request for an extension of time shall specify any progress made on the project's conditions of approval and the reasons for the extension request, along with supporting documentation.

B. Criteria for Approving Extensions of Time. It is the responsibility of the applicant to request an extension of time prior to a project's expiration. The ~~c~~City is not responsible to remind applicants of expiration dates. The ~~p~~Planning ~~d~~Director shall approve or deny a request for an extension of time within a reasonable period of time after receiving the request. The ~~p~~Planning ~~d~~Director may grant up to a single one-year extension of time to any project that meets one of the following criteria:

1. The applicant must have shown a good faith effort to initiate the project by systematically completing predevelopment conditions.

2. The applicant's initiation of development activities is based on an action by the ~~c~~City or other public agency which has not taken place or was delayed, resulting in a time delay beyond the permit holder's control.

C. Appeals. An applicant may appeal the ~~p~~Planning ~~d~~Director's decision to the ~~p~~Planning ~~c~~Commission within 15 days of the date of the decision. The applicant may then appeal a decision of the ~~p~~Planning ~~c~~Commission to the ~~c~~City ~~c~~Council within 15 days of the ~~p~~Planning ~~c~~Commission's decision. In no case shall the ~~p~~Planning ~~c~~Commission or ~~c~~City ~~c~~Council approve more than a single one-year extension of time.

D. Resubmitting an Expired Project. A project that has expired may be resubmitted within two years of the expiration date for a fee to cover time and materials, not to exceed 50 percent of the original fee, if the project is substantially similar to the expired plan. The resubmitted project must be in compliance with the current ~~development~~City ~~c~~Code at the time of resubmittal. [Ord. O-38-2023 § 2 (Exh. A); Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A)].

Chapter 16.25
FINAL PLATS

Sections:

16.25.010 What this chapter does.
16.25.020 Purpose.
16.25.030 Final plat approval required.
16.25.040 Application.
16.25.050 Approval process.
16.25.060 Prior to recordation.
16.25.070 Security for public improvements.
16.25.080 Changing an approved final plat.
16.25.090 Vacating or changing a recorded subdivision plat.
16.25.100 Expirations and extensions of approvals.

16.25.010 What this chapter does.

This chapter establishes the final plat review and approval process, submittal requirements and duties of the ~~p~~Planning ~~d~~Director regarding the review and processing of final plats. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.1); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.1)].

16.25.020 Purpose.

The purpose of the final plat process is to verify that the final plat and the accompanying construction plans submitted shall conform in all respects to those regulations and requirements set forth in the state statutes, ~~c~~City ordinances and any other applicable regulations before the plat is recorded in the office of the Utah County ~~r~~Recorder. The final plat process is also provided to ensure compliance with the previously approved master development plan and its accompanying agreement and the conditions of previous preliminary plat approvals. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.2); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.2)].

16.25.030 Final plat approval required.

Final plat approval entitles the applicant to recordation of the final plat subject to compliance with the ~~c~~City ordinances for installation of public improvements and dedication of water rights for the plat. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.3); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.3)].

16.25.040 Application.

Only property owners or their duly authorized agents shall make application for a final plat on forms prepared by the ~~p~~Planning ~~d~~Director. No final plat application shall be processed without approval or submission of the preliminary plat, the submission of the application, all the supporting materials as required by this chapter, and the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The final plat application shall be submitted with the materials listed below. The ~~p~~Planning ~~d~~Director or ~~d~~Development ~~r~~Review ~~c~~Committee (DRC) members may determine that additional items be submitted in order to properly evaluate the proposed final plat application. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the ~~p~~Planning ~~d~~Director.

1. Final Plat. The final plat prepared at a scale of not less than one inch equals 100 feet, with all dimensions shown in feet and decimals thereof, will be required for final approval prior to recordation. Plats of large areas may be prepared on multiple, serially numbered sheets with match lines and an index map, with vicinity and index maps appearing on the first of the serially numbered sheets. Final plats must show trails, roads, sidewalks and other public facilities, which will be deeded to the ~~c~~City in accordance with the requirements of this title. The ~~c~~City shall provide a set of standard cross-sections for roads, trails and sidewalks. The final plat submission must conform in all major respects to the preliminary plat as previously reviewed and approved by the ~~planning commission or city council as applicable~~Land Use Authority (unless processed simultaneously). Final plat submissions shall include all information listed below, delineated in permanent ink on ~~waterproof tracing cloth or a~~ Mylar for recordation (which can be submitted after the ~~city council~~ Land Use Authority grants final approval) and submitted in an electronic format:

a. A title block showing the name of the proposed subdivision and its location by quarter-quarter section, section, township, range, principal meridian, city, county, and state;

b. The name, address, telephone number, stamp, signature and registration number of a land surveyor registered in the state of Utah who prepared or reviewed the final plat;

c. A north point, and both graphic and written scales;

d. A vicinity map that locates the proposed subdivision within its township and the section, shows major roads and watercourses adjacent to or near the subdivision, and shows the boundaries of and recorded names of adjacent or nearby subdivisions;

e. The point of beginning for the survey, which shall be tied to a section or quarter-section corner, and the location and a description of all existing monuments found during the course of the survey;

f. The location, nature, and boundaries, with bearings and distances, of all existing public ways and public or private easements in or adjacent to the subdivision, including the county book and page number references of the instruments establishing those ways or easements;

g. The exterior boundaries of the subdivision, with all bearings and distances, including curve data for curving boundaries;

h. The location, exterior dimensions, and consecutive number of all lots and blocks, or other parcels created by the subdivision, including bearings and distances and curve data for curving boundaries (with all curve dimensions for boundary lines shown outside any such boundaries);

i. The acreage of each lot and a table showing the total number of lots, total acreage of the subdivided area, the total acreage in lots, the average lot size, the total acreage in streets, and the total acreage of any parcels dedicated to public use or held in common by the lot owners;

PLAT CALCULATIONS

TOTAL ACREAGE:	42.56 ACRES
BUILDABLE ACREAGE:	40.72 ACRES
TOTAL ACREAGE IN LOTS:	16.19 ACRES
TOTAL OPEN SPACE:	18.07 ACRES
TOTAL IMPROVED OPEN SPACE:	3.56 ACRES
AVERAGE LOT SIZE:	8,388 SF/0.19 ACRES
LARGEST LOT SIZE:	16,941 SF/0.39 ACRES
SMALLEST LOT SIZE:	6,592 SF/0.15 ACRES
OVERALL DENSITY:	1.97 LOTS/ACRE
TOTAL # OF LOTS:	84 LOTS

PHASE A – PLAT 16 CALCULATIONS

TOTAL ACREAGE:	25.46 ACRES
BUILDABLE ACREAGE:	25.46 ACRES
TOTAL ACREAGE IN LOTS:	17.98 ACRES
PUBLIC RIGHT-OF-WAY:	5.48 ACRES
PAVED ROADWAY AREA WITHIN R.O.W.	3.11 ACRES
TOTAL OPEN SPACE:	2.01 ACRES
TOTAL IMPROVED OPEN SPACE:	2.01 ACRES
AVERAGE LOT SIZE:	6,419 SF/0.15 ACRES
LARGEST LOT SIZE:	15,935 SF/0.37 ACRES
SMALLEST LOT SIZE:	4,400 SF/0.10 ACRES
OVERALL DENSITY:	4.79 LOTS/ACRE
TOTAL # OF LOTS:	122 LOTS

j. The names of all streets and widths and boundaries of all street and trail rights-of-way and utility easements, including bearings and distances and curve data for curving boundaries;

k. Street names shall not contain cardinal directions (North, South, East, West) as this may conflict with the geographical coordinate identifier of the lot or parcel address;

l. Address of all lots and parcels;

~~k~~m. The location and a description of all monuments set during the course of the survey;

~~l~~n. A signed and dated owner's dedication in the form approved by the ~~c~~City which includes a complete legal description of the parcel being subdivided, and in which the owners of record dedicate all open space, public ways, utilities and other public spaces to public use;

~~m~~o. A ~~public notary's~~Notary Public's acknowledgment of the owner's certificate;

~~n~~p. A signed and dated certificate of consent in which all mortgagors, lienholders, and other parties with any real property interest, including the holders of mineral rights, in the property consent to its subdivision;

~~o~~q. A ~~public notary'~~Notary Public's acknowledgment of the certificate of consent;

~~p~~r. Signature blocks for approval by the ~~c~~City ~~c~~Council, ~~c~~City ~~e~~Engineer and ~~c~~City ~~a~~Attorney;

~~q~~s. An owner's dedication certificate, notary public's acknowledgement for each signature on the plat, a correct metes and bounds description of all property included within the subdivision, other affidavits, certificates, acknowledgements, endorsements and notarial seals as required by law, this title or by the ~~c~~City ~~r~~Recorder or ~~c~~City ~~a~~Attorney;

~~r~~t. A certificate for use by the ~~c~~County ~~r~~Recorder in recording t~~he~~ plat after its approval;

~~s~~u. Building envelopes for each lot shall be shown on the final plat;

~~t~~v. Water rights conforming to the ~~c~~City's requirements or a public water supply agreement shall be submitted to the ~~c~~City ~~a~~Attorney for approval.

w. The zone in which standards were used to review the subdivision plat.

~~v~~x. Setbacks on residential plats.

2. Construction Plans. Construction drawings for required public improvements will include the following and are required to be submitted with all final plat applications:

a. Plan, profile and construction detail drawings prepared by a licensed professional engineer, with his/her signature and seal.

b. Control data shall be referenced to information contained on ~~c~~County area reference plats.

c. Elevations shall be tied to an existing Utah County benchmark. Drawings shall show an elevation benchmark for the project.

d. The drawing scale shall be one inch equals 20 feet horizontal and one inch equals two feet vertical. The vertical scale may be smaller if warranted by unusual circumstances.

e. Stationing shall increase from left to right.

f. Centerline data and property line data shall be shown, including details of all curves.

g. Existing ground profiles shall be shown a minimum of 300 feet each way from the ends of subdivision streets.

h. All existing and proposed improvements within the project or within 100 feet of the project or adjoining the subdivision shall be shown. This includes curb, gutter, sidewalk and underground pipes and utilities, ditches, canals, fire hydrants, street lights, water valves, etc.

i. All proposed structures such as manholes, catch basins, clean-outs, etc., shall be shown. If ~~c~~City standard structure details exist, they may be referenced in lieu of detail.

j. All proposed drainage facilities, including pipe and boxes, shall be shown. This includes plan and profile of the system showing the method of drainage water disposal.

k. All vertical curves and horizontal distances shall be constructed in accordance with AASHTO requirements and standards.

l. Elevations shall be shown on all horizontal and vertical curves at approximately 25-foot intervals and at the points of curvature and points of tangency.

m. The minimum grade for curb and gutter shall be one-half percent identified on all curb returns and cross gutters. Percent of grade shall also be shown on straight grades with elevations at approximately 50-foot intervals with flow arrows to indicate the direction of drainage.

n. All street names shall be shown.

o. Show typical roadway cross-sections.

p. The existing grade elevations shall be shown in the profile.

q. Construction standards and specifications shall be referenced.

r. Road signs and stop signs shall be shown.

3. Landscaping and Irrigation Plan. A landscaping plan, prepared and stamped by a licensed landscape architect, indicating the location, spacing, types and sizes of landscaping elements, sprinkler system plans, existing trees if any, and showing compliance with the landscaping or buffering requirements of the appropriate zoning district. The landscaping plan shall include, at a minimum, the following information:

a. The location and dimension of all existing and proposed structures, property lines, easements, parking lots, power lines, rights-of-way, amenities, and lighting.

b. The plant names (both botanical and common name), location, quantity, and size of all existing and proposed plants. The proposed plan should indicate the size of the plant material at maturation (see Chapter 17.60 EMMC for more landscaping standards).

c. The landscaping plan should also exhibit the existing landscaping 20 feet beyond the property lines.

d. Existing and proposed grading of the site indicating contours at two-foot intervals.

e. Plans showing the irrigation system shall also be included in the landscaping plan submittal.

f. Proposed and existing fences and identification of the fencing materials.

g. A summary of the total percentage of landscaped areas, domestic turf grasses, drought-tolerant plant species along with the estimated cost of all the improvements.

h. Make, model number(s), and picture(s) of all proposed structures (playgrounds, pavilions, benches, etc.).

4. Final Utility Plan. Utility plans showing all the utilities including but not limited to water, sewer, and storm drain. The location and size of existing and proposed utility lines and facilities in or adjacent to the proposed development shall also be shown.

5. Grading, Drainage, and Erosion Plan. A grading, drainage, and erosion plan prepared and stamped by a licensed engineer shall be submitted. The report shall contain the drainage basin map and a plan view of the overall storm water system. The grading, drainage, and erosion plan shall address the following issues: description of features and hydrological conditions; drainage basin and subbasin; drainage facility design criteria; infrastructure design criteria; grading plan; and erosion control. Specifically, the report shall contain at a minimum the following information:

a. The existing roadways, drainage ways, vegetation and hydrological conditions of a 10-year, 24-hour event and a 100-year, 24-hour event.

b. The major basin descriptions referencing all major drainage reports such as FEMA, major drainage planning reports, or flood insurance maps and the basin characteristics and planned land uses.

c. The subbasin description showing the historical drainage pattern and off-site drainage patterns both upstream and downstream of the property.

d. A general discussion of how the proposed system conforms to existing drainage patterns and off-site upstream drainage will be collected to protect development.

e. The water quality evaluation showing the water quality shall not be degraded from existing storm water quality including how solids are collected and not allowed to be discharged into downstream waters and how oils and greases are separated from storm water.

f. Maintenance plan and procedure for storm water system; thorough narrative of all charts, graphs, tables or other information included in the report describing how it affects the proposed development.

g. Infrastructure design criteria showing the piping is sized to handle the peak intensity of the 10-year storm event; all detention basins are sized to handle a 100-year storm while discharging at a maximum 10-year, 24-hour historical rate; a 10-foot traffic lane in both directions is maintained at all locations within the development; and that the roadway and infrastructure will handle a 100-year storm event without flooding homes or damaging public property.

h. Grading plan showing soil map depicting unique soil features such as collapsible soil, rock features, etc.; a grading plan showing all cut and fill areas within development including: the identification of slopes; fill and cut depths; and rock features within 10 feet of post-grade soil surface.

i. The grading plan shall also show how the grades will allow water to run off of lot areas without ponding and creating flooding problems for homes.

j. Erosion control shall: show how erosion will be controlled during construction; explain and design such that construction debris and silts will not be collected by storm water system; show and design for all cut and fill slopes will not be eroded and how these areas will be revegetated.

6. Easements. The proposed grants of easement to be imposed on any land within the development.

7. Soils Report. A soils report prepared and stamped by a licensed engineer.

8. Engineer's Estimate. An engineer's estimate prepared by the design engineer, including detailed estimates of park amenities and landscaping improvements.

9. Fee. The processing fee required by the current consolidated fee schedule approved by the ~~c~~City ~~c~~Council. [Ord. O-20-2018 § 2 (Exh. A); Ord. O-07-

2014 (Exh. A); Ord. O-13-2012 § 2 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.4); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.4)].

16.25.050 Approval process.

~~Upon completion and approval of a preliminary plat, the developer shall file a properly completed final plat application that includes a proposed final plat and all required supporting materials and the required application fee at least 28 calendar days before the planning commission meeting at which the application is to be reviewed.~~

A. Final Plat Procedure(s). Upon completion and approval of a preliminary plat, the developer shall file a properly completed final plat application that includes a proposed final plat and all required supporting materials and the required application fee.

1. No later than 20 business days after the day on which an applicant submits a complete final plat application the ~~c~~City shall complete a review of the application. However, if an applicant fails to address a review comment in the response, the review cycle is not complete and the subsequent review cycle may not begin until all comments are addressed.

2. Review Cycles. During the review process, the ~~c~~City may require up to four redline review turnaround cycles. Redline corrections shall be comprehensive and redlines in subsequent review cycles shall specifically address changes in response to the applicant's adjustment to a plan set or phasing plan that adjusts the infrastructure needed for the specific development; however, modifications or corrections necessary to protect public health and safety or to enforce state or federal law may still be added.

Exception: If an applicant makes a material change to a plan set, the municipality has the discretion to restart the review process at the first review of the final application, but only with respect to the portion of the plan set that the material change(s) substantively effect(s).

3. Final Plat Review Redline Process.

a. First Round. If an applicant does not submit/return a revised plan within 20 business days after the ~~c~~City requires a modification or correction, the ~~c~~City shall have an additional 20 business days to respond to the plans.

b. Final Round. After the applicant has responded to the final review cycle, and the applicant has complied with each modification requested in the ~~c~~City's previous review cycle, the ~~c~~City may not require additional revisions if the applicant has not materially changed the plan, other than changes that were in response to requested modifications or corrections.

4. Applicant's Written Narrative. In addition to revised plans, an applicant shall provide a written explanation in response to the ~~c~~City's review comments, identifying and explaining the applicant's revisions and reasons for declining to make revisions, if any. The applicant's written explanation shall be comprehensive and specific, including citations to applicable standards and ordinances for the design and an index of requested revisions or additions for each required correction.

5. Disputes. Should a dispute arise respecting the subdivision improvement plans, the ~~c~~City shall assemble an appeal panel in accordance with Section 10-9a-508(5)(d), Utah Code Annotated 1953, to review and approve or deny the final revised set of plans, or, for a dispute arising from the subdivision ordinance review, advise the applicant, in writing, of the deficiency in the application and of the right to appeal the determination to a designated appeal authority.

B. Final Plat Review Authorities.

1. Planning Director's Responsibilities. The ~~p~~Planning ~~d~~Director shall review the application for completeness and distribute the application materials to the ~~d~~Development ~~r~~Review ~~c~~Committee (DRC) members for review, comment and recommendation. If the application materials are complete, all required fees are paid and the final plat conforms to the requirements of the applicable master development plan or master development plan agreement and is in compliance with the approved preliminary plat, the DRC shall review the proposed application at its next regularly scheduled meeting when materials may be adequately distributed.

2. City Engineer's Responsibilities. The ~~c~~City ~~e~~Engineer shall review the final plat and construction plans and decide whether or not the submittal complies with the engineering and surveying standards and criteria set forth in this title, the proposed development agreement and all other applicable state statutes and ~~c~~City ordinances. The ~~c~~City ~~e~~Engineer shall determine if the survey description is correct and that all easements are correctly described and located on the plat. If the plat conforms to the required standards, the ~~c~~City ~~e~~Engineer shall prepare an estimate of the construction costs for all proposed

public improvements. The ~~c~~City ~~e~~Engineer shall forward this cost estimate to the ~~c~~City ~~a~~Attorney, ~~c~~City ~~r~~Recorder, and ~~p~~Planning Director~~department~~ for inclusion in the final development and improvement collateral. If the final plat and/or construction plans do not comply, the ~~c~~City ~~e~~Engineer shall return the plat to the applicant or the subdivider's engineer with comments.

3. Development Review Committee (DRC) Responsibility. The DRC shall review the final plat to determine whether the plat conforms to the requirements of the preliminary plat, with all requested changes or conditions of approval and any requirements of the master development plan agreement. If the DRC determines that the final plat is in conformity with all requirements and the ordinances of the ~~c~~City, the DRC members shall sign off on the approval checklist and the ~~p~~Planning ~~d~~Director shall prepare a notice of decision to be sent to the applicant and filed with the ~~c~~City ~~r~~Recorder. The DRC includes the department head or assigned representative from each of the following departments or groups: ~~a~~Attorney, ~~b~~Building, ~~e~~Energy, ~~e~~Engineering, ~~f~~Fire, ~~p~~Parks, ~~p~~Planning, ~~p~~Public ~~w~~Works.

4. City Attorney's Responsibilities. The ~~c~~City ~~a~~Attorney shall review the final plat for compliance with the state statutes and any applicable ~~c~~City ordinances, the master development plan, and the conditions of the preliminary plat.

5. City Recorder's Responsibilities. The ~~c~~City ~~r~~Recorder, subsequent to the approval of a final plat by the DRC, shall be responsible to collect original documents and all required signatures on such documents which include, but are not limited to, the original ~~M~~mylar plat, improvement collateral, current title report as defined in this chapter, submittal of required water rights (as certified by the ~~c~~City ~~e~~Engineer and ~~c~~City ~~a~~Attorney), submittal of any required fees including recording and inspection fees and any other applicable documents. When all documents and signatures have been collected, the applicant has executed the improvement collateral including the posting of security required, the payment of all outstanding fees for this development or any other business transaction with the ~~c~~City has been received, and all other outstanding conditions have been met, the ~~c~~City ~~r~~Recorder shall record the final plat and any other documents that the ~~c~~City determines should be recorded with the subdivision. [Ord. O-38-2023 § 2 (Exh. A); Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.5); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.5)].

16.25.060 Prior to recordation.

Prior to recordation, the applicant shall submit the following:

A. Recorded Boundary Survey. A boundary survey that is recorded with Utah County that defines the out boundary of the proposed subdivision.

B. Past Taxes. Documentation that all the taxes for the subject parcel have been paid to the Utah County ~~tax commission~~ Treasurer.

C. Title Report Required. A current title report to be reviewed by the ~~c~~City ~~a~~Attorney. A "current title report" is considered to be one which correctly discloses all recorded matters of title regarding the property and which is prepared and dated not more than 30 days before the proposed recordation of the final plat.

D. If the plat has not been recorded within 180 days of its approval, a ~~s~~Staff review is required and a fee charged (according to the consolidated fee schedule) to assure that the cost estimates and construction standards are current. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.6); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.6)].

16.25.070 Security for public improvements.

Prior to recordation by the ~~c~~City ~~r~~Recorder of any final plat, the applicant shall either (A) install all required improvements from the construction documents before the final plat is recorded; or (B) comply with the security provisions of this title which require full approved collateral or approved surety in the form of a corporate bond approved by the ~~c~~City ~~a~~Attorney to assure completion of all improvements before building permits are issued by the ~~c~~City. Under option (B) above, the developer shall be required to enter into an improvement collateral agreement. This agreement shall be in a form approved by the ~~c~~City ~~c~~Council and may contain specific provisions approved by the ~~c~~City ~~a~~Attorney and shall include, but not be limited to, provisions that address timing and phasing of construction, time allowed for the completion of required improvements, expiration date, amount of funds to be used, a method and schedule for the release of funds, ~~c~~City access to funds, warranty amounts and period of warranty, maintenance of improvements during bonding and warranty periods and final acceptance of improvements. Improvement collateral requirements shall be recalculated if the subdivision was approved more than 180 days prior to the date of proposed recordation. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.7); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.7)].

16.25.080 Changing an approved final plat.

Minor modifications to an approved final plat may be administratively approved at the discretion of the ~~p~~Planning ~~d~~Director. Major changes require an amendment to the preliminary plat (see Chapter 16.20 EMMC for the preliminary plat approval process). Major changes include an increase of lots/units, reduction of improved open space, changes to the general street layout, or any major changes to these elements of the plat. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.8)].

16.25.090 Vacating or changing a recorded subdivision plat.

Proposals to vacate or change a recorded subdivision plat shall follow the process outlined in Chapter 16.55 EMMC. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2008 § 2 (Exh. A § 5.9); Ord. O-23-2005 § 3 (Exh. 1(2) § 5.8). Formerly 16.25.080].

16.25.100 Expirations and extensions of approvals.

Final plat approvals shall expire one year from the date of approval by the ~~city council~~ Land Use Authority if the plat has not been recorded at the ~~c~~County.

A. Extensions of Time. An extension of time may be requested by an applicant with the following requirements:

1. A written, signed request for an extension of time shall be received by the ~~p~~Planning ~~d~~Director prior to the expiration date of the project.

2. The request for an extension of time shall specify any progress made on the project's conditions of approval and the reasons for the extension request, along with supporting documentation.

B. Criteria for Approving Extensions of Time. It is the responsibility of the applicant to request an extension of time prior to a project's expiration. The ~~c~~City is not responsible to remind applicants of expiration dates. The ~~p~~Planning ~~d~~Director shall approve or deny a request for an extension of time within a reasonable period of time after receiving the request. The ~~p~~Planning ~~d~~Director may grant up to a single one-year extension of time to any project that meets one of the following criteria:

1. The applicant must have shown a good faith effort to initiate the project by systematically completing predevelopment conditions.

2. The applicant's initiation of development activities is based on an action by the ~~c~~City or other public agency which has not taken place or was delayed, resulting in a time delay beyond the permit holder's control.

C. Appeals. An applicant may appeal the ~~p~~Planning ~~d~~Director's decision to the ~~p~~Planning ~~c~~Commission within 15 days of the date of the decision. The applicant may then appeal a decision of the ~~p~~Planning ~~c~~Commission to the ~~c~~City ~~c~~Council within 15 days of the ~~p~~Planning ~~c~~Commission's decision. In no case shall the ~~p~~Planning ~~c~~Commission or ~~c~~City ~~c~~Council approve more than a single one-year extension of time.

D. Resubmitting an Expired Project. A project that has expired may be resubmitted within two years of the expiration date for a fee to cover time and materials, not to exceed 50 percent of the original fee, if the project is substantially similar to the expired plan. The resubmitted project must be in compliance with the current ~~d~~Development ~~c~~Code at the time of resubmittal. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A)].

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.100 Site Plans.
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING
Yes

PREPARED BY
David Stroud, Senior Planner

PRESENTED BY
David Stroud

RECOMMENDATION:
Staff recommends the City Council adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.100 Site Plansapprove the proposed changes regarding site plan regulations.

BACKGROUND:
The proposed amendments contain two primary changes. The first is regarding how access onto a public street from a parking lot or private drive is measured. This was reviewed by the Planning Commission several months ago, and when reviewed by the City Council, the body requested clarification.

The second amendment adds administrative approval by Staff to review and approve minor site plat amendments. The proposed Code lists items that would qualify for administrative site plan approval. If determined a proposal is not minor in nature, the request will be processed as a standard site plan with review by the Planning Commission and final approval by the City Council.

ITEMS FOR CONSIDERATION:
The City Council should consider the potential consequences associated with the proposed Code changes if adopted. Ordinances pertaining to Development Code Amendments, and processing of the same, may be found in EMMC 17.05.120 & UCA 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:
The Planning Commission recommends the City Council approve the proposed changes regarding site plan regulations.

ATTACHMENTS:
1. Ordinance

2. Redlines

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE SECTION 17.100 SITE PLAN REQUIREMENTS

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Section 17.100 Site Plan Requirements, as described in Exhibit A.

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 Section 17.100 Site Plan Requirements, 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 19th day of August, 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 19th day of August, 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

Chapter 17.100
SITE PLAN REVIEW

Sections:

17.100.010 What this chapter does.
17.100.020 Purpose.
17.100.030 Site plan approval required.
17.100.040 Master site plans.
17.100.050 Site plan development standards.
17.100.060 Architectural requirements.
17.100.070 Application.
17.100.080 Review and approval process.
17.100.090 Expirations and extensions of approvals.
17.100.100 Issuance of building permit.
17.100.110 Issuance of a certificate of occupancy.
17.100.120 Temporary site plans.
17.100.130 Amended site plans.

17.100.010 What this chapter does.

This chapter identifies the application requirements and approval process for site plans. [Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.1); Ord. O-11-2008 § 2 (Exh. A § 20.1); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.1)].

17.100.020 Purpose.

The site plan procedure establishes a process to evaluate proposed projects, ensuring that development will occur in a safe, functional manner and will not create nuisances for adjacent landowners. [Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.2); Ord. O-11-2008 § 2 (Exh. A § 20.2); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.2)].

17.100.030 Site plan approval required.

Site plan approval shall be required for all developments which contain an industrial, commercial, institutional, or multifamily dwelling, or for other uses for which a site plan is required elsewhere in this title. [Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.3); Ord. O-11-2008 § 2 (Exh. A § 20.3); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.3)].

17.100.040 Master site plans.

When development proposals are larger than five acres in size, proposed to be developed in phases or sold in separate parcels, a master site plan approval by the ~~C~~City ~~c~~Council is required prior to approving the individual sites within the project. The master site plan application shall address the following issues for the entire site: land use, open space and landscaped areas, architectural guidelines, buildable square footage, parking requirements, access and circulation, phasing and timing of improvements, project monument sign locations, storm drainage and all preliminary calculations for infrastructure improvements and traffic impact mitigation related to a traffic impact study, if required. The proposal and accompanying documents shall be reviewed using the same procedure as any site plan application.

A. Waiving Previously Reviewed Materials. All new construction in master site plans shall be required to go through a separate site plan review. To the extent that site plan requirements such as storm drainage, traffic circulation, parking, lighting, or other provisions have been met through the master site plan process, such information may not be required.

B. Planning Commission Final Approval of Phases. The ~~c~~City ~~c~~Council may elect to delegate to the ~~p~~Planning ~~c~~Commission the final approval responsibilities for each site plan phase. This shall be stated in the development agreement for the master site plan. However, if one or more of the following conditions exists, final site plan approval must be obtained from the ~~c~~City ~~c~~Council, upon recommendation from the ~~p~~Planning ~~c~~Commission:

1. The site plan deviates from the approved master site plan.

2. Previous phases have created unforeseen impacts requiring the reevaluation of site standards for subsequent phases with respect to such impacts.

C. Industrial Master Site Plans – Special Conditions. The ~~p~~Planning ~~d~~Director may waive certain requirements of the master site plan that may not be necessary for an industrial proposal larger than five acres in size. The following requirements cannot be waived: land use, open space and landscaped areas, architectural guidelines, access and circulation requirements, and traffic impact study, if required.

D. Master Site Plans Serving as Preliminary Plat. The preliminary plat process ~~described in Chapter 16.20 EMMC~~ may not be required if a master site plan, while going through the initial approval process, complies with the following criteria:

1. A preliminary arrangement of larger blocks of land – later to be subdivided during the final plat process – is included.

2. All required utilities, storm drainage, landscaping, access and circulation requirements, and other aspects of the eventually built-out project are addressed sufficiently with the master site plan.

3. The ~~c~~City is not responsible if, over time, the project is unable to service a possible user due to undersized utilities, roadways, or other infrastructure. If upgrades to such facilities are necessary, they will be borne solely by the applicant. [Ord. O-13-2016 § 2 (Exh. A); Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.4); Ord. O-11-2008 § 2 (Exh. A § 20.4); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.4)].

17.100.050 Site plan development standards.

The following are standards required for all site plans in any zoning district:

A. Use of Property. The entire parcel area shall be built upon, landscaped or paved in accordance with the zoning district's open space requirements and other generally applicable development standards.

B. Screening Requirements. Any commercial lot which abuts a residential or agricultural use shall be effectively screened by a combination of a wall, fencing, and landscaping of acceptable design. Required walls or fences shall not be less than six feet in height, unless a wall or fence of a different height is approved by the ~~c~~City ~~c~~Council. Such wall, fence and landscaping shall be maintained in good condition with no advertising thereon. All developments shall have the minimum number of trees as required by Chapter 17.60 EMMC, Landscaping, Buffering, Fencing and Transitioning, to provide for shade and visual relief.

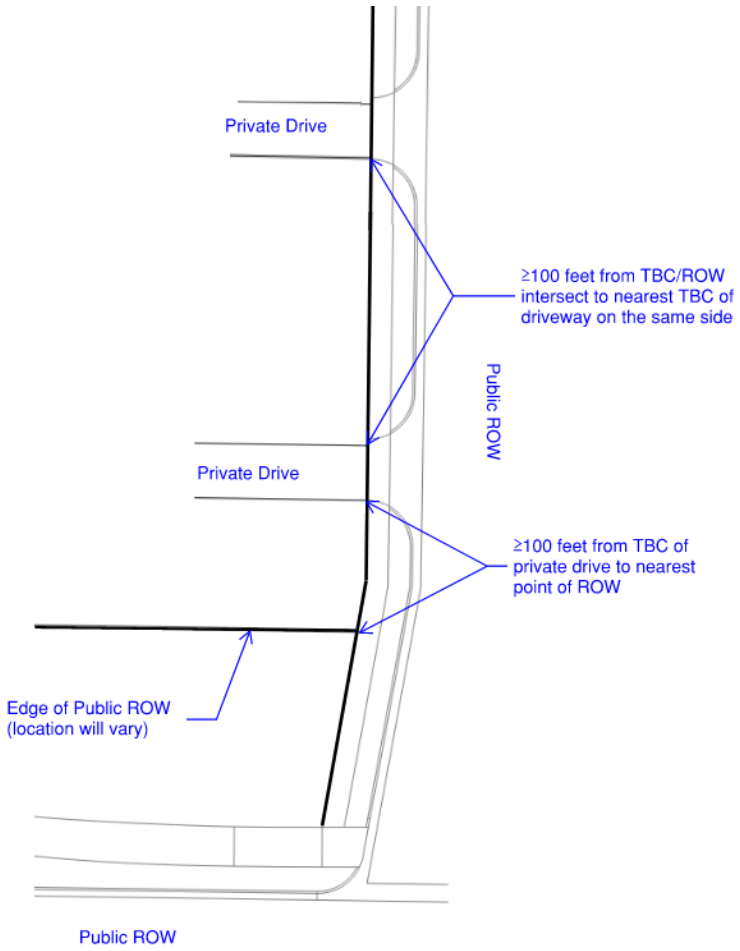
C. Access Requirements.

1. ~~Access Onto a Public Street. Access onto public rights-of-way shall not be closer than 100 feet from a public right-of-way intersection or another driveway intersection on the same side of the street. This shall be measured from the curbline of the driveway at the point of intersection with the public right-of-way to the nearest point of the public right-of-way. In the instance of driveway to driveway separation, the measurement shall be from closest curbline to closest curbline at the point of intersection with the public right-of-way. When a parcel has less than 200 feet of frontage on a public right-of-way, then all necessary efforts shall be made to work collaboratively with~~

~~adjacent property owners to share a common ingress and egress straddling the common property line.~~

1. Access Onto a Public Street. Private driveways or drive lanes that intersect with a public right-of-way shall be located a minimum of 100 feet from another private driveway or drive lane on the same side of the street as shown on Figure 17.100.50(a). This shall be measured from the closest points of each where the top back of curb intersects with the public right-of-way. A private driveway or drive lane shall be located a minimum of 100 feet from a public right-of-way intersection. This shall be measured from the nearest point of the public right-of-way to the top back of curb of the private driveway or drive lane where it intersects with the public right-of-way. When a parcel has less than 200 feet of frontage on a public right-of-way, then all necessary efforts shall be made to work collaboratively with adjacent property owners to share a common ingress and egress straddling the common property line or permit internal cross-access between lots.

Figure 17.100.50(a)



2. Access Dimensions. For each commercial lot, access shall be provided and shall meet the following requirements: each roadway shall not be more than 40 feet in width, measured at right angles to the centerline of the driveway except as increased by permissible curb return radii. The entire flare of any return radii shall fall within the right-of-way.

3. Interconnection. All parking and other vehicular use areas shall be interconnected with adjacent properties in order to allow maximum off-street vehicular circulation.

4. Acceleration and Deceleration Lanes. Acceleration and deceleration lanes shall be required on arterials and collectors when deemed necessary by the ~~c~~City ~~e~~Engineer.

D. Off-Street Truck Loading Space. Every building or structure built, remodeled or occupied after the effective date of the ordinance codified in this chapter for manufacturing, commercial trade, or other uses similarly involving the receipt or distribution by vehicles or materials or merchandise shall have provided and maintained on the building's lot adequate space for standing, loading, and unloading of the vehicles in order to avoid undue interference with public use of streets or alleys.

E. Utilities. All utility lines shall be underground in designated easements. No pipe, conduit, cable, line for water, gas, sewage, drainage, steam, electrical or any other energy or service shall be installed or maintained upon any lot (outside of any building) above the surface of the ground except for hoses, movable pipes used for irrigation or other purpose during construction. Transformers shall be grouped with other utility meters where possible and screened with vegetation or other appropriate method. Each contractor and owner/developer shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be the responsibility of the developer.

F. Grading and Drainage. Drainage from any lot must follow current ~~c~~City requirements for on-site retention and a maximum allowable discharge at the calculated historical rate for the site. Drainage shall not be allowed to flow upon adjoining lots unless the owner of the lot upon which the water flows has granted an easement for such purpose. The ~~p~~Planning ~~c~~Commission must approve a site plan with grading, drainage, and clearing plans before any such activities may begin. Lot grading shall be kept to a minimum. Where possible, roads and development shall be designed for preservation of a natural grade.

G. Dedication of Water Shares. The applicant shall comply with Chapter 13.25 EMMC and shall dedicate to the ~~c~~City the amount of water rights specified in that chapter or purchase sufficient water from the ~~c~~City prior to the issuance of any building permit.

H. Protection of Steep Slopes and Natural Drainages. Steep slopes and natural drainages shall be protected from development and erosion. It is encouraged that they be incorporated into the design of development. Development or construction near these features shall comply with Chapter 15.80 EMMC, Hillside Site Development. No building lot may have an average slope that exceeds 25 percent. [Ord. O-19-2023 § 2 (Exh. A); Ord. O-09-2017 § 2 (Exh. A); Ord. O-13-2016 § 2 (Exh. A); Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.5); Ord. O-11-2008 § 2 (Exh. A § 20.5); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.5)].

17.100.060 Architectural requirements.

A. Mechanical Equipment. All mechanical equipment shall be located or screened and/or other measures taken so as not to be visible from any public or private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or roof. Rooftops of buildings shall be free of any mechanical equipment unless completely screened from all horizontal points of view. Line of sight measurements may be required. Screening materials shall conform to the color scheme of the primary building. Measures taken to shield mechanical equipment from view, other than screening, must be approved by the ~~c~~City ~~c~~Council after recommendation from the ~~p~~Planning ~~c~~Commission.

B. Windows. Windows are encouraged as accents and trim.

C. Building Lighting. Plans for exterior building lighting shall be approved as part of the site plan approval. Building lighting shall be fully shielded and directed downward so that the light source is not visible from beyond the property where the structure is located. Lighting shall be in conformance with Chapter 17.56 EMMC.

D. Trash Enclosures, Storage Areas, and External Structures. Landscaping, fencing, berms or other devices integral to overall site and building design shall screen trash enclosures, storage areas, and other external structures. Trash and storage areas shall be comparable to the proposed or existing building and with surrounding structures. These areas shall be well maintained and oriented away from public view. The consolidation of trash areas between business and the use of modern disposal and recycling techniques are encouraged. Chain link fences and fencing with vinyl slats are prohibited.

E. Exterior Materials. Buildings shall be finished with high-quality materials. Building elevations shall be submitted that indicate all colors, styles, materials and other proposed building treatments.

F. Landscape Guidelines. All site plans shall conform to the landscaping guidelines established by the ~~c~~City.

G. Parking Lot and Street Lighting. All parking lot light fixtures shall be installed to prevent light glare from adversely affecting adjacent properties. Pole-mounted fixtures are required in lots or along roads. Lighting of all pedestrian pathways is required. Lighting will be judged as to how adequately it provides for the health and safety of citizens. Design and location of standards and fixtures shall be specified on the site development drawings. Illumination shall be controlled so that glare or excessive direct light will not adversely affect neighboring areas. All streetlights and interior parking lot lights shall meet the ~~c~~City's adopted design standards for lighting.

H. Enclosed Uses. All uses established for any commercial or industrial uses shall be conducted entirely within a fully enclosed approved building except those uses deemed by the ~~c~~City ~~c~~Council in consideration of the prior recommendation of the ~~p~~Planning ~~c~~Commission to be customarily and appropriately conducted in the open. Uses which qualify for this exception are vegetation nurseries, home improvement centers with lumber and/or vegetation nurseries, outdoor cafes or auto dealerships. Approved seasonal temporary uses, such as Christmas tree lots, shall be exempt from this requirement.

I. Businesses Moving into Existing Buildings. New businesses moving into existing conforming or nonconforming buildings shall comply with the requirements of this section where possible prior to a business license being issued.

J. Nuisances. All commercial uses shall be free from objectionable odors, noises, hazards or other nuisances. [Ord. O-12-2014 (Exh. A); Ord. O-16-

2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.6); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.6)].

17.100.070 Application.

The property owner or an authorized agent shall make application on forms created by the ~~p~~Planning ~~d~~Director. No site plan application shall be processed without the submission of the application, all the supporting materials as required by this chapter, and processing fee. Incomplete applications shall not be processed under

any circumstance. When the ~~c~~City's ordinances require a conditional use and/or subdivision approval, these applications may be processed concurrently with a site plan.

A. Supporting Materials. The site plan application shall be submitted with the materials listed in this section. The ~~p~~Planning ~~d~~Director and ~~p~~Planning ~~c~~Commission may determine and require that additional items not listed herein be submitted in order to evaluate the proposed site plan application. If a development has been previously reviewed (conditional use or subdivision approval), or the applicant believes that some of the required supporting materials are not applicable, then the applicant may submit a written statement to identify and clarify why they believe these materials are not needed for review of the project. Upon review of this statement, the ~~p~~Planning ~~d~~Director may waive the requirements of certain materials relating to improvements that have been reviewed and approved in a previous application process or are not found to be applicable to the project. The following materials must be submitted with a complete application, unless otherwise waived as allowed herein. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the ~~p~~Planning ~~d~~Director.

1. Ownership Affidavit. A document detailing all covenants, grants of easement or other deed restrictions applicable to the site and an ownership affidavit shall be submitted.

2. Vicinity Map. A vicinity map (which can be included on the site plan) showing the general location and indicating the approximate location of the subject parcel.

3. Context Plan. A context plan including the existing features on the property and within 200 feet of the proposed site plan property line. Existing features include, but are not limited to, buildings, roads, ingress and egress points, landscaping areas, pedestrian paths, and property names.

4. Survey. The survey prepared and stamped by a Utah-registered land surveyor listing the metes and bounds, legal description, and the gross acreage within the subject parcel.

5. Site Plan. A site plan, prepared and stamped by licensed and/or certified professionals including, but not limited to, architects, landscape architects, engineers, surveyors, or other professionals deemed necessary by the ~~p~~Planning ~~d~~Director. The ~~c~~City may require plans prepared by any or all of the above-noted professionals. The site plan shall contain the date, scale, north arrow and the following items:

a. Boundaries of the subject parcel and the entire parcel (where the project does not occupy the entire parcel of which it is part).

b. Existing and proposed streets, watercourses, easements and other rights-of-way, and section lines.

c. Locations, dimensions, uses and heights of all proposed buildings and structures, including overhangs, porches, stairwells, and balconies, and the locations of all structures on adjoining properties.

d. Access points, provisions for vehicular and pedestrian circulation on site and off site, interconnection to adjacent sites and dimensions of such access and circulation.

e. Acceleration and deceleration lanes, and dimensions thereof, if required.

f. Off-street parking and loading areas complying with Chapter 17.55 EMMC and indicating the required number of stalls and aisles scaled to the correct dimensions, the correct number of handicapped-accessible parking spaces, lighting, landscaping and irrigation, the percentage of landscaping to impervious surfaces, and pedestrian walkways.

g. Screening and buffering provisions, including types and heights of existing and proposed buffering and fencing elements.

h. Location and treatment of refuse collection areas, storage areas, mechanical equipment, and external structures.

i. Location and size of existing utilities and general location of utility access points and hookups.

j. Location, type and size of all signage including advertising and directional signage.

k. Tabulation of square footage devoted to various land uses, ground coverage by structures and other impervious surfaces.

l. Location of existing and proposed curb, gutter, sidewalk, park strip and edge of asphalt, to be signed and stamped by a licensed professional engineer.

m. Type of construction of all structures, presence or absence of fire sprinkling and location of existing and proposed fire hydrants.

n. Location of all existing and proposed irrigation systems, both on site and on adjacent properties, including, but not limited to, ditches, pipes, and culverts.

o. A statement on the site plan that all applicable elements of the Americans with Disabilities Act accessibility guidelines will be adhered to.

p. The piping of all existing irrigation ditches which affect the site.

q. The names of all adjacent property owners.

6. Landscaping Plan. A landscaping plan prepared and stamped by a licensed landscape architect, indicating the location, spacing, types and sizes of landscaping elements, sprinkler system plans, existing trees, if any, and showing compliance with the landscaping or buffering requirements of the appropriate zoning district. The landscaping plan shall include, at a minimum, the following information:

a. The location and dimension of all existing and proposed structures (when feasible), property lines, easements, parking lots, power lines, rights-of-way, ground signs, refuse areas, and lighting.

b. The plant names (both botanical and common name), location, quantity, and size of all existing and proposed plants. The proposed plan should indicate the size of the plant material at maturation.

c. The landscaping plan should also exhibit the existing landscaping 20 feet beyond the property lines.

d. Existing and proposed grading with contours at one-foot intervals for areas with grades less than five percent. Areas in excess of five percent shall have contours shown at two-foot intervals.

e. Plans showing the irrigation system shall also be included in the landscaping plan submittal.

f. Proposed and existing fences and identification of the fencing materials.

g. A summary of the total percentage of landscaped areas, domestic turf grasses, and drought-tolerant plant species along with the estimated cost of all the improvements.

7. Grading, Drainage, and Erosion Plan. A grading, drainage, and erosion plan prepared and stamped by a licensed engineer shall be submitted. The report shall contain the drainage basin map and a plan view of the overall storm water system. The grading, drainage, and erosion plan shall address the following issues: description of features and hydrological conditions; drainage basin and sub-basin; drainage facility design criteria; infrastructure design criteria; grading plan; and erosion control. Specifically, the report shall contain, at a minimum, the following information:

a. The existing roadways, drainage ways, vegetation and hydrological conditions of a 10-year, 24-hour event and a 100-year, 24-hour event.

b. The major basin descriptions referencing all major drainage reports such as FEMA, major drainage planning reports, or flood insurance maps and the basin characteristics and planned land uses.

c. The sub-basin description showing the historical drainage pattern and off-site drainage patterns both upstream and downstream of the property.

d. A general discussion of how the proposed system conforms to existing drainage patterns and off-site upstream drainage will be collected to protect development.

e. The water quality evaluation showing the water quality shall not be degraded from existing storm water quality including how solids are collected and not allowed to be discharged into downstream waters and how oils and greases are separated from storm water.

f. Maintenance plan and procedure for storm water system; thorough narrative of all charts, graphs, tables or other information included in the report describing how it affects the proposed development.

g. Infrastructure design criteria showing the piping is sized to handle the peak intensity of the 10-year storm event; all detention basins are sized to handle 100-year storms while discharging at a maximum 10-year, 24-hour historical rate; a 10-foot traffic lane in both directions is maintained at all locations within the development; and that the roadway and

infrastructure will handle a 100-year storm event without flooding homes or damaging public property.

h. Grading plan showing soil map depicting unique soil features such as collapsible soil, rock features, etc.; a grading plan showing all cut and fill areas within a development including: the identification of slopes; fill and cut depths; and rock features within 10 feet of post-grade soil surface.

i. Erosion control shall show: how erosion will be controlled during construction; explanation and design showing that such construction debris and silts will not be collected by storm water system; show and design for all cut and fill slopes will not be eroded and how these areas will be restored to their natural vegetative state.

8. Lighting Plan. A lighting plan, which indicates the illumination of all interior areas and immediately adjoining streets showing the location, height, lumen output and type of lighting proposed.

9. Elevations. Elevations of all buildings, fences and other structures viewed from all sides indicating heights of structures, the average finished grade of the site at the foundation area of all structures, percentage of building materials proposed, and color of all materials. A letter of approval from the applicable architectural review committee must also be submitted.

10. Traffic Impact Study. A traffic impact study (completed by a professional that is competent in the field of traffic engineering) may be required if it is estimated by the ~~c~~City ~~e~~Engineer that the project could generate traffic impacts that require further study or that may require site improvements to transportation facilities. Said study shall include, but not be limited to, the following: an analysis of the average daily trips generated by the proposed project; an analysis of the distribution of trips on ~~c~~City street systems; a description of the type of traffic generated; and recommended on-site improvements that may mitigate negative traffic impacts.

11. Phasing Plan. If the site plan is to be developed in phases, a plan that shows the phasing of the development must be submitted.

12. Water Rights. Documentation of sufficient water rights for the proposed project must be provided.

13. Utility Demands. A summary projecting the utility demands that the development will create for communication lines, water, electricity, natural gas, and sewer.

14. Electronic Files. Electronic files of all the drawings for the project must be submitted.

15. Signage Plan. A signage plan shall be submitted as required by Title 1 Section 15.7.2 and in accordance to the submittal requirements contained in EMMC 17.80.040(A).

16. Public Notice. ~~Addressed and stamped envelopes (the city's address will be the return address on the envelopes) of property owners located within 600 feet of the proposed site plan (including a minimum of at least 25 adjacent property owners).~~ Noticing as required by EMMC 17.05.200(a).

17. Fee. The processing fee required by the current consolidated fee schedule approved by the ~~c~~City ~~c~~Council. [Ord. O-12-2014 (Exh. A); Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.7); Ord. O-11-2008 § 2 (Exh. A § 20.6); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.7)].

17.100.080 Review and approval process.

The review and approval process for a site plan permit shall be as follows:

A. Planning Commission Public Hearing. Upon receipt of a completed application and subsequent review by the ~~p~~Planning ~~d~~Director, the ~~p~~Planning ~~d~~Director shall place the application on the next available ~~p~~Planning ~~c~~Commission agenda for a public hearing no later than 28 days after a complete application has been submitted. The ~~p~~Planning ~~d~~Director shall cause all property owners within 600 feet of the boundaries of the proposed application area (including a minimum of at least 25 adjacent property owners and affected entities if there be any) to be notified by first class mail of the time and place of the public hearing at least 10 days prior to the ~~p~~Planning ~~c~~Commission meeting. A copy of the public notice of the hearing shall also be posted in three public places (including the ~~c~~City offices) within the ~~c~~City at least 10 days prior to the hearing.

B. Planning Commission Review. The ~~p~~Planning ~~c~~Commission will review each application and may recommend to the ~~c~~City ~~c~~Council: approval; approval with conditions to ensure compliance with standards in this or any other title or representations made by the applicant; or denial of the application based upon finding of facts. The ~~p~~Planning ~~c~~Commission may also defer action if an applicant

fails to appear at the meeting or if the ~~p~~Planning ~~c~~Commission requests additional information. After the ~~p~~Planning ~~c~~Commission's review and recommendation and prior to ~~c~~City ~~c~~Council review, a development agreement based on conditions and special provisions in the ~~p~~Planning ~~c~~Commission action for that project shall be prepared and it shall be transmitted to the ~~c~~City ~~c~~Council with the site plan unless the ~~c~~City ~~a~~Attorney advises otherwise. The development agreement may include such items as the architectural drawings, site plan, phasing plans, water rights, and bonding requirements, if any.

C. City Council Review. The ~~c~~City ~~c~~Council will review each application and consider the ~~p~~Planning ~~c~~Commission's recommendation and may approve; approve with conditions to ensure compliance with standards in this or any other title or representations made by the applicant; or deny the application based upon finding of facts. The ~~c~~City ~~c~~Council may also defer action if an applicant fails to appear at the meeting or if the ~~c~~City ~~c~~Council requests additional information. The ~~c~~City ~~c~~Council may also remand any application, or portion thereof, to the ~~p~~Planning ~~c~~Commission for further study and recommendation. Upon the granting or denying of a site plan application, the ~~c~~City shall prepare and mail or deliver to the applicant a written statement of the decision and, in the case of a denial, the reasons therefor. [Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.8); Ord. O-11-2008 § 2 (Exh. A § 20.7); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.8)].

17.100.090 Expirations and extensions of approvals.

Master site plan approvals shall expire two years from the date of ~~c~~City ~~c~~Council approval if a site plan application has not been approved by the ~~c~~City ~~c~~Council; site plan approvals shall expire one year from the date of ~~c~~City ~~c~~Council approval if a building permit has not been obtained for the project.

A. Extensions of Time. An extension of time may be requested by an applicant with the following requirements:

1. A written, signed request for an extension of time shall be received by the ~~p~~Planning ~~d~~Director prior to the expiration date of the project.

2. The request for an extension of time shall specify any progress made on the project's conditions of approval, and the reasons for the extension request, along with supporting documentation.

B. Criteria for Approving Extensions of Time. It is the responsibility of the applicant to request an extension of time prior to a project's expiration. The ~~c~~City is not responsible to remind applicants of expiration dates. The ~~p~~Planning ~~d~~Director shall

approve or deny a request for an extension of time within a reasonable period of time after receiving the request. The ~~p~~Planning ~~d~~Director may grant up to a single one-year extension of time to any project that meets one of the following criteria:

1. The applicant must have shown a good faith effort to initiate the project by systematically completing predevelopment conditions.

2. The applicant's initiation of development activities is based on an action by the ~~c~~City or other public agency which has not taken place or was delayed, resulting in a time delay beyond the permit holder's control.

C. Appeals. An applicant may appeal the ~~p~~Planning ~~d~~Director's decision to the ~~p~~Planning ~~c~~Commission within 15 days of the date of the decision. The applicant may then appeal a decision of the ~~p~~Planning ~~c~~Commission to the ~~c~~City ~~c~~Council within 15 days of the ~~p~~Planning ~~c~~Commission's decision. In no case shall the ~~p~~Planning ~~c~~Commission or ~~c~~City ~~c~~Council approve more than a single one-year extension of time.

D. Resubmitting an Expired Project. A project that has expired may be resubmitted within two years of the expiration date for a fee to cover time and materials, not to exceed 50 percent of the original fee, if the project is substantially similar to the expired plan. The resubmitted project must be in compliance with the current development code at the time of resubmittal. [Ord. O-16-2010 § 3 (Exh. B)].

17.100.100 Issuance of building permit.

Any building permit issued shall expressly require that development be undertaken and completed in conformity with the provisions of the approved site plan.

A. Application Compliance. A building permit shall not be issued for any building or structure, external alterations thereto, or any sign or advertising structures until the provisions of this chapter have been met.

B. Bonds. In order to assure that the development will be constructed to completion in an acceptable manner, the applicant (owner) shall enter into an agreement and provide a bond similar to the requirements applicable to subdivisions. The agreement and bond shall assure timely construction and installation of all required public improvements, including, but not limited to, landscaping, flood control facilities, parking, street improvements and other improvements required for site plan approval. The applicant (owner) shall enter into an agreement and provide a bond for 110 percent of the cost as estimated by the ~~c~~City ~~e~~Engineer. The developer may request 90 percent of the amount for one line item to be released

with authorization by the ~~c~~City ~~e~~Engineer, when that line item is completed, inspected, and accepted by the ~~c~~City inspector. One hundred percent of the entire bond may be released when the site is completed, inspected, and accepted by the ~~c~~City. The remaining 10 percent will be held to ensure that the improvements shall be maintained in a state of good repair for a period of two years from the date of completion and acceptance by the ~~c~~City inspector. Improvement collateral requirements shall be recalculated if the project was approved more than 180 days prior to the date of proposed recordation. [Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.9); Ord. O-11-2008 § 2 (Exh. A § 20.8); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.9). Formerly 17.100.090].

17.100.110 Issuance of a certificate of occupancy.

A certificate of occupancy shall be issued for any building or structure, external alterations thereto, or any sign or advertising structures, when provisions of the approved site plan and/or written development agreements have been met. [Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.10); Ord. O-11-2008 § 2 (Exh. A § 20.9); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.10). Formerly 17.100.100].

17.100.120 Temporary site plans.

The ~~p~~Planning ~~d~~Director and ~~p~~Planning ~~c~~Commission may recommend waiving some of the requirements of this title or chapter when a site plan is temporary in nature. A temporary site plan approval shall be valid for a period of time as determined by the ~~c~~City ~~c~~Council as part of the initial review. Applicants may request that temporary site plan approval be renewed. The same approval process procedures described in this chapter shall be followed, with the exception of the mandatory public hearing requirement. At the discretion of the ~~p~~Planning ~~d~~Director or ~~p~~Planning ~~c~~Commission, a public hearing may be required when renewing a temporary site plan application. [Ord. O-16-2010 § 3 (Exh. B); Ord. O-18-2008 § 2 (Exh. A § 20.11); Ord. O-11-2008 § 2 (Exh. A § 20.10); Ord. O-23-2005 § 3 (Exh. 1(1) § 20.11). Formerly 17.100.110].

17.100.130 Amended site plans.

Site plan amendment approval shall be required when the City Council, owner of property, or duly authorized agent seeks to execute a site plan that materially deviates from the previously approved site plan.

A. Minor Site Plat Amendments. The Planning Director or designee may approve minor modifications to a site plan previously approved by the City Council or Planning Commission if the amendments do not deviate from the original purposes of the approved site plan and will comply with all requirements of this Section.

B. Process. All processes and procedures set out in Section 17.100, Site Plan Review, shall be applicable.

C. Decisions. Decisions to approve or deny a minor amendment to an approved site plan shall be based on the following criteria:

1. The amendment will be in the public interest; and

2. The amendment will not:

a. Negatively impact the adjoining property or neighborhood.

b. Adversely impact the site on which the minor modification is requested or any surrounding property.

c. Endanger the public health or safety.

d. Adversely affect the enjoyment, use, development or value of any property.

D. Minor Amendments. The proposed amendments to the site are minor in nature and enhance the overall site. Minor amendments include, but are not limited to, the following:

1. Increasing the amount of parking.

2. Restriping the parking areas.

3. Reducing the building size.

4. A building addition or new structure, where the proposed addition or structure does not exceed ten percent (10%) of the square footage of the existing building(s) on the same lot.

5. Relocating the on-site utility services.

6. Altering the exterior site lighting.

7. Increasing the amount of landscaping.

8. Relocating parking stalls or changing the number of parking stalls on site. Parking stalls required by EMMC shall not be reduced beyond the minimum number required by Chapter 17.55.

9. Changing the exterior finishing materials from one acceptable material to another acceptable material as listed in the standards for the zone in which the amended site plan is proposed.

10. Additions to an existing building that do not increase the gross floor area of the building such as awnings, canopies, decks, patios, and architectural features designed solely to enhance the aesthetic appeal of the building.

E. Staff Decision. Within 10 business days of the application, the Planning Director or designee shall issue a written decision to approve or ~~deny~~continue review of the minor modification until the proposed site amendment complies with Code, or determine that the amendment exceeds the criteria for a minor amendment to an approved site plan. Written findings shall be filed documenting the results of the review and the rationale for the decision.

F. Building Permits. Permits granted on the basis of an approved site plan for which a minor amendment was also approved shall only authorize those uses, arrangement, and construction set forth in such approved plans and applications and no other use, arrangement, or construction. Use, arrangement, or construction at variance with the approved site plan shall be deemed a violation of this Title.

G. Major Amendments. All site plan amendments other than those described as Minor Site Plan Amendments in 17.130.030 shall be considered to be Major Site Plan Amendments and may only be approved after filing a site plan amendment application as set out in Section 17.130.050.

H. Site Plan Amendment Application.

1. The City Council, the property owner, or their duly authorized agent shall make an application for a site plan amendment on forms prepared by the Planning Director.

2. No site plan amendment application shall be processed without the submission of the application, all the supporting materials as required by this Chapter and the application fee. Incomplete applications shall not be processed under any circumstance.

3. The following items shall be submitted electronically via the application portal on the City website or as otherwise directed by the Planning Director.

a. Signed application

b. Explanation of the purpose of the proposed site plan amendment;

c. The name and address of all owners of record of the property included in the original site plan, if available;

d. Signatures of all property owners are directly affected by or have an interest in the proposed amendment.

e. Current title report shall be submitted for the property affected by the site plan amendment.

f. The amended site plan which must clearly depict what portion of the original site plan is proposed to be amended.

g. A copy of the previously approved site plan shall be submitted for reference.

h. Any relevant development agreements affected by the proposed amendment shall be provided.

i. The application fee required by the current consolidated fee schedule approved by the City Council.

I. Approval Process and Exceptions

1. The site plan amendment application shall not be construed as an absolute right upon submission of an application and does not require the Land Use Authority to take action based upon findings of facts.

2. Upon receipt of a complete application, the Planning Director shall conduct a preliminary review. If, upon review, the Planning Director determines that the proposed amendment constitutes a major site plan amendment, the application shall be placed on the Planning Commission's agenda as a public hearing within 30 days. If the Planning Director determines that the proposed amendment constitutes a minor site plan amendment, the application shall be processed in accordance with Section 17.130.030.

3. Upon recommendation from the Planning Commission, the City Council shall have 45 days to conduct a public meeting on the application.

4. Following the public meeting and review of the major site plan amendment, the City Council may approve, deny, or conditionally approve the proposed amendment. Approval shall only be granted upon finding that the amendment:

a. Complies with applicable law;

b. Does not materially injure public or private interest; and

c. Advances legitimate planning objectives.

J. Exceptions: A site plan amendment application is not required for adjustments to internal building layout, signage modifications consistent with City code, or similar insubstantial changes as determined by the Planning Director.

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City Repealing and Reenacting Eagle Mountain Municipal Code Chapter 2.45 Youth Council.
ITEM TYPE:	Ordinance
FISCAL IMPACT:	N/A
APPLICANT:	Jessi Call, Youth Council Advisor

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 Repealing and Reenacting Eagle Mountain Municipal Code Chapter 2.45 Youth Council.

BACKGROUND:
Under current city code, Youth Council members are elected by their peers. This process has run into difficult logistics and has not been functioning as smoothly as would be desired. The proposal would give authority to the Mayor to appoint the youth council with advice and consent of the City Council. Other positions, such as committee members or department heads, would be filled by appointment or with the approval of the City Manager.

ITEMS FOR CONSIDERATION:
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Ordinance
2. Exhibit A

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, REPEALING AND REENACTING EAGLE MOUNTAIN MUNICIPAL CODE CHAPTER 2.45 YOUTH COUNCIL

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to repeal and reenact the Eagle Mountain Municipal Code Chapter 2.45 Youth Council, as described in Exhibit A.

NOW THEREFORE. 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 repeal and reenact the Eagle Mountain Municipal Code Chapter 2.45 Youth Council.

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 19th day of August, 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 19th day of August, 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

2.45.010 Creation.

A. There is hereby created a Youth Council for Eagle Mountain City.

B. The Youth Council shall consist of a Youth Mayor and five Youth City Council members, all of whom who shall be appointed by the Mayor with advice and consent of the City Council.

C. The Youth Council may have additional unlimited numbers of members serving as youth department heads, committee chairpersons and committee members, appointed by the city manager.

D. The Youth Council may create subcommittees and use volunteers who are not on the Youth Council to accomplish its purposes.

2.45.020 Advisors.

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

B. The Youth Council Committee of Advisors shall be comprised of two or more persons who shall be appointed in accordance with Chapter 2.27 EMMC.

C. The Youth Council Committee of Advisors shall meet as often as necessary and shall organize, administer, supervise and advise the youth participating in the Eagle Mountain City youth council.

2.45.030 Purpose.

The Youth Council is established for the following purposes:

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

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

C. To serve the youth of the Cedar Valley area by:

1. Informing the Eagle Mountain municipal government of the needs and wishes of the youth.

2. Planning and implementing social, educational, cultural and recreational activities for the youth.

2.45.040 Duties.

A. Duties and Responsibilities of the Youth Council.

1. To meet as scheduled by the youth council to conduct business.

2. To develop and adopt, by majority vote, a youth council charter.

3. To modify this charter as needed by a majority vote.

4. To present to the Mayor and City Council this charter and all amendments.

5. To select one of its members to act as temporary youth council mayor (mayor pro tem) when the youth mayor is absent.

6. To pass motions and resolutions as necessary by a majority vote. A majority vote is one vote more than one-half the voting members who are present.

7. To carry out the purposes of the youth council as outlined in this chapter.

8. To plan activities for the youth of the community, coordinating all such activities with the mayor and the youth council committee of advisors.

B. Limitations of the Youth Council Authority.

1. The youth council must have a quorum in order to conduct business. A quorum is one more than half of the council members.

2. The charter and all amendments to the charter are to be approved by the mayor and city council.

3. The agendas of all youth council meetings are to be posted publicly at least two days in advance of each meeting.

4. The mayor and youth council committee of advisors will coordinate all activities.

C. Responsibility and Authority of the Youth Council Mayor.

1. To plan and conduct all youth council meetings.

2. To carry out the decisions of the youth council.

3. To meet periodically with the Mayor of Eagle Mountain City to provide for proper planning and coordination between the city council and the youth council.

4. To propose to the youth council plans and projects designed to assist in the fulfillment of the purposes of the youth council.

5. To vote only in a tie.

6. To assign each youth council member areas of responsibility.

D. Responsibility and Authority of the Youth Council.

1. To accept assignments from the youth council mayor and the member of Eagle Mountain city council position they are to represent.

2. To meet with and learn the responsibilities of the Eagle Mountain City Council member for the position represented on the youth council.

3. To advocate the interests and views of the youth and youth council of Eagle Mountain as they pertain to the actions and responsibilities of the Eagle Mountain City Council member for the position they represent.

4. To fulfill assignments and/or initiate projects designed for the benefit of the youth of Eagle Mountain and the citizens in general as pertains to their youth council responsibilities and as approved by the Mayor and City Council.

E. Committees. The youth council shall create the following permanent committees to assist the council in carrying out their plans, goals and projects. Each committee shall be advised by a member of the youth council. The members of the committees are to be appointed by the youth council with the approval of the City Manager. Committee membership shall be for a one-year period. Committee members must be at least seventh grade and not yet a graduate of high school. The committees shall be named as follows:

1. Committee on parks and recreation.

2. Committee on community beautification, youth involvement and the environment.

3. Committee on community events and publicity and the chamber of commerce.

F. Youth City Recorder. A youth city recorder shall be appointed by the youth council mayor with the approval of the youth council. The responsibility and authority of the youth city recorder shall include the following:

1. Attend all youth council meetings and take and maintain minutes of said meetings.

2. To carry out assignments of the youth council.

3. To have all youth council records reviewed by the city recorder every June and January.

2.45.050 Membership and Terms.

A. Requirements to Serve on the Youth Council and in the Office of Mayor.

1. Each member must be a resident of the Cedar Valley area for at least one month.

2. Must be in at least eighth grade and not yet a graduate from high school.

3. Must be in at least tenth grade to serve as mayor of the youth council.

4. Must be a resident of Eagle Mountain to serve as the mayor of the youth council.

B. Requirements to Remain on the Youth Council.

1. Remain a resident of the Cedar Valley area.

2. Attend at least 75 percent of all youth council meetings.

3. Fulfill the responsibilities of the office held.

4. Set a proper example for the youth of the community. A member of the youth council can be removed from office upon violation of one or more of the above criteria and by a majority vote of the youth council with the final approval of the mayor and city council.

C. Vacancies. A vacancy on the youth council caused either by removal or by resignation shall be filled by nomination of the youth council for appointment by the Mayor with advice and consent of the City Council.

2.45.060 – Administration

The Youth Council operates under the direction of its appointed advisors and in accordance with City policy. The advisors shall coordinate with the City Recorder and City Council liaison to ensure compliance with municipal procedures and to support the Council's activities.

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	RESOLUTION - 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
No

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 the staff recommendation is for a partial disposal, it is important to note that the applicant has formally requested disposal of the entire parcel.

A duly noticed public hearing was held on July 1, 2025. The hearing was closed, and the item was tabled.

The applicant has met with adjacent property owners and has come up with a proposal to be outlined at the meeting. The presentation is included with the packet.

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
- Public hearing held on July 1, 2025. The hearing was closed and the item was tabled for further review.

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:

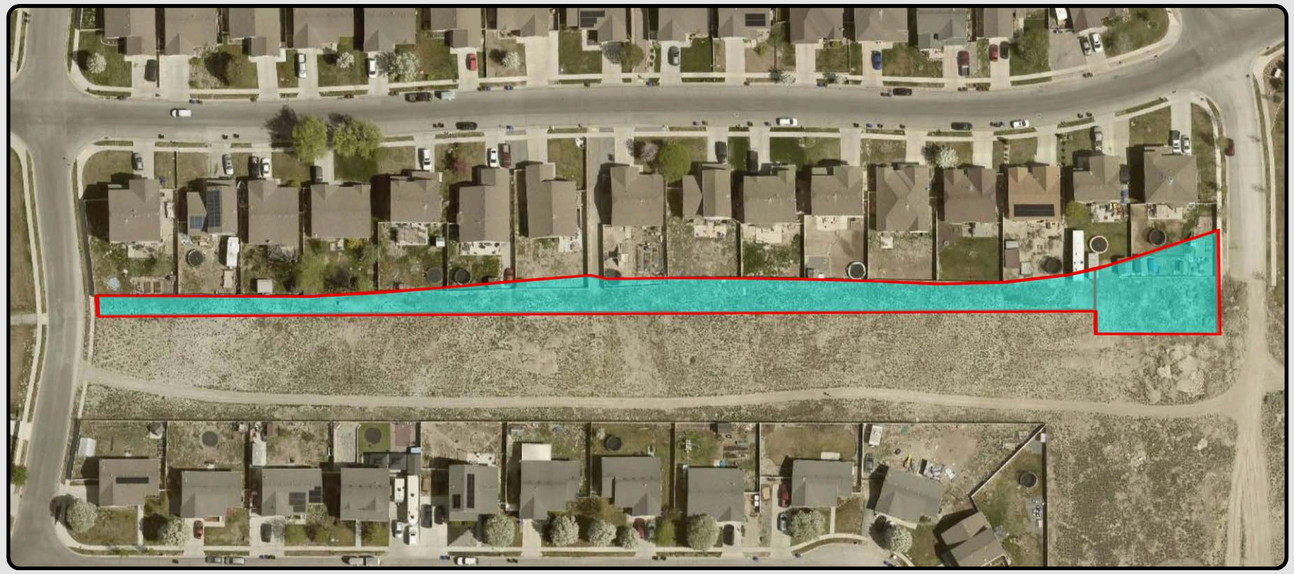
1. Applicant Presentation
2. Resolution
3. Application

AUGUST 2025

OPEN SPACE PLAN

A PLAN FOR THE DISPOSAL OF OPEN SPACE

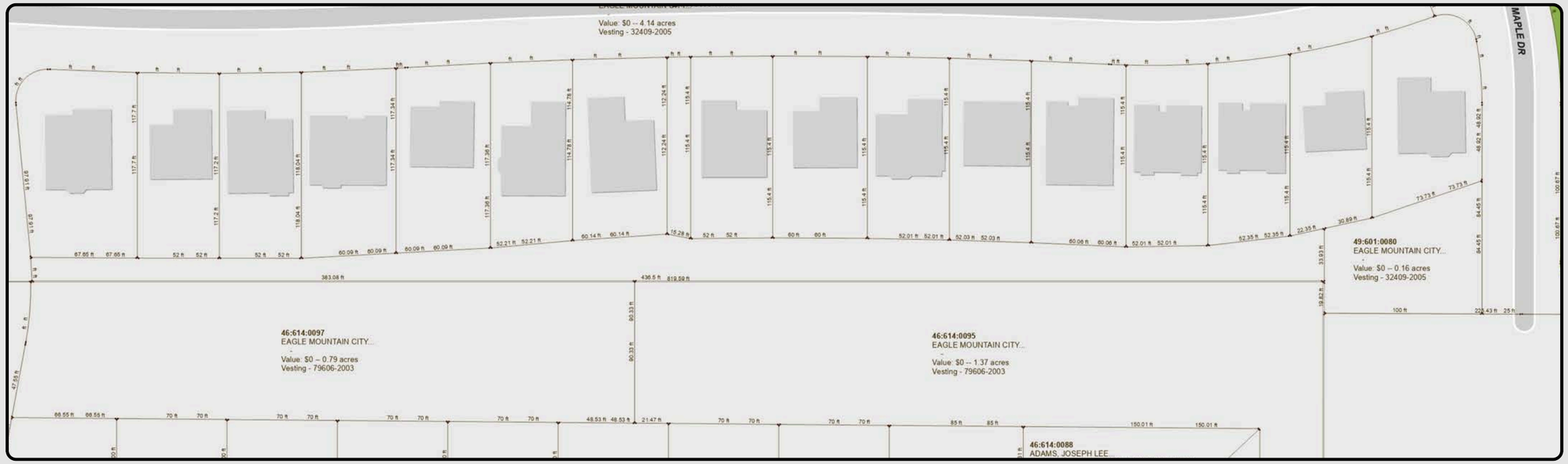
PARCELS



The land in question

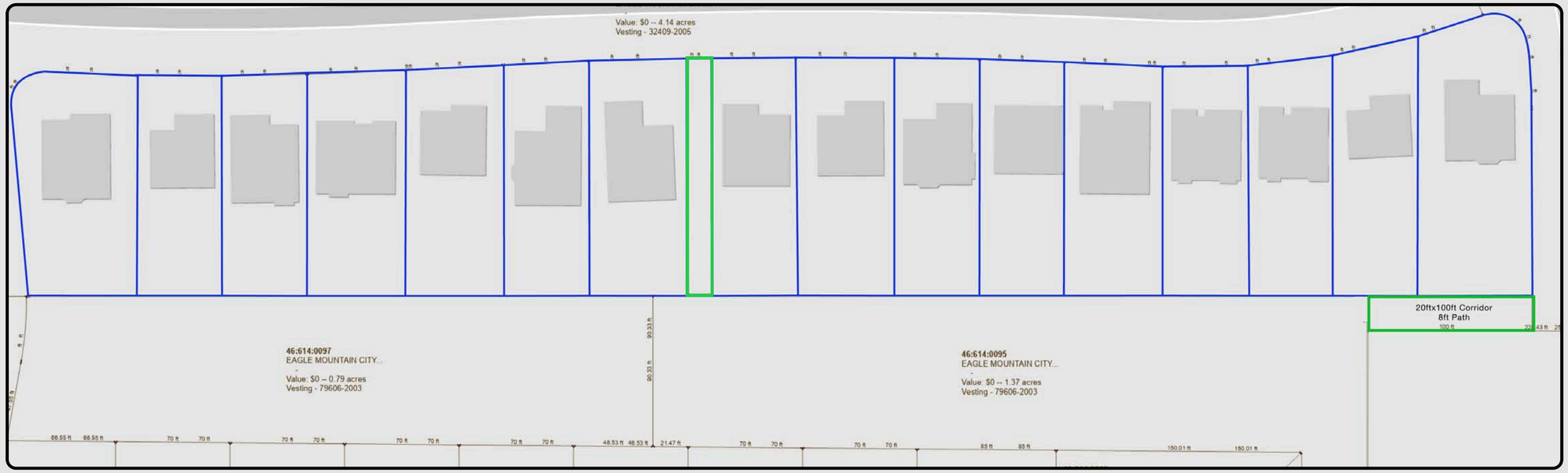
The sale of parcels 49:601:0080 and 49:601:0079 to homeowners on Frontier Street aims to decrease the size of Open Space to a more manageable area. This adjustment would allow the remaining open space to be transformed into a bike trail, linking it to existing bike trails and pathways throughout the city.

Current Map



Proposed Map

- 15 homes absorb (by purchase) Parcel 49:601:0079
- 1.5 homes absorb parcel 49:601:0080 minus 20 feet, to be kept by the city.
- 20ft x 100ft Corridor connecting open space to Maple Dr (matching existing paths)
- Straight line abutting open space
- Remaining open space is 90ft x 825ft, to be made into a bike trail.



Connecting Trails

- Existing Paved Paths
- Future Paved Paths
- Existing Dirt Paths
- Future Dirt Paths
- Existing Paved Road

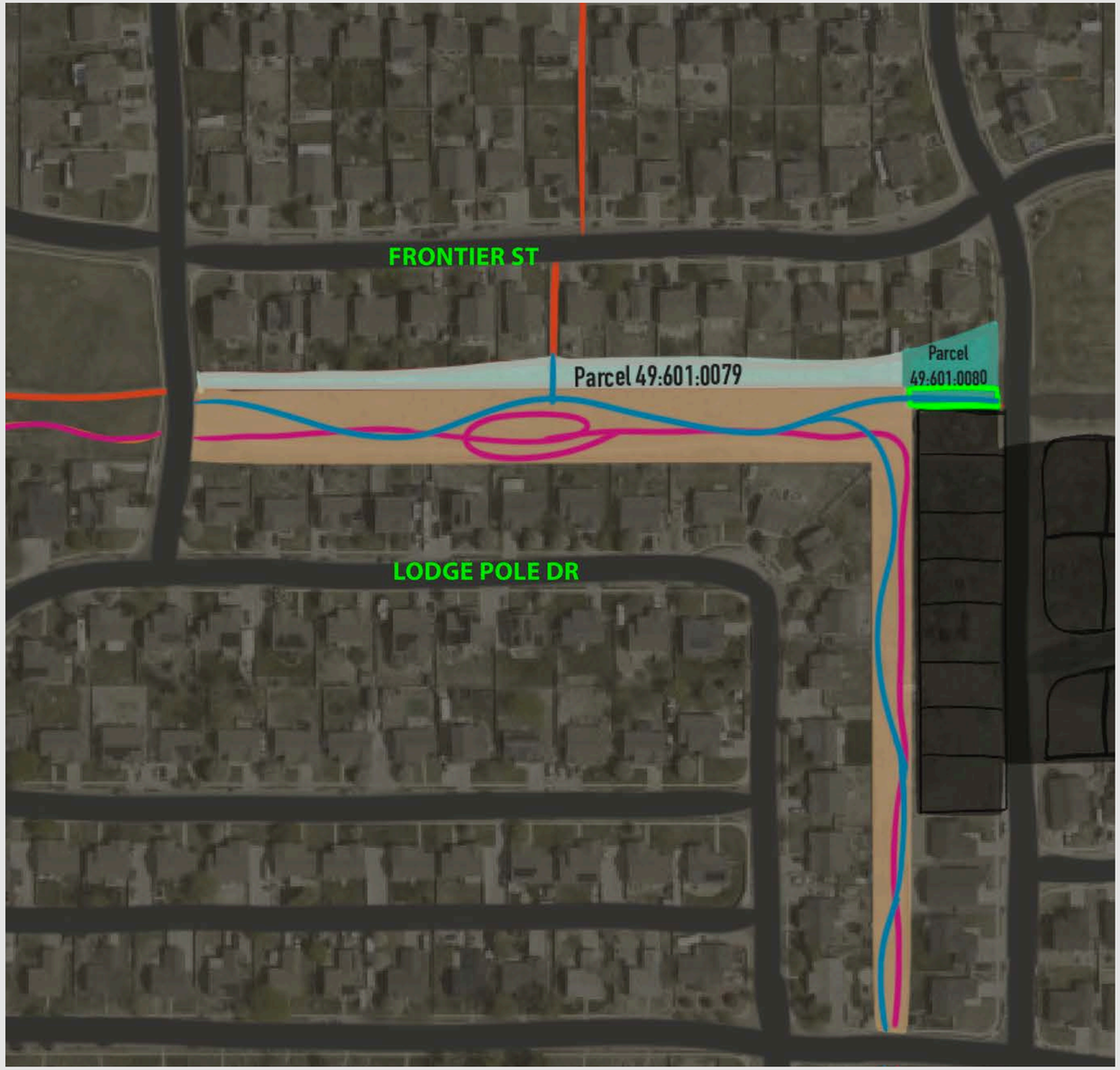
Connecting Trails

but with more contrast

- Existing Paved Paths
- Future Paved Paths
- Existing Dirt Paths
- Future Dirt Paths
- Existing Paved Road

Up close and personal

- Existing Paved Paths
- Future Paved Paths
- Existing Dirt Paths
- Future Dirt Paths
- Existing Paved Road



BIKE TRAILS IDEA

Bike Trails + Wooded Trails

- Make use of trails already worked into the ground and clean them up.
- Add a few single track wooded trails.

Small Dirt Pump Tracks

- Made out of compacted dirt
- Beginner/ kid friendly

Small Bike Jumps

- Beginner friendly, made out of dirt

FUNDING

How ever can it be done?

Citizen Buy In

Us, the residents on Frontier St, will pay the fair price to aquire this land. That money can go towards the cost of this project.

Sweat Equity

We, the residents, also are willing to DO the work. You provide the tools/dirt, and it shall be done.

The Budget?

Theoretically, there should be money already allocated to these swaths of open space. We could use that.

RECAP

Why this plan?

Reduce Open Space Size

Current Open Space is unmaintaned and large. This plan reduces it to a manageable level.

Community Use

Converting the remaining open space into a bike trail links it to other city trail systems, providing a recreational area for the growing mountain biking community and other residents.

Resolves Encroachments

Currently 5 residents UNKNOWINGLY encroach on city property. This would resolve those issues.

AUGUST 2025

THANK YOU!

Let us know if you have questions or clarifications.

BY JESSIE SOUTHWORTH & SAMARAH MOODY

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 19TH day of August 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 19th day of August, 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

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

RECEIVED
MAY 28 2025
By

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: Samarah Moody 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.

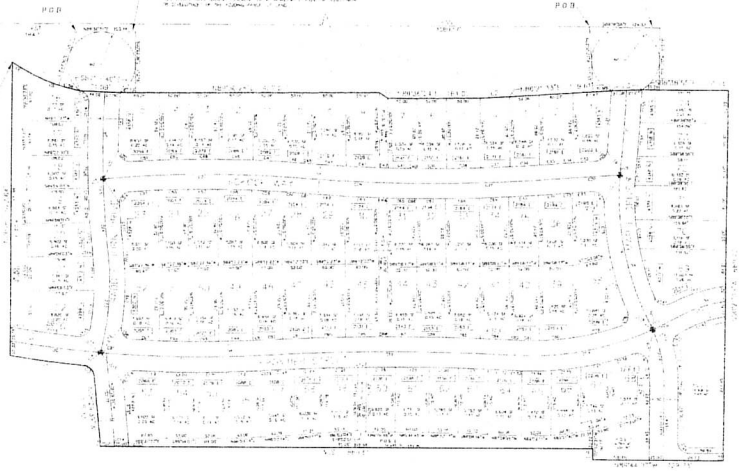
It would appear that at one point in time the plan was to use this as a larger connecting corridor extending to the east. Recently, that area was closed off and has been platted for homes making this connecting corridor no longer possible. As it is currently platted out, I am having a hard time understanding what the current purpose of this parcel is and how necessary it is to the city.

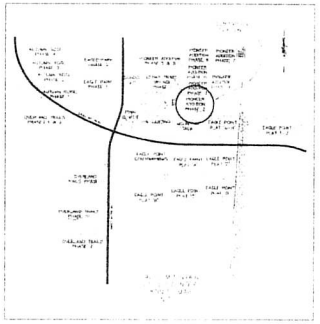
I have read the Eagle Mountain Municipal Code Chapter 3.30 Disposal of City Real Property and am aware that if the City Council approves the disposal application, I will assume full responsibility for future processing, including all fees.

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





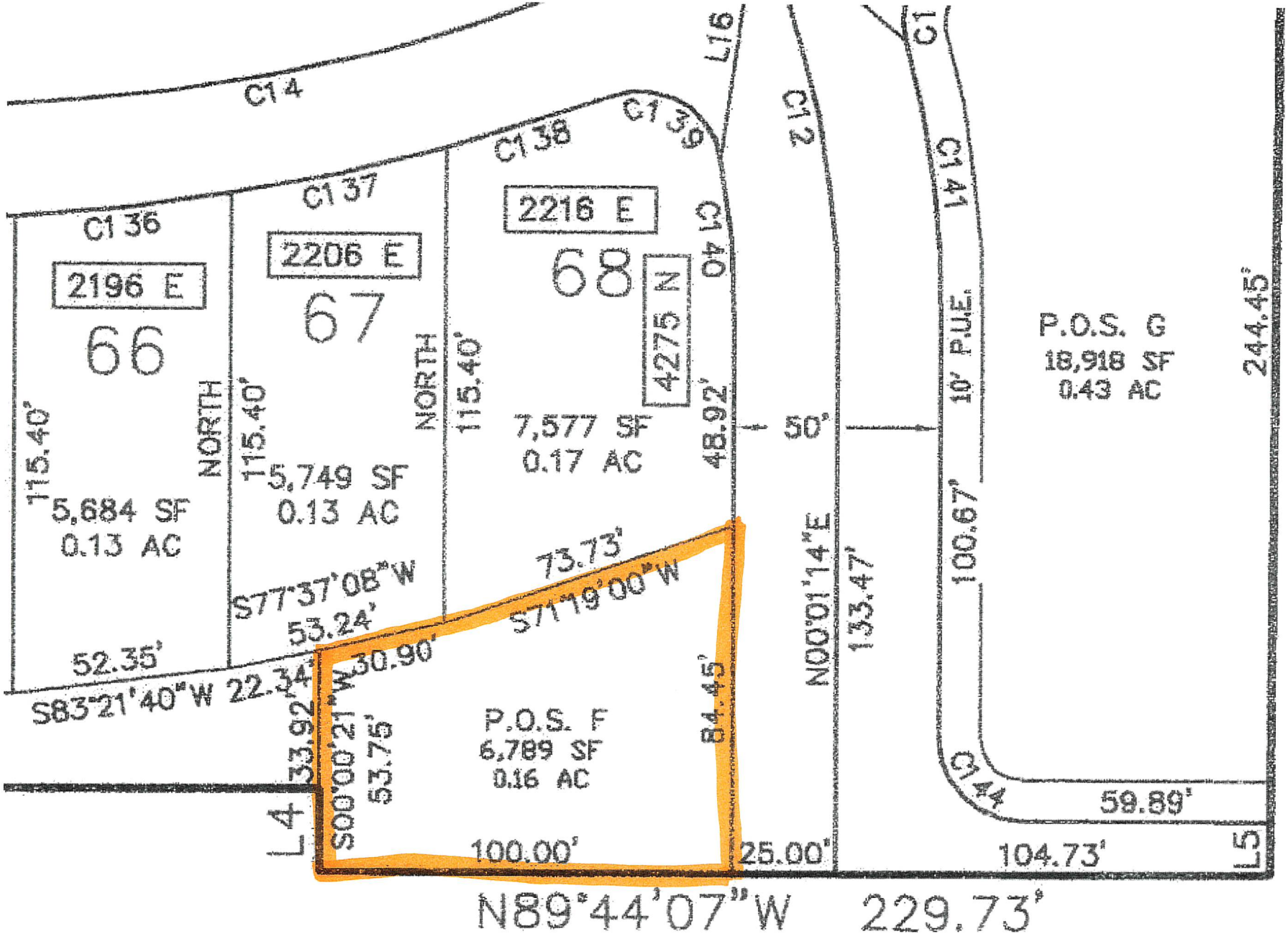
LEGEND

PHASE II NOTES

1000

PIONEER ADDITION
PHASE II

S.P. HANSEN ENGINEERING, INC.
CIVIL & STRUCTURAL ENGINEERING, LAND SURVEYING



C14
C136
C137
C138
C139
C140
C141
C144
C12
L16
L4
L5
2196 E
66
2206 E
67
2216 E
68
4275 N
NORTH
115.40'
5,684 SF
0.13 AC
5,749 SF
0.13 AC
7,577 SF
0.17 AC
48.92'
50'
10' P.U.E.
P.O.S. G
18,918 SF
0.43 AC
244.45'
100.67'
N00°01'14"E
133.47'
73.73'
S71°19'00"W
S77°37'08"W
53.24'
52.35'
S83°21'40"W 22.34'
30.90'
33.92'
S00°00'21"W
53.75'
P.O.S. F
6,789 SF
0.16 AC
84.45'
100.00'
25.00'
59.89'
104.73'
N89°44'07"W 229.73'

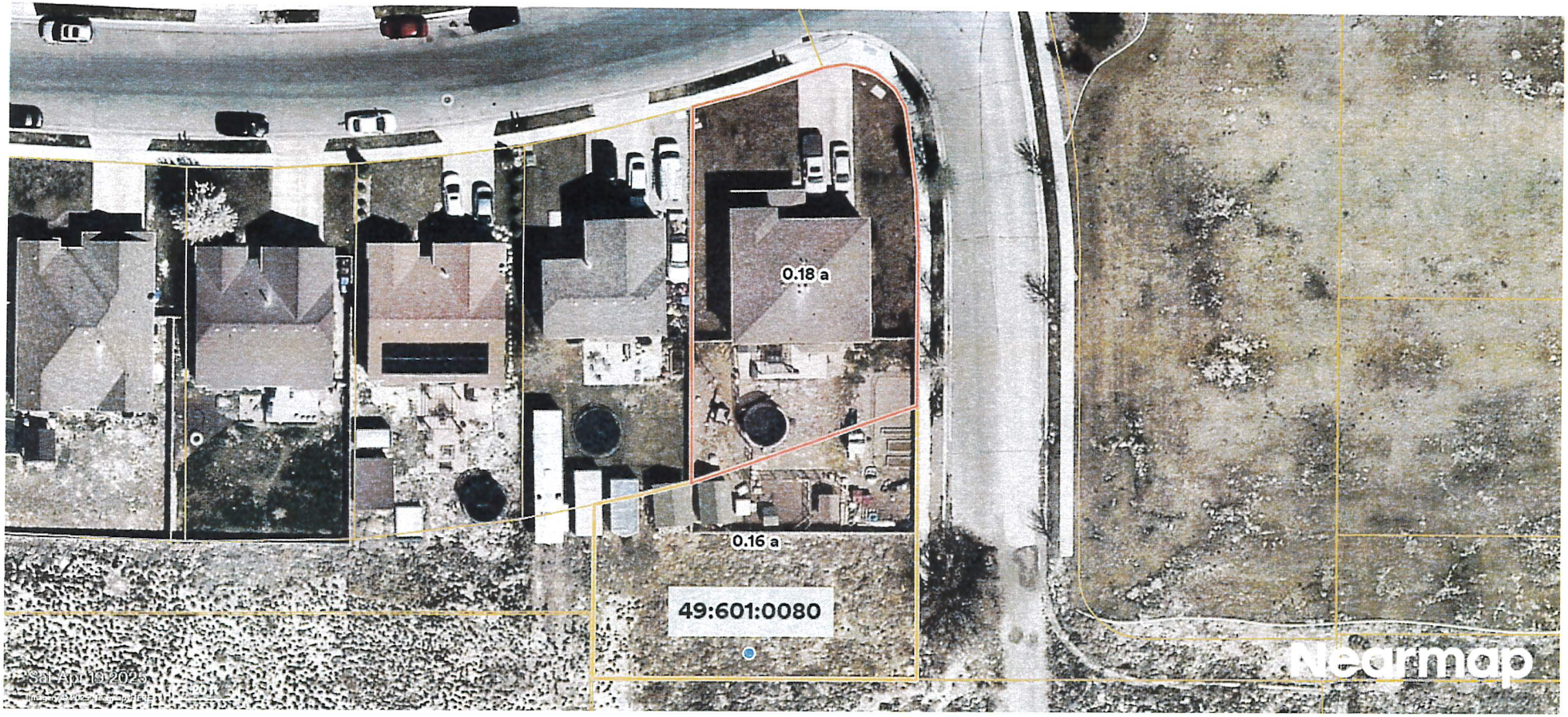
Utah County Parcel Map

Parcel ID - 49:601:0080

Serial:	49:601:0080
Owner:	EAGLE MOUNTAIN CITY
Address:	84005
Subdivision:	PIONEER ADDITION, PHASE II
Acreage:	0.156
Value:	$0
Tax District:	038 - EAGLE MOUNTAIN
Detail:	Property Information
Aerial Image:	View EagleView Aerial Image

Add Map Graphic for Print Zoom to

Utah County - This online map is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations from an ac Powered by Esri



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

Gmail 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] Thu, May 22, 2025 at 7:35 PM
To: S Moody <samarah8486@gmail.com>

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]

CARGO EXPRESS

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 19, 2025**
TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Providing for a Referendum to be held on November 4, 2025, for the purpose of submitting to the qualified voters of Eagle Mountain City, Utah County, Utah the question of authorization of the imposition a 0.1% sales and use tax (one-tenth of one percent) for the purpose of funding recreational, cultural, botanical, and zoological facilities, and botanical, cultural, and zoological organizations within the City (RAP Tax).
ITEM TYPE:	Resolution
FISCAL IMPACT:	Staff projects that the RAP Tax could generate around $600,000 annually, depending on continued growth and local spending trends.
APPLICANT:	City Council and Staff initiated

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

PUBLIC HEARING	PREPARED BY	PRESENTED BY
No	Tyler Maffitt, Communications Manager	Tyler Maffitt

RECOMMENDATION:
Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Providing for a Referendum to be held on November 4, 2025, for the purpose of submitting to the qualified voters of Eagle Mountain City, Utah County, Utah the question of authorization of the imposition a 0.1% sales and use tax (one-tenth of one percent) for the purpose of funding recreational, cultural, botanical, and zoological facilities, and botanical, cultural, and zoological organizations within the City (RAP Tax).

BACKGROUND:
The Recreation, Arts, and Parks (RAP) Tax is voter-approved, local option sales and use tax of 0.1% (one-tenth of one percent) that can be used to support cultural arts programs, recreational facilities, parks development, and related community projects.

If approved by voters, Eagle Mountain City would impose this 0.10% tax on applicable goods and services, amounting to $0.10 on every $100 spent. Revenues could be used to enhance quality of life amenities in the community through public investments in trails, playgrounds, recreation, open space, arts programming, and more.

Staff projects that the RAP Tax could generate around $600,000 annually, depending on continued growth and local spending trends. These funds would be overseen by a dedicated RAP Tax Advisory Board, appointed by the Mayor with the advice and consent of the City Council. The Board will evaluate proposals and recommend funding priorities to the Council.

The resolution under consideration does not impose the tax; rather, it directs that the question be submitted to Eagle Mountain voters in the 2025 General Municipal Election. This step is required by Utah law and enables transparent public input and accountability.

A letter of intent has been sent to the Utah County Commission as required by State Code. Next steps include working with the Lt. Governors Office on a Ballot Proposition Number, and solicitation of arguments for and against the proposal.

Adopting the resolution ensures that Eagle Mountain residents have the opportunity to determine whether to invest in local amenities through a targeted, voter-approved funding mechanism.

ITEMS FOR CONSIDERATION:

- A RAP Tax is limited to 10 years and must be reauthorized by voters at the end of that period.
- Revenues are restricted to recreation, arts, and parks purposes, not general government operations.
- Funds benefit both current and future residents and may help offset the costs of infrastructure growth.
- Neighboring cities including Saratoga Springs, Lehi, and American Fork have implemented similar taxes to support parks and cultural facilities.
- The City will ensure compliance with all state transparency laws, including a public hearing, ballot language publication, and public arguments for and against the proposition.

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Resolution

RESOLUTION NO. R- - 2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, SUBMITTING AN OPINION QUESTION TO THE CITY'S REGISTERED VOTERS AT THE NOVEMBER 4, 2025 MUNICIPAL GENERAL ELECTION REGARDING AUTHORIZATION TO IMPOSE A ONE-TENTH OF ONE PERCENT (0.1%) SALES AND USE TAX FOR RECREATION, ARTS, AND PARKS ("RAP TAX"); APPROVING THE BALLOT TITLE AND PROPOSITION LANGUAGE; AND RELATED MATTERS.

WHEREAS, Utah Code Ann. §§ 59-12-1401 through 1403 authorize a city to submit an opinion question to its residents on whether the city should impose a 0.1% local sales and use tax to fund botanical, cultural, recreational, and zoological organizations and facilities; and

WHEREAS, before submitting such an opinion question, a city must comply with the prerequisites and notice requirements set forth in § 59-12-1402, including coordination with the county and election officials; and

WHEREAS, the City Council desires to submit the RAP tax opinion question at the November 4, 2025 Municipal General Election and to approve the ballot title and proposition language attached as Exhibit A.

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

Section 1. Submission of Opinion Question. The City Council hereby submits to the registered voters of Eagle Mountain City, at the November 4, 2025 Municipal General Election, the opinion question of whether the City should impose a 0.1% sales and use tax to fund botanical, cultural, recreational, and zoological organizations and facilities within the City, as permitted by Utah Code Ann. § 59-12-1402.

Section 2. Ballot Title and Proposition Language. The ballot title and proposition language in substantially the form attached as Exhibit A are approved. The City Recorder, in consultation with the City Attorney, is authorized to make non-substantive edits required by the Utah County Clerk, the Lieutenant Governor, or applicable law.

Section 3. Statutory Prerequisites; Coordination. The City affirms compliance with Utah Code Ann. § 59-12-1402, including providing the required written statement to the Utah County legislative body and confirming that Utah County does not impose, and does not intend to submit for imposition, a county RAP tax under § 59-12-703 for the 2025 election cycle. The City Recorder is directed to: (a) transmit this Resolution and Exhibit A to the Utah County Clerk within the timeframes

required by law; (b) coordinate election administration and ballot printing; and (c) publish and post all required notices.

Section 4. Severability. If any provision of this Resolution is declared invalid, the remaining provisions shall continue in full force and effect.

Section 5. Effective Date. This Resolution takes effect immediately upon adoption.

PASSED ADOPTED by the City Council of Eagle Mountain City, Utah, this 19th day of August, 2025.

EAGLE MOUNTAIN CITY

_____

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 19th day of August, 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

Exhibit A

Ballot Title and Proposition Language
2025 RAP Tax Initiative

"Shall Eagle Mountain City, Utah, be authorized to impose a 0.1% sales and use tax (one-tenth of one percent) for the purpose of funding recreational, cultural, botanical, and zoological facilities, and botanical, cultural, and zoological organizations within the City?"

☐ FOR

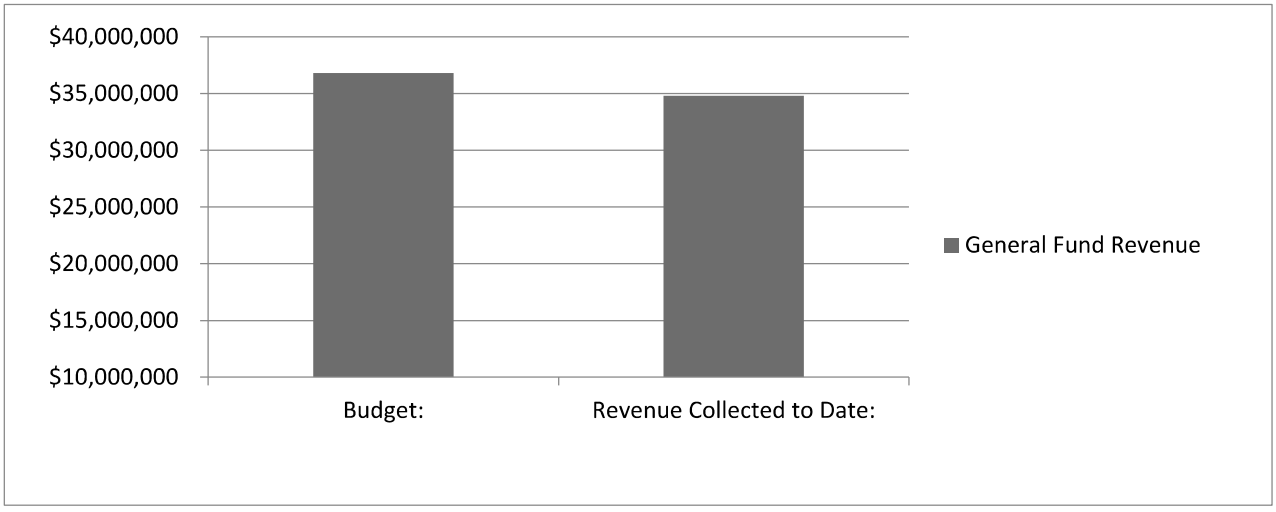
☐ AGAINST

EXECUTIVE SUMMARY OF REVENUES AND EXPENSES*
Through June 2025

GENERAL FUND

General Fund Revenues

Budget:	$	36,819,867
Revenue Collected to Date:	$	34,807,731
Percent of Total Budget Collected:		95%
Percent of Year Completed:		100%

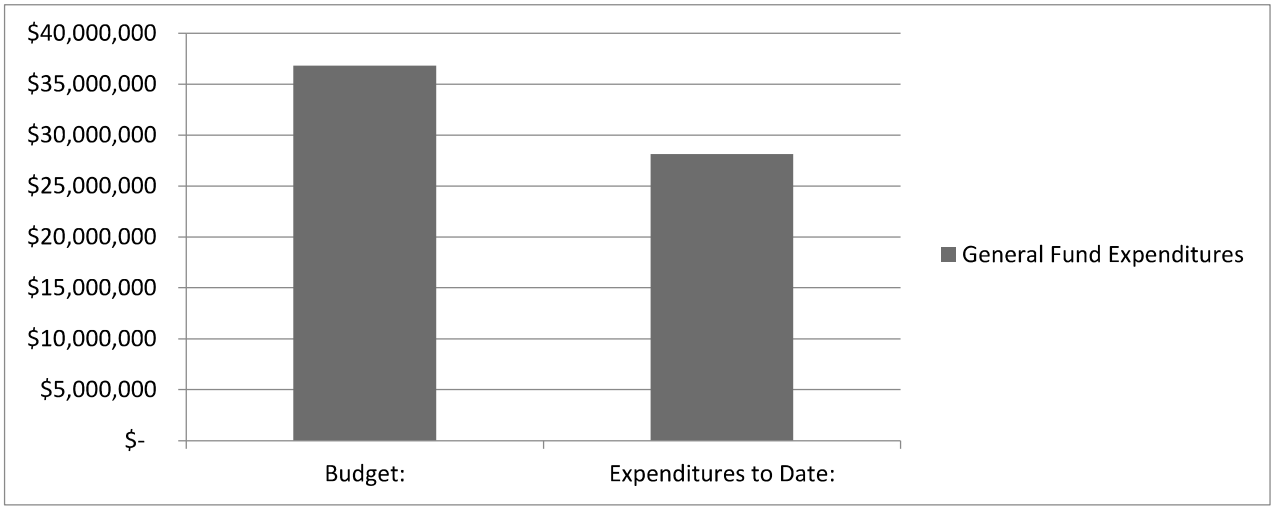


Revenue Analysis

Revenue Sources	Budget	To Date	% Collected
Property Taxes	$ 2,916,256	$ 2,988,543	102.48%
Sales & UseTaxes	$ 13,512,060	$ 12,629,246	93.47%
Franchise Taxes	$ 4,793,798	$ 5,229,973	109.10%
Licenses and Permits	$ 32,000	$ 43,563	136.14%
Planning Building & Eng Fees	$ 5,191,000	$ 4,770,462	91.90%
Intergovernmental	$ 2,607,000	$ 3,071,842	117.83%
Charges for Services	$ 241,500	$ 637,826	264.11%
Recreation	$ 121,000	$ 160,596	132.72%
Utility Revenue	$-	$ 6,394	0.00%
Fines & Forfeitures	$ 15,000	$ 24,839	165.59%
Other Revenues	$ 345,500	$ 677,349	196.05%
Interfund Transfers	$ 2,601,143	$ 2,634,359	101.28%
Special Revenues & Resources	$ 900,000	$ 1,932,738	214.75%
Use of Fund Reserves	$ 3,543,610	$ -	0.00%

General Fund Expenditures

Budget:	$	36,819,867
Expenditures to Date:	$	28,143,876
Percent of Total Budget Expended:		76%
Percent of Year Completed:		100%



Expense Analysis

		Budget	To Date	% Expended	% Yr. Completed
11	General Government	$ 5,346,524	$ 4,632,388	87%	100%
18	Community Services	$ 5,720,535	$ 3,691,472	65%	100%
19	General Government	$ 2,711,289	$ 2,282,527	84%	100%
21	Public Safety	$ 7,724,349	$ 6,623,725	86%	100%
31	Community Development	$ 362,430	$ 305,067	84%	100%
32	Community Development	$ 1,244,225	$ 1,118,771	90%	100%
33	Community Development	$ 1,998,420	$ 1,821,384	91%	100%
41	Public Services	$ 9,510,222	$ 7,668,543	81%	100%
61	Interfund Transfers	$ 2,201,873	$ -	0%	100%

ENTERPRISE FUNDS

Enterprise Fund Revenues

Budget:	$	41,262,029
Revenue Collected to Date:	$	52,947,458
Percent of Total Budget Collected:		128%
Percent of Year Completed:		100%

Revenue Analysis

		Budget	To Date	% Received	% Yr. Completed
51	Water Fund	$ 20,371,009	$ 35,908,176	176%	100%
52	Sewer Fund	$ 16,123,850	$ 12,218,171	76%	100%
57	Solid Waste Fund	$ 2,878,589	$ 2,933,169	102%	100%
59	Storm Drain Fund	$ 1,888,581	$ 1,887,942	100%	100%

Fund 51 - Water Fund:	$14M received is restricted for future payment of one-time development fees to Central Utah Water Conservancy District.

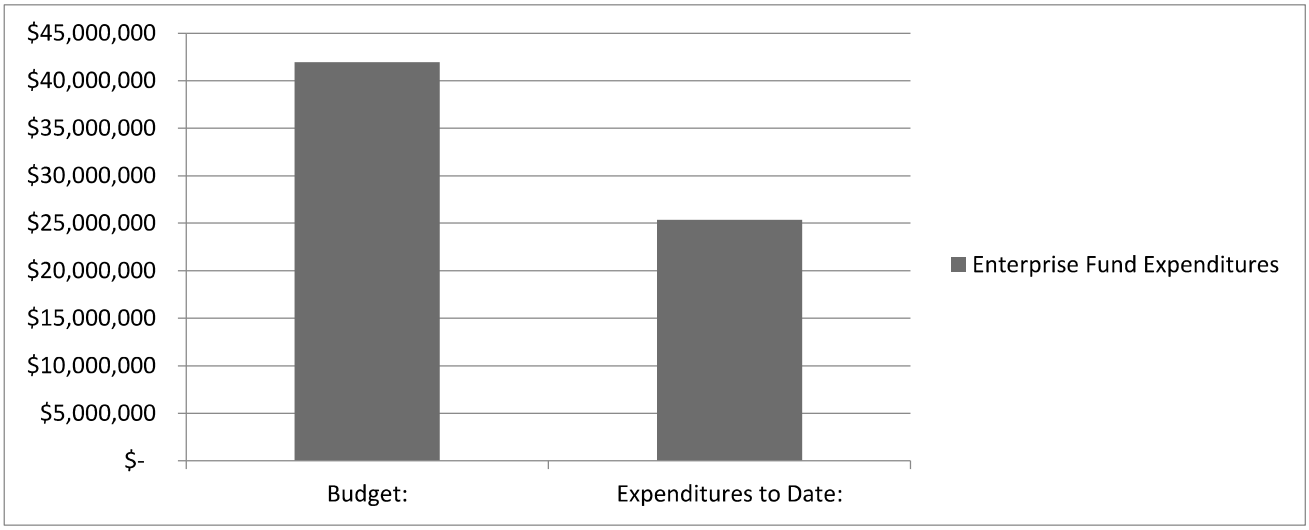
Fund 52 - Wastewater Fund:	$4M of unearned revenue was anticipated use of reserves to fund capital improvements.

Fund 57 - Solid Waste Fund:

Fund 59 - Storm Water Fund:

Enterprise Fund Expenditures

Budget:	$	41,943,033
Expenditures to Date:	$	25,364,933
Percent of Total Budget Expended:		60%
Percent of Year Completed:		100%



Expense Analysis

		Budget	To Date	% Expended	% Yr. Completed
51	Water Fund	$ 20,371,009	$ 12,458,943	61%	100%
52	Sewer Fund	$ 16,123,850	$ 8,847,630	55%	100%
57	Solid Waste Fund	$ 2,878,589	$ 2,724,405	95%	100%
59	Storm Drain Fund	$ 2,569,585	$ 1,333,955	52%	100%

Notes:

IMPACT FEE FUNDS

Fund Balance - current total balance in the fund.
Committed Balance - restricted to pay reimbursement agreements, and budgeted expenses
Available Balance - amount in the fund that is available for future projects in the Capital Facilities plan.
Projected Available Balance - amount projected through building trends to be available for projects in the Capital Facilities Plan by the end of the current fiscal year.

FUND NAME	Fund Balance as of 06/30/2025	Committed Balance	Available Balance	Projected Available Balance by 6/30/2025**
11 - Water Impact Fee Fund	$23,209,441	$21,204,204	$2,005,237	$2,005,237
12 - Wastewater Impact Fee Fund	$6,373,639	$2,812,378	$3,561,261	$3,561,261
15 - Parks/Trails Impact Fee Fund	$7,357,342	$1,250,000	$6,107,342	$6,107,342
16- Public Safety Impact Fee Fund	$263,899	$3,500	$260,399	$260,399
17 -Stormwater Impact Fee Fund	$3,185,315	$2,015,300	$1,170,015	$1,170,015
18 -Transportation Impact Fee Fund	$3,904,527	$1,894,702	$2,009,824	$2,009,824

****Available balance + the average of the future facilities impact fee collected and projected out.**

*Unaudited figures - adjusting entries will be done throughout the fiscal year.