EAGLE MOUNTAIN
CITY COUNCIL MEETING

AUGUST 4, 2026, 4:00 PM
EAGLE MOUNTAIN CITY COUNCIL CHAMBERS
1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

4:00 PM WORK SESSION - CITY COUNCIL CHAMBERS

1. DISCUSSION AND INFORMATION ITEMS

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

   1.A. DISCUSSION - Towns at Brylee Farms Phase B Update
   (anticipated time 15 minutes)

   1.B. DISCUSSION - LBiSat Property - Maintaining Clear Lines of Sight
   (anticipated time 15 minutes)

   1.C. DISCUSSION - Consolidated Project List
   (time remaining)

2. CITY MANAGER INFORMATION ITEMS

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

3. AGENDA REVIEW

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

4. ADJOURN TO A CLOSED SESSION

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

7:00 PM POLICY SESSION - CITY COUNCIL CHAMBERS

5. CALL TO ORDER

6. PLEDGE OF ALLEGIANCE

7. INFORMATION ITEMS/UPCOMING EVENTS

8. APPOINTMENTS

8.A. APPOINTMENT - Youth Council Committee Members

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. MINUTES

11.A. July 21, 2026 Minutes - Regular City Council Meeting

12. PRELIMINARY PLATS & SITE PLANS

12.A. SITE PLAN - Eagle Mountain Chapel and Recreation Building

13. ORDINANCES

13.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Approving the Eagle Mountain Chapel and Recreation Building Development Agreement.

SCHEDULED ITEMS

14. PUBLIC HEARING ONLY

14.A. PUBLIC HEARING ONLY - Program Year 2026 HUD CDBG Annual Action Plan.

BACKGROUND: *(Presented by Affordable Housing Coordinator, Kiara Polee)* The Community Development Block Grant (CDBG) program provides federal funding for eligible community development activities. As a condition of receiving CDBG funds, the City must annually adopt and submit an Annual Action Plan identifying the proposed use of its allocation and hold two public hearings to receive public input. The first public hearing was held on April 7, 2026. This public hearing fulfills the second hearing requirement.

15. ORDINANCES/PUBLIC HEARINGS

15.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Scenic Mountain.

BACKGROUND: (*Presented by Senior Planner, Robert Hobbs*) Proposed General Plan Future Land Use Map Amendment(s) and Rezoning of various properties within, and adjacent to, the expired Scenic Mountain master development area.

15.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Master Plan Known as Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP).

BACKGROUND: (*Presented by Assistant City Engineer, David Salazar*) The hearing is for adoption of an update to the Transportation Master Plan and Impact Fee Facilities Plan (IFFP) The City's Transportation Master Plan is intended to identify the needed transportation infrastructure needed to provide adequate service for the City's residents and businesses. A comprehensive transportation plan must be developed and regularly maintained to combat the potential congestion caused by projected growth. The TMP must incorporate the goals of the City of Eagle Mountain regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

16. LEGISLATIVE ITEMS

16.A. UPDATE - Legislative Priorities List

17. 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.

18. COMMUNICATION ITEMS

18.A. Financial Report

18.B. Upcoming Agenda Items

19. ADJOURNMENT

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

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

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this 30 day of July, 2026, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.eaglemountain.gov, posted to the Utah State public notice website http://www.utah.gov/pmn/index.html.

Lacie A. Messerly
City Recorder

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 4, 2026**
TITLE:	DISCUSSION - Towns at Brylee Farms Phase B Update
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	Greg Wall

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designations: Neighborhood Residential 3 and Employment Center/Campus Zone: Residential - Tier III	~ 10 Acres

PUBLIC HEARING
No

PREPARED BY
Steven Lehmitz, Planner

PRESENTED BY
Steven Lehmitz

RECOMMENDATION:
Staff recommends that the City Council discuss the proposal brought forth by the applicant.

BACKGROUND:
When we spoke with the City Council at the work session on July 7th, Mayor Gray suggested that Element Homes look at a design that would make the garage two feet deeper on the 2-story townhome plans. Element Homes worked with their architectural partners and came up with a design that extended the depth of the garage in the 2-story townhomes by about 3 feet, making the garage 24 feet deep.

The attached exhibit shows the garages in a 4-plex townhome building with various makes and models of cars, trucks, and mini-vans to scale in the garages and on the driveways, with garbage cans to scale included inside the garages. The plans show that there is a maximum of one step up from the floor of the garage to the home, to illustrate that there is not a landing or multiple stairs extending into the usable space of the garage.

ITEMS FOR CONSIDERATION:
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Larger Garage Concept

2-STORY LARGER GARAGE CONCEPT

2-STORY LARGER GARAGE CONCEPT

Front Elevation Rendering

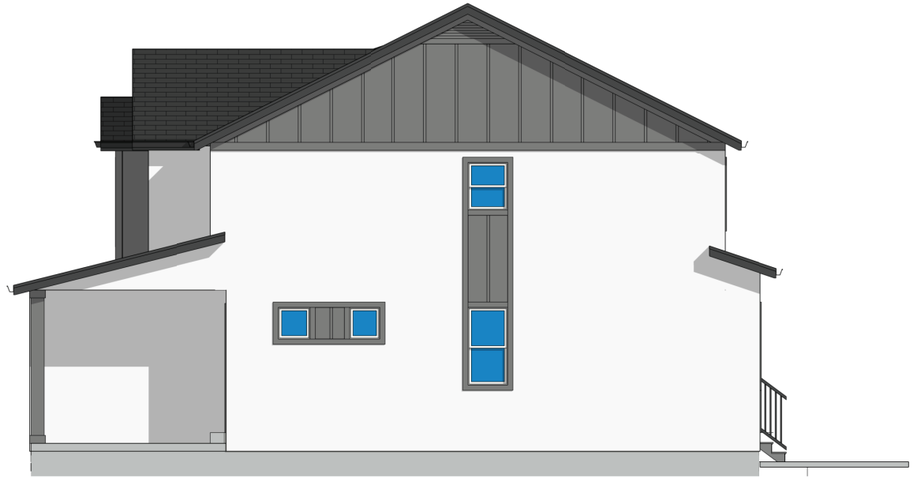
Rear Elevation Rendering

2-STORY LARGER GARAGE CONCEPT

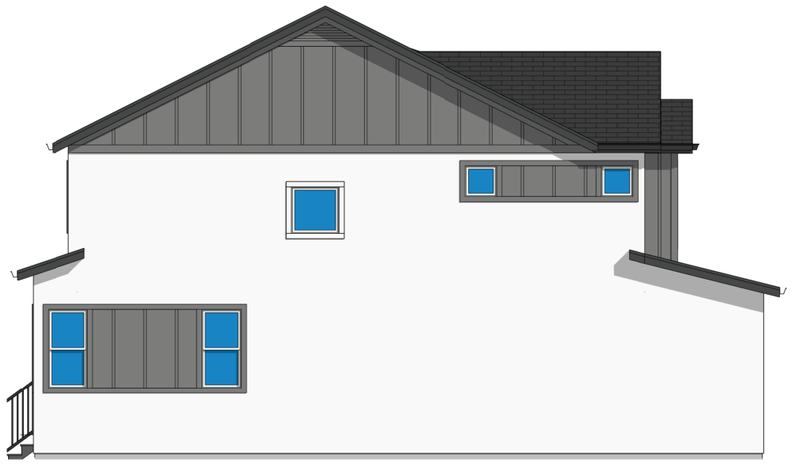
Front Right 3D View

Front Left 3D View

2-STORY LARGER GARAGE CONCEPT



Left Elevation Rendering



Right Elevation Rendering

2-STORY LARGER GARAGE CONCEPT

Back Left 3D View

Back Right 3D View

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 4, 2026**
TITLE:	DISCUSSION - LBiSat Property - Maintaining Clear Lines of Sight
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	City and Rodger Lyman, CEO/Owner, LBiSat LLC

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Land Use Designation: Business Park /Light Industry	10.13 acres

PUBLIC HEARING
No

PREPARED BY
Brandon Larsen, Planning Director

PRESENTED BY
Brandon Larsen

RECOMMENDATION:
N/A

BACKGROUND:
LBiSat is a valuable member of the business community in Eagle Mountain City. They operate a satellite communications operation in the southern end of the City near the City's Public Works building and wastewater treatment facility. LBiSat delivers voice, data, video, and media streaming services to customers across the globe. An important part of LBiSat's operation is maintaining clear lines of sight for their satellite dishes. However, this has become a major concern for the business as land begins to develop around it. The purpose of this discussion is to reacquaint the Council with LBiSat and to make them aware of business's need for clear site lines for their operations.

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Presentation

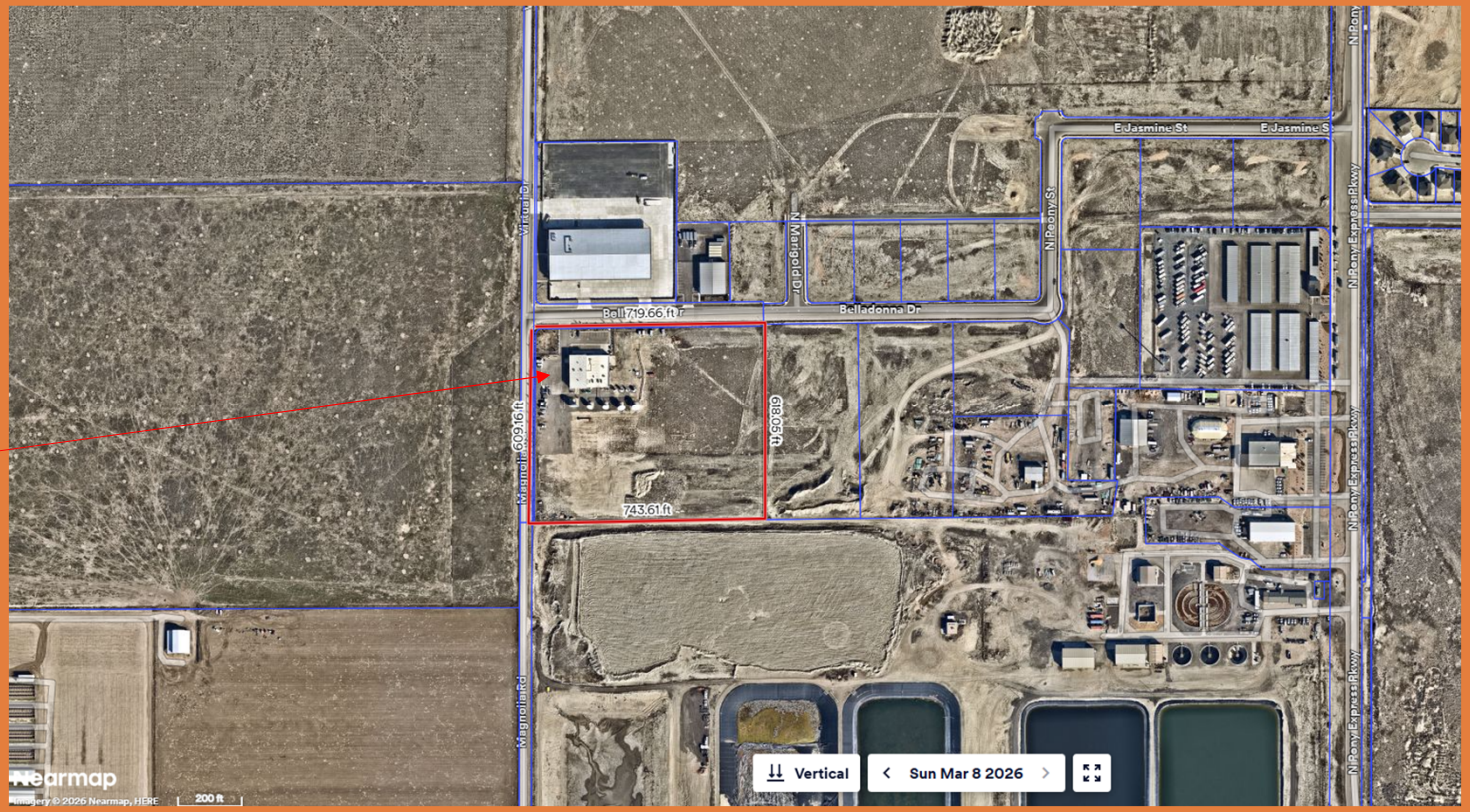
LBiSat
Line of Sight

Eagle Mountain City
City Council Meeting
August 4, 2026

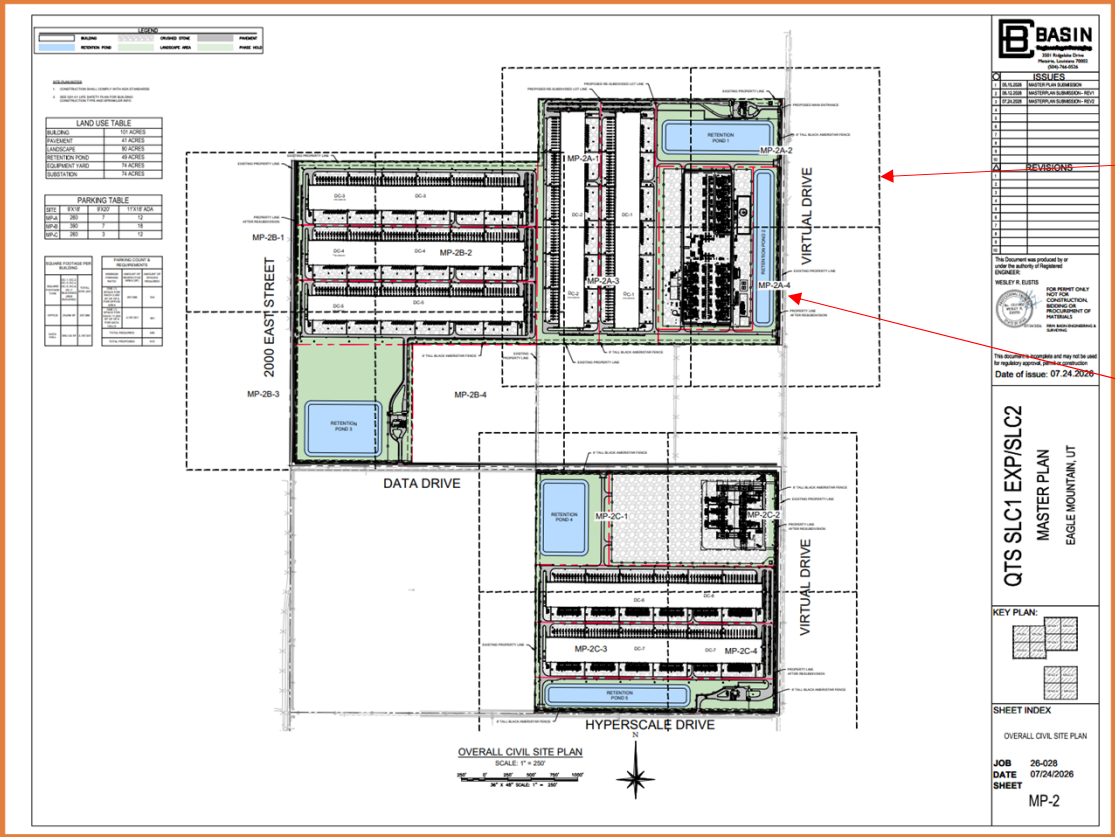
LBiSat Location

LBiSat Location

LBiSat Location



Adjacent Proposed Development



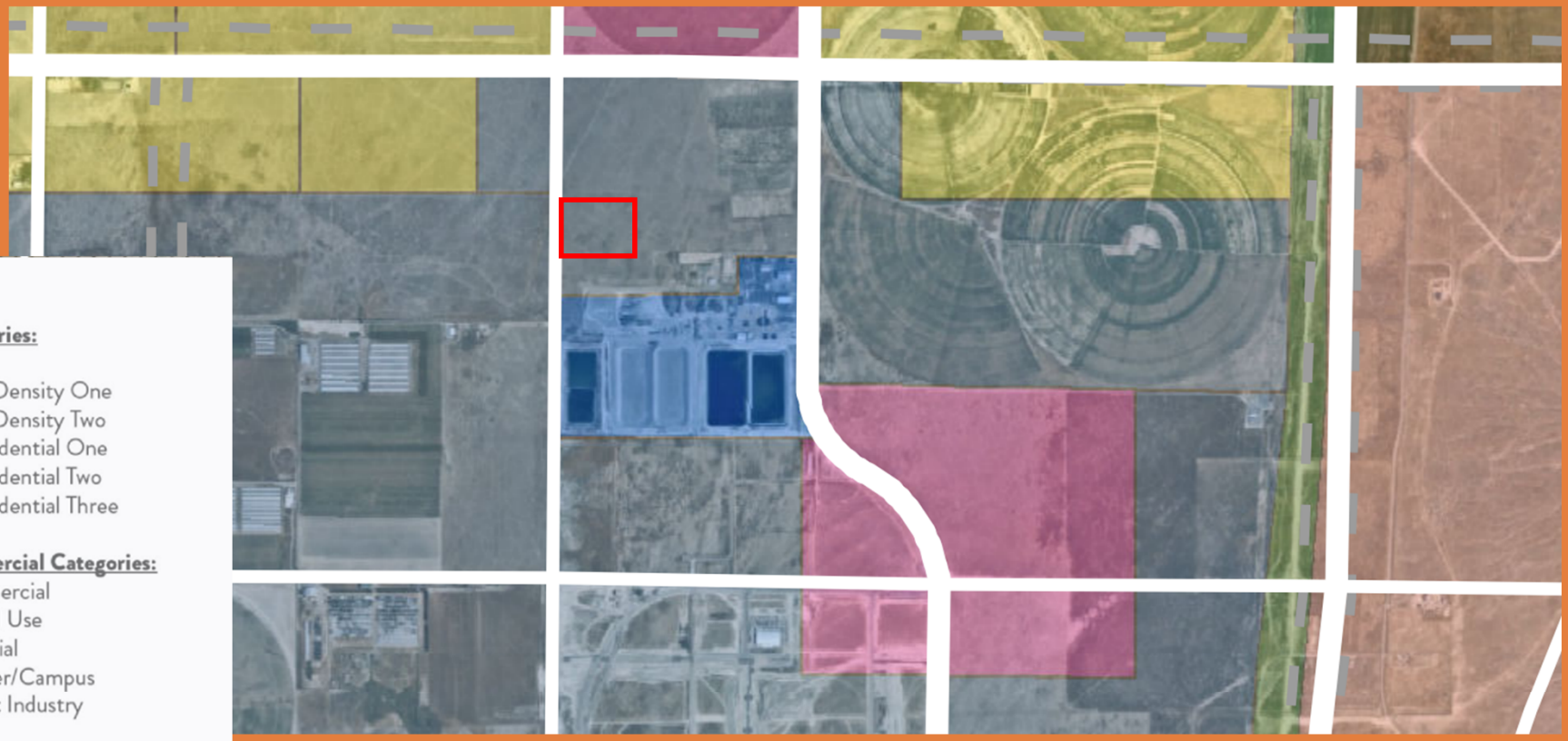
- Approximate location of LBiSat
- Distance of 320’ between QTS property line and western edge of retention basin.

Adjacent Proposed Development

New Tertiary Treatment Building

Zoning

- Nearly all land on the map is in the RTI Ovelay Zone except the land outlined in blue.
- RTI Height: five (5) stories or ~50 feet.
- Sweetwater Industrial Overlay Zone Height: base zone height



LEGEND

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

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

Public/Civic Categories:
- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

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

Future Land Use Map

EAGLE MOUNTAIN
CITY COUNCIL MEETING MINUTES

JULY 21, 4:00 PM
EAGLE MOUNTAIN CITY COUNCIL CHAMBERS
1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Pro Tempore Clark; Councilmembers Craig Whiting, Rich Wood, Brett Wright and Zachory Huish.

CITY STAFF PRESENT: Benjamin Reeves, City Manager; Steve Mumford, Deputy City Manager; Carson Stapley, Information Systems Manager; John Magness, Legislative and Policy Analyst; Evan Berrett, Director of Legislative and Strategic Services; Marcus Draper, City Attorney; Lacie Messerly, City Recorder; Kimberly Ruesch, Director of Administrative Services; Kyle Ireland, Communications Manager; Natalie Winterton, Assistant to the City Manager; Brandon Larsen, Planning Director; Steven Lehmitz, Planner; Stephanie Allred, Deputy Recorder; Mack Straw, Assistant Public Works Director; Vince Hogge, City Engineer; Zac Hilton, Assistant Public Works Director; Brad Hickman, Public Works Director; David Salazar, Assistant City Engineer; Affordable Housing Coordinator, Kiara Polee; David Ulibarri, Public Safety Director; and B.J. Eccles, Sergeant.

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

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Pro Tempore Clark called the meeting to order at 4:00 PM and noted Mayor Gray was participating remotely for Policy Session.

1. DISCUSSION AND INFORMATION ITEMS

1.A. DISCUSSION – Overview of Best Friends Animal Society Programs.

The recording of the discussion can be found online here at 00:00:48.

Councilmember Whiting provided a background of the item and introduced the Best Friends Animal Society. Representatives from Best Friends Animal Society Kate Hall and Bailie Tolton, provided an overview of the organization's programs and services available to municipalities and responded to questions from the City Council

1.B. DISCUSSION – Program Year 2026 CDBG Funding Priorities & Project Planning.

DRAFT

The recording of the discussion can be found online here at 00:15:34.

Elizabeth McNannay of Resource Consultants presented an overview of the Community Development Block Grant (CDBG) Program, including income limits, core principles, eligibility requirements, funding categories, and potential projects. Ms. McNannay and Affordable Housing Coordinator Kiara Polee responded to questions from the City Council and requested feedback to refine the proposed Annual Action Plan and funding recommendations for consideration at the next City Council meeting.

1.C. DISCUSION – Wildland Urban Interface (WUI) Standards.

The recording of the discussion can be found online here at 00:38:43.

Long Range Planner Elizabeth Fewkes presented the background and purpose of the Wildland Urban Interface (WUI) Standards, including the state-required WUI landscaping standards established by House Bill 215. She discussed potential standards to facilitate the creation of 30 feet of defensible space around homes on residential lots within the WUI boundary. Ms. Fewkes responded to questions and requested feedback from the City Council.

1.D. DISCUSSION – Proposed Private Purchase of .13 Acres of The Ranches Golf Course (Parcel 58:034:0678).

The recording of the discussion can be found online here at 00:57:40.

Senior Planner Robert Hobbs provided background on the item and explained that the City's agreement with the golf course includes a provision that effectively operates as a right of first refusal if any portion of the golf course is proposed to be sold. Mr. Hobbs requested feedback from the City Council regarding how to proceed. City Attorney Marcus Draper responded to questions from the City Council.

1.E. DISCUSSION – Triumph Subdivision MDP/MDA Amendment for Planned, Attainable Housing "Pods."

The recording of the discussion can be found online here at 01:02:33.

Senior Planner Robert Hobbs presented an overview of the item and explained that the Second Amendment to the agreement seeks to modify the plat design and incorporate up to four (4) affordable housing "pods." Applicant Scot Hazard and Caden Hazard responded to questions from the City Council.

2. CITY MANAGER INFORMATION ITEMS

The recording of the discussion can be found online here at 01:30:20.

City Manager Ben Reeves provided updates to the City Council.

3. AGENDA REVIEW

12.C. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the First Amendment to the Brylee Townhomes Phase B Development Agreement.

The recording of the discussion can be found online here at 01:35:45.

Applicant Greg Wall responded to questions from the City Council.

15.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 16.20 Preliminary Plats, 16.25 Final Plats, and 17.100 Site Plan Review regarding Application Requirements and Cost Estimates.

The recording of the discussion can be found online here at 01:38:01.

Community Development Director Brandon Larsen explained the purpose of the proposed code amendment and responded to questions from the City Council.

16.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 8.15.070 Noise Levels.

The recording of the discussion can be found online here at 01:40:30.

Planner Mickie Mills responded to questions from the City Council regarding the proposed code amendment.

4. ADJOURN TO A CLOSED SESSION

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

Melissa Clark Yes

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

The motion passed with a unanimous vote.

The recording of the discussion can be found online here at 01:42:40.

The Work Session was adjourned at 5:42 PM.

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

5. CALL TO ORDER

Mayor Pro Tempore Clark called the meeting to order at 7:00 PM, excused Mayor Gray and announced that Item 15.A. would be the only public hearing on the agenda.

The recording of the discussion can be found online here at 03:03:44.

6. PLEDGE OF ALLEGIANCE

Councilmember Whiting led the Pledge of Allegiance.

7. INFORMATION ITEMS/UPCOMING EVENTS

City Manager Ben Reeves provided updates.

The recording of the discussion can be found online here at 03:05:20.

8. PUBLIC COMMENTS

Mayor Pro Tempore Clark announced that Item 16.A. and 17.A. would not have a Public Hearing.

Mayor Pro Tempore Clark opened the public comment period at 7:08 PM.

The following individuals spoke during the Public Comment period:

- George Reid – Voiced concerns about speeding on Ira Hodges Scenic Parkway and Major Street, shared examples, and requested that action be taken before the start of the school year. Mr. Reid submitted a signed petition for immediate traffic safety improvements.

- Shelly Anderson – Stated that she lives on Ira Hodges, shared multiple examples of speeding in the neighborhood, expressed concerns about public safety, and requested that action be taken to reduce speeding and improve safety.

- Justin Hopkinson – Echoed the comments previously shared regarding speeding in the neighborhood and the safety of children.

Mayor Pro Tempore Clark closed the public comment period at 7:15 PM.

Mayor Pro Tempore Clark requested that Staff provide a report at the next meeting outlining how the concerns regarding Ira Hodges will be addressed.

The recording of the discussion can be found online here at 03:07:04.

9. CITY COUNCIL/MAYOR ITEMS

Mayor Pro Tempore Clark and Councilmembers offered comments to the public.

The recording of the discussion can be found online here at 03:17:56.

CONSENT AGENDA

10. BOND RELEASES

10.A. Brylee North Plat A – Out of Warranty

10.B. Pacific Springs Phase A, Plat 5 – Out of Warranty

11. MINUTES

11.A. July 7, 2026 Minutes – Regular City Council Meeting

12. RESOLUTIONS

12.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Appointing a Member Representative to the North Utah Valley Animal Services Special Service District Board.

12.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the First Amendment to the Stadion Development Agreement.

12.C. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the First Amendment to the Brylee Townhomes Phase B Development Agreement.

13. ORDINANCES

13.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Approving the Off-Street Trails Master Plan.

MOTION: *Councilmember Whiting moved to approve the Consent Agenda with the spelling corrections to the minutes as discussed during the work session. Councilmember Wright seconded the motion.*

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

The motion passed with a unanimous vote.

The recording of the discussion can be found online here at 03:24:53.

SCHEDULED ITEMS

14. MOTIONS

14.A. MOTION TO RECONSIDER – Resolution No. 60-2025 Approving the Disposal of 0.156 Acres of Designated "Significant Real Property" (Utah County Parcel No. 49:601:0080) Pursuant to EMMC 3.30.060 and 3.30.070.

The recording of the discussion can be found online here at 03:25:37.

City Recorder Lacie Messerly provided a background of the item and requested direction from the City Council. Applicant Jessie Southworth responded to questions from the City Council. City Attorney Marcus Draper provided clarification regarding the motion.

MOTION: *Councilmember Wright moved to approve a Resolution Approving the Disposal of 0.156 Acres of Designated "Significant Real Property" (Utah County Parcel No. 49:601:0080) Pursuant to EMMC 3.30.060 and 3.30.070 with the following amendments to the original agreement:*

1. *Extend the completion timeline to one year.*
2. *Remove requirement for Lot 63 to participate in the agreement and allow the remaining property owners to proceed.*

Councilmember Huish seconded the motion.

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

The motion passed with a unanimous vote.

The recording of the motion can be found online here at 03:30:33.

15. ORDINANCES/PUBLIC HEARINGS

15.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 16.20 Preliminary Plats, 16.25 Final Plats, and 17.100 Site Plan Review regarding Application Requirements and Cost Estimates.

The recording of the discussion can be found online here at 03:32:18.

Community Development Director Brandon Larsen presented the item and explained that the proposed amendment is intended to assist both the applicant and the City in planning for and evaluating the costs associated with public improvements for proposed developments. Mr. Larsen responded to questions from the City Council.

Mayor Pro Tempore Clark opened the Public Hearing period at 7:34 PM. Seeing no one wished to speak Mayor Pro Tempore Clark closed the Public Hearing at 7:34 PM.

MOTION: *Councilmember Whiting moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 16.20 (Preliminary Plats), 16.25 (Final Plats), and 17.100 (Site Plan Review) regarding Application Requirements. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

The recording of the motion can be found online here at 03:34:58.

16. ORDINANCES

16.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code 8.15.070 Noise Levels.

The recording of the discussion can be found online here at 03:35:30.

Mayor Pro Tempore Clark stated the item is not a public hearing.

Planner Mickie Mills presented the item and discussed the amendment is necessary to align with Senate Bill 202 from the 2026 legislative session.

MOTION: *Councilmember Whiting moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 8.15.070 (Noise Levels) as presented. Councilmember Huish seconded the motion.*

Councilmember Whiting withdrew the motion.

MOTION: *Councilmember Wright moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 8.15.070 (Noise Levels), with the following redline amendment: the time under (D)(2) Golf Course be revised to 10:00 p.m. to 5:30 a.m. Councilmember Huish seconded the motion.*

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

The motion passed with a unanimous vote.

The recording of the motion can be found online here at 03:37.44.

17. DISCUSSION/POSSIBLE ACTION

17.A. DISCUSSION/POSSIBLE ACTION – Approval of Second Amendment to the Triumph Master Development Agreement for the Triumph Subdivision.

The recording of the discussion can be found online here at 03:38:30.

Senior Planner Robert Hobbs presented the background of the item and explained the proposed request to create affordable housing pods within the development. Mr. Hobbs

and the applicant, Scot Hazard, responded to questions from the City Council regarding the proposed agreement amendment.

Mayor Pro Tempore Clark announced that the item had been noticed as a public hearing; however, the item is not a public hearing.

The City Council discussed amendments to the proposed development agreement prior to consideration of a motion.

MOTION: *Councilmember Wood moved to approve a Resolution of Eagle Mountain City, Utah, approving the Second Amendment to the Triumph Master Development Agreement for the Triumph Subdivision, with the following revisions:*

1. *In the Triumph MDA Second Amendment include the following amenities: fencing, water-wise landscaping, and all appliances, including washer, dryer, microwave, range and refrigerator.*
2. *Specify that the amendment applies only to the northernmost pod in Plat 2.*
3. *In Section 2.25 of the amendment, revise the spelling of "fifty-three" and add parentheses to include "(53)" to match.*
4. *In Section 3.1, revise the language regarding the purchase of water to state that it applies as long as RDA funds are available.*
5. *Amend the Deed Restriction and Affordability Covenant as follows:*
    a. *Fixed numbering from 3.06 onward.*
    b. *Article 2, Section 2.05, change "conjunctive" to "injunctive."*
    c. *Article 3, 3.04, incorporate changes as stated by the City Attorney, including an owner occupancy requirement at the end.*
    d. *Article 4, Sections 4.04 and 5.01, to reference Article 4 instead of Article 5.*
    e. *Article 6, Section 6.02, City cannot delegate its responsibilities under Article 4.*
    f. *Article 7.02 correct the misspelling of "foreclosure."*

Councilmember Wright seconded the motion.

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

The motion passed with a unanimous vote.

The recording of the motion can be found online here at 04:00.57.

18. LEGISLATIVE ITEMS

18.A. UPDATE – Legislative Priorities List

The recording of the discussion can be found online here at 04:04:32.

Management and Policy Analyst John Magness requested direction from the City Council regarding items on the priorities list.

Evan Berrett requested feedback from the City Council regarding legislative priorities for the upcoming state session and explained the process. Mr. Berrett responded to questions from the City Council.

MOTION: *Councilmember Whiting moved to add working with Best Friends Animal Society on the various resources presented to the Legislative Priorities List. Councilmember Huish seconded the motion.*

Melissa Clark	Yes
Zachory Huish	Yes
Craig Whiting	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 04:16:20.

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

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

The recording of the discussion can be found online here at 04:22:35.

21. COMMUNICATION ITEMS

22. ADJOURNMENT

MOTION: *Councilmember Wood moved to adjourn the meeting at 8:26 PM. Councilmember Wright seconded the motion.*

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

Brett Wright Yes

The motion passed with a unanimous vote.

The recording of the motion can be found online here at 04:26:47.

The meeting was adjourned at 8:26 PM.

Approved by the City Council on August 4, 2026.

_____

Lacie A. Messerly
City Recorder

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 4, 2026**
TITLE:	SITE PLAN - Eagle Mountain Chapel and Recreation Building
ITEM TYPE:	Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Kevin Olsen and Jacob Baker

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Agricultural/Rural Density Two Zoning: Residential	4.562 Acres

PUBLIC HEARING
No

PREPARED BY
Steven Lehmitz, Planner

PRESENTED BY
Steven Lehmitz

RECOMMENDATION:
Staff recommends that the City Council approve the proposed Site Plan with the following conditions:

1. The site plan is contingent on the Development Agreement for the project being approved; and
2. The Applicant works with Staff to bring the lighting plan into compliance with EMMC 17.56.050(D).

BACKGROUND:
In March 2026, the Applicant brought a concept plan before the City Council to discuss purchasing land from the City and amending the existing recorded plat to facilitate a proposed chapel and recreational facility expansions. After receiving favorable feedback from the City Council regarding the Project, they pursued a plat amendment to combine the land purchased from the City and two existing lots into one lot. The City approved the plat amendment on July 2, 2026.

ITEMS FOR CONSIDERATION:
The proposed site meets all relevant development standards other than the following:

1. Due to the size of the parking facilities, EMMC 17.55.090 requires a raised or delineated pedestrian walkway with a minimum width of 10 feet that leads to the entrance of the building. In lieu of that requirement, the proposed Development Agreement for this project would require the applicant to install two 6-foot wide delineated pedestrian walkways.
2. EMMC 17.72.060(F) requires articulation on all façades of a building. The east-facing façade would not meet this requirement. Again, the proposed Development Agreement for this project would exempt the east-facing façade from having to meet this requirement.
3. The proposed lighting plan exceeds 100,000 lumens per acre, contradictory to EMMC 17.56.050(D).

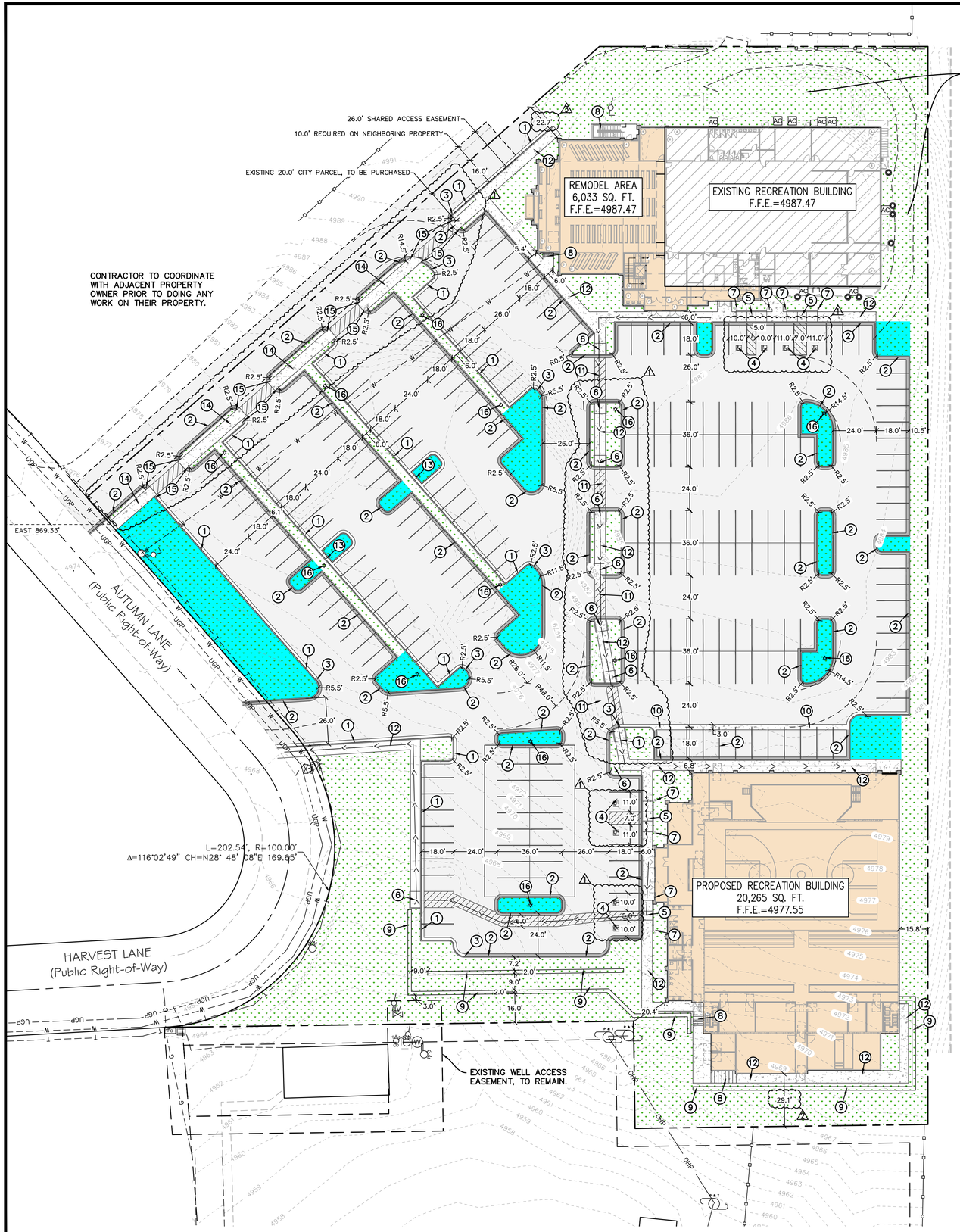
PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission forwarded a positive recommendation (3-0) to the City Council with the following conditions:

1. The site plan is contingent on the Development Agreement for the project being approved; and
2. The applicant works with Staff to bring the lighting plan into compliance with EMMC 17.56.050(D).

ATTACHMENTS:

1. Site Plan
2. Elevations
3. Landscape Plan
4. Lighting Plan
5. Presentation



NOTE: TRASH TO BE PROPERLY CONTAINED AND DISPOSED OF. ANY TRASH CANS WILL HAVE TO BE SCREENED FROM VIEW OF THE STREET UNLESS THEY ARE SET OUT TO BE EMPTIED.

PER CITY REQUIREMENTS:
SNOW STACKING AREA REQUIRED TO ACCOMMODATE THE STACKING VOLUME OF A FOUR-INCH SNOW BASE OVER THE ENTIRE PARKING LOT:
1,338 CY SNOW STORAGE REQUIRED

N

0 30 60 90
Scale in Feet

SEE COVER SHEET FOR PROJECT LEGEND

SITE PLAN KEYNOTES

1. PROPOSED 24" CURB & GUTTER. SEE DETAIL 1/C4.0.
2. PROPOSED 24" REVERSE PAN CURB AND GUTTER. SEE DETAIL 2/C4.0.
3. PROVIDE SMOOTH TRANSITION FROM CURB & GUTTER TO REV. PAN CURB & GUTTER.
4. ALL HANDICAP STALLS SHALL HAVE SLOPES OF LESS THAN 2% IN ALL DIRECTIONS, SEE DETAIL 8/C4.0.
5. ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 4/C4.0.
6. ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 5/C4.0.
7. PROPOSED ADA SIGN PER MUTCD & ICC/ANSI A117.1 SEE DETAIL 9/C4.0. (BOTH STALLS TO BE SIGNED "VAN ACCESSIBLE").
8. PROPOSED STAIRS (SEE ARCH. PLANS).
9. PROPOSED RETAINING WALL. SEE SHEET C2.0 FOR ELEVATIONS AND ARCHITECTURAL PLANS FOR DETAILS.
10. PROPOSED 3' CONCRETE WATERWAY. SEE DETAIL 3/C4.0.
11. PROPOSED PAINTED PEDESTRIAN WALKWAY.
12. PROPOSED CONCRETE SIDEWALK. TANGENTIAL SLOPE NOT TO EXCEED 5%. CROSS SLOPE NOT TO EXCEED 2%.
13. CONTINUE GUTTER THROUGH PLANTER AREA PROVIDING A CONCRETE WATERWAY TO ALLOW STORM WATER TO FLOW THROUGH. SEE DETAIL 10/C4.0.
14. PROPOSED CONCRETE SIDEWALK. DUE TO SLOPE OF DRIVE AISLE, THIS ROUTE IS NOT ADA COMPLIANT.
15. TAPER CURB & GUTTER TO MATCH SIDEWALK ELEVATION.
16. PROPOSED LIGHT POLE. SEE PHOTOMETRIC PLAN FOR DETAILS.

LOT AREAS:

		SQ. FT.	/	ACRES.
LOT		198,712	/	4.562
	BUILDING FOOTPRINT	37,014	/	0.850
	EXISTING BUILDING	10,558	/	0.242
	PROPOSED BUILDING	26,456	/	0.607
	ASPHALT	91,665	/	2.104
	LANDSCAPING	52,983	/	1.216
	CONCRETE	17,050	/	0.391

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

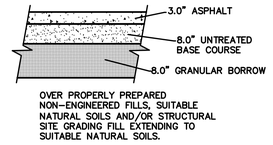
LOT PARKING REQUIREMENTS:

	SQ. FT.		CITY REQ'T
CHAPEL ADDITION	6,191	175	1 PER 20 SQ. FT. IN MAIN ASSEMBLY ROOM
REC BUILDING	20,265	68	1 PER 300 SQ. FT. (ASSUMED)
TOTAL REQUIRED PER CITY	243		
TOTAL PROVIDED	256		
ACCESSIBLE SPACES	8		(7 REQ'D 201 TO 300)

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

SHEET LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED SNOW STORAGE
- ADA ACCESSIBLE ROUTE



OVER PROPERLY PREPARED NON-ENGINEERED FILLS, SUITABLE NATURAL SOILS AND/OR STRUCTURAL SITE GRADING FILL EXTENDING TO SUITABLE NATURAL SOILS.

ASPHALT PAVEMENT

N.T.S.

OVER SUITABLE NATURAL SOILS, AND/OR STRUCTURAL SITE GRADING FILL EXTENDING TO SUITABLE NATURAL SOILS. (RIGID PAVEMENTS MUST NOT BE ESTABLISHED OVER NON-ENGINEERED FILLS.

CONCRETE PAVEMENT

N.T.S.

PAVEMENT SECTIONS ARE PER THE FEBRUARY 11TH, 2026 GEOTECHNICAL STUDY BY WILDING ENGINEERING (PROJECT NO 25629). CONTRACTOR TO INSTALL ALL PAVEMENT PER THE GEOTECH REPORT.

NO.	REVISIONS	BY	DATE
1.	CITY COMMENTS	SPC	06/01/26
2.	CITY COMMENTS	SPC	06/17/26
3.	CITY COMMENTS	SPC	06/30/26

DESIGNER: SDT PROJECT ENGINEER: SDT

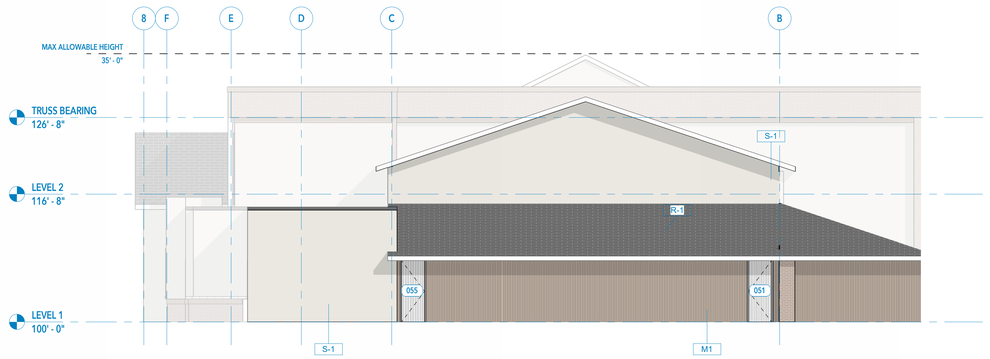
CIR CIVIL ENGINEERING +SURVEYING
10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-949-6296

CHAPEL EXPANSION AND REC BUILDING
3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

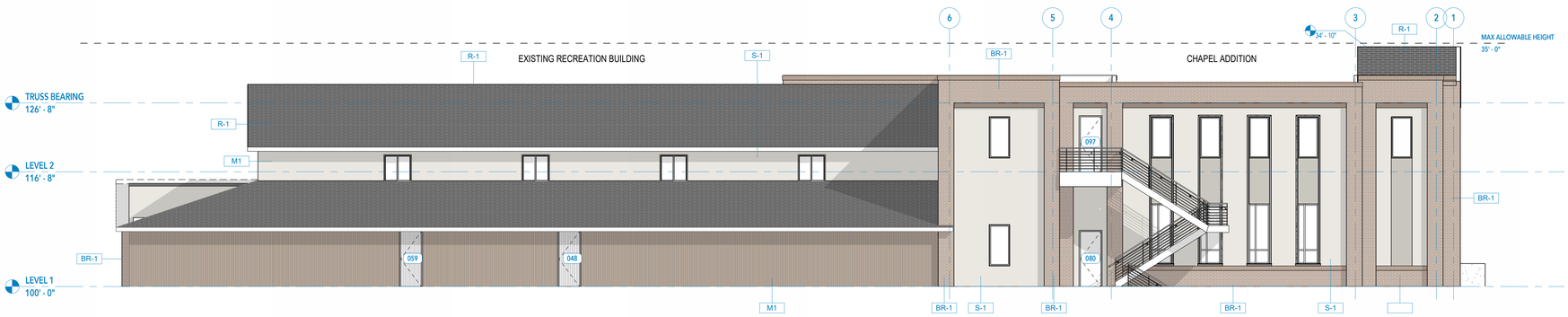
SITE PLAN

Blue Stakes of UTAH 811 Bluestakes.org

SHEET NO. C1.0
PROJECT ID: E25-140
DATE: 06/30/26
FILE NAME: PRJ-ECA
SCALE: 1"=30'

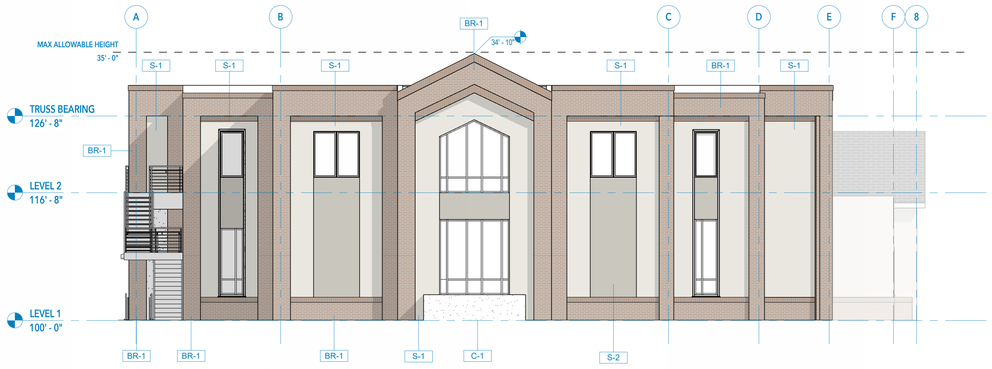


E1 A201 **EAST ELEVATION**
1/8" = 1'-0"



D1 A201 **NORTH ELEVATION**
1/8" = 1'-0"

B1 A201 **SOUTH ELEVATION**
1/8" = 1'-0"



A1 A201 **WEST ELEVATION**
1/8" = 1'-0"

5 A201 **EXTERIOR PERSPECTIVE**

ELEVATION GENERAL NOTES:

A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
B. COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
C. USE IMPACT RESISTANT EIFS WITHIN 48" OF SIDEWALKS AND BUILDING ENTRANCES.

ELEVATION GENERAL NOTES:

A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
B. COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
C. MECHANICAL CONTRACTOR TO COMBINE FACE PLATES FOR DRYER VENT AND EXHAUST ON EXTERIOR OF BUILDING.
D. STUCCO CONTROL JOINTS TO BE PLACED AS SHOWN ON ELEVATIONS BUT NO LENGTH SHOULD BE GREATER THAN 18 FT. IN EITHER DIRECTION BETWEEN JOINTS.
E. NO STUCCO PANEL SHOULD EXCEED 144 SQ. FT. FOR VERTICAL APPLICATION.
F. NO STUCCO PANEL SHOULD EXCEED 100 SQ. FT. FOR HORIZONTAL, CURVED, OR ANGULAR SECTIONS.
G. NO STUCCO PANEL LENGTH-TO-WIDTH RATIO SHOULD EXCEED 2 1/2:1 IN A GIVEN PANEL.
H. A STUCCO CONTROL JOINT SHOULD BE PLACED AT EACH HORIZONTAL FLOOR SUBSTRATE FRAMING CHANGE.

KEYNOTE LEGEND

EXTERIOR MATERIAL LEGEND

M-1
CORRUGATED METAL (EXISTING TO BE PAINTED)

S-1
STUCCO COLOR 1

S-2
STUCCO COLOR 2

R-1
BLACK ASPHALT SHINGLE

BR - 1
THIN BRICK

MINT ARCHITECTURE
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www.buildwithmint.com

DRAWN BY
Author

MARK	ISSUE DESCRIPTION	ISS. DATE
	REV. DESCRIPTION	REV. DATE

EAGLE MOUNTAIN CHAPEL ADDITION
3375 E. AUTUM LANE
EAGLE MOUNTAIN, UT

DEVELOPER APPROVAL
DATE
SIGNATURE

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ISSUE DATE
Issue Date

EXTERIOR ELEVATIONS

SHEET
A201

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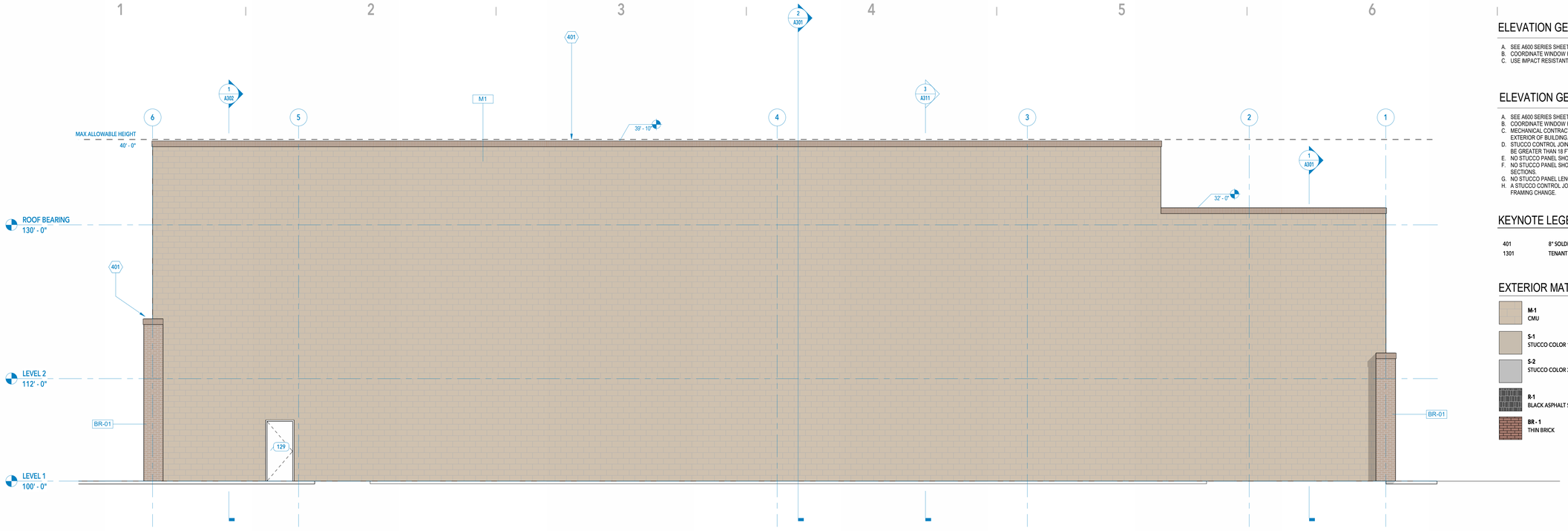
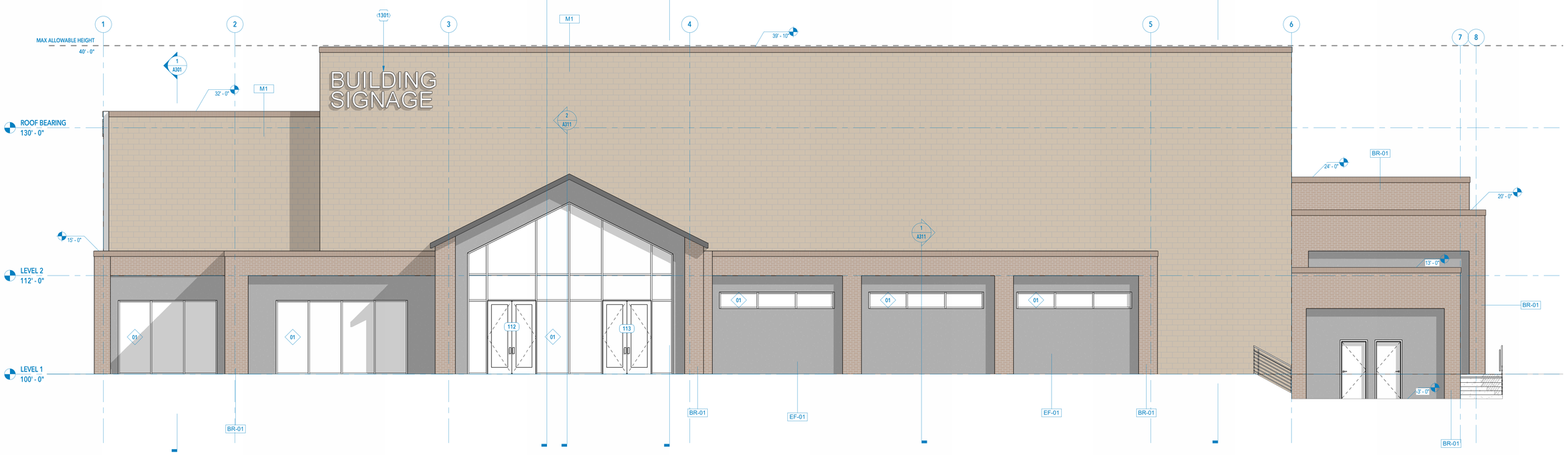


C1 A201 **EAST ELEVATION**
3/16" = 1'-0"



A1 A201 **WEST ELEVATION**
3/16" = 1'-0"

ELEVATION GENERAL NOTES:

A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
B. COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
C. USE IMPACT RESISTANT EIFS WITHIN 48" OF SIDEWALKS AND BUILDING ENTRANCES.

ELEVATION GENERAL NOTES:

A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
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G. NO STUCCO PANEL LENGTH-TO-WIDTH RATIO SHOULD EXCEED 2 1/2:1 IN A GIVEN PANEL.
H. A STUCCO CONTROL JOINT SHOULD BE PLACED AT EACH HORIZONTAL FLOOR SUBSTRATE FRAMING CHANGE.

KEYNOTE LEGEND

401	8" SOLDIER BRICK HEADER
1301	TENANT SIGNAGE

EXTERIOR MATERIAL LEGEND

M-1
CMU

S-1
STUCCO COLOR 1

S-2
STUCCO COLOR 2

R-1
BLACK ASPHALT SHINGLE

BR - 1
THIN BRICK

MINT ARCHITECTURE
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	REV. DESCRIPTION	REV. DATE

EAGLE MOUNTAIN REC.BUILDING
3375 E. AUTUM LANE
EAGLE MOUNTAIN, UT

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EXTERIOR ELEVATIONS

SHEET
A201

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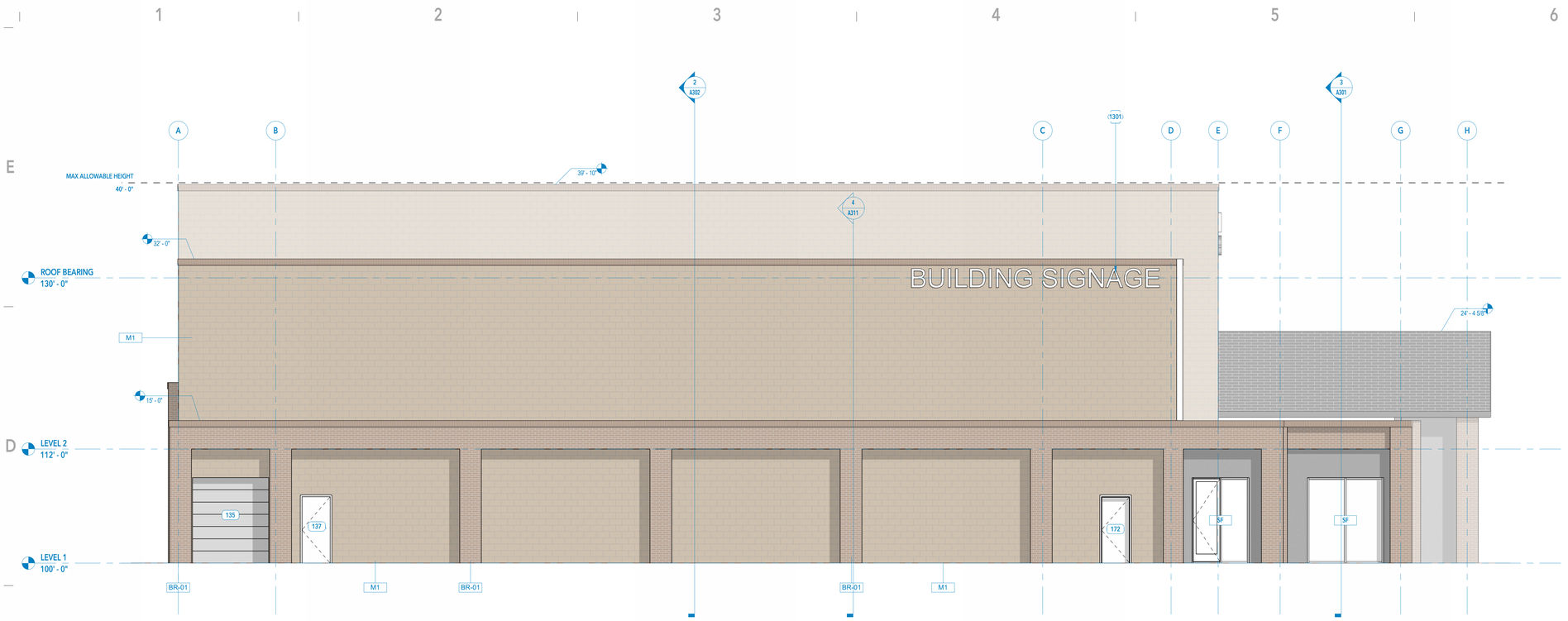
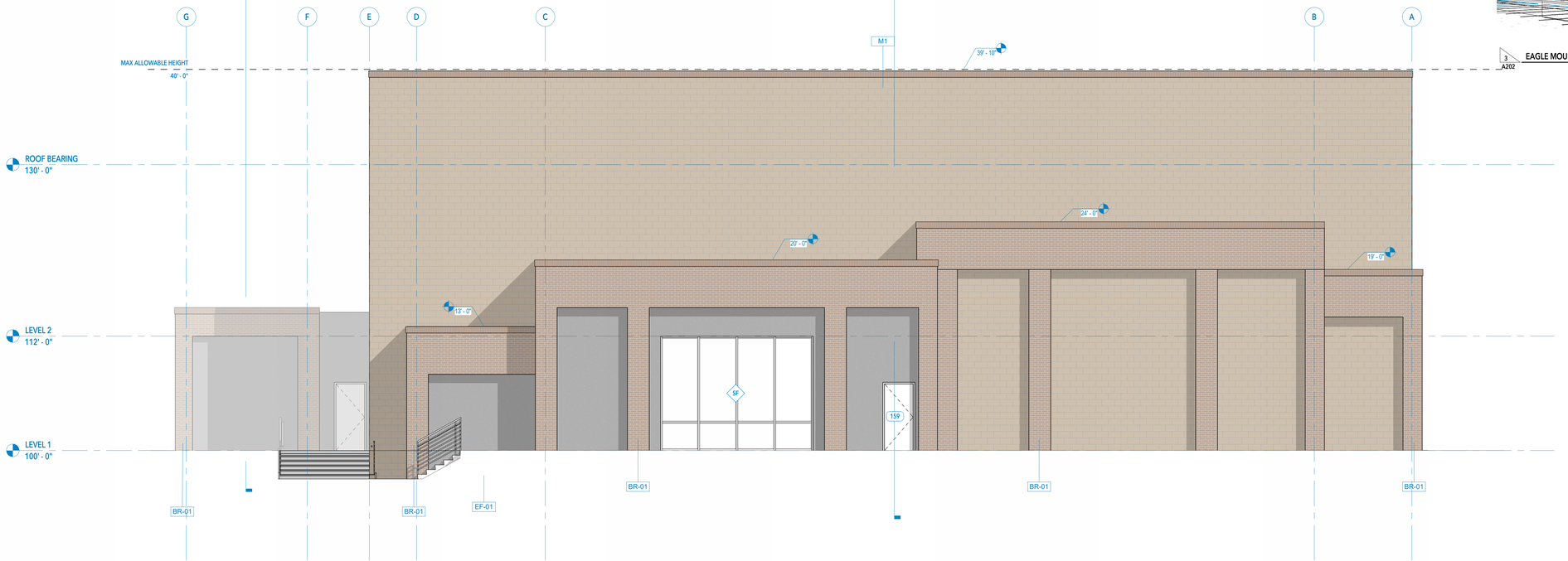


1 A202 NORTH ELEVATION
3/16" = 1'-0"



2 A202 SOUTH ELEVATION
3/16" = 1'-0"

3 A202 EAGLE MOUNTAIN REC CENTER

ELEVATION GENERAL NOTES:

A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
B. COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
C. USE IMPACT RESISTANT EIFS WITHIN 48" OF SIDEWALKS AND BUILDING ENTRANCES.

ELEVATION GENERAL NOTES:

A. SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
B. COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
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H. A STUCCO CONTROL JOINT SHOULD BE PLACED AT EACH HORIZONTAL FLOOR SUBSTRATE FRAMING CHANGE.

KEYNOTE LEGEND

1301	TENANT SIGNAGE

EXTERIOR MATERIAL LEGEND

- **M-1** CMU
- **S-1** STUCCO COLOR 1
- **S-2** STUCCO COLOR 2
- **R-1** BLACK ASPHALT SHINGLE
- **BR - 1** THIN BRICK

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Author

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EAGLE MOUNTAIN, UT

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EXTERIOR ELEVATIONS

SHEET
A202

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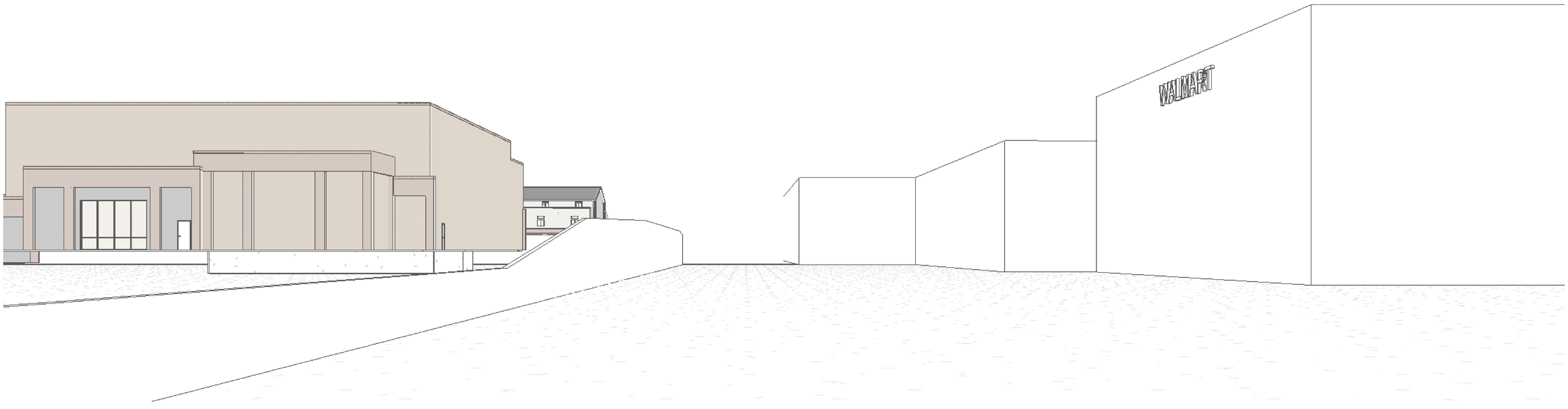
IMAGE TAKEN FROM WALMART'S PARKING LOT



ROUGHLY SAME ANGLE SHOWING THE LOCATION OF THE RECREATION CENTER

**NOTE MISSING FROM THIS ANGLE ARE THE TREE, THE RECREATION CENTER WOULD BE BEHIND THE TREES IN THE IMAGE ABOVE*

THOSE TWO IMAGES FROM THE PREVIOUS PAGE OVERLAYED.

PLANT LIST

TREE LIST

BOTANIC NAME	COMMON NAME	SIZE	Q	MATURE HT. / WDTH	**MIN.** INSTALL HT. / WDTH
ACER CAMPESTRE	HEDGE MAPLE	1.5C	18	25' X 25'	8' X 4'
ACER GRANDIDENTATUM	BIGTOOTH MAPLE	2C	9	25' X 15'	12' X 6'
GINKO BILOBA	'PRINCETON SENTRY'	1.5C	10	40' X 15'	8' X 4'
GLEDITSIA TRIACANTHOS 'INERMIS'	THORNLESS HONEY-LOCUST	2C	3	45' X 40'	10' X 5'
MALUS 'SPRING SNOW"	CRABAPPLE	1.5C	20	20' X 20'	6' X 4'
QUERCUS MACROCARPA	BUR OAK	2.5C	1	70' X 65'	12' X 5'
SYRINGA RETICULATA	JAPANESE TREE LILAC	1.5C	4	25' X 15'	10' X 6'
TILIA CORDATA	LITTLELEAF LINDON	2C	4	60' X 40'	12' X 6'

SHRUB / PERENNIALS / GRASSES LIST

BOTANIC NAME	COMMON NAME	SIZE	Q	MATURE HT. / WDTH	**MIN.** INSTALL HT. / WDTH
ACHILLEA MILLEFOLIUM	COMMON YARROW	#1	51	3' X 2'	
AGASTACHE CANA 'ROSIE POSIE'	HUMMINGBIRD MINT	#3	63	3' X 2'	1' X 1'
BERBERIS THUNBERGII	'CRIMSON PYGMY'	#5	87	3' X 3'	2' X 3'
CORNUS SERVICEA	RED TWIG DOGWOOD	#5	63	6' X 8'	3.5' X 3.5'
ECHINACEA	'CHEYENNE SPIRIT'	#1	25	2' X 2'	
JUNIPERUS HORIZONTALIS	CREEPING JUNIPER	FLATS	628SF	12" X 6'	
LAVANDULA ANGUSTIFOLIA	LAVENDER 'HIDCOTE'	#2	32	2' X 2'	
PEROVSKIA	3.5' RUSSIAN SAGE	#5	27	4' X 4'	3.5' X 3.5'
PEROVSKIA	RUSSIAN SAGE	#1	64	4' X 4'	
POTENTILLA FRUTICOSA	'ABBOTSWOOD'	#1	155	2' X 3'	
PRUNUS X CISTENA	PURPLE LEAF CHERRY	#5	124	8' X 6'	4' X 2'
RUDBECKIA HIRTA	BLACK EYED SUSAN	#1	42	2' X 2'	
SALVIA REPTANS	'AUTUMN SAPPHIRE'	#1	42	2' X 2'	
SALVIA SYLVESTRIS 'LITTLE NIGHT'	MEADOW SAGE	#1	53	12" X 16"	
THYMUS PRAECOX	MOTHER OF THYME	FLATS	1266SF	6" X 18"	

PLANT LEGEND

TREE LIST

BOTANIC NAME	COMMON NAME
ACER CAMPESTRE	HEDGE MAPLE
ACER GRANDIDENTATUM	BIGTOOTH MAPLE
GINKO BILOBA	'PRINCETON SENTRY'
GLEDITSIA TRIACANTHOS 'INERMIS'	THORNLESS HONEY-LOCUST
MALUS 'SPRING SNOW"	CRABAPPLE
QUERCUS MACROCARPA	BUR OAK
SYRINGA RETICULATA	JAPANESE TREE LILAC
TILIA CORDATA	LITTLELEAF LINDON

SHRUB / PERENNIALS / GRASSES LIST

BOTANIC NAME	COMMON NAME
ACHILLEA MILLEFOLIUM	COMMON YARROW
AGASTACHE CANA 'ROSIE POSIE'	HUMMINGBIRD MINT
BERBERIS THUNBERGII	'CRIMSON PYGMY'
CORNUS SERVICEA	RED TWIG DOGWOOD
ECHINACEA	'CHEYENNE SPIRIT'
JUNIPERUS HORIZONTALIS	CREEPING JUNIPER
LAVANDULA ANGUSTIFOLIA	LAVENDER 'HIDCOTE'
PEROVSKIA	3.5' RUSSIAN SAGE
PEROVSKIA	RUSSIAN SAGE
POTENTILLA FRUTICOSA	'ABBOTSWOOD'
PRUNUS X CISTENA	PURPLE LEAF CHERRY
RUDBECKIA HIRTA	BLACK EYED SUSAN
SALVIA REPTANS	'AUTUMN SAPPHIRE'
SALVIA SYLVESTRIS 'LITTLE NIGHT'	MEADOW SAGE
THYMUS PRAECOX	MOTHER OF THYME

PLANT NOTES

TREE PLANTING

1. THE TREES SHALL BE SPOTTED AS PER PLAN AND THE LOCATIONS APPROVED PRIOR TO THE DIGGING OF THE HOLES. PLANT MATERIAL TO BE ADJUSTED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
2. ALL PLANTING PITS TO BE TESTED FOR PERCOLATION. PLANT HOLES THAT DO NOT COMPLETELY DRAIN ARE TO RECEIVE PERFORATED PVC DRAINPIPE SET VERTICALLY AND FILLED WITH GRAVEL.
3. TREES TO BE STAKED WITH A MINIMUM OF (2) 3" DIAMETER LODGEPOLE TREE STAKES WITH RUBBER VINE TIES.
4. ALL STAKES ARE TO BE FINISHED WITH 2 COATS OF FLAT BLACK PAINT PRIOR TO INSTALLATION.
5. ALL TREES TO RECEIVE AGRIFORM FERTILIZER TABLET PER MANUFACTURER RECOMMENDATIONS.

SHRUB / PERENNIAL PLANTING

1. THE SHRUBS SHALL BE SPOTTED AS PER PLAN AND THE LOCATIONS APPROVED PRIOR TO THE DIGGING OF THE HOLES. PLANT MATERIAL TO BE ADJUSTED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
2. ALL PLANTING PITS TO BE TESTED FOR PERCOLATION. PLANT HOLES THAT DO NOT COMPLETELY DRAIN ARE TO RECEIVE PERFORATED PVC DRAINPIPE SET VERTICALLY AND FILLED WITH GRAVEL.

MULCH

1. NEW LANDSCAPE AREAS ARE TO RECEIVE A 3" LAYER OF ORGANIC MULCH FOLLOWING PLANT INSTALLATION OPERATIONS.
2. AFTER PLANTING, MULCH ALL PLANTING AREAS WITH A SLOPE LESS THAN 2:1 WITH 3" LAYER OF 1/4"-1/2" BARK MULCH (NUGGET, NOT SHREDDED MATERIAL). ALL SLOPES GREATER THAN 3: 1 SHALL BE MULCHED WITH A SHREDDED ORGANIC MULCH LAYER, 3" THICK, MINIMUM. EXACT MULCH TYPE TO CONFORM TO ALL LOCAL FIRE CODES.

SOIL PREPARATION

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADING AND FOR ALL PLANTING AREA DRAINAGE.
2. POSITIVE DRAINAGE AWAY FROM BUILDINGS SHALL BE MAINTAINED. NO LOW SPOTS WHICH HOLD STANDING WATER WILL BE ACCEPTED.
3. CONTRACTOR SHALL ENSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
4. THE LANDSCAPE CONTRACTOR SHALL INCORPORATE 6 CY OF TOPSOIL AMENDMENT PER 1,000 SF OF PLANTING AREA . IN DISTURBED AREAS, TOPSOIL AMENDMENT TO BE HYDROSEED "MIXED WILD FLOWER OR NATIVE MIX". SPRAY THOROUGHLY ONTO THE TOP OF TOPSOIL.
5. AFTER INSTALLATION OF IRRIGATION SYSTEM, ALL PLANTING AREAS ARE TO BE FINE GRADED TO WITHIN 2" AND SLIGHTLY MOUNDED AWAY FROM EDGES OF CURBS, WALKS, HEADERS, ETC. AND RAKED SMOOTH .

ROCK MULCH

TYPE 1: DESERT ROSE 1" DECORATIVE ROCK MULCH 3" DEPTH - 21,019SF FROM GRAYS ROCK CO OR EAGLE MOUNTAIN LANDSCAPE SUPPLY

TYPE 2: GRAY MOON ROCK (OFTEN REFERRED TO AS TWILIGHT GRAY OR MOON ROCK) 1" DECORATIVE ROCK MULCH 3" DEPTH - 18,673SF FROM GRAYS ROCK CO OR MULCH MOUND

CORE SPECIFICATIONS FOR ROCK MULCH MATERIAL: WOVEN POLYPROPYLENE OR A HEAVY NON-WOVEN GEOTEXTILE.
WEIGHT/THICKNESS: COMMERCIAL-GRADE FABRIC WEIGHING 3.0 OUNCES TO 5.0 OUNCES PER SQUARE YARD.
LIFESPAN: RATED FOR 20+ YEARS OF DURABILITY WHEN COMPLETELY COVERED AND PROTECTED FROM DIRECT SUNLIGHT.PERMEABILITY: HIGH WATER FLOW RATE TO PREVENT POOLING.
FABRIC COMMERCIAL WOVEN POLYPROPYLENE: ESSENTIAL
INSTALLATION ACCESSORIES: 6-INCH STEEL LANDSCAPE STAPLES: USE HEAVY-DUTY, U-SHAPED METAL PINS STAPLE SPACING: PLACE STAPLES EVERY 3 FEET ALONG THE EDGES AND SEAMS, AND EVERY 5 FEET DOWN THE CENTER. SEAM OVERLAP: OVERLAP SEPARATE SHEETS OF FABRIC BY AT LEAST 6 TO 12 INCHES TO PREVENT WEEDS FROM SQUEEZING THROUGH THE GAPS.

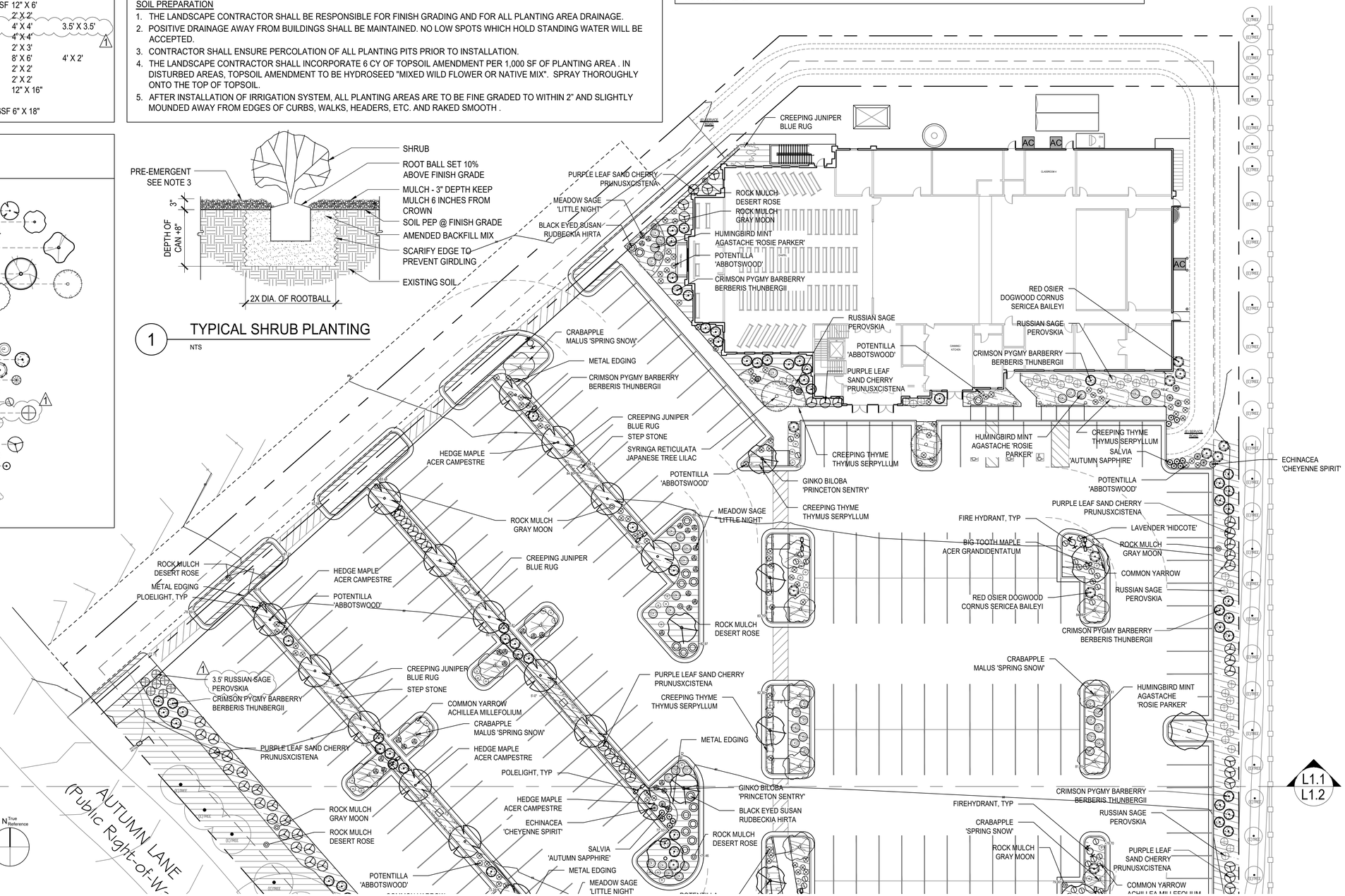
SITE CALCS

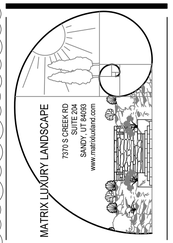
LANDSCAPE CALCULATIONS

Lot Area:	198,712 SQ FT
Building Area:	36,856 SF
Landscape Area:	53,167 SF
Parking Lot:	26,298 SF
Lawn Area:	0 SF (Waterwise)
Rock Mulch Area:	Type 1 - 21,019 SF Type 2 - 18,673 SF

Trees:
Minimum Trees: 43 Trees are required
Trees Provided: 69
Living Plant Cover:
>50% at Maturity (Complies)

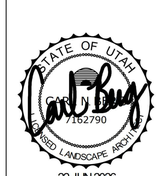
1 TYPICAL SHRUB PLANTING
NTS





EAGLE MOUNTAIN CHAPEL ADDITION

3375 EAST AUTUMN LANE
EAGLE MOUNTAIN UT 84005



22 JUN 2026

DATE	Δ	DESCRIPTION	BY
06.30.26	1	CITY COMM'S	ZM

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UN-PUBLISHED WORK OF MATRIX LANDSCAPE ARCHITECTURE AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE EXPRESS WRITTEN CONSENT OF MATRIX LANDSCAPE ARCHITECTURE
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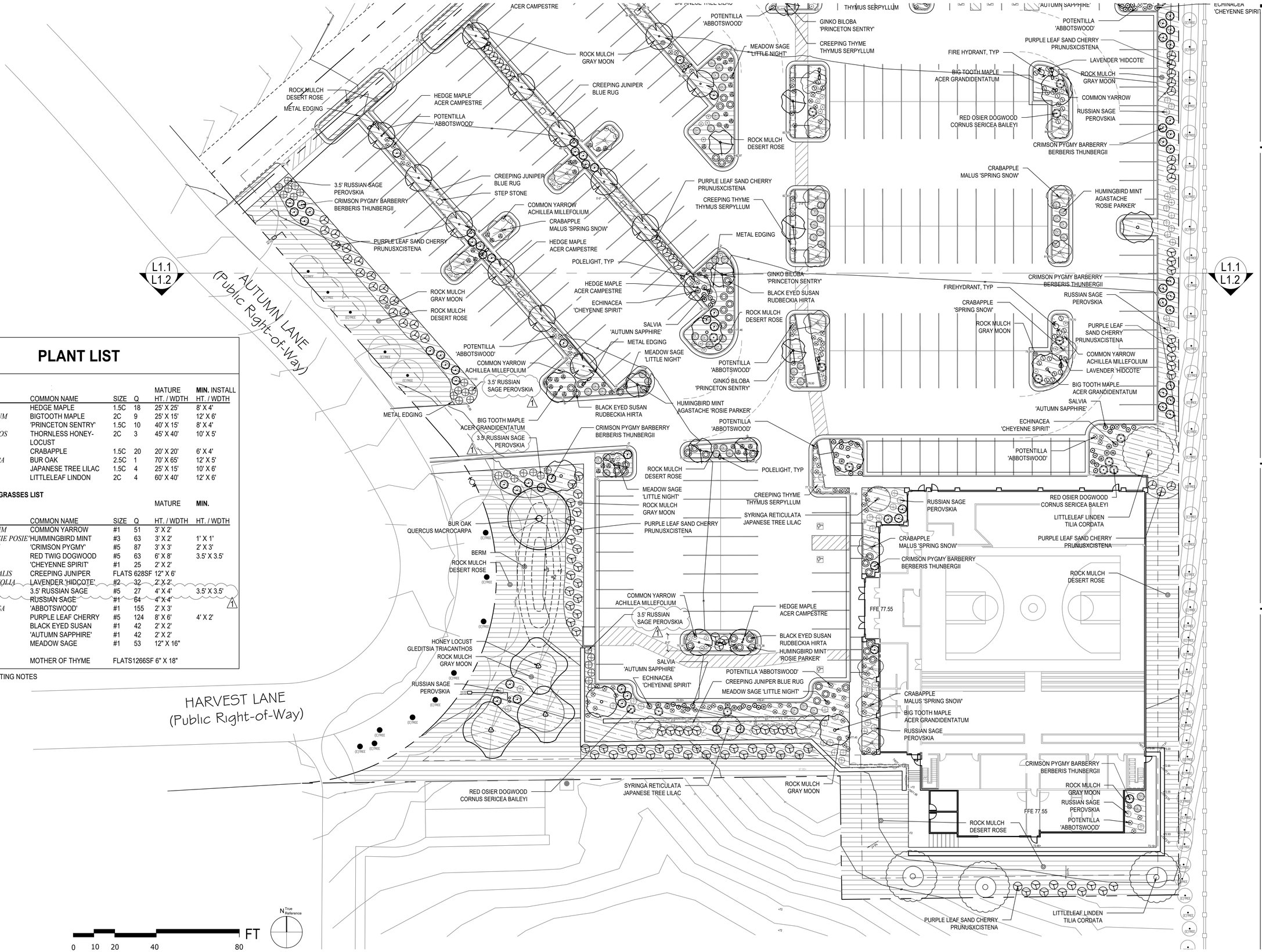
PLOT DATE	06.30.26
DRAWN	ZM
JOB #	26-08
SCALE	1"=20'-0"

LAYOUT PLAN

SHEET
L1.1



PLANT LIST

TREE LIST

BOTANIC NAME	COMMON NAME	SIZE	Q	MATURE HT. / WDTH	**MIN.** INSTALL HT. / WDTH
ACER CAMPESTRE	HEDGE MAPLE	1.5C	18	25' X 25'	8' X 4'
ACER GRANDIDENTATUM	BIGTOOTH MAPLE	2C	9	25' X 15'	12' X 6'
GINKO BILOBA	'PRINCETON SENTRY'	1.5C	10	40' X 15'	8' X 4'
GLEDITSIA TRIACANTHOS	THORNLESS HONEY-LOCUST 'INERMIS'	2C	3	45' X 40'	10' X 5'
MALUS 'SPRING SNOW'	CRABAPPLE	1.5C	20	20' X 20'	6' X 4'
QUERCUS MACROCARPA	BUR OAK	2.5C	1	70' X 65'	12' X 5'
SYRINGA RETICULATA	JAPANESE TREE LILAC	1.5C	4	25' X 15'	10' X 6'
TILIA CORDATA	LITTLELEAF LINDON	2C	4	60' X 40'	12' X 6'

SHRUB / PERENNIALS / GRASSES LIST

BOTANIC NAME	COMMON NAME	SIZE	Q	MATURE HT. / WDTH	**MIN.** INSTALL HT. / WDTH
ACHILLEA MILLEFOLIUM	COMMON YARROW	#1	51	3' X 2'	
AGASTACHE CANA 'ROSIE POSIE'	HUMMINGBIRD MINT	#3	63	3' X 2'	1' X 1'
BERBERIS THUNBERGII	'CRIMSON PYGMY'	#5	87	3' X 3'	2' X 3'
CORNUS SERVICEA	RED TWIG DOGWOOD	#5	63	6' X 8'	3.5' X 3.5'
ECHINACEA	'CHEYENNE SPIRIT'	#1	25	2' X 2'	
JUNIPERUS HORIZONTALIS	CREEPING JUNIPER	FLATS	628SF	12" X 6'	
LAVANDULA ANGUSTIFOLIA	LAVENDER 'HIDCOTE'	#2	32	2' X 2'	
PEROVSKIA	3.5' RUSSIAN SAGE	#5	27	4' X 4'	3.5' X 3.5'
PEROVSKIA	RUSSIAN SAGE	#1	64	4' X 4'	
POTENTILLA FRUTICOSA	'ABBOTSWOOD'	#1	155	2' X 3'	
PRUNUS X CISTENA	PURPLE LEAF CHERRY	#5	124	8' X 6'	4' X 2'
RUDBECKIA HIRTA	BLACK EYED SUSAN	#1	42	2' X 2'	
SALVIA REPTANS	'AUTUMN SAPPHIRE'	#1	42	2' X 2'	
SALVIA SYLVESTRIS 'LITTLE NIGHT'	MEADOW SAGE	#1	53	12" X 16"	
THYMUS PRAECOX	MOTHER OF THYME	FLATS	1266SF	6" X 18"	

SEE SHEET L1.1 FOR PLANTING NOTES

0 10 20 40 80 FT

N True Reference

MATRIX LUXURY LANDSCAPE
7370 S CREEK RD
SUITE 204
SANDY, UT 84093
www.matrixluxlnd.com

EAGLE MOUNTAIN CHAPEL ADDITION

3375 EAST AUTUMN LANE
EAGLE MOUNTAIN UT 84005

STATE OF UTAH
Cael J. Bug
7162790
LICENSED LANDSCAPE ARCHITECT
22 JUN 2026

DATE	Δ	DESCRIPTION	BY
06.30.26	1	CITY COMM'TS	ZM

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UN-PUBLISHED WORK OF MATRIX LANDSCAPE ARCHITECTURE AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE EXPRESS WRITTEN CONSENT OF MATRIX LANDSCAPE ARCHITECTURE
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PLOT DATE	06.30.26
DRAWN	ZM
JOB #	26-08
SCALE	1"=20'-0"

LAYOUT PLAN

SHEET
L1.2

6/23/2026 5:02:19 PM

EAGLE MOUNTAIN UTAH: 17.56.050 GENERAL OUTDOOR LIGHTING STANDARDS.

A. LAMP AND SHIELDING. ALL PERMANENT LIGHT FIXTURES ARE REQUIRED TO BE FULL CUTOFF FIXTURES WITH THE LIGHT SOURCE FULLY SHIELDED FOR ALL USES AND DIRECTED DOWNWARD, INCLUDING SINGLE-FAMILY AND MULTIFAMILY RESIDENTIAL USES.

B. LOW PRESSURE SODIUM LIGHTING. DUE TO THEIR HIGH ENERGY EFFICIENCY, LONG LIFE AND SPECTRAL CHARACTERISTICS, LOW PRESSURE SODIUM (LPS) LAMPS ARE THE PREFERRED ILLUMINATION SOURCE THROUGHOUT THE CITY. THEIR USE IS ENCOURAGED FOR OUTDOOR ILLUMINATION WHENEVER IT WOULD NOT BE DETRIMENTAL TO THE USE OF THE PROPERTY.

C. LIGHT TRESPASS STANDARD. ALL LIGHT FIXTURES, INCLUDING SECURITY LIGHTING, SHALL BE AIMED AND SHIELDED SO THAT THE DIRECT ILLUMINATION SHALL BE CONFINED TO THE PROPERTY BOUNDARIES OF THE SOURCE. PARTICULAR CARE IS TO BE TAKEN TO ASSURE THAT THE DIRECT ILLUMINATION DOES NOT FALL ONTO OR ACROSS ANY PUBLIC OR PRIVATE STREET OR ROAD. MOTION SENSING LIGHT FIXTURES SHALL BE FULLY SHIELDED AND PROPERLY ADJUSTED, ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS, TO TURN OFF WHEN DETECTED MOTION CEASES.

D. TOTAL OUTDOOR LIGHT OUTPUT STANDARDS – NONRESIDENTIAL AND MULTIFAMILY USES. TOTAL OUTDOOR LIGHT OUTPUT SHALL NOT EXCEED 100,000 LUMENS PER NET ACRE FOR ALL DEVELOPMENT EXCEPT SINGLE-FAMILY RESIDENTIAL USES. THIS CAP IS NOT INTENDED TO BE ACHIEVED IN ALL CASES OR AS A DESIGN GOAL. INSTEAD, DESIGN GOALS SHOULD BE THE LOWEST LEVELS OF LUMENS NECESSARY TO MEET THE LIGHTING REQUIREMENTS OF THE SITE.

F. HEIGHT. ANY LIGHTING FIXTURE ATTACHED TO A STRUCTURE SHALL BE PLACED BELOW THE EAVE OR PARAPET, WHICHEVER IS LOWER. DIFFERENT HEIGHT RESTRICTIONS MAY BE IMPOSED AS A CONDITION OF APPROVAL BY THE PLANNING DIRECTOR, DEVELOPMENT REVIEW COMMITTEE, OR PLANNING COMMISSION.

G. COMMERCIAL LIGHTING TIME LIMITATIONS. ALL NONESSENTIAL COMMERCIAL EXTERIOR LIGHTING SHALL ONLY CONTINUE IN OPERATION UNTIL 11:00 P.M. OR FOR AS LONG AS THE BUSINESS IS OPEN OR AREA IS IN ACTIVE USE AND SHALL REMAIN OFF UNTIL THE BUSINESS REOPENS OR UNTIL DAYLIGHT THE FOLLOWING DAY. [ORD. O-12-2014 (EXH. A)].

17.56.060 OUTDOOR LIGHTING STANDARDS BY TYPE.
A. PARKING LOT STANDARDS. PARKING LOT LIGHTING POLES SHALL BE SIZED IN SUCH A MANNER THAT THE TOP OF ANY FIXTURE DOES NOT EXCEED 17 FEET ABOVE ADJACENT GRADE. PARKING AREA LIGHTS ARE ENCOURAGED TO BE GREATER IN NUMBER, LOWER IN HEIGHT AND LOWER IN LIGHT LEVEL, AS OPPOSED TO FEWER IN NUMBER, HIGHER IN HEIGHT AND HIGHER IN LIGHT LEVEL. LOW PRESSURE SODIUM (LPS) LAMPS ARE ENCOURAGED. ALTERNATIVELY, IN INDUSTRIAL AREAS, PARKING LOT LIGHTING POLES MAY BE ALLOWED TO A HEIGHT OF 30 FEET ABOVE ADJACENT GRADE PROVIDED FULL-CUT-OFF LIGHT FIXTURES WITH BUILT-IN MOTION SENSORS FOR EACH POLE ARE USED. MOTION SENSORS MUST REDUCE THE LIGHT LEVEL TO 50 PERCENT WHEN NO MOTION IS DETECTED FOR 30 MINUTES.

B. LUMINAIRE MOUNTING HEIGHT. FREESTANDING LUMINAIRES WITHIN A RESIDENTIAL ZONE, EXCEPT STREET LIGHTS, SHALL BE MOUNTED AT A HEIGHT NO GREATER THAN 12 FEET FROM GROUND LEVEL TO THE TOP OF THE LUMINARIES.

C. LANDSCAPE AND ACCENT LIGHTING. SUBJECT TO THE APPROVAL OF THE PLANNING DIRECTOR OR DESIGNEE, GROUND-MOUNTED LIGHTING MAY BE ALLOWED TO ACCENT UNIQUE FEATURES OF A BUILDING AND/OR SURROUNDING LANDSCAPING (SUCH AS OUTSTANDING ARCHITECTURAL FEATURES, SPECIMEN TREES WITH DENSE YEAR-ROUND FOLIAGE OR LARGE NATIVE SHRUB MASSES). ARCHITECTURAL LIGHTING IS ALLOWED; PROVIDED, THAT A FULL CUTOFF LIGHT FIXTURE IS USED, AND THE SOURCE OF ILLUMINATION IS DIRECTED DOWNWARD.

D. FLAGPOLES. UPLIGHTING FOR FLAGS IS PERMITTED, PROVIDED THE FLAG IS OF A GOVERNMENT AND THE MAXIMUM LUMEN OUTPUT IS 1,300 LUMENS.

LIGHTING FIXTURE SCHEDULE

Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4

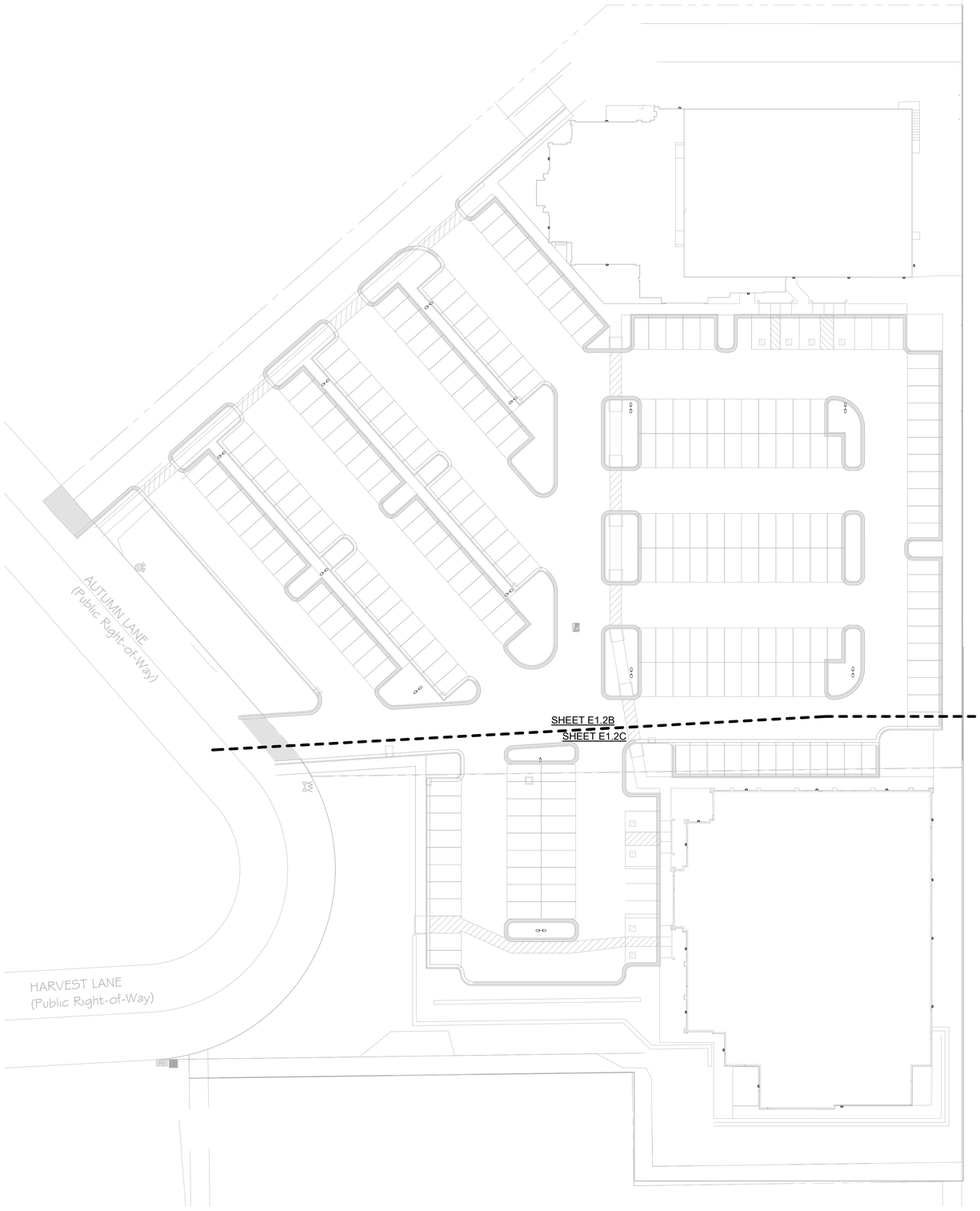
ALLOWABLE LUMENS CALCULATION

ESTIMATED TOTAL SITE AREA = 256,585 SQFT
43,560 SQFT TO ACRES = 1 ACRE
100,000 LUMENS PER NET ACRE
256,585 SQFT / 43,560 SQFT = 5.89 ACRE

ALLOWABLE LUMENS = 589,000 LUMENS

P1 = 17,000 LUMENS X 25 = 425,000 LUMENS
WP1 = 3,000 LUMENS X 20 = 60,000 LUMENS
WP2 = 1,500 LUMENS X 4 = 6,000 LUMENS

TOTAL LUMENS = 491,000 LUMENS



1 OVERALL PHOTOMETRIC - LIGHTING PLAN
1" = 30'-0"

CONSTRUCTION NOTES

1. GRID VALUES SHOWN ARE FOOT-CANDLES AT GROUND LEVEL.
2. CONTRIBUTION OF LIGHT FROM EXISTING PARKING LOT POLE LIGHTS AND STREET LIGHTS IS NOT INCLUDED IN ANALYSIS.

DATE
6/23/2026 5:02:19 PM

epic ENGINEERING

REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: Author
DESIGNER Designer
REVIEWED Checker

PROJECT # 00-00-000

SCALES
1" = 30'-0"
0 1"
BAR SCALE MEASURES 1" ON A FULL SIZE SHEET. ADJUST ACCORDINGLY.

PROJECT NAME:
EAGLE MOUNTAIN CHAPEL ADDITION

PROJECT LOCATION:
3375 E. AUTUM LANE
EAGLE MOUNTAIN UT

SHEET TITLE:
PHOTOMETRIC LIGHTING PLAN

PLAN SET: REVIEW
SHEET E1.2A

Autodesk Docs://Eagle Mountain Chapel and Recreation Center/Eagle Mountain Chapel - MEP.rvt

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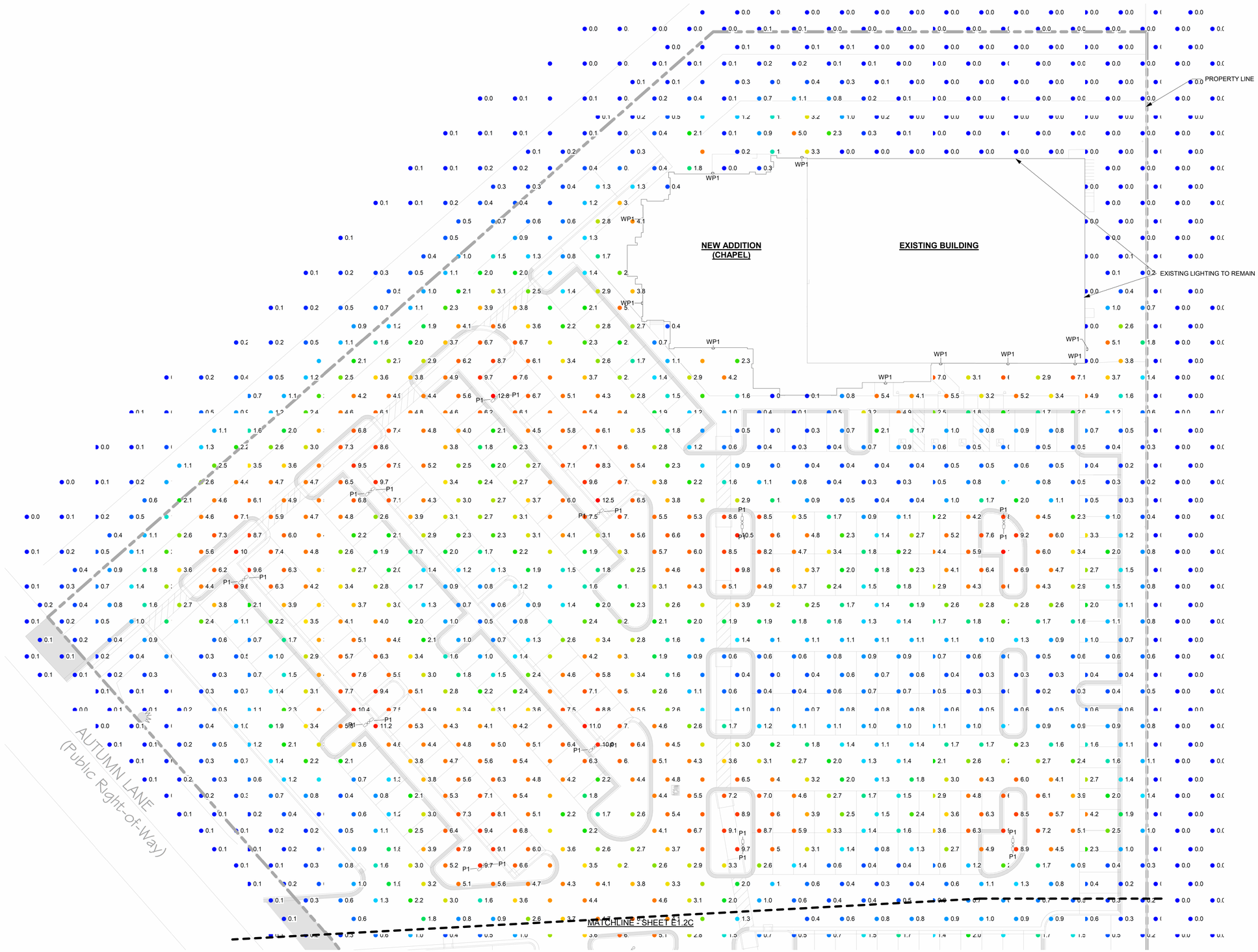
LIGHTING FIXTURE SCHEDULE

Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4



1 PHOTOMETRIC PLAN - NORTH
1" = 20'-0"

CONSTRUCTION NOTES

1. GRID VALUES SHOWN ARE FOOT-CANDLES AT GROUND LEVEL.
2. CONTRIBUTION OF LIGHT FROM EXISTING PARKING LOT POLE LIGHTS AND STREET LIGHTS IS NOT INCLUDED IN ANALYSIS.

DATE
6/23/2026 5:03:07 PM

epic ENGINEERING

REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: MB
DESIGNER: KDC
REVIEWED: DIO
PROJECT # 00-00-000

SCALES
1" = 20'-0"
0" 1"
BAR SCALE MEASURES 1IN X FULL SIZE SHEET, ADJUST IF SCALING SHEET

PROJECT NAME:
EAGLE MOUNTAIN CHAPEL ADDITION

PROJECT LOCATION:
3375 E. AUTUM LANE
EAGLE MOUNTAIN UT

SHEET TITLE:
PHOTOMETRIC LIGHTING PLAN

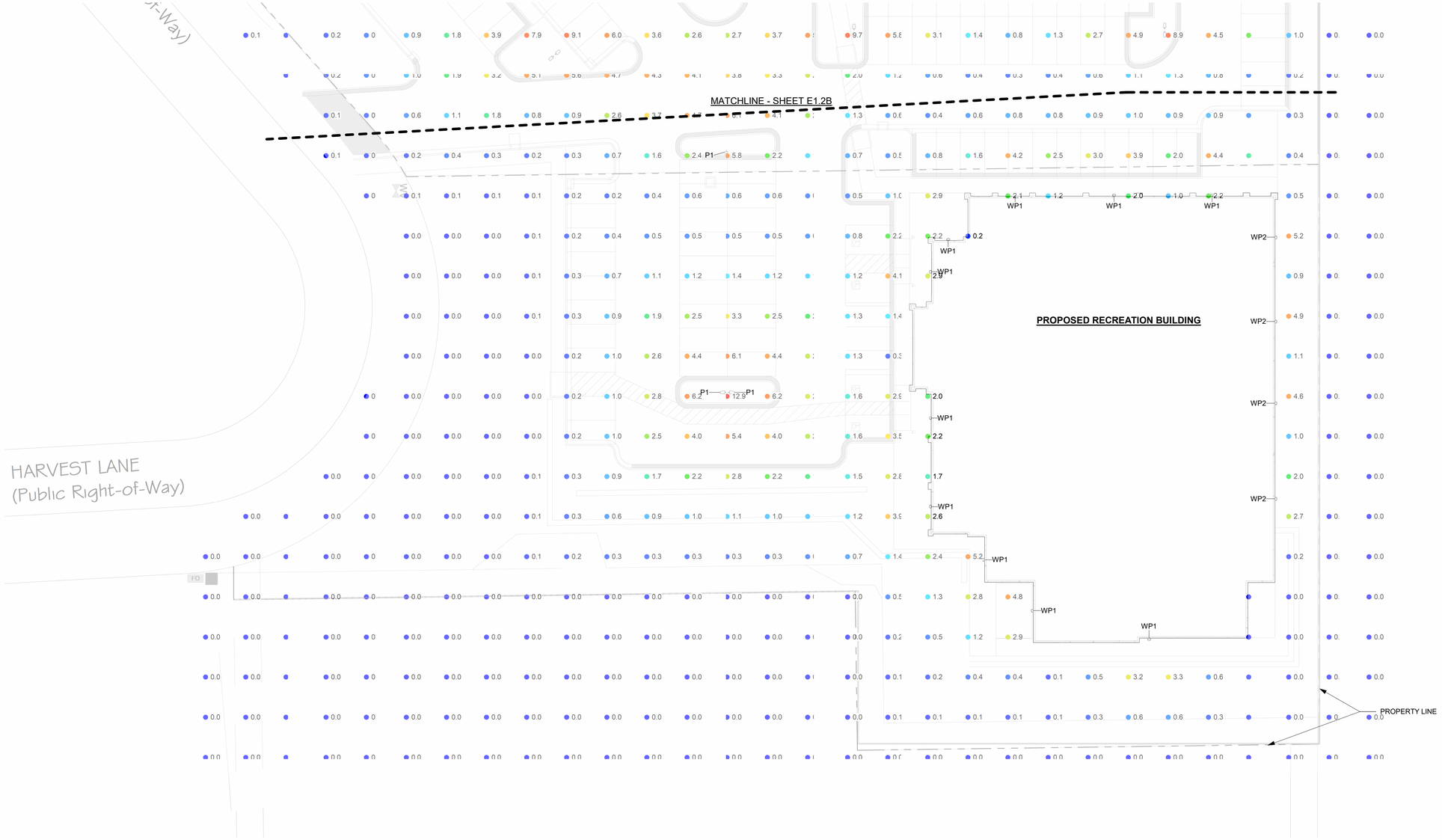
PLAN SET: REVIEW
SHEET E1.2B

Autodesk Docs://Eagle Mountain Chapel and Recreation Center/Eagle Mountain Chapel - MEP.rvt

6/23/2026 5:03:14 PM

LIGHTING FIXTURE SCHEDULE

Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4



1 PHOTOMETRIC PLAN - SOUTH
1" = 20'-0"

CONSTRUCTION NOTES

1. GRID VALUES SHOWN ARE FOOT-CANDLES AT GROUND LEVEL.
2. CONTRIBUTION OF LIGHT FROM EXISTING PARKING LOT POLE LIGHTS AND STREET LIGHTS IS NOT INCLUDED IN ANALYSIS.

DATE
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epic ENGINEERING

REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: Author
DESIGNER Designer
REVIEWED Checker

PROJECT #
00-00-000

SCALES
1" = 20'-0"
0 1"
BAR SCALE MEASURES 1" ON FULL SIZE SHEET. ADJUST FOR ANY OTHER SHEET

PROJECT NAME:
EAGLE MOUNTAIN CHAPEL ADDITION

PROJECT LOCATION:
3375 E. AUTUM LANE
EAGLE MOUNTAIN UT

SHEET TITLE:
PHOTOMETRIC LIGHTING PLAN

PLAN SET: REVIEW

SHEET E1.2C

Autodesk Docs://Eagle Mountain Chapel and Recreation Center/Eagle Mountain Chapel_HBP.rvt

Eagle Mountain Chapel

Site Plan & DA

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58:033:0386
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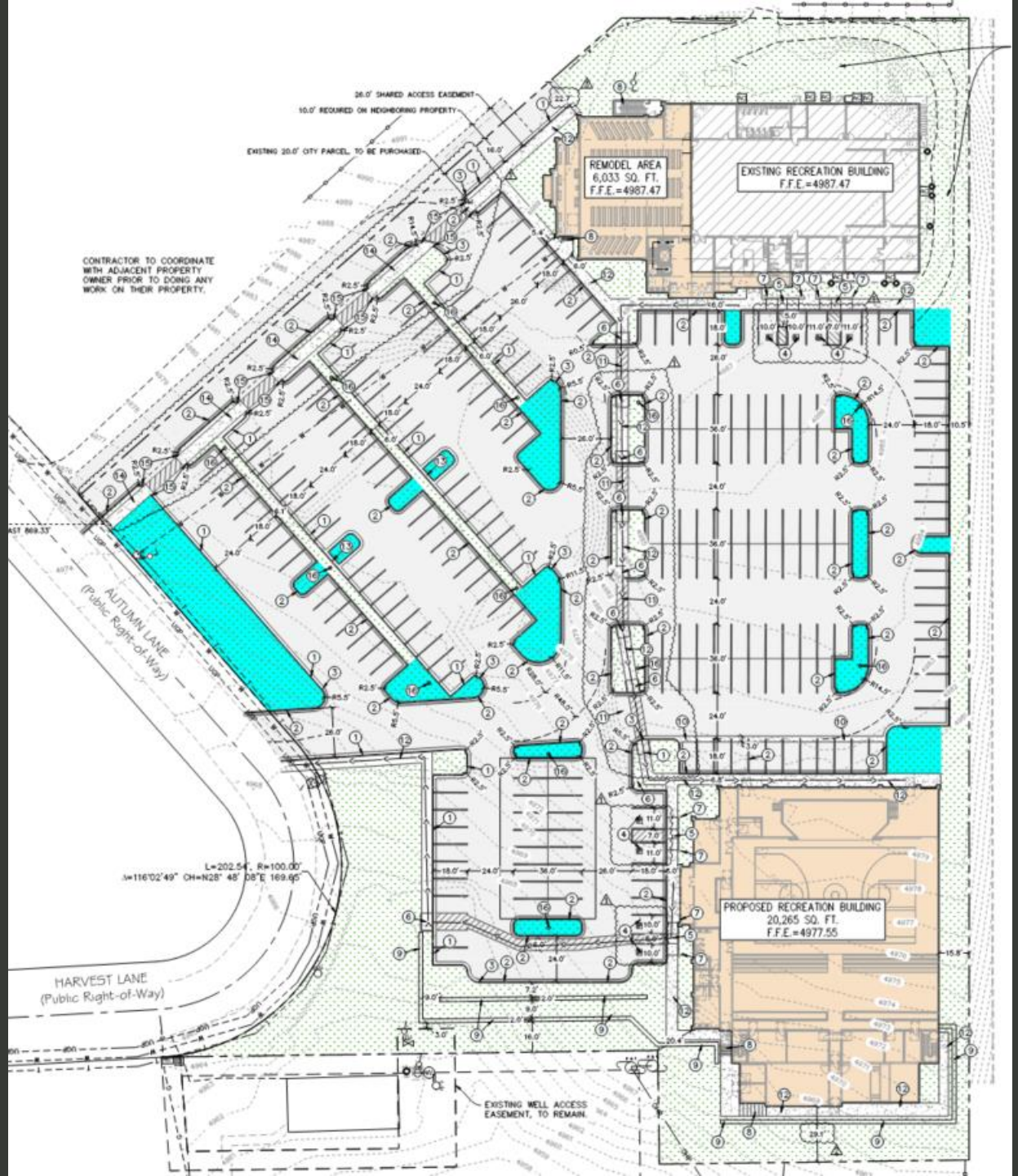


LOT AREAS:

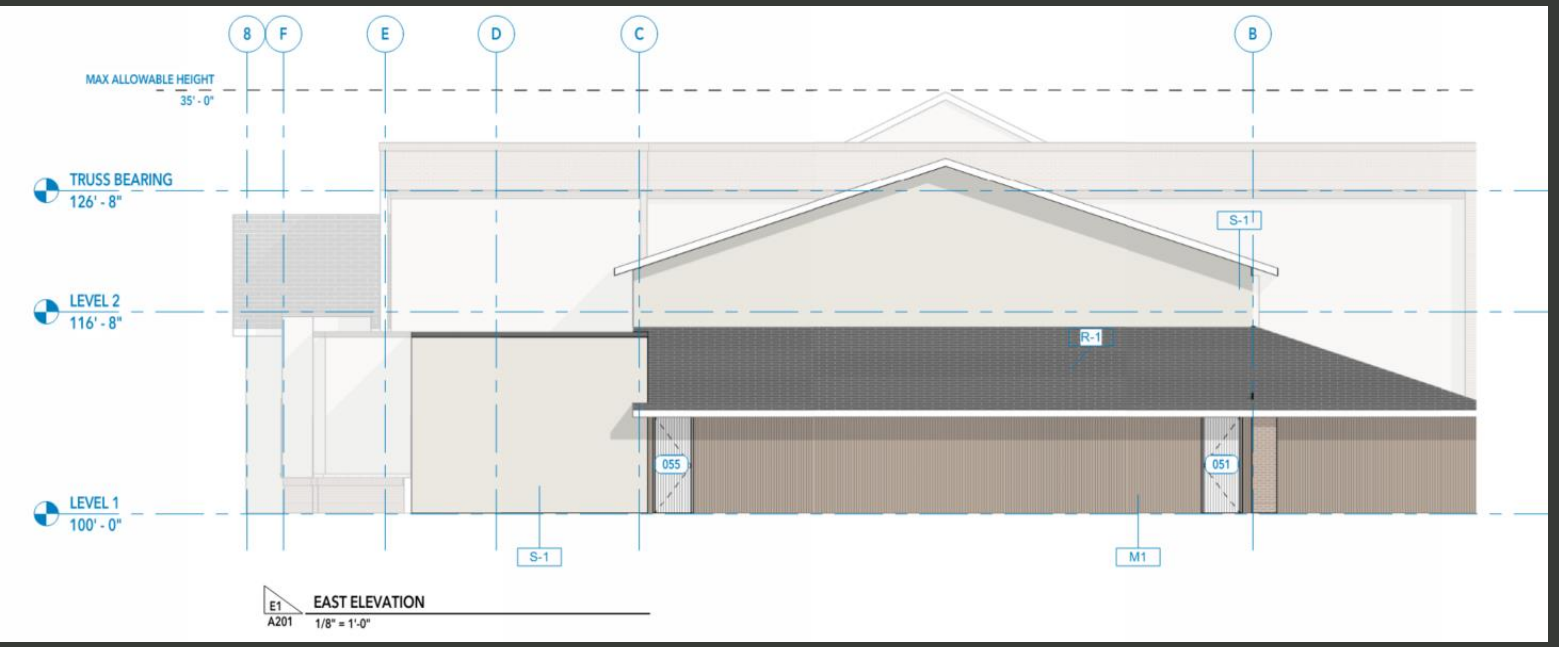
		SQ. FT.	/	ACRES.
LOT		198,712	/	4.562
	BUILDING FOOTPRINT	37,014	/	0.850
	EXISTING BUILDING	10,558	/	0.242
	PROPOSED BUILDING	26,456	/	0.607
	ASPHALT	91,665	/	2.104
	LANDSCAPING	52,983	/	1.216
	CONCRETE	17,050	/	0.391

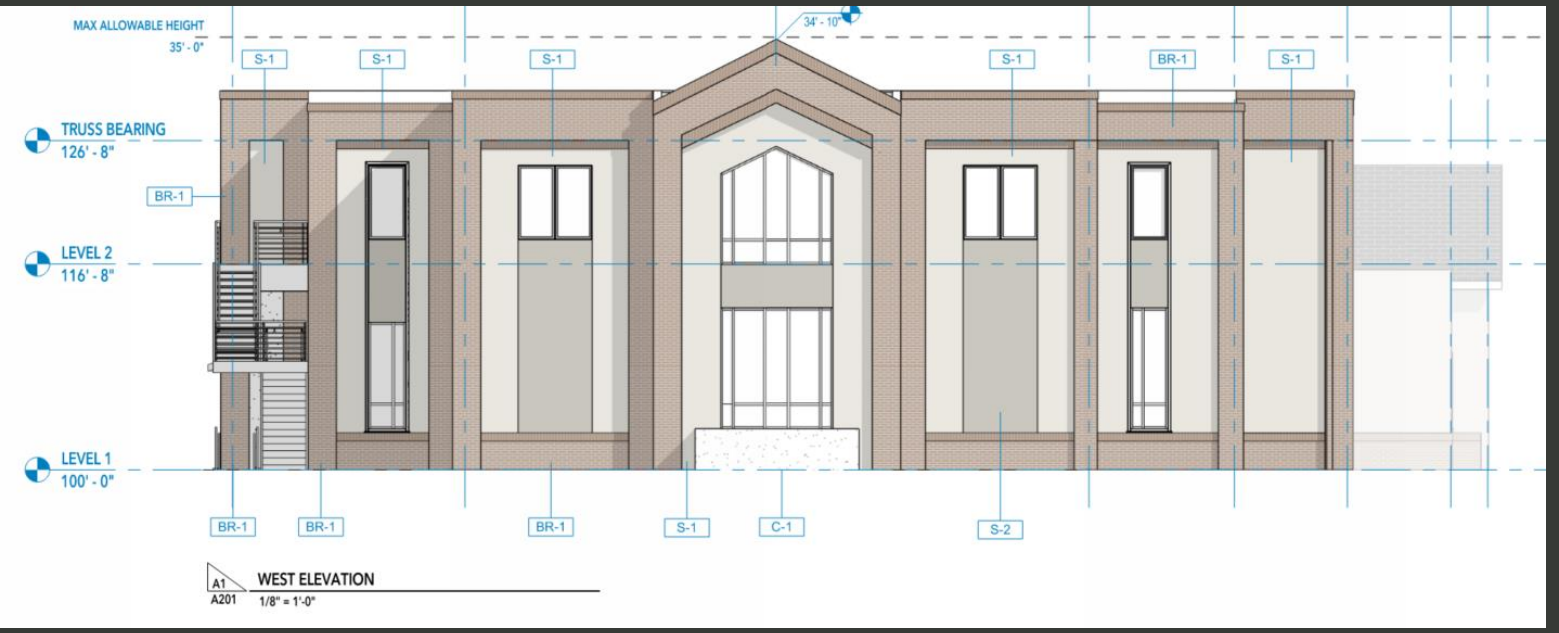
NOTE:

1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT PARKING REQUIREMENTS:

	SQ. FT.		CITY REQ'T
CHAPEL ADDITION	6,191	175	1 PER 20 SQ. FT. IN MAIN ASSEMBLY ROOM
REC BUILDING	20,265	68	1 PER 300 SQ. FT. (ASSUMED)
TOTAL REQUIRED PER CITY	243		
TOTAL PROVIDED	256		
ACCESSIBLE SPACES	8		(7 REQ'D 201 TO 300)





EXTERIOR MATERIAL LEGEND

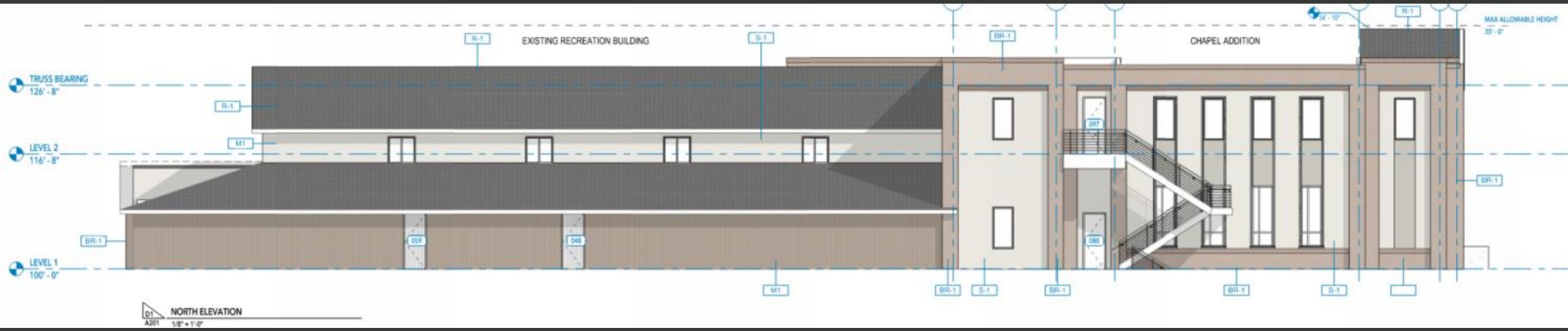
M-1
CORRUGATED METAL (EXISTING TO BE PAINTED)

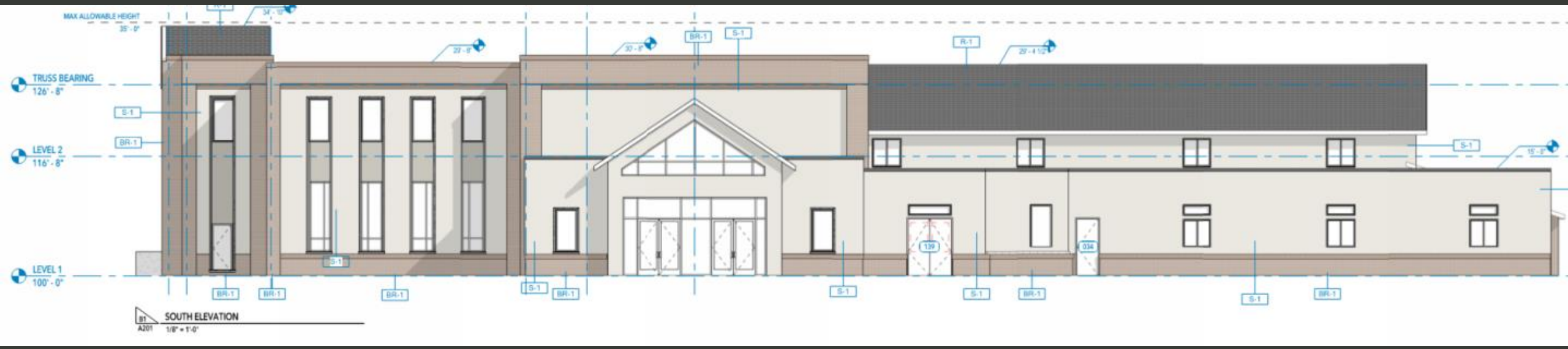
S-1
STUCCO COLOR 1

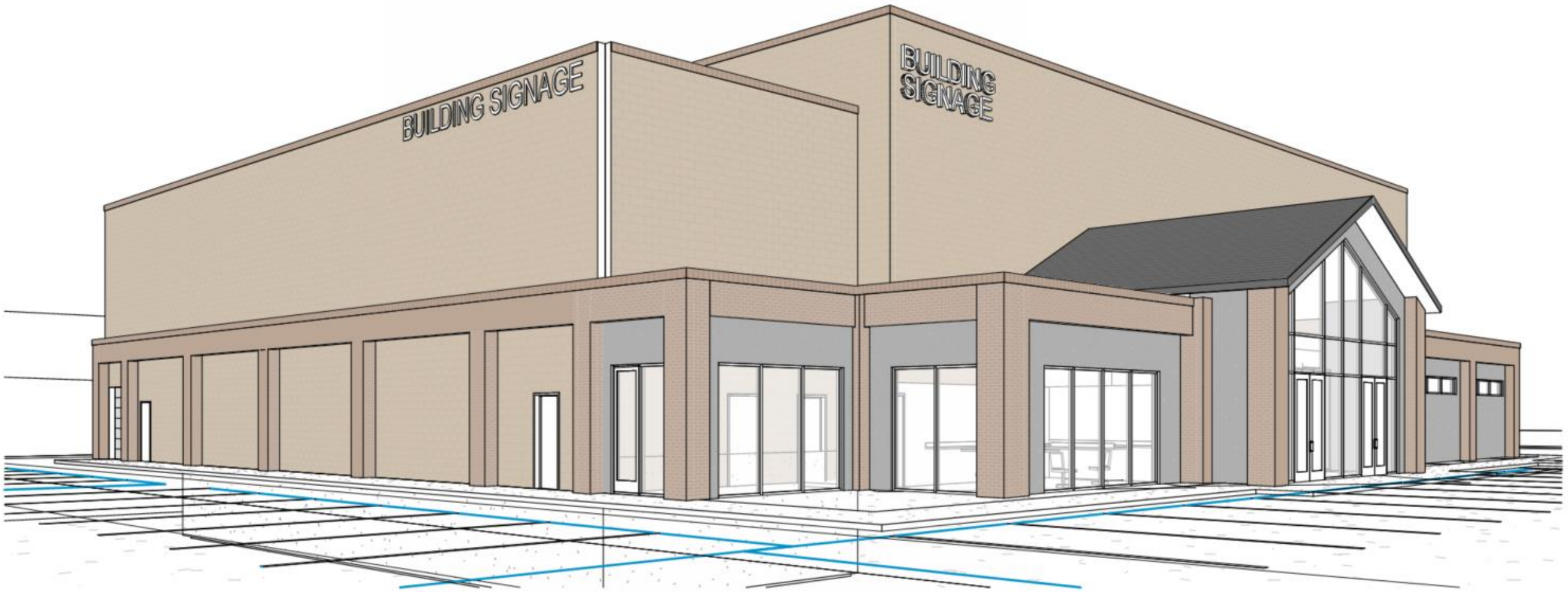
S-2
STUCCO COLOR 2

R-1
BLACK ASPHALT SHINGLE

BR - 1
THIN BRICK

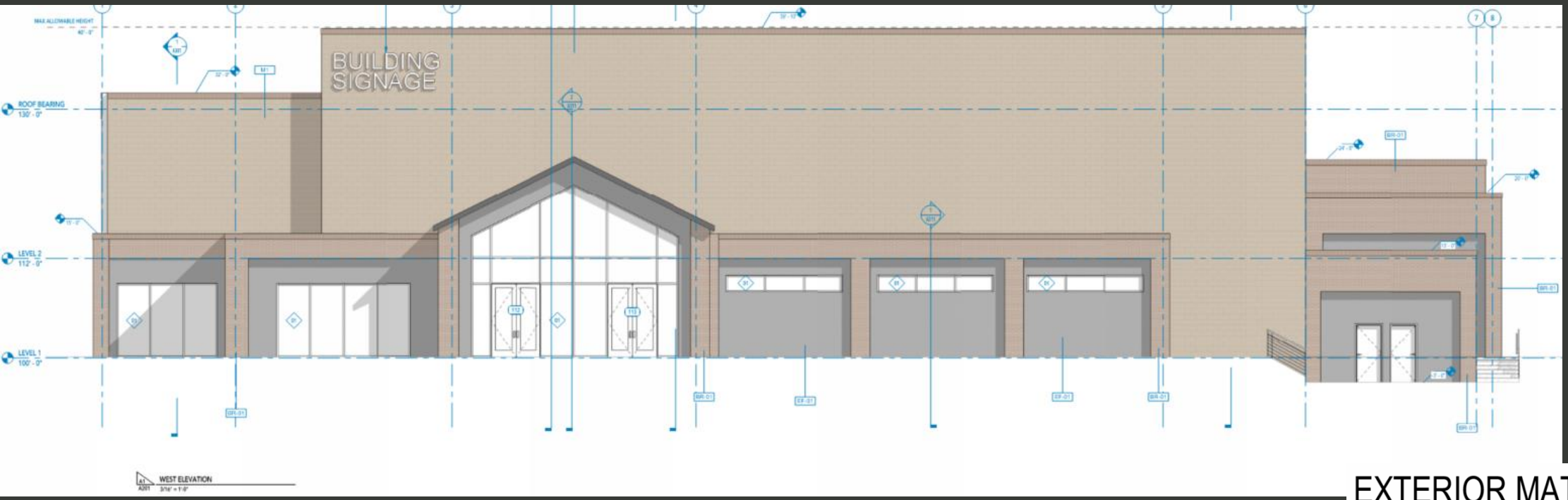

EXISTING RECREATION BUILDING
CHAPEL ADDITION
MAX ALLOWABLE HEIGHT
35' - 0"
TRUSS BEARING
126' - 8"
LEVEL 2
116' - 8"
LEVEL 1
100' - 0"
R-1
S-1
BR-1
M1
097
080
059
048
D1
A201
NORTH ELEVATION
1/8" = 1'-0"

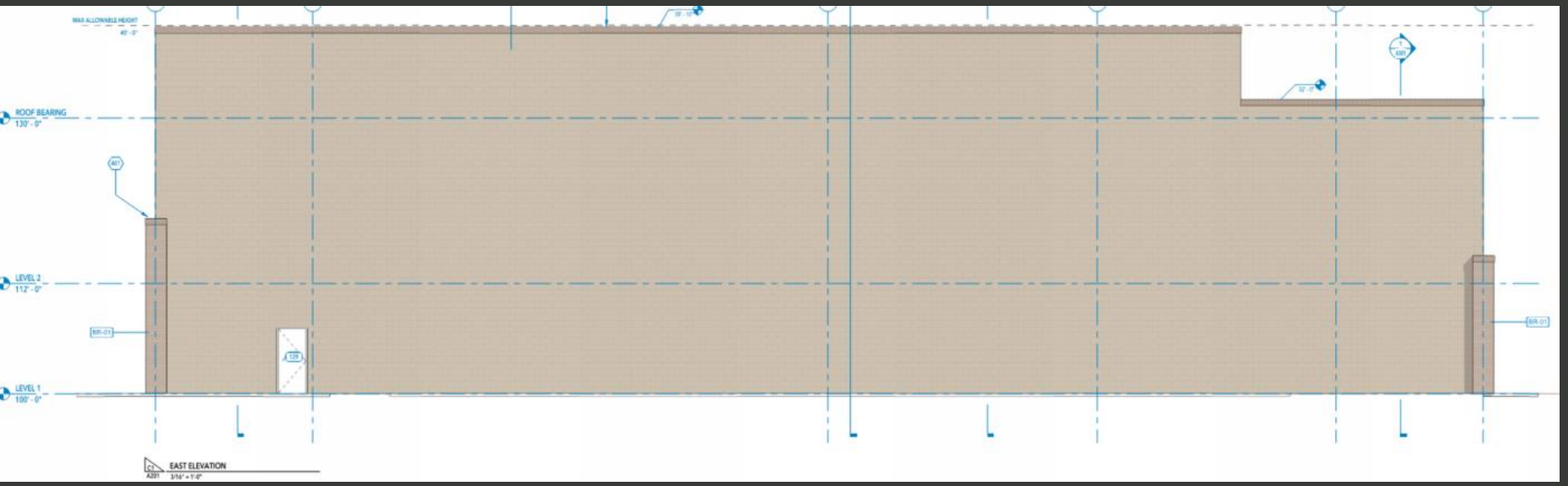

MAX ALLOWABLE HEIGHT
35' - 0"
TRUSS BEARING
126' - 8"
LEVEL 2
116' - 8"
LEVEL 1
100' - 0"
R-1
S-1
BR-1
139
034
B1
A201
SOUTH ELEVATION
1/8" = 1'-0"



3
A202

EAGLE MOUNTAIN REC CENTER





EXTERIOR MATERIAL LEGEND

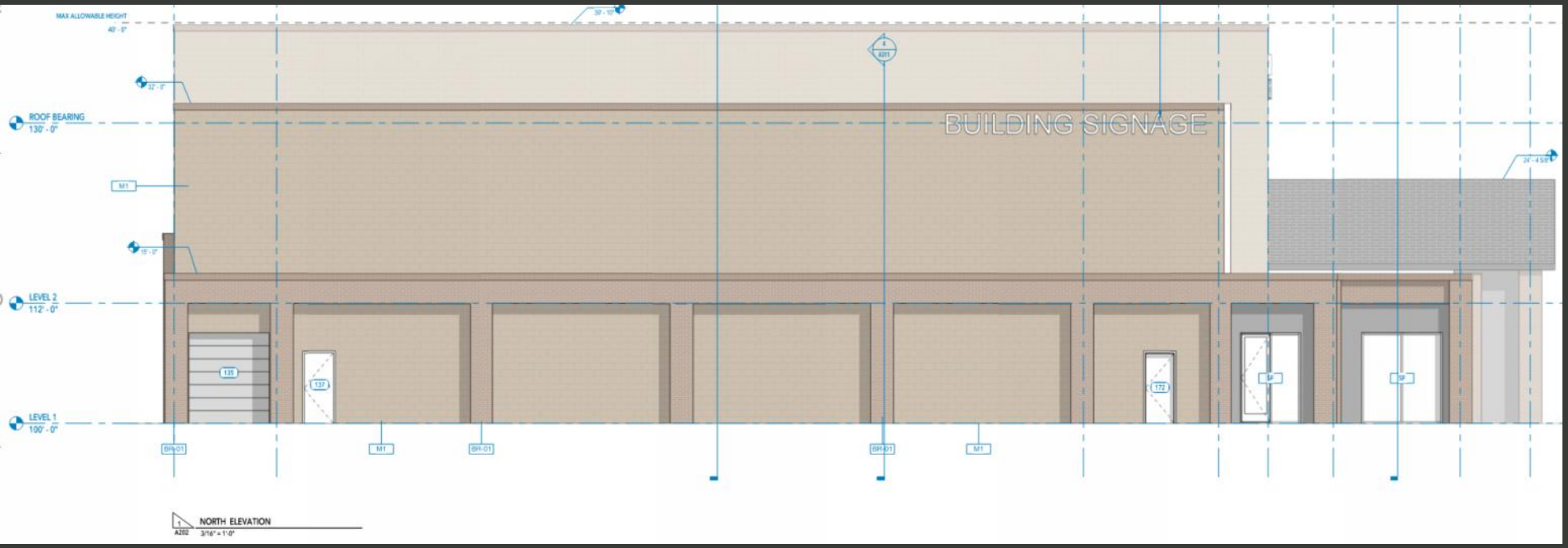
M-1
CMU

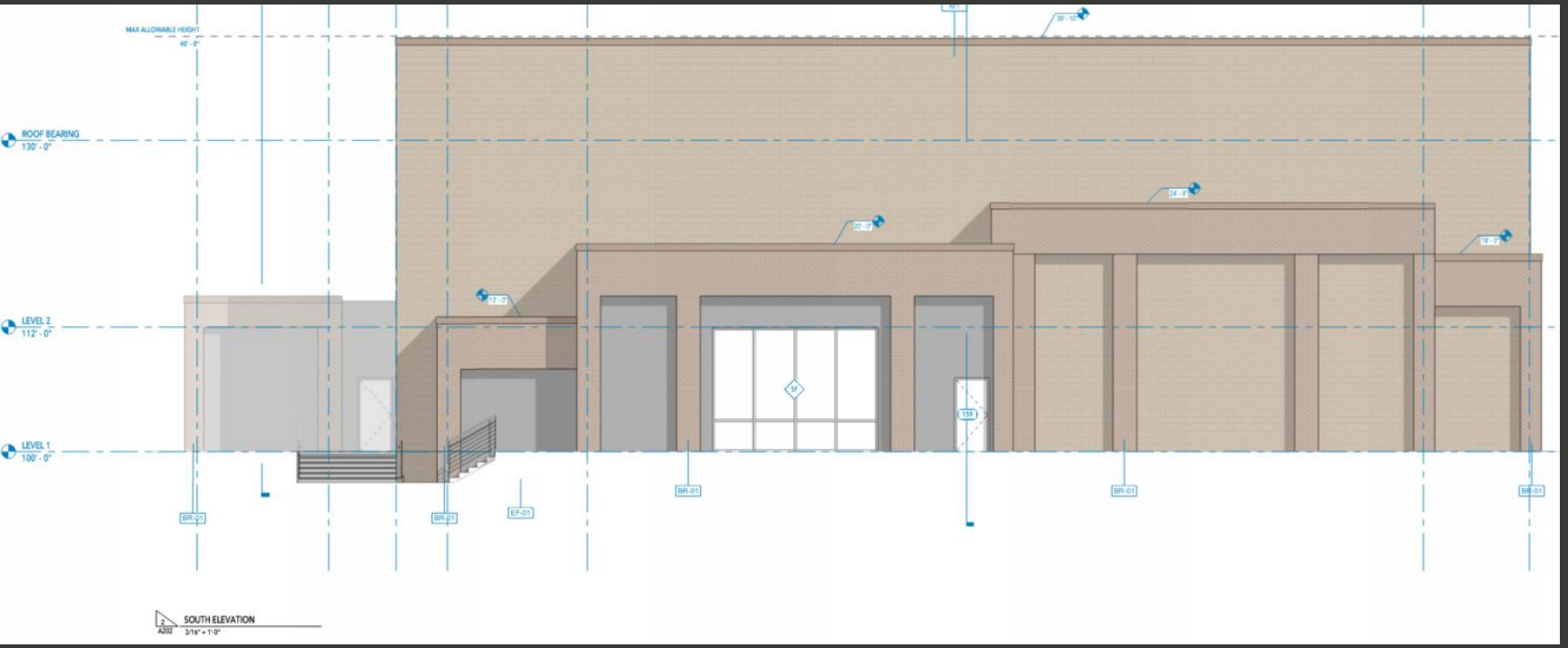
S-1
STUCCO COLOR 1

S-2
STUCCO COLOR 2

R-1
BLACK ASPHALT SHINGLE

BR - 1
THIN BRICK


MAX ALLOWABLE HEIGHT
40' - 0"
ROOF BEARING
130' - 0"
LEVEL 2
112' - 0"
LEVEL 1
100' - 0"
BUILDING SIGNAGE
NORTH ELEVATION
3/16" = 1'-0"


MAX ALLOWABLE HEIGHT
40' - 0"
ROOF BEARING
130' - 0"
LEVEL 2
112' - 0"
LEVEL 1
100' - 0"
SOUTH ELEVATION
3/16" = 1'-0"

LIGHTING FIXTURE SCHEDULE						
Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4

ALLOWABLE LUMENS CALCULATION

ESTIMATED TOTAL SITE AREA = 256,585 SQFT
43,560 SQFT TO ACRES = 1 ACRE
100,000 LUMENS PER NET ACRE
256,585 SQFT / 43,560 SQFT = 5.89 ACRE ← 4.562 Acres

ALLOWABLE LUMENS = 589,000 LUMENS ← 456,200 Lumens

P1 = 17,000 LUMENS X 25 = 425,000 LUMENS
WP1 = 3,000 LUMENS X 20 = 60,000 LUMENS
WP2 = 1,500 LUMENS X 4 = 6,000 LUMENS

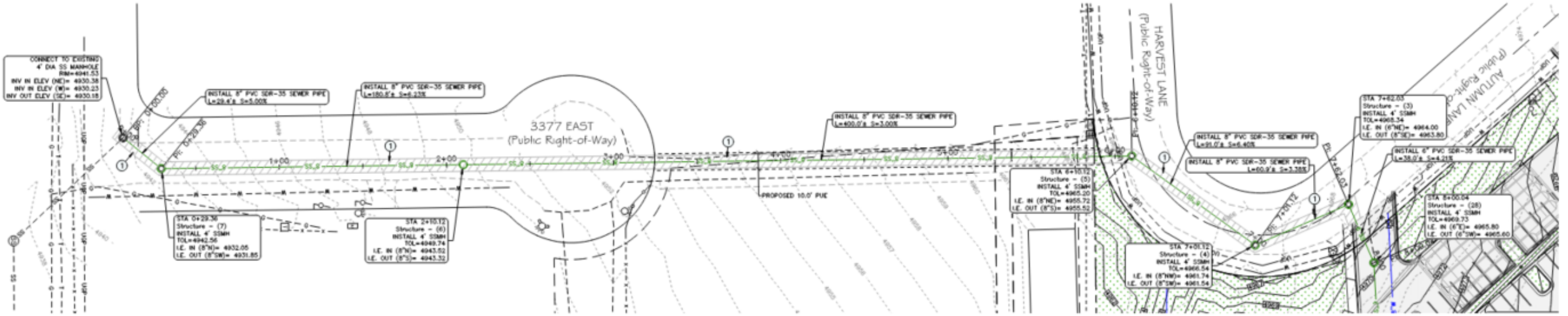
TOTAL LUMENS = 491,000 LUMENS

UTILITY PLAN KEYNOTES:

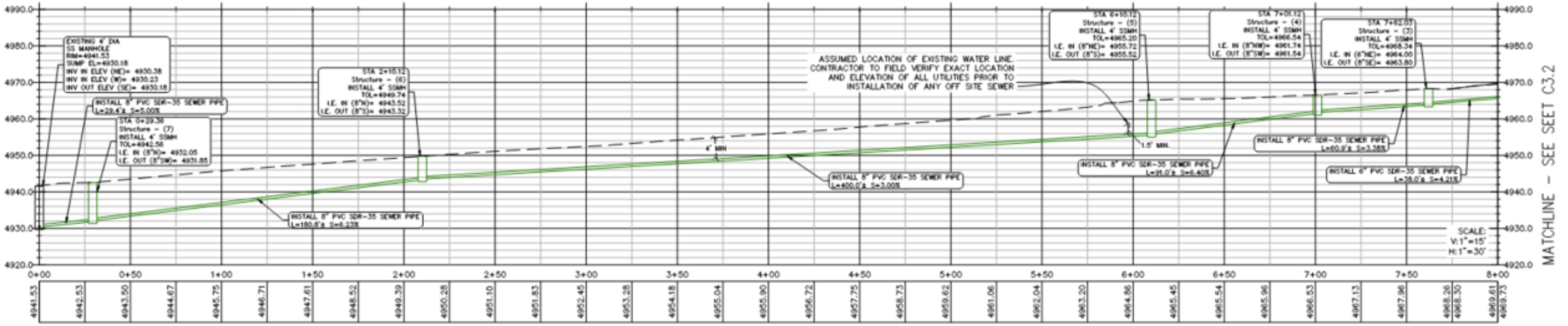
① SAWCUT EXISTING ASPHALT FOR TRENCHING OF SEWER MAIN. REPAIR ASPHALT PER APWA PLAN 255.

Scale in Feet

SEE COVER SHEET FOR PROJECT LEGEND



MATCHLINE – SEE SEET C3.2



MATCHLINE – SEE SEET C3.2

Recommendation (DA)

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Approving the Eagle Mountain Chapel and Recreation Building Development Agreement.

Recommendation (Site Plan)

Staff recommends that the City Council approve the proposed Site Plan with the following conditions:

1. The site plan is contingent on the development agreement for the project being approved; and

2. The applicant works with Staff to bring the lighting plan into compliance with EMMC 17.56.050(D).

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 4, 2026**
TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Approving the Eagle Mountain Chapel and Recreation Building Development Agreement.
ITEM TYPE:	Master Development Agreement
FISCAL IMPACT:	N/A
APPLICANT:	Jacob Baker

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Agricultural/Rural Density Two Zoning: Residential	4.562 Acres

PUBLIC HEARING	PREPARED BY	PRESENTED BY
No	Steven Lehmitz, Planner	Steven Lehmitz

RECOMMENDATION:
Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Approving the Eagle Mountain Chapel and Recreation Building Development Agreement.

BACKGROUND:
In March 2026, the Applicant brought a concept plan before the City Council to discuss purchasing land from the City and amending the existing recorded plat to facilitate a proposed chapel and recreational facility expansions. After receiving favorable feedback from the City Council regarding the Project, they pursued a plat amendment to combine the land purchased from the City and two existing lots into one lot. The City approved the plat amendment on July 2, 2026.

When reviewing the Applicant's proposed site plan, it was found that there were two development standards that weren't met. Staff and City Council determined that the best path forward would be to enter into a Development Agreement to work around those two standards. The proposed Development Agreement also includes language for a proposed off-site sewer line that the Applicant would be installing at their own expense.

ITEMS FOR CONSIDERATION:
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 forwarded a positive recommendation (3-0) to the City Council.

ATTACHMENTS:
1. Ordinance

2. Development Agreement
3. Presentation

ORDINANCE NO. O- -2026

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, APPROVING THE EAGLE MOUNTAIN CHAPEL AND RECREATION BUILDING DEVELOPMENT AGREEMENT

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve The Eagle Mountain Chapel and Recreation Building Development Agreement, as set forth more specifically 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 and hearings have been completed as required by law to consider and approve the Eagle Mountain Chapel and Recreation Building Development Agreement, as set forth in Exhibit A.

2. The Eagle Mountain Chapel and Recreation Building Development Agreement is hereby approved, as set forth more specifically in Exhibit A.

3. The City Council has considered the impact of this Ordinance on and found it consistent with family health, stability, and formation as required by Utah law.

4. This Ordinance shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 4th day of August, 2026.

EAGLE MOUNTAIN CITY, UTAH

_____
Jared Gray, Mayor

ATTEST:

_____
Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 4th day of August, 2026.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Zachory Huish	☐ Zachory Huish	☐ Zachory Huish	☐ Zachory Huish
☐ Craig Whiting	☐ Craig Whiting	☐ Craig Whiting	☐ Craig Whiting
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

_____

Lacie A. Messerly
City Recorder

Posted on _____ by _____

Exhibit A

WHEN RECORDED RETURN TO:
Eagle Mountain City
c/o City Recorder
1650 E Stagecoach Run
Eagle Mountain, UT 84005

DEVELOPMENT AGREEMENT
FOR HARVEST HAVEN ORDER

This DEVELOPMENT AGREEMENT FOR ("**Agreement**") is entered into as of this _____ day of _____, 2026 ("**Effective Date**"), by and between Harvest Haven Order, a Utah nonprofit corporation ("**Developer**"), and Eagle Mountain City, a political subdivision of the State of Utah ("**City**"). City and Developer may hereinafter be referred to individually as a "**Party**" and collectively as the "**Parties**."

RECITALS

A. In March 2026, Developer brought a concept plan before the Eagle Mountain City Council to discuss purchasing land from the City and amending the existing plat to facilitate a proposed chapel and recreational facility expansions ("**Project**").

B. After receiving favorable feedback from the City Council regarding the Project, Developer pursued a plat amendment to combine the land purchased from the City and two existing lots into one lot. The City approved the plat amendment on July 2, 2026.

C. Due to the size of the parking facilities necessary to accommodate the Project, Eagle Mountain Municipal Code ("**Code**") requires Developer to install raised or delineated pedestrian walkways with a minimum width of 10 feet that lead to the entrance of the building. Due to the configuration of the parking lot, the Parties agree that pedestrian traffic will be better served by providing multiple smaller walkways.

D. Code also requires that Developer meet certain façade articulation requirements. Due to the particular location of the east façade of the recreation building portion of the project, it will not be easily visible by the public and that the façade articulation requirements are not necessary at that location to achieve the purposes of the Code.

E. For the Project to be successful, Developer will need to construct and dedicate a sewer line. The Parties agree that this is a project improvement as that term is defined in the Utah State Code.

NOW, THEREFORE, in consideration of the mutual promises, covenants, and provisions set forth herein, the receipt and adequacy of which are hereby acknowledged, the Parties hereby agree as follows:

1. Recitals. The above stated Recitals are incorporated herein as part of this Agreement.

2. Pedestrian Walkway. In lieu of the requirements of Eagle Mountain Municipal Code ("**EMMC**") 17.55.090, Developer shall install two 6-foot-wide delineated pedestrian walkways as depicted in the approved site plan attached as Exhibit A.

3. Architectural Articulation. The requirements of EMMC 17.72.060 (F) shall not apply to the east façade of the recreation building depicted in Exhibit A ("**Recreation Building**"). The requirements of EMMC 17.72.060 (F) shall apply to all other façades of the Recreation Building and to the rest of the Project where they would otherwise apply.

4. Sewer Line. The Developer at its own expense will construct and dedicate to the City a sewer line at the location and with the specifications depicted in Exhibit B.

5. Miscellaneous.

5.1. Reserved Legislative Powers. Nothing in this Agreement shall limit the future exercise of the police power of Eagle Mountain City in enacting zoning, subdivision development, and related land use plans, policies, ordinances and regulations after the date of this Agreement.

5.2. Expiration. This Agreement shall expire on a date that is three years from the effective date ("**Expiration Date**"). To the extent that the Project in incomplete as of the Expiration Date, Developer or any successor developer shall be obligated to complete the project in accordance with the applicable City ordinances in place as of the Expiration Date. This Agreement may be extended beyond the Expiration Date upon the written agreement of the Parties, and in accordance with the standards set forth in City ordinances. Notwithstanding the foregoing, any exceptions to the EMMC that are provided for in this Agreement and for which construction is complete shall not be affected by the expiration.

5.3. Amendments. This Agreement may be amended upon the written agreement of the Parties, and in accordance with the standards set forth in City ordinances.

5.4. Compliance with City Standards. Except as specifically exempted in this Agreement, Developer expressly acknowledges that nothing in this Agreement shall be deemed to relieve Developer from the obligation to comply with all applicable requirements of City including the payment of fees and compliance with all other applicable ordinances.

5.5. No Joint Venture or Partnership. This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto nor any rights or benefits to third parties.

5.6. Agreement to Run with the Land. This Agreement shall be recorded and shall be deemed to run with the land and shall be binding on all successors and assigns of the Developer in the ownership of any portion of the Property.

5.7. Assignment. Neither this Agreement nor any of the provisions hereof can be assigned to any other party, individual or entity without the assigning the rights as well as the responsibilities under this Agreement and without prior written consent of the City, which review is intended to assure the financial capability of any assignee. Such consent shall not be unreasonably withheld.

5.8. Attorneys' Fees. In the event of any action at law or equity to enforce or interpret the terms of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and court costs in addition to any other relief to which such party may be entitled.

5.9. Counterparts. This Agreement may be executed in any number of counterparts, each of which will be an original but all of which will constitute one and the same instrument. Each party agrees to exchange original signatures in due course.

5.10. Entire Agreement. This Agreement constitutes the entire Agreement between the parties hereto with respect to the subject matter hereof, incorporates all prior agreements, and may only be modified by a subsequent writing duly executed by the parties.

5.11. Governing Law. This Agreement shall be interpreted, construed, governed and enforced according to the laws of the State of Utah, without giving effect to its conflict of laws principles.

5.12. Developer's Exclusive Remedy. Developer's sole and exclusive remedy under this Agreement shall be specific performance of the rights granted in this Agreement and Eagle Mountain's obligations under this Agreement. IN NO EVENT SHALL EAGLE MOUNTAIN CITY BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

5.13. No Waiver. Failure of a party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future time said right or any other right it may have hereunder. The provisions may be waived only in writing and signed by the party intended to be benefited by the provisions being waived.

5.14. Severability. Except as specifically stated herein, any provision of this Agreement, or portion thereof, that is declared by a court of competent jurisdiction to be invalid or unenforceable shall not affect the validity of the remainder of this Agreement and each paragraph of this Agreement will be valid and enforceable to the fullest extent permitted by law.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the date first above written.

CITY:
Eagle Mountain City,
a political subdivision of the State of Utah

_____
Jared Gray, Mayor

Attest:

_____
Lacie Messerly, City Recorder,

Approved as to form:

_____
Marcus Draper, City Attorney

DEVELOPER:

,

By: _____
Name: _____
Title: _____

STATE OF UTAH)
):ss
COUNTY OF UTAH)

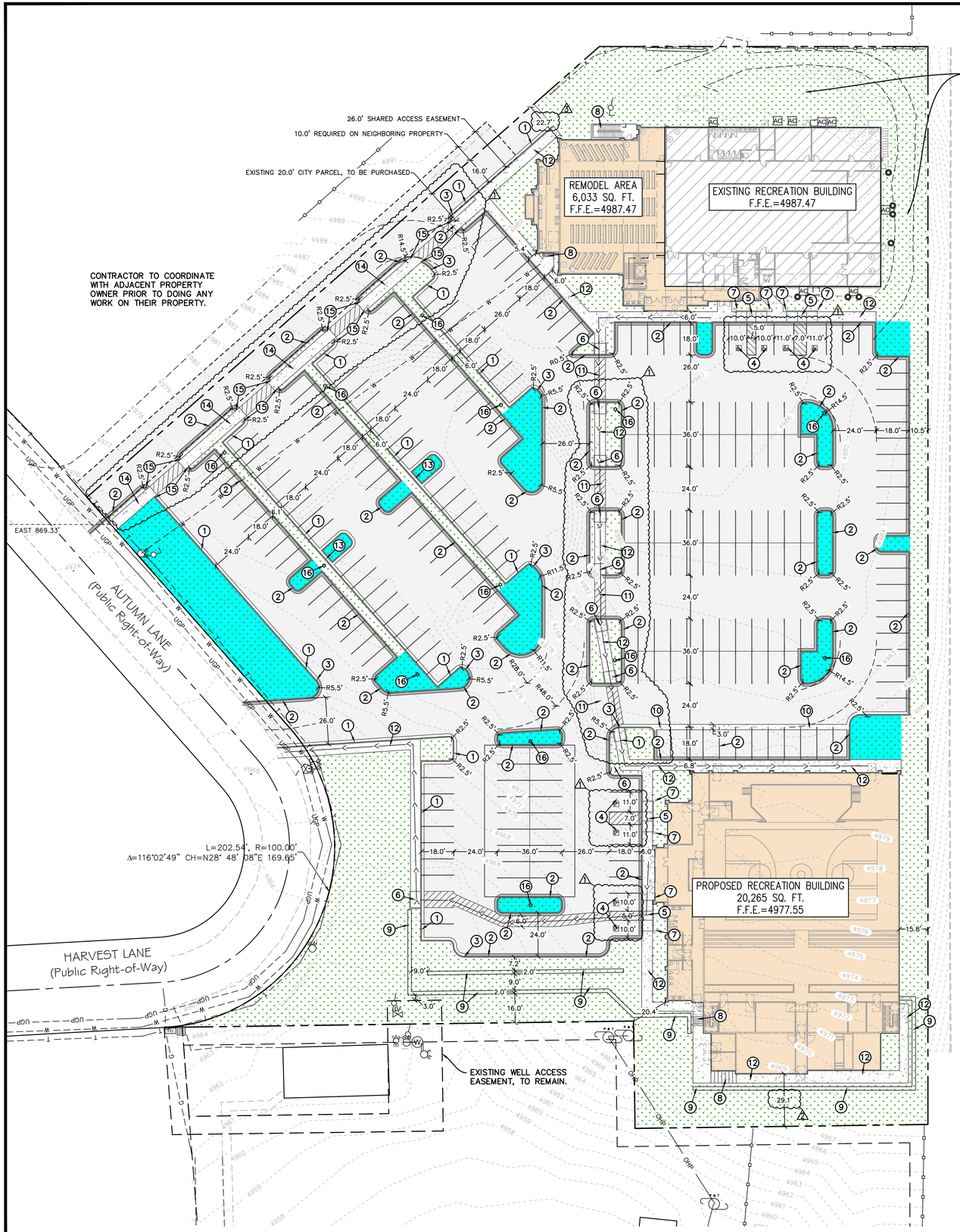
The foregoing instrument was acknowledged before me this ____ day of _____, 2026 by _____.

_____
NOTARY PUBLIC
Residing at: _____

My Commission Expires:

_____

Exhibit A



NOTE: TRASH TO BE PROPERLY CONTAINED AND DISPOSED OF. ANY TRASH CANS WILL HAVE TO BE SCREENED FROM VIEW OF THE STREET UNLESS THEY ARE SET OUT TO BE EMPTIED.

PER CITY REQUIREMENTS:
SNOW STACKING AREA REQUIRED TO ACCOMMODATE THE STACKING VOLUME OF A FOUR-INCH SNOW BASE OVER THE ENTIRE PARKING LOT:
1,338 CY SNOW STORAGE REQUIRED

N

0 30 60 90
Scale in Feet

SEE COVER SHEET FOR PROJECT LEGEND

SITE PLAN KEYNOTES

1. PROPOSED 24" CURB & GUTTER. SEE DETAIL 1/C4.0.
2. PROPOSED 24" REVERSE PAN CURB AND GUTTER. SEE DETAIL 2/C4.0.
3. PROVIDE SMOOTH TRANSITION FROM CURB & GUTTER TO REV. PAN CURB & GUTTER.
4. ALL HANDICAP STALLS SHALL HAVE SLOPES OF LESS THAN 2% IN ALL DIRECTIONS, SEE DETAIL 8/C4.0.
5. ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 4/C4.0.
6. ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL 5/C4.0.
7. PROPOSED ADA SIGN PER MUTCD & ICC/ANSI A117.1 SEE DETAIL 9/C4.0. (BOTH STALLS TO BE SIGNED "VAN ACCESSIBLE").
8. PROPOSED STAIRS (SEE ARCH. PLANS).
9. PROPOSED RETAINING WALL. SEE SHEET C2.0 FOR ELEVATIONS AND ARCHITECTURAL PLANS FOR DETAILS.
10. PROPOSED 3' CONCRETE WATERWAY. SEE DETAIL 3/C4.0.
11. PROPOSED PAINTED PEDESTRIAN WALKWAY.
12. PROPOSED CONCRETE SIDEWALK. TANGENTIAL SLOPE NOT TO EXCEED 5%. CROSS SLOPE NOT TO EXCEED 2%.
13. CONTINUE GUTTER THROUGH PLANTER AREA PROVIDING A CONCRETE WATERWAY TO ALLOW STORM WATER TO FLOW THROUGH. SEE DETAIL 10/C4.0.
14. PROPOSED CONCRETE SIDEWALK. DUE TO SLOPE OF DRIVE AISLE, THIS ROUTE IS NOT ADA COMPLIANT.
15. TAPER CURB & GUTTER TO MATCH SIDEWALK ELEVATION.
16. PROPOSED LIGHT POLE. SEE PHOTOMETRIC PLAN FOR DETAILS.

LOT AREAS:

		SQ. FT.	/	ACRES.
LOT		198,712	/	4.562
	BUILDING FOOTPRINT	37,014	/	0.850
	EXISTING BUILDING	10,558	/	0.242
	PROPOSED BUILDING	26,456	/	0.607
	ASPHALT	91,665	/	2.104
	LANDSCAPING	52,983	/	1.216
	CONCRETE	17,050	/	0.391

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

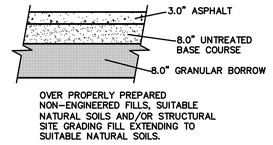
LOT PARKING REQUIREMENTS:

	SQ. FT.		CITY REQ'T
CHAPEL ADDITION	6,191	175	1 PER 20 SQ. FT. IN MAIN ASSEMBLY ROOM
REC BUILDING	20,265	68	1 PER 300 SQ. FT. (ASSUMED)
TOTAL REQUIRED PER CITY	243		
TOTAL PROVIDED	256		
ACCESSIBLE SPACES	8		(7 REQ'D 201 TO 300)

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

SHEET LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED SNOW STORAGE
- ADA ACCESSIBLE ROUTE



OVER PROPERLY PREPARED NON-ENGINEERED FILLS, SUITABLE NATURAL SOILS AND/OR STRUCTURAL SITE GRADING FILL EXTENDING TO SUITABLE NATURAL SOILS.

ASPHALT PAVEMENT

N.T.S.

OVER SUITABLE NATURAL SOILS, AND/OR STRUCTURAL SITE GRADING FILL EXTENDING TO SUITABLE NATURAL SOILS. (RIGID PAVEMENTS MUST NOT BE ESTABLISHED OVER NON-ENGINEERED FILLS.

CONCRETE PAVEMENT

N.T.S.

PAVEMENT SECTIONS ARE PER THE FEBRUARY 11TH, 2026 GEOTECHNICAL STUDY BY WILDING ENGINEERING (PROJECT NO 25629). CONTRACTOR TO INSTALL ALL PAVEMENT PER THE GEOTECH REPORT.

NO.	REVISIONS	BY	DATE
1.	CITY COMMENTS	SPC	06/01/26
2.	CITY COMMENTS	SPC	06/17/26
3.	CITY COMMENTS	SPC	06/30/26

DESIGNER: SDT PROJECT ENGINEER: SDT

CIR CIVIL ENGINEERING +SURVEYING
10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-949-6296

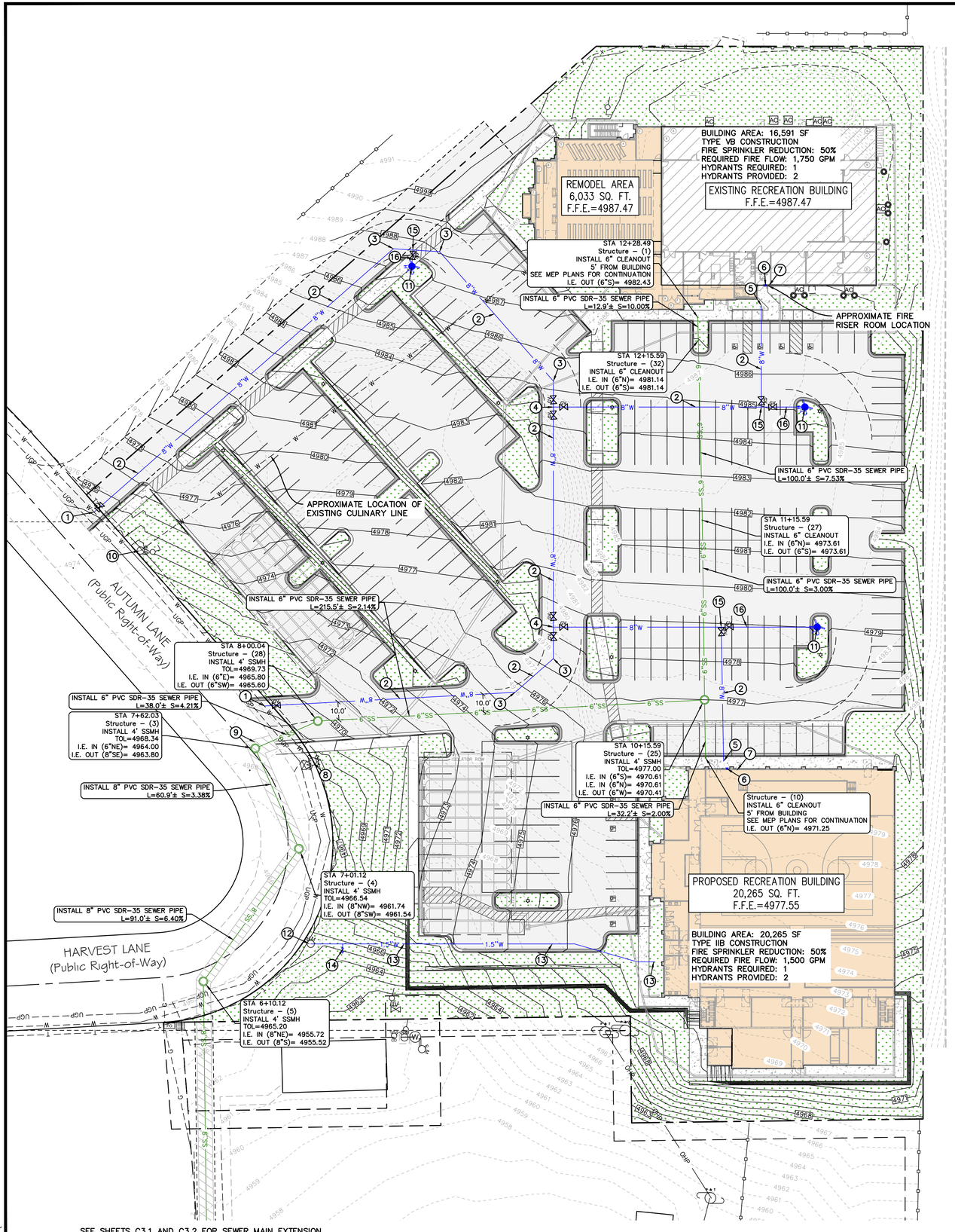
CHAPEL EXPANSION AND REC BUILDING
3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

SITE PLAN

Blue Stakes of UTAH 811 Bluestakes.org

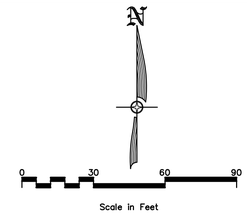
SHEET NO. C1.0
PROJECT ID: E25-140
DATE: 06/30/26
FILE NAME: PRJ-ECA
SCALE: 1"=30'

Exhibit B



UTILITY PLAN KEYNOTES:

1. CONNECT TO EXISTING WATER MAIN AND INSTALL 8" FIRE LATERAL AND 8" GATE VALVE PER EAGLE MOUNTAIN CITY AND APWA STANDARDS AND SPECIFICATIONS.
2. INSTALL 8" PVC C-900 DR-14 FIRE LINE PER EAGLE MOUNTAIN CITY AND APWA STANDARDS AND SPECIFICATIONS.
3. INSTALL 8" 45° BEND W/THRUST BLOCKS.
4. INSTALL 8" TEE & 8" GATE VALVE W/ THRUST BLOCK.
5. END 8" PVC C-900 DR-14 FIRE LINE 5' FROM BUILDING AND SEE FIRE SPRINKLER PLANS FOR CONTINUATION INTO BUILDING.
6. PROPOSED WALL MOUNTED FDC.
7. INSTALL KNOX BOX 3200 SERIES KEY BOX FOR FIRE DEPARTMENT ACCESS.
8. EXISTING FIRE HYDRANT.
9. SAW CUT ASPHALT FOR TRENCHING OF UTILITY LATERALS. REPAIR ASPHALT PER APWA PLAN 255.
10. EXISTING WATER METER FOR EXISTING CHAPEL BUILDING, TO REMAIN.
11. PROPOSED FIRE HYDRANT PER EAGLE MOUNTAIN CITY STANDARDS.
12. CONNECT TO EXISTING WATER METER AND INSTALL 1.5" WATER LATERAL PER EAGLE MOUNTAIN CITY AND APWA STANDARD. UPDATE VAULTS IF NECESSARY.
13. INSTALL 1.5" HDPE CTS-OD SDR-9 POLY PIPE W/BENDS. END PIPE 5' FROM BUILDING AND SEE MECHANICAL PLANS FOR CONTINUATION INTO BUILDING.
14. INSTALL 1" IRRIGATION STUB AND VAULT PER APWA STANDARDS AND SPECIFICATIONS. SEE IRRIGATION PLANS FOR CONTINUATION TO BACKFLOW PREVENTOR.
15. INSTALL 8"x6" TEE W/ 8" & 6" GATE VALVES W/ THRUST BLOCK.
16. INSTALL 6" PVC C-900 DR-14 FIRE LINE PER EAGLE MOUNTAIN CITY AND APWA STANDARDS AND SPECIFICATIONS.



SEE COVER SHEET FOR PROJECT LEGEND

NO.	REVISIONS	BY	DATE
1	CITY COMMENTS	SPC	06/01/26
2	CITY COMMENTS	SPC	06/17/26
3	CITY COMMENTS	SPC	06/30/26

DESIGNER: SDT PROJECT ENGINEER: SDT

CIVIL ENGINEERING +SURVEYING
10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-949-6296

CHAPEL EXPANSION AND REC BUILDING

3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

UTILITY PLAN

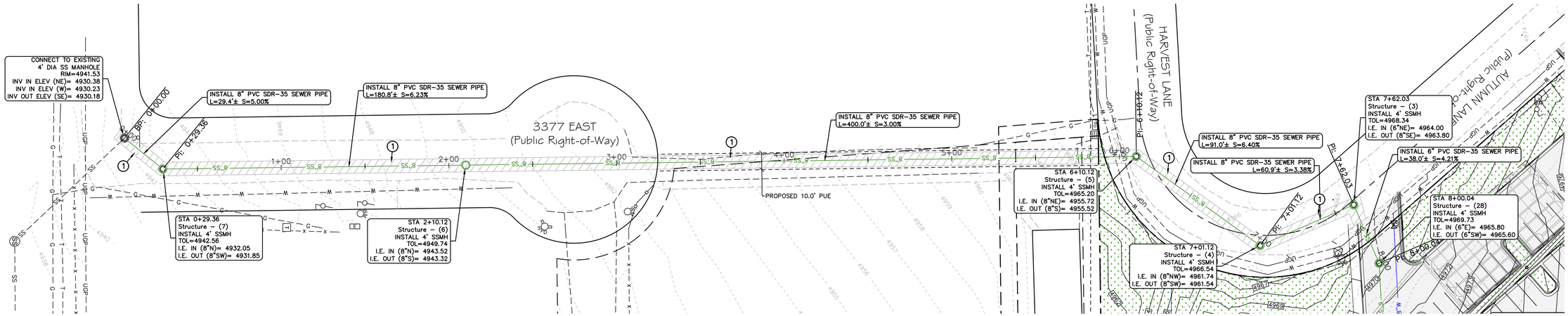
Blue Stakes of UTAH 811 — Bluestakes.org

SHEET NO. C3.0

PROJECT ID	DATE:
E25-140	06/30/26
FILE NAME: PRJ-ECA	SCALE: 1"=30'

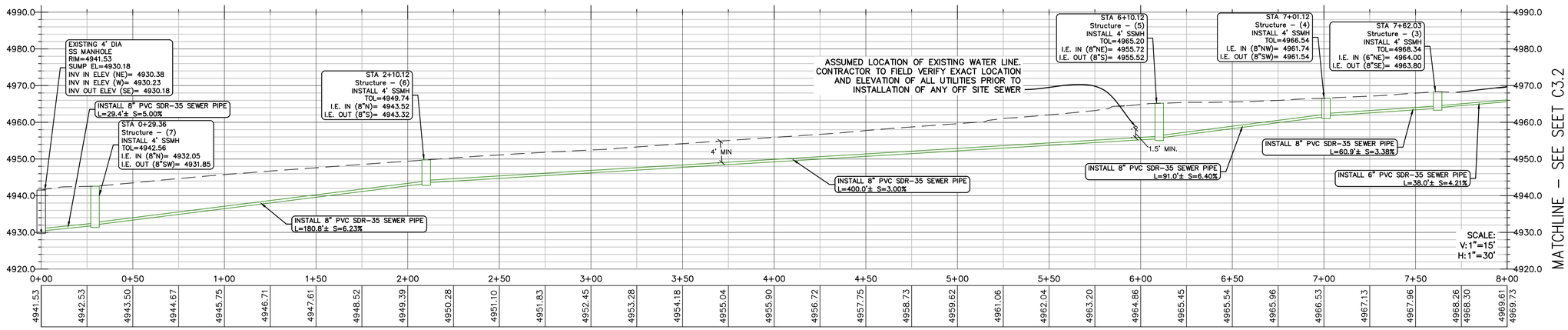
UTILITY PLAN KEYNOTES:

① SAWCUT EXISTING ASPHALT FOR TRENCHING OF SEWER MAIN. REPAIR ASPHALT PER APWA PLAN 255.



SEE COVER SHEET FOR PROJECT LEGEND

MATCHLINE – SEE SHEET C3.2



MATCHLINE – SEE SHEET C3.2

NO.	REVISIONS	BY	DATE
1.	CITY COMMENTS		SPC 06/01/26
2.	CITY COMMENTS		SPC 06/17/26
3	CITY COMMENTS		SPC 06/30/26

DESIGNER: SDT PROJECT ENGINEER: SDT

CIVIL ENGINEERING +SURVEYING
10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-949-6298

CHAPEL EXPANSION AND REC BUILDING

3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

PLAN & PROFILE – SEWER MAIN

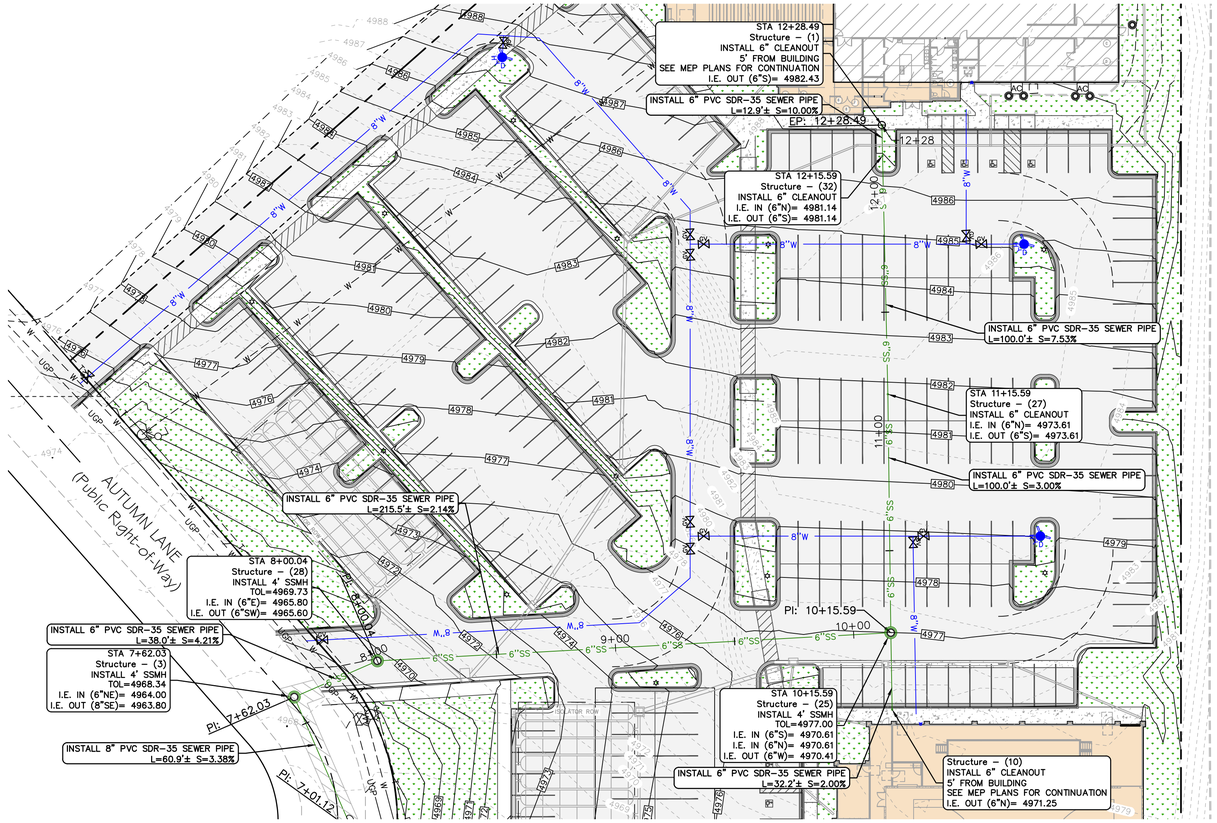
STA 0+00 TO 8+00

SHEET NO. C3.1

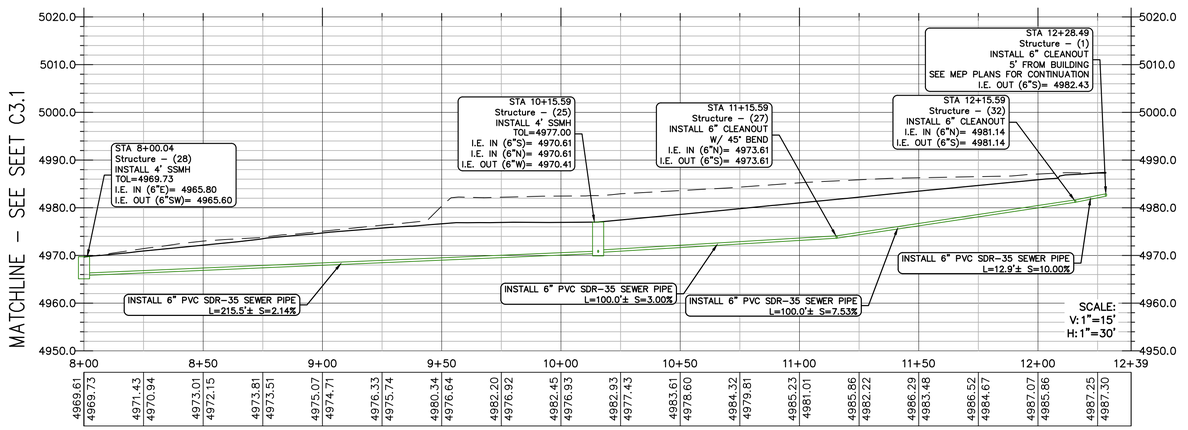
PROJECT ID	DATE:
E25-140	06/30/26
FILE NAME: PRJ-ECA	SCALE: 1"=30'

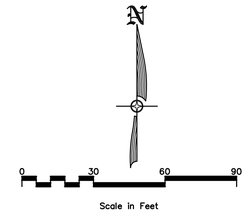
Blue Stakes of UTAH 811 Bluestakes.org

C:\



MATCHLINE – SEE SHEET C3.1





SEE COVER SHEET FOR PROJECT LEGEND

NO.	REVISIONS	BY	DATE
1	CITY COMMENTS	SPC	06/01/26
2	CITY COMMENTS	SPC	06/17/26
3	CITY COMMENTS	SPC	06/30/26

DESIGNER: SDT PROJECT ENGINEER: SDT

CIVIL ENGINEERING +SURVEYING
10718 S BECKSTEAD LANE, SUITE 102
South Jordan, Utah - 801-949-6296

CHAPEL EXPANSION AND REC BUILDING

3375 E AUTUMN LANE EAGLE MOUNTAIN, UT 84005

PLAN & PROFILE – SEWER MAIN

STA 0+00 TO 12+39

SHEET NO. C3.2

PROJECT ID	DATE:
E25-140	06/30/26
FILE NAME: PRJ-ECA	SCALE: 1"=30'

Blue Stakes of UTAH 811 Bluestakes.org

Eagle Mountain Chapel

Site Plan & DA

66:500:0101
66:500:0132
58:033:0641
58:033:0386
46:489:0132
46:489:0133
46:489:0134
46:489:0135
46:489:0136
46:489:0137
46:489:0154
46:489:0155
46:489:0156
46:489:0151
46:489:0152
46:489:0153
46:489:0150
67:035:0001
67:035:0002
46:489:0145
46:489:0144
46:489:0142
46:489:0143
46:489:0140
46:489:0141
69:032:0003
69:032:0002
58:033:0628
58:033:0403
58:033:0402
38:302:0002
38:685:0002
38:685:0001
38:443:0001
38:443:0002
38:435:0002
38:435:0001
58:034:0558
71:034:0003
71:034:0001
71:034:0005
71:034:0004
58:033:0257
38:703:0001
38:647:0039

46:489:0159
46:489:0135
46:489:0136
46:489:0137
46:489:0500
46:489:0153
67:035:0001
67:035:0002
46:489:0142
S89°13'39"W 260.00
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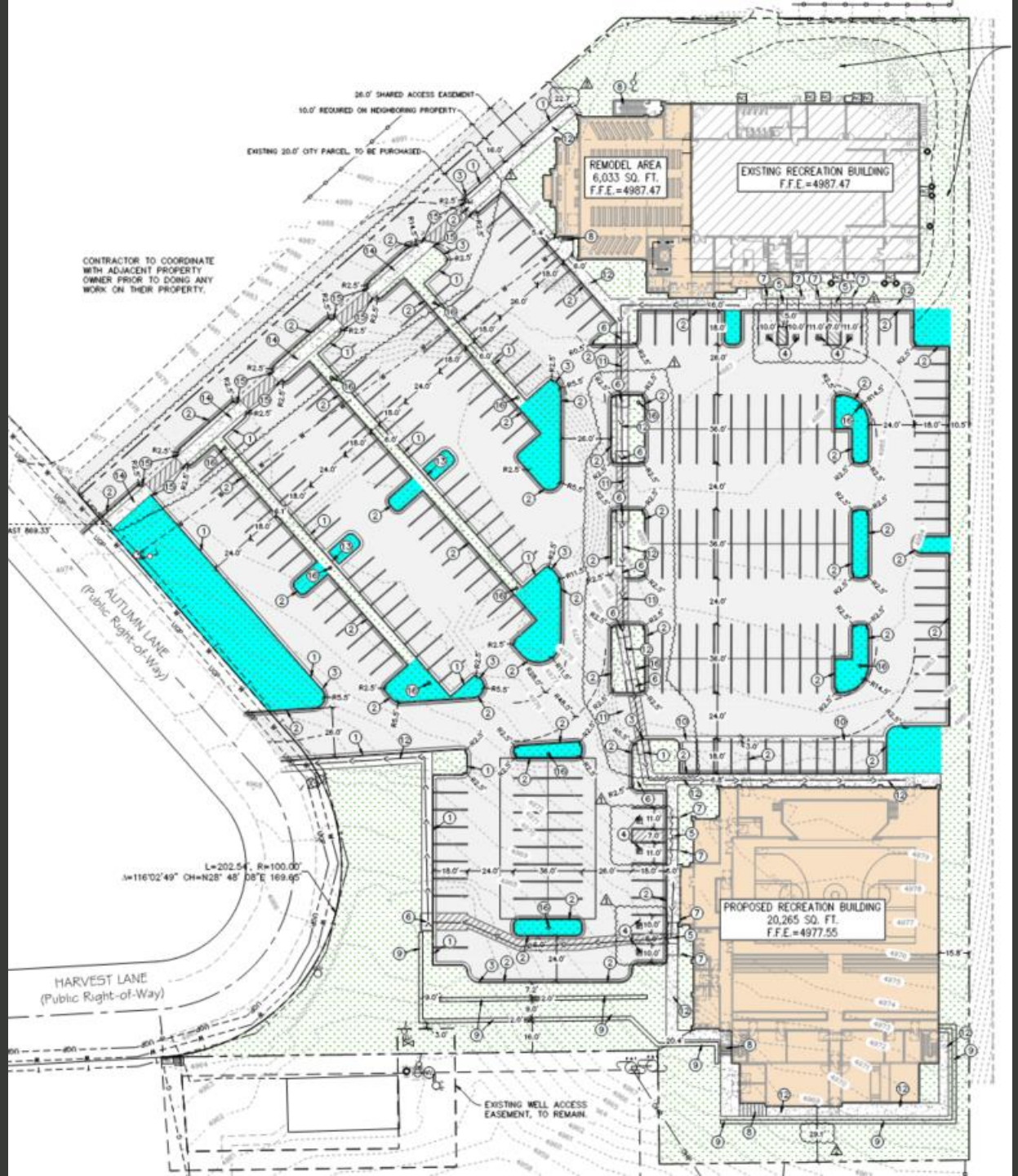
S86°49'32"W 596.00



LOT AREAS:

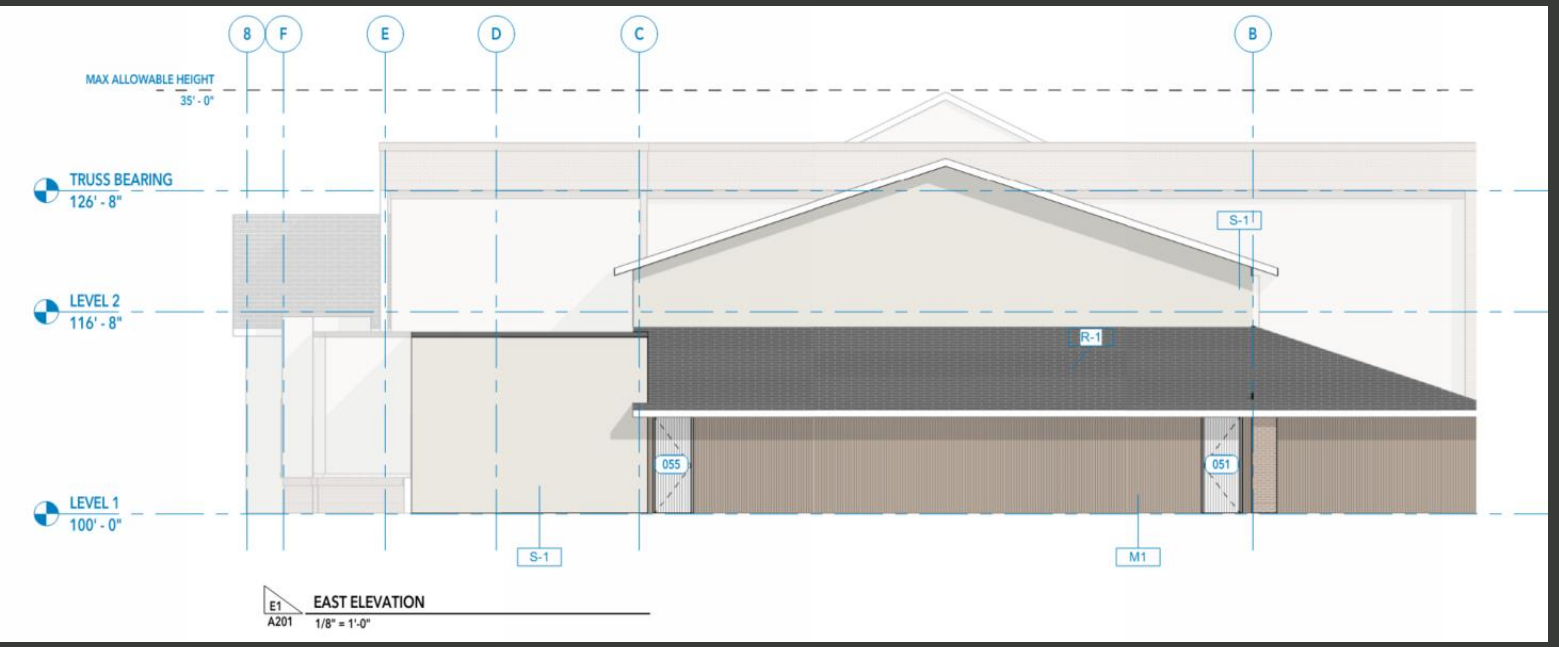
		SQ. FT.	/	ACRES.
LOT		198,712	/	4.562
	BUILDING FOOTPRINT	37,014	/	0.850
	EXISTING BUILDING	10,558	/	0.242
	PROPOSED BUILDING	26,456	/	0.607
	ASPHALT	91,665	/	2.104
	LANDSCAPING	52,983	/	1.216
	CONCRETE	17,050	/	0.391

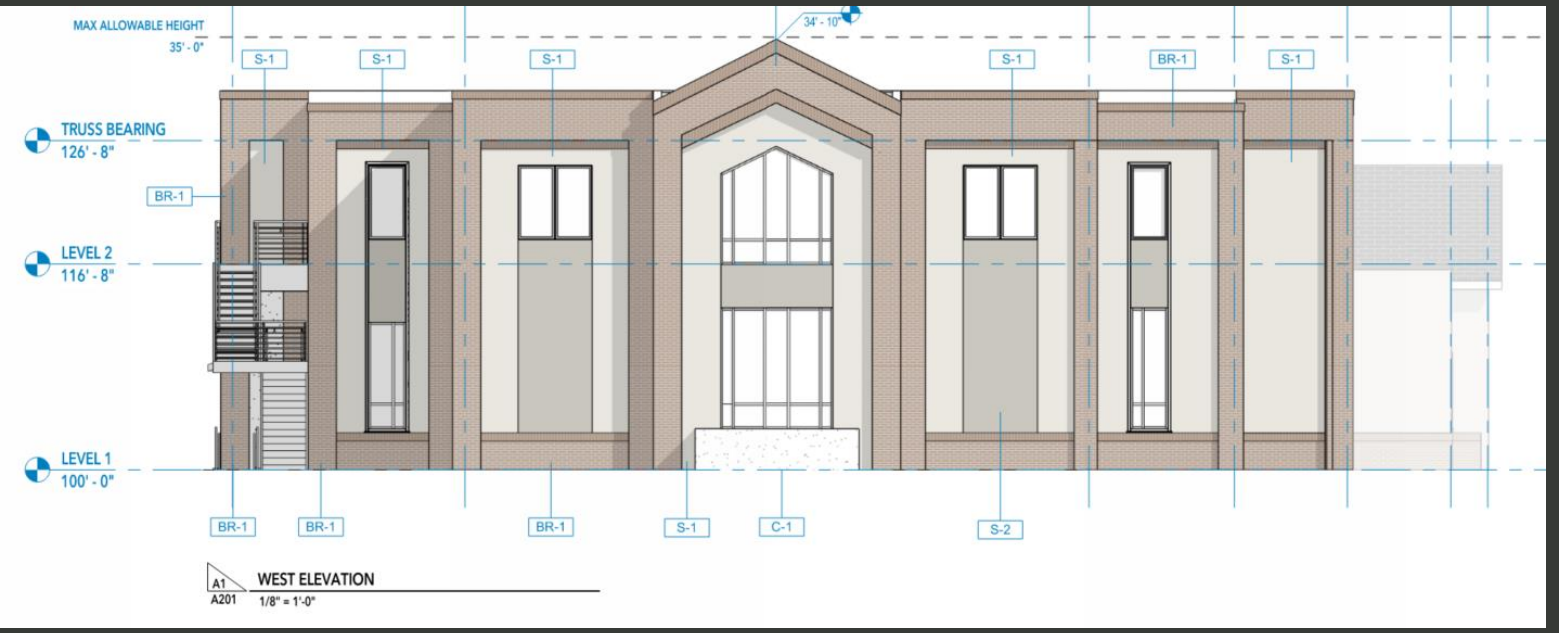
NOTE:

1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT PARKING REQUIREMENTS:

	SQ. FT.		CITY REQ'T
CHAPEL ADDITION	6,191	175	1 PER 20 SQ. FT. IN MAIN ASSEMBLY ROOM
REC BUILDING	20,265	68	1 PER 300 SQ. FT. (ASSUMED)
TOTAL REQUIRED PER CITY	243		
TOTAL PROVIDED	256		
ACCESSIBLE SPACES	8		(7 REQ'D 201 TO 300)





EXTERIOR MATERIAL LEGEND

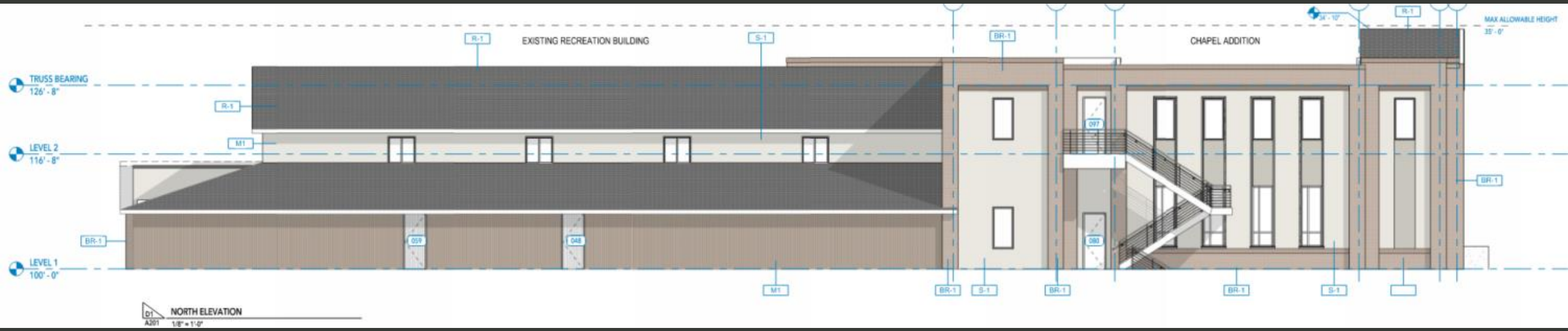
M-1
CORRUGATED METAL (EXISTING TO BE PAINTED)

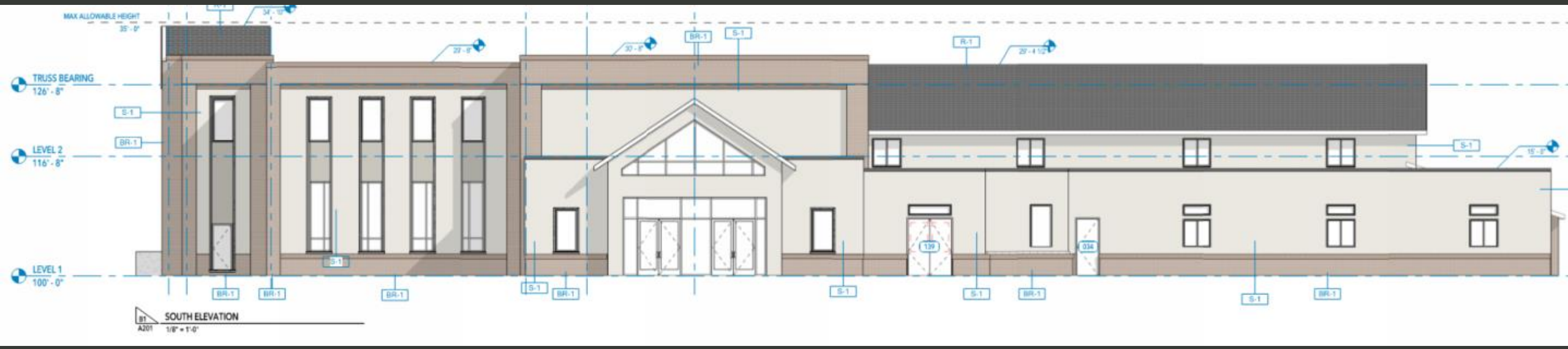
S-1
STUCCO COLOR 1

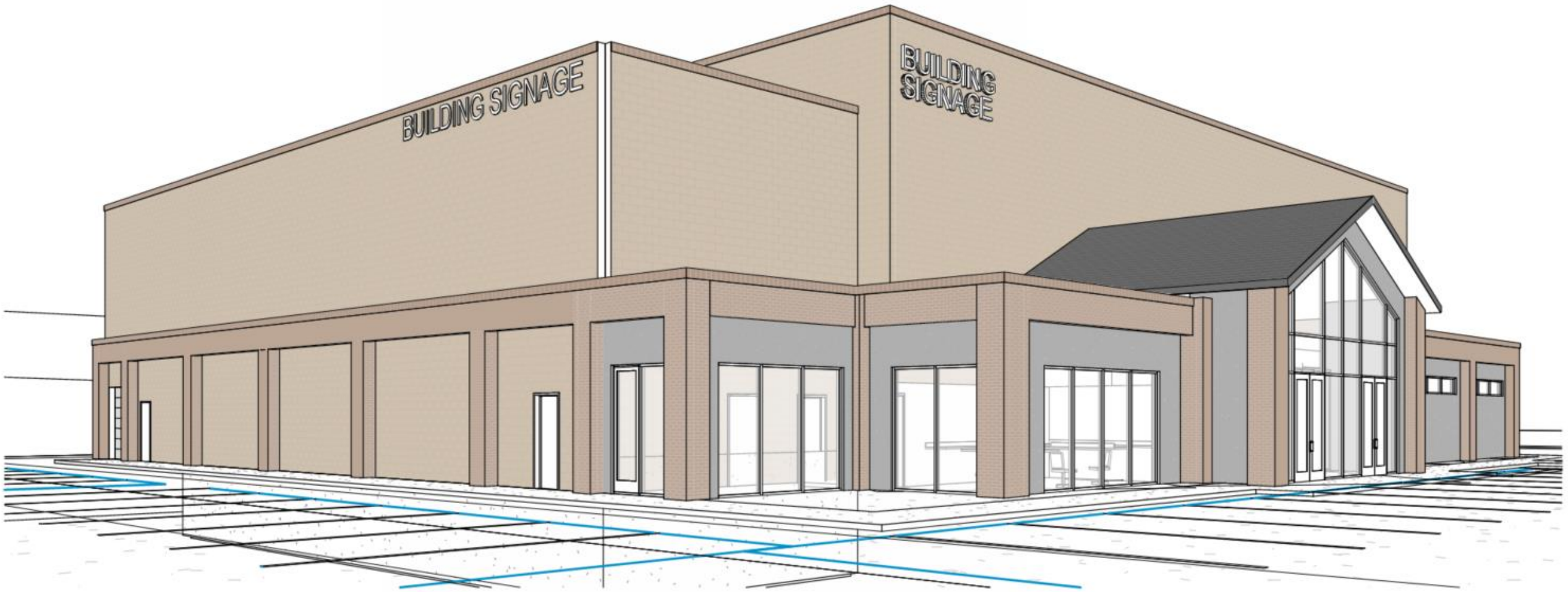
S-2
STUCCO COLOR 2

R-1
BLACK ASPHALT SHINGLE

BR - 1
THIN BRICK

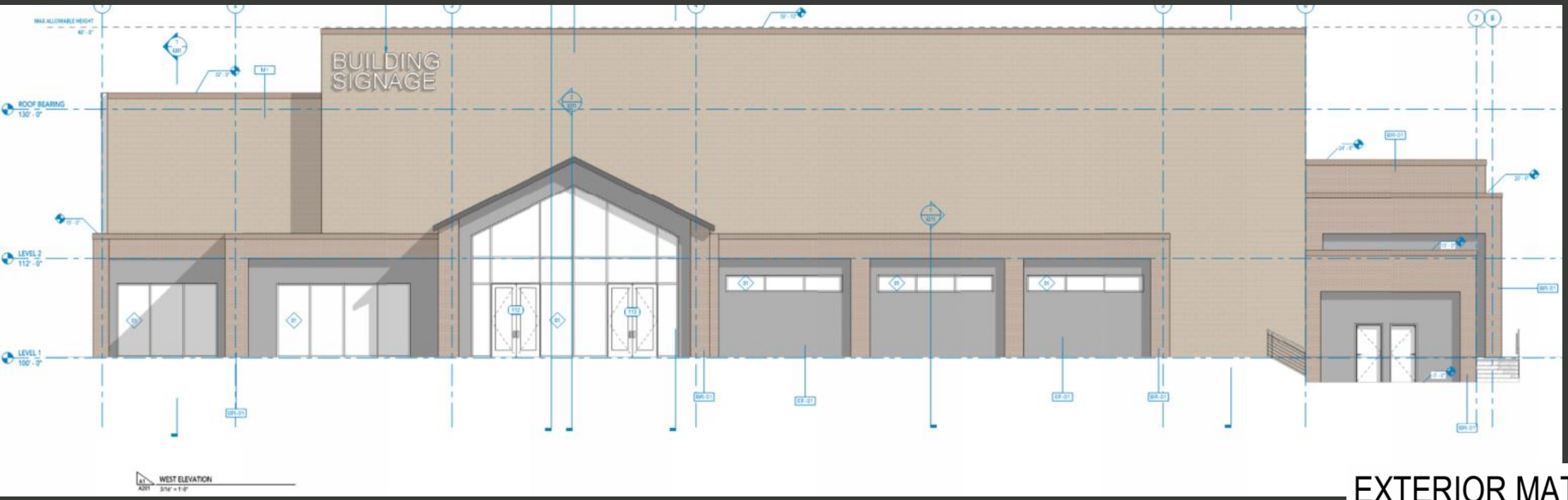

EXISTING RECREATION BUILDING
CHAPEL ADDITION
MAX ALLOWABLE HEIGHT
35' - 0"
TRUSS BEARING
126' - 8"
LEVEL 2
116' - 8"
LEVEL 1
100' - 0"
R-1
S-1
BR-1
M1
097
080
059
048
D1
A201
NORTH ELEVATION
1/8" = 1'-0"

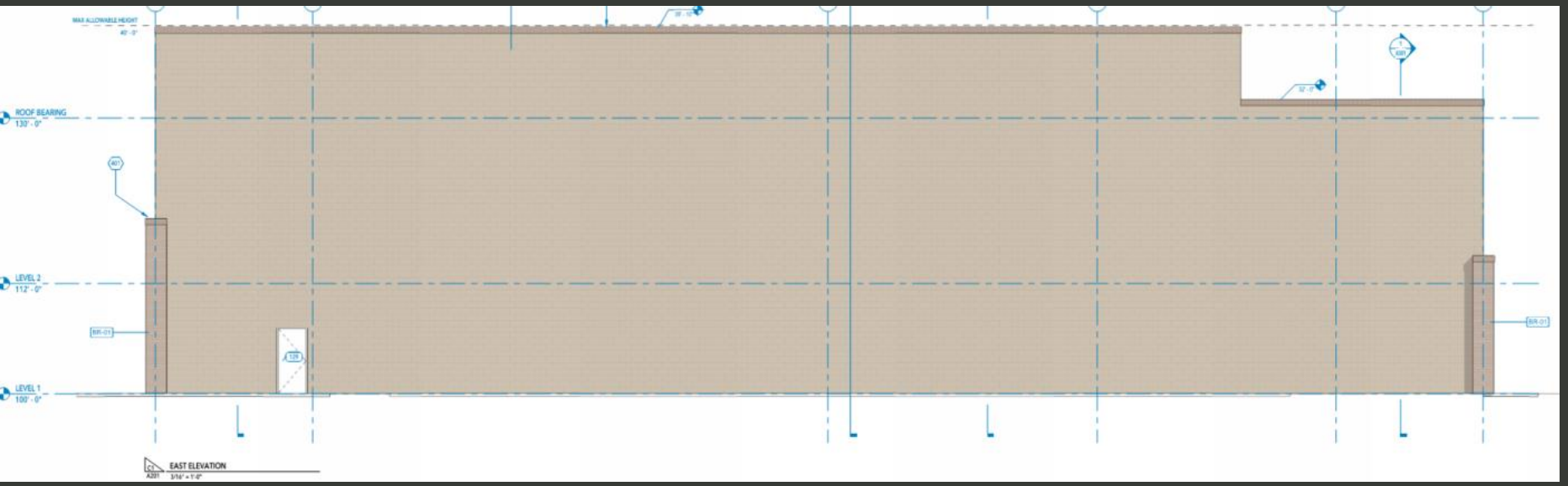

MAX ALLOWABLE HEIGHT
35' - 0"
TRUSS BEARING
126' - 8"
LEVEL 2
116' - 8"
LEVEL 1
100' - 0"
R-1
S-1
BR-1
139
034
B1
A201
SOUTH ELEVATION
1/8" = 1'-0"



3
A202

EAGLE MOUNTAIN REC CENTER





EXTERIOR MATERIAL LEGEND

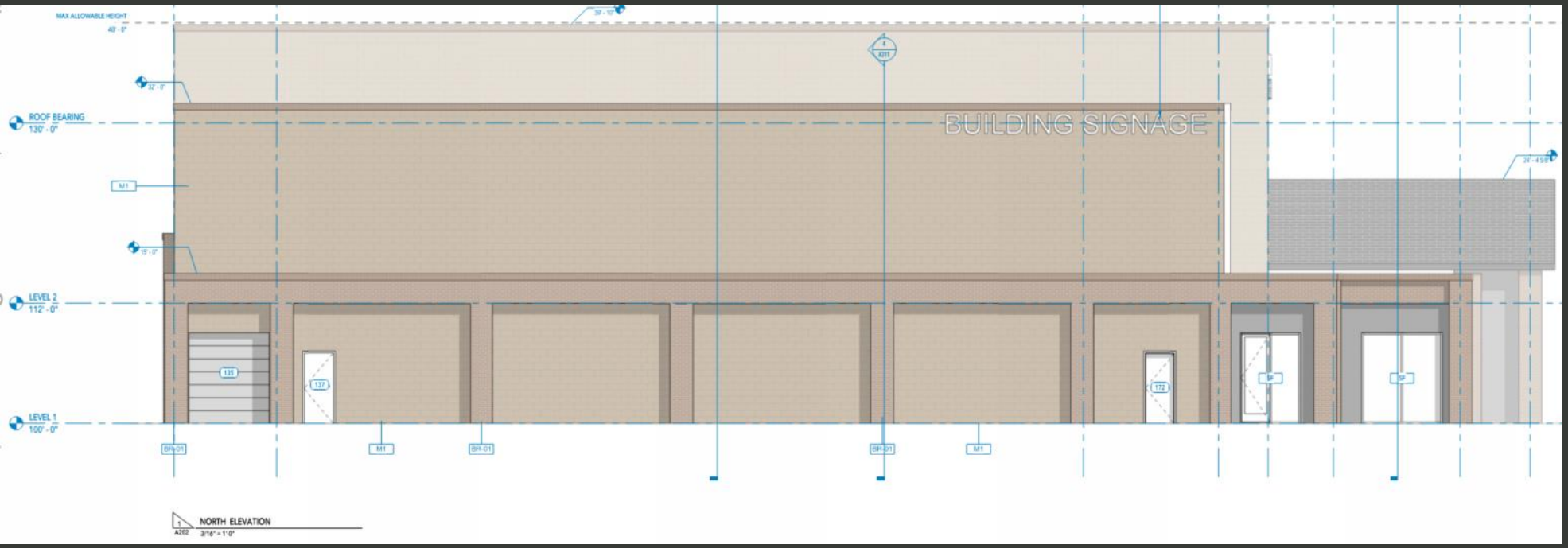
M-1
CMU

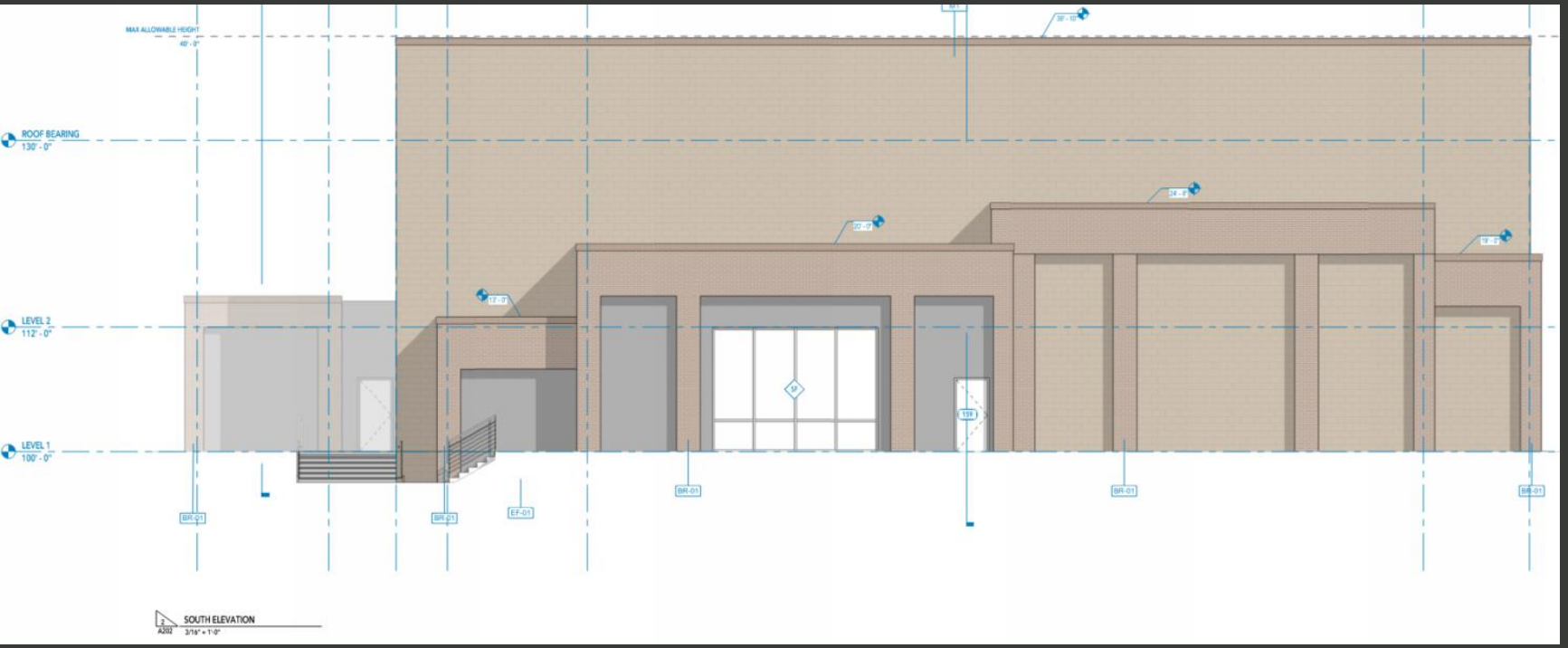
S-1
STUCCO COLOR 1

S-2
STUCCO COLOR 2

R-1
BLACK ASPHALT SHINGLE

BR - 1
THIN BRICK


MAX ALLOWABLE HEIGHT
40' - 0"
ROOF BEARING
130' - 0"
LEVEL 2
112' - 0"
LEVEL 1
100' - 0"
BUILDING SIGNAGE
NORTH ELEVATION
3/16" = 1'-0"


MAX ALLOWABLE HEIGHT
40' - 0"
ROOF BEARING
130' - 0"
LEVEL 2
112' - 0"
LEVEL 1
100' - 0"
SOUTH ELEVATION
3/16" = 1'-0"

LIGHTING FIXTURE SCHEDULE						
Mark	Manufacturer	Model	Description	Wattage	Lamp	Count
P1	Lithonia	DSX0 LED P6 30K 70CRI T4M HS	Full cut-off pole light, H=17'	132 W	LED	25
WP1	Acuity Brands Lighting	ARC2 LED P3 30K	WALL PACK - 14 HT	24 W	LED	20
WP2	Acuity Brands Lighting	ARC1 LED P1 30K	WALL PACK - 10 HT	11 W	LED	4

ALLOWABLE LUMENS CALCULATION

ESTIMATED TOTAL SITE AREA = 256,585 SQFT
43,560 SQFT TO ACRES = 1 ACRE
100,000 LUMENS PER NET ACRE
256,585 SQFT / 43,560 SQFT = 5.89 ACRE ← 4.562 Acres

ALLOWABLE LUMENS = 589,000 LUMENS ← 456,200 Lumens

P1 = 17,000 LUMENS X 25 = 425,000 LUMENS
WP1 = 3,000 LUMENS X 20 = 60,000 LUMENS
WP2 = 1,500 LUMENS X 4 = 6,000 LUMENS

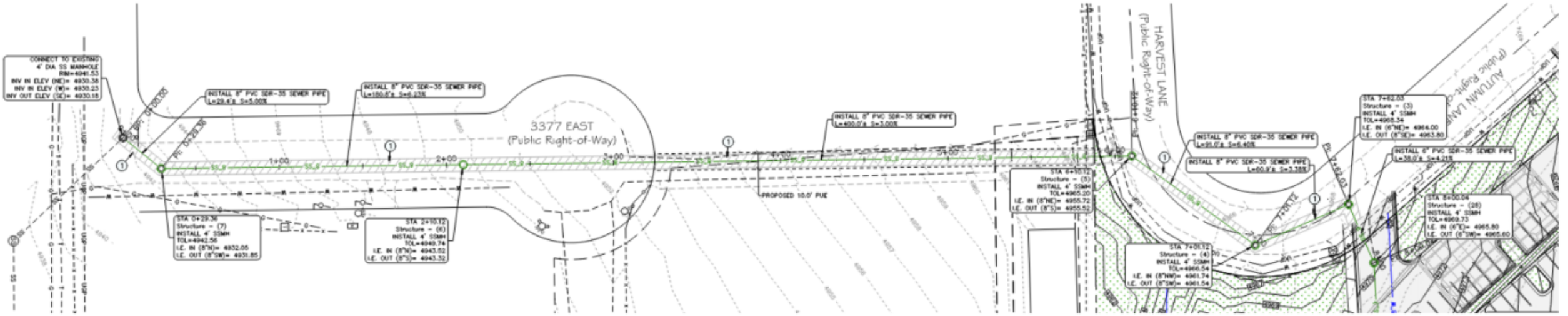
TOTAL LUMENS = 491,000 LUMENS

UTILITY PLAN KEYNOTES:

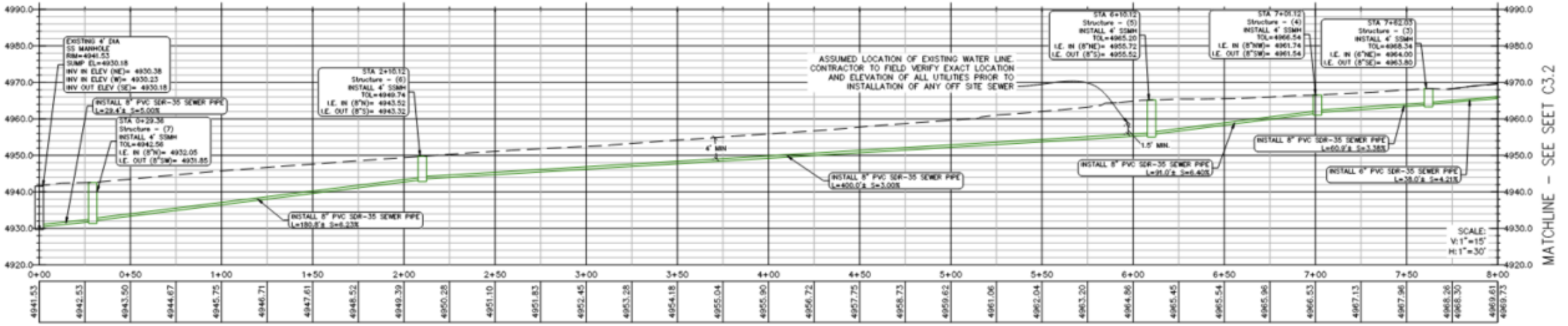
① SAWCUT EXISTING ASPHALT FOR TRENCHING OF SEWER MAIN. REPAIR ASPHALT PER APWA PLAN 255.

Scale in Feet

SEE COVER SHEET FOR PROJECT LEGEND



MATCHLINE – SEE SEET C3.2



MATCHLINE – SEE SEET C3.2

Recommendation (DA)

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Approving the Eagle Mountain Chapel and Recreation Building Development Agreement.

Recommendation (Site Plan)

Staff recommends that the City Council approve the proposed Site Plan with the following conditions:

1. The site plan is contingent on the development agreement for the project being approved; and

2. The applicant works with Staff to bring the lighting plan into compliance with EMMC 17.56.050(D).

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 4, 2026**
TITLE:	PUBLIC HEARING ONLY - Program Year 2026 HUD CDBG Annual Action Plan.
ITEM TYPE:	Public Hearing Only
FISCAL IMPACT:	$246,979 grant allocation
APPLICANT:	Staff

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

PUBLIC HEARING
Yes

PREPARED BY
Kiara Polee, Affordable Housing Coordinator

PRESENTED BY
Kiara Polee

RECOMMENDATION:
This item contains no staff recommendation because this item is a public hearing only.

BACKGROUND:
Purpose: The purpose of this public hearing is to gather public input on how the City should spend its 2026 Program Year Community Development Block Grant (CDBG) funds.

The CDBG program is a federal grant program that provides funding to local governments for projects that benefit low- and moderate-income residents, address community development needs, and improve neighborhoods.

As part of the CDBG program, the City is required to prepare and submit an Annual Action Plan. The Annual Action Plan outlines how the City intends to use its annual CDBG allocation. The U.S. Department of Housing and Urban Development (HUD), which administers the program, reviews the plan and, upon approval, authorizes the City to expend this year's CDBG funds. If priorities or circumstances change during the program year, the City may amend the Annual Action Plan. Any proposed amendments would be presented to the City Council for approval.

As part of the Annual Action Plan process, the City must also gather public input by holding two public hearings. The first public hearing was held on April 7, 2026. This public hearing fulfills the requirement for the second public hearing.

ITEMS FOR CONSIDERATION:
There is no need to vote on specific project allocations during this meeting.

The "2026 program year" for CDBG runs from July 1, 2026–June 30, 2027.

This year's CDBG allocation to Eagle Mountain is $246,979.
Per CDBG regulations, the city can spend *up to* 20% ($49,395.80) of the allocation towards administration of the grant, including staff salaries, consultant fees, etc. and *up to* 15% ($37,046.85) toward public service projects, such as partnerships with non-profit organizations.

Next steps for this project will include a staff recommendation for the allocation of this year's CDBG dollars that will be created based on previous City Council discussion and feedback, as well as public input. The recommendation will be presented to the City Council for review and consideration, and the Council will have the opportunity to propose changes before allocations are finalized.

For additional information about eligible CDBG projects, please refer to the Work Session presentation from the July 21 City Council meeting. General information about the CDBG program is also included as an attachment to this agenda item.

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. CDBG Basic Principles
2. Annual Action Plan 2

CDBG Basics

Grant Cycle

Each year, the City receives an allocation of federal CDBG dollars determined by a complex formula ran by HUD.

Consolidated plan – Every five years, the City submits a long-term plan that outlines the City's general goals for its next five years of CDBG funding.

Action Plan – Each year, the City specifies how it plans to spend the City's allocation of CDBG dollars by describing each project in detail.

Target Population

The target populations for this grant includes at least ONE of the following:

1.) Persons of low- to moderate-income (LMI) households
2.) Areas of the City where there are 51% or more LMI households
3.) Limited clientele – these groups of people are presumed always eligible for CDBG funds. This includes:
    a. Abused children
    b. Elderly persons
    c. Battered spouses
    d. Homeless persons
    e. Adults meeting the Census Bureau's definition of "severely disabled persons"
    f. Illiterate adults
    g. Persons living with AIDS
    h. Migrant farm workers

National Objectives of the CDBG Program

The National Objectives of the CDBG program are the following:

1. Benefit to low- and moderate-income persons
2. Aid in the prevention or elimination of slums or blight
3. Meet an urgent need (usually emergency situations)

The National objectives MUST be accomplished by serving the target populations listed above. Each project will have its own target audience depending on the nature of the project.

Eagle Mountain City receives an annual entitlement allocation from the U.S. Department of Housing and Urban Development's Community Development Block Grant (CDBG) program. The City is preparing its required Program Year (PY) 2026 Annual Action Plan (AAP), which will identify proposed CDBG-funded activities and describe how those activities support community development priorities.
The PY 2026 allocation is currently estimated at $246,979 and will be finalized through a grant agreement between Eagle Mountain City and HUD following HUD approval. During the public hearing, City staff will review the proposed goals and activities under consideration for PY 2026 in accordance with HUD requirements.

The current funding outline includes an annual allocation of $246,979 and approximately $220,000 in prior-year resources, for an estimated total of $466,979.

Project	Proposed Allocation
Housing Preservation and Development	$ 200,000
Public Services (capped at 15% of annual award)	$ 36,900
Public Facilities and Infrastructure Improvements	$ 180,879
PY 2026 Program Planning and Administration (capped at 20% of annual award)	$ 49,200
All amounts are estimates	

Executive Summary

AP-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

Eagle Mountain City receives an annual entitlement allocation from HUD's Community Development Block Grant (CDBG) program. This Annual Action Plan describes how the City intends to invest CDBG funds during the program year and how those investments will support the goals and objectives established through the planning process.

CDBG funds may be used for a broad range of eligible activities. Eagle Mountain City will prioritize projects that respond to identified community needs, benefit low- and moderate-income residents, and support safe, accessible, and sustainable neighborhoods. The City's Five-Year Consolidated Plan provides the framework for selecting activities that best meet these priorities.

2. Summarize the objectives and outcomes identified in the Plan

The City's PY 2026 objectives focus on improving housing affordability and availability, supporting public facility and infrastructure improvements, and providing public services that meet the needs of vulnerable residents.

Through consultation and citizen participation, Eagle Mountain City has identified the following CDBG priorities:

Housing: Address affordability and availability for low- and moderate-income residents.

Public facilities and neighborhood improvements: Improve accessibility and respond to the changing needs of the community.

Public services: Support key services that directly assist vulnerable residents.

3. Evaluation of past performance

Eagle Mountain City's past performance demonstrates continued progress toward building a compliant and community-focused CDBG program. Previous investments have supported public services, accessibility improvements, and facility upgrades that advance the City's goals for safe, inclusive, and well-served neighborhoods.

Eagle Mountain City is building a strong, compliant program through consultation, partnerships, and participation.

Public Services have had strong support in Eagle Mountain. Accessibility upgrades have been completed at a key intersection, and the Senior Center has an upgraded facility. The City will continue to work with internal and external partners to build a strong, vibrant community for all residents.

4. Summary of Citizen Participation Process and consultation process

The City's citizen participation process is designed to provide residents with timely notice, meaningful access to information, and opportunities to comment on proposed CDBG activities.

The goals of the Community Development Block Grant Program's participation process include:

Give citizens timely notice of local meetings and reasonable and timely access to information, performance reports, and records relating to the program's proposed and actual use of CDBG funds.

Attend Community Outreach events.

Take reasonable steps to provide technical assistance to groups or organizations representing persons of low- and moderate-income that request assistance in developing proposals.

Hold public hearings for the purpose of obtaining the views of citizens and responding to proposals and questions.

Take reasonable steps to assist non-English speaking residents to be able to understand and participate in discussions that take place at public hearings, when a significant number of non-English speaking residents can reasonably be expected to attend.

Provide citizens with reasonable advance notice of an opportunity to comment on proposed activities not previously included in the Consolidated Plan and any proposed deletion or other substantial change to the activities.

Encourage citizen participation, particularly of low- and moderate-income persons who reside in the areas for which grant funding is proposed to be used.

EMC consulted with various organizations located in Utah County, as well as in-depth consultations with city staff and city council.

City staff also works closely with and consulted members of the Community Services Board, made up of EMC residents from various areas.

5. Summary of public comments

The City received no official public comments during the public comment process.

The Community Services Board members, service providers, and other interested parties have helped shape this AAP.

6. Summary of comments or views not accepted and the reasons for not accepting them

All comments are accepted.

7. Summary

Eagle Mountain City will continue to work on engaging all members of our community, with primary focus on LMI residents.

Expected Resources

AP-15 Expected Resources – 91.220(c)(1,2)

Introduction

Eagle Mountain City anticipates approximately $220,000 in prior-year resources in addition to the estimated PY 2026 annual allocation of $246,979. Together, these resources provide an estimated $466,979 for eligible CDBG activities.

Funding will be used for administration and planning, public services, public facilities and neighborhood improvements, and housing activities that benefit low- and moderate-income residents. Administration/planning and public services will remain subject to applicable CDBG expenditure caps.

Anticipated Resource

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan	Narrative Description
			Annual Allocation:	Program Income:	Prior Year Resources:	Total:		
CDBG	**public - federal**	**Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services**	**$246,979.00**	**$0.00**	**$220,000.00**	**$466,979.00**	**$493,958.00**	**Annual allocation and prior year resources combine for an estimated total of $466,979. No program income is expected**

Table 1 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

Eagle Mountain City does not receive funding from additional HUD programs that may require a match, including HOME, HOPWA, or ESG.

The projects outlined in the Strategic Plan, implemented by outside agencies, are anticipated to use CDBG funding to leverage their initial financial resources.

- Affordable housing supply projects are expected to leverage local, state, federal, and/or private funds.
- Subrecipients must report on match support for projects.

The City may leverage LMI housing support with state funded programs.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

No publicly owned land is currently being considered for use.

Discussion

The City expects partners to fully leverage CDBG funding to implement robust programs that will further meet the needs of area residents.

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Public facilities and infrastructure improvements	2024	2028	Non-Housing Community Development		Public Facililties and Infrastructure	CDBG: $180,879.00	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 1000 Persons Assisted
2	Affordable Housing	2024	2028	Affordable Housing			CDBG: $200,000.00	Homeowner Housing Added: 1 Household Housing Unit Direct Financial Assistance to Homebuyers: 2 Households Assisted
3	Public Services	2025	2028	Non-Housing Community Development			CDBG: $36,900.00	Public service activities other than Low/Moderate Income Housing Benefit: 200 Persons Assisted

Table 2 – Goals Summary

Goal Descriptions

1	**Goal Name**	Public facilities and infrastructure improvements
	Goal Description	**Public Infrastructure Improvements** will focus on safe and accessible infrastructure essential to the quality of life and building communities that support community diversity and stability. Public infrastructure improvements may include the acquisition, construction, reconstruction, and installation of public infrastructure. **Public Facilities and Improvements** are publicly-owned facilities and infrastructure such as streets, playgrounds, underground utilities, and buildings owned by non-profits open to the general public. Safe and accessible infrastructure is essential to the quality of life and building communities that support community diversity and stability. In general, public facilities and public improvements are interpreted to include all facilities and improvements that are publicly owned or owned by a nonprofit and open to the general public. Acquisition, construction, reconstruction, rehabilitation, and installation of public facilities and improvements are eligible activities.
2	**Goal Name**	Affordable Housing
	Goal Description	The City prioritized goals and objectives for using CDBG funding to strategically and effectively benefit low- and moderate-income residents by increasing access to decent housing and creating a suitable living environment while expanding economic opportunities for LMI persons. EMC is committed to improving and expanding access to safe and affordable housing for low- and moderate-income (LMI) residents. **Affordable and safe housing** helps to provide financial stability, reduces the chances of a person becoming homeless, and promotes housing sustainability.
3	**Goal Name**	Public Services
	Goal Description	**Public services** are an integral part of a comprehensive community development strategy. Public Service activities provide a wide range of activities that address needs in the community provided for the target population. Public services can strengthen communities by addressing the needs of specific populations. They can address a range of individual needs and increase CDBG dollars' impact by complementing other activities.

Projects

AP-35 Projects – 91.220(d)

Introduction

The estimated CDBG resources available for PY 2026 total $466,979. This amount includes the estimated annual allocation and prior-year resources allocated through this Annual Action Plan.

The proposed PY 2026 allocation breakdown is as follows:

Administration and Planning: $49,200; Public Services: $36,900; Public Facilities and Neighborhood Improvements: $180,879; and Housing Preservation and Development: $200,000.
Final allocations may be adjusted to reflect the actual resources available following HUD approval and grant execution.

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The Federal CDBG funds are intended to provide low- and moderate-income households with viable communities, including decent housing, a suitable living environment, and extended economic opportunities. Eligible activities include housing and homeownership opportunities, public services, community infrastructure improvements, planning, and administration.

The system for establishing the priority for the selection of these projects is predicated upon the following criteria:

- Meeting the statutory requirements of the CDBG program
- Meeting the needs of low- and moderate-income residents
- Coordination and leveraging of resources
- Response to expressed community needs
- Sustainability and/or long-term impact, and
- The ability to demonstrate measurable progress and success.

The limited resources available to address identified priorities are the primary obstacles to meeting underserved needs. When feasible, Eagle Mountain City will partner with other public agencies and

nonprofit organizations to leverage resources and maximize housing and community development outcomes. In the end, however, the need far exceeds the funding available from all sources combined.

AP-50 Geographic Distribution – 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

The projects in PY 2025 do not emphasize any one geographic area of Eagle Mountain City. Funds are generally dispersed geographically to have the most significant impact.

While some projects may focus on a low-to-moderate-income area (LMA), they are not part of a greater neighborhood plan.

Subsequent years may target some funding to priority areas.

Geographic Distribution

Target Area	Percentage of Funds

Table 3 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

Current proposed projects/activities are citywide or undertaken in eligible low-mod-areas and/or provide needed facility upgrades or ADA accessibility improvements.

Discussion

All projects supported with CDBG funds are within Eagle Mountain city limits. The projects listed in the 2026 Action Plan will benefit low- and moderate-income residents throughout the city.

AP-75 Barriers to affordable housing – 91.220(j)

Introduction:

Even though construction costs for new housing developments remain relatively stagnant, housing prices continue to rise, severely impacting the availability of affordable housing in the United States. According to Brian Montgomery, former Federal Housing Administration commissioner and assistant secretary for housing, constraints on housing not only reduce the supply of affordable housing but also increase the number of households that are cost-burdened, spending more than 30 percent of their income on rent.

Land-use policies and zoning regulations constrain the supply of affordable housing. Density limits, height restrictions, parking requirements, lengthy permitting and approval processes, and community opposition all contribute to increased housing prices.

Although federal policies play an important role in influencing the availability of affordable housing, according to Sturtevant, the supply of affordable housing depends less on federal policies than on local planning practices, policies, and community engagement. Many local planning procedures currently in place enable community opposition that stalls housing production. Reshaping local regulations allows jurisdictions to make a lasting impact on the supply of affordable housing.

HUD, PD&R Edge, *"Regulatory Barriers and Affordable Housing"*

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

Eagle Mountain City is currently reviewing zoning codes that could allow for greater density within certain areas.

Discussion:

Affordable housing affects all income levels and housing types in EMC. As housing costs rise, they place additional financial stress on vulnerable residents.

AP-85 Other Actions – 91.220(k)

Introduction:

Eagle Mountain City will help to assist low- and moderate-income residents in the 2026 program year.

EMC is committed to improving and increasing access to safe and affordable housing for low- and moderate-income (LMI) residents. Affordable and safe housing helps to provide financial stability, reduces the chances of a person becoming homeless, and promotes housing sustainability. The City prioritized goals and objectives for using CDBG funding to strategically and effectively benefit low- and moderate-income residents by increasing access to decent housing and creating a suitable living environment while expanding economic opportunities for LMI persons.

EMC is involved in several efforts to address the needs of the underserved and promote efforts to coordinate the many components related to housing, suitable living environments, and promoting safer communities.

Public services are an integral part of a comprehensive community development strategy. Public Service activities provide a wide range of activities that address needs in the community provided for the target population. Public services can strengthen communities by addressing the needs of specific populations. They can address a range of individual needs and increase CDBG dollars' impact by complementing other activities.

Public Infrastructure Improvements will focus on safe and accessible infrastructure essential to the quality of life and building communities that support community diversity and stability. Public infrastructure improvements generally include the acquisition, construction, reconstruction, and installation of public infrastructure.

Actions planned to address obstacles to meeting underserved needs

The primary obstacle to meeting underserved needs is the lack of identified and available resources. To overcome this obstacle, the City will continue to pursue creative partnerships, both financially and structurally, to leverage available funds

The City will continue to seek ways to expand how the City informs underserved residents about the financial and informational resources available through the CDBG program.

Actions planned to foster and maintain affordable housing

EMC will continue to explore opportunities to leverage CDBG funding to encourage the development of affordable housing units. Specifically, the CDBG program will provide monetary and non-monetary support for projects that will increase the number of housing units made available to low- to moderate-income households and keep the units affordable for a specified time into the future.

Actions planned to reduce lead-based paint hazards

The U. S. Department of Housing and Urban Development issued Title X in 1992 to protect young children and families from lead-based paint hazards. Eagle Mountain City will take steps to ensure its regulations are in compliance. Revised program procedures and documents include additional steps for providing notification, identifying lead hazards, performing lead hazard reduction, using safe work practices, and achieving clearance.

As part of the environmental review process, all existing housing that will be repaired or rehabilitated with CDBG funds is screened for lead paint hazards if built before 1978. Once all work is completed, houses are then re-evaluated and must pass a lead-based paint clearance test to ensure the mitigation efforts are effective.

CDBG-funded housing rehabilitation follows all requirements outlined in the Lead Safe Housing Rule Toolkit. The rehabilitation program minimizes lead risk for current and future occupants.

Actions planned to reduce the number of poverty-level families

The **City's plan** has three primary components:

1. Support activities that increase the number of jobs in EMC, especially for low- to moderate-income residents
2. Ensure that a wide variety of housing opportunities are available
3. Provide supportive services to residents in poverty.

These all support the City's goal of helping residents and families achieve self-sufficiency.

For those residents who cannot work (low-income frail elderly, persons with disabilities), the Housing Authority of Utah County offers Section 8 vouchers and other services vital for those households to avoid homelessness.

A further strategy to reduce the number of poverty-level families includes supporting economic development efforts that diversify Eagle Mountain City's economy, increase family-wage jobs, and expand the local employment base.

Over recent years, Economic Development staff have worked to bring new job opportunities and opportunities to continue educational advancement in or out of the workplace.

Actions planned to develop institutional structure

City staff is responsible for developing and monitoring the Consolidated Plan, the Annual Action Plan, the year-end CAPER report, IDIS reporting process, and sub-recipient compliance monitoring. Staff will

carry out the priorities identified in the planning process with assistance from other city departments. They will conduct Citizen Participation and Fair Housing outreach and implementation activities.

When applicable and funding allows, City staff will attend relevant CDBG training to help create a broader institutional knowledge base of the CDBG program.

Actions planned to enhance coordination between public and private housing and social service agencies

The City will continue actively encouraging coordination between public and private housing and social service agencies.

Continued efforts will be made to identify opportunities for service providers to expand services where needed while minimizing the duplication of efforts.

Private businesses are also encouraged to participate in discussions relative to the housing and social service provider needs.

Discussion:

Eagle Mountain City is committed to continue building a robust, efficient, and compliant program targeted at meeting the needs of the most vulnerable community members.

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 4, 2026**
TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Scenic Mountain.
ITEM TYPE:	Rezone
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Community Commercial/Neighborhood Residential 3	~42.29

PUBLIC HEARING	PREPARED BY	PRESENTED BY
Yes	Robert Hobbs, Senior Planner	Robert Hobbs

RECOMMENDATION:
Staff recommends the City Council adopt an Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Scenic Mountain.

BACKGROUND:
The City is undertaking a comprehensive effort to update zoning for properties that currently have outdated or incompatible land use designations. To ensure a thorough and orderly process, zoning changes are being reviewed and recommended on an area-by-area basis.

This phase of the effort moves from the southern end of the City to its northeastern portion and then will progress westward - with additional attention given to undeveloped commercial and industrial areas.

For any property where rezoning is proposed, corresponding amendments to the Future Land Use Map will also be considered, as needed, to ensure consistency with the proposed zoning designation.

Notices and a courtesy aviso letter were sent to affected property owners.

ITEMS FOR CONSIDERATION:
To assess the appropriate Future Land Use Map category/setting and zoning district for each of the 223 affected properties (parcels or lots) in the attached list.

The criteria for approval of a Rezone are listed in EMMC 17.90.060.

"Rezoning of property shall be evaluated using the following criteria, and may be approved if the requirements below are met:

- Compliance with General Plan. The requested zones are consistent with the land uses shown

on the General Plan’s Future Land Use and Transportation Corridor Map, and comply with the policies and provisions of the City's General Plan.
    - To ensure compatibility/harmonization with the Future Land Use Map, amendments to that map are proposed in sync with the rezoning action.
- Compatibility Determination. The proposed uses and densities will be reasonably compatible with adjacent land uses and the pattern of proposed uses and densities will appropriately buffer potentially incompatible uses from others based on the assumption that the proposed uses and densities will comply with this title, including the performance standards designed to help ensure land compatibility.
    - The project is already built out.
- City Services. The proposed use can be accommodated with public services and will not overburden the city’s service capacity.
    - Again, Scenic Mountain is already built out.
- Traffic Generation. Traffic generation by the proposed use is within [the] capabilities of streets serving the property.
    - Ibid
- Property Values. The proposed use is not expected to have a significant negative impact on surrounding property values." No change(s) expected.
    - With this action, there is no change of land ownership, no change to land uses, no change to taxes proposed, and no changes to legal descriptions proposed or anticipated.

PLANNING COMMISSION ACTION/RECOMMENDATION:
On July 14, 2026, the Planning Commission recommended approval of the proposed rezones and Future Land Use Map Amendments associated with this proposal.

ATTACHMENTS:
1. Ordinance
2. Proposed Rezone Map
3. Future Land Use and Zoning Maps
4. Chart of Affected Properties
5. Presentation

ORDINANCE NO. O- -2026

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, REZONING CERTAIN LANDS KNOWN AS SCENIC MOUNTAIN

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to rezone certain lands known as Scenic Mountain, as set forth more specifically 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 consider and approve a rezone of certain lands known as Scenic Mountain, as set forth in Exhibit A.

2. The lands depicted and described in Exhibit A are hereby rezoned to the density and uses as set forth more specifically in Exhibit A.

3. The City Council has considered the impact of this Ordinance on and found it consistent with family health, stability, and formation as required by Utah law.

4. This Ordinance shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 4th day of August, 2026.

EAGLE MOUNTAIN CITY, UTAH

_____
Jared Gray, Mayor

ATTEST:

_____
Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 4th day of August, 2026.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Zachory Huish	☐ Zachory Huish	☐ Zachory Huish	☐ Zachory Huish
☐ Craig Whiting	☐ Craig Whiting	☐ Craig Whiting	☐ Craig Whiting
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

_____

Lacie A. Messerly
City Recorder

Posted on _____ by _____

Exhibit A

Scenic Mountain Proposed Rezone

N

73

73

Cornwall Way

Cornwall Way

Cornwall Way

Danverse D

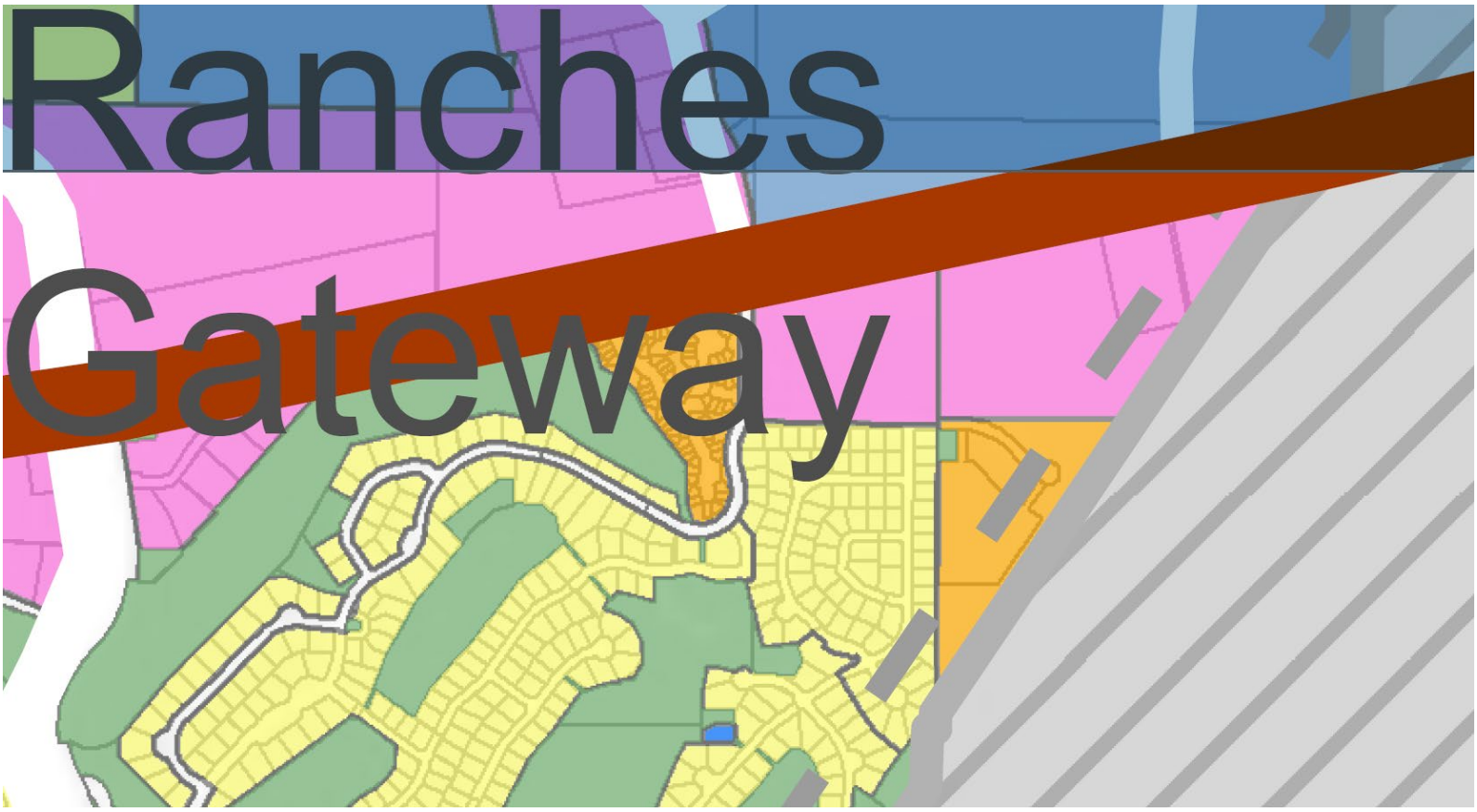
Proposed Zone

- Agriculture (AG)
- Multiple-Family 1 (MF-1)
- Multiple-Family 2 (MF-2)
- Open Space- Natural (OS-N)
- Open Space-Improved (OS-I)
- Public Facilities (PF)
- Residential Cottage (RC)

Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

0 0.04 0.07 0.14 0.21 0.28 Miles

Eagle Mountain City Future Land Use Map Excerpt



LEGEND

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

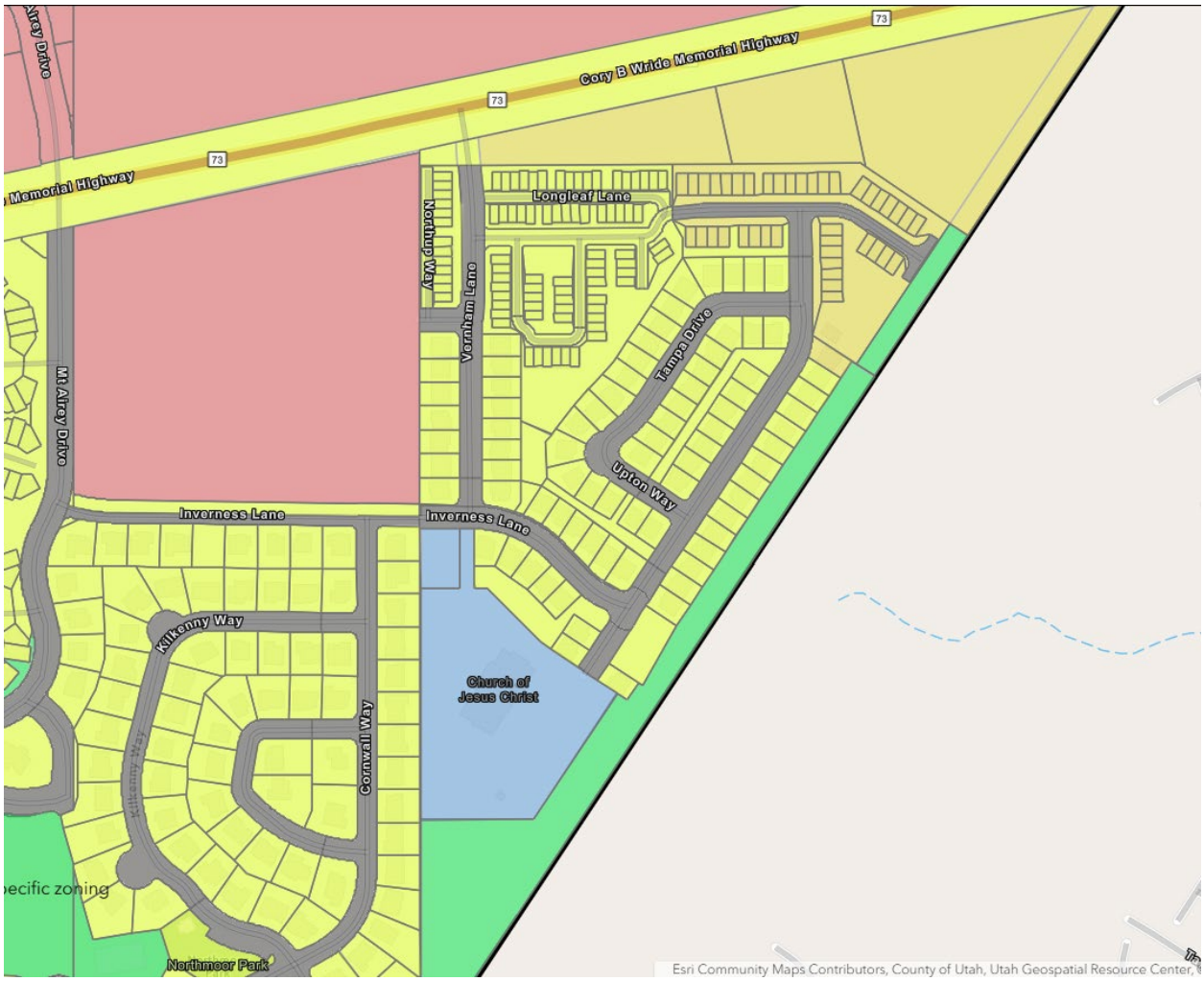
Mixed Use/Commercial Categories:
- Community Commercial
- Town Center Mixed Use
- Regional Commercial
- Employment Center/Campus
- Business Park/Light Industry

Public/Civic Categories:
- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

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

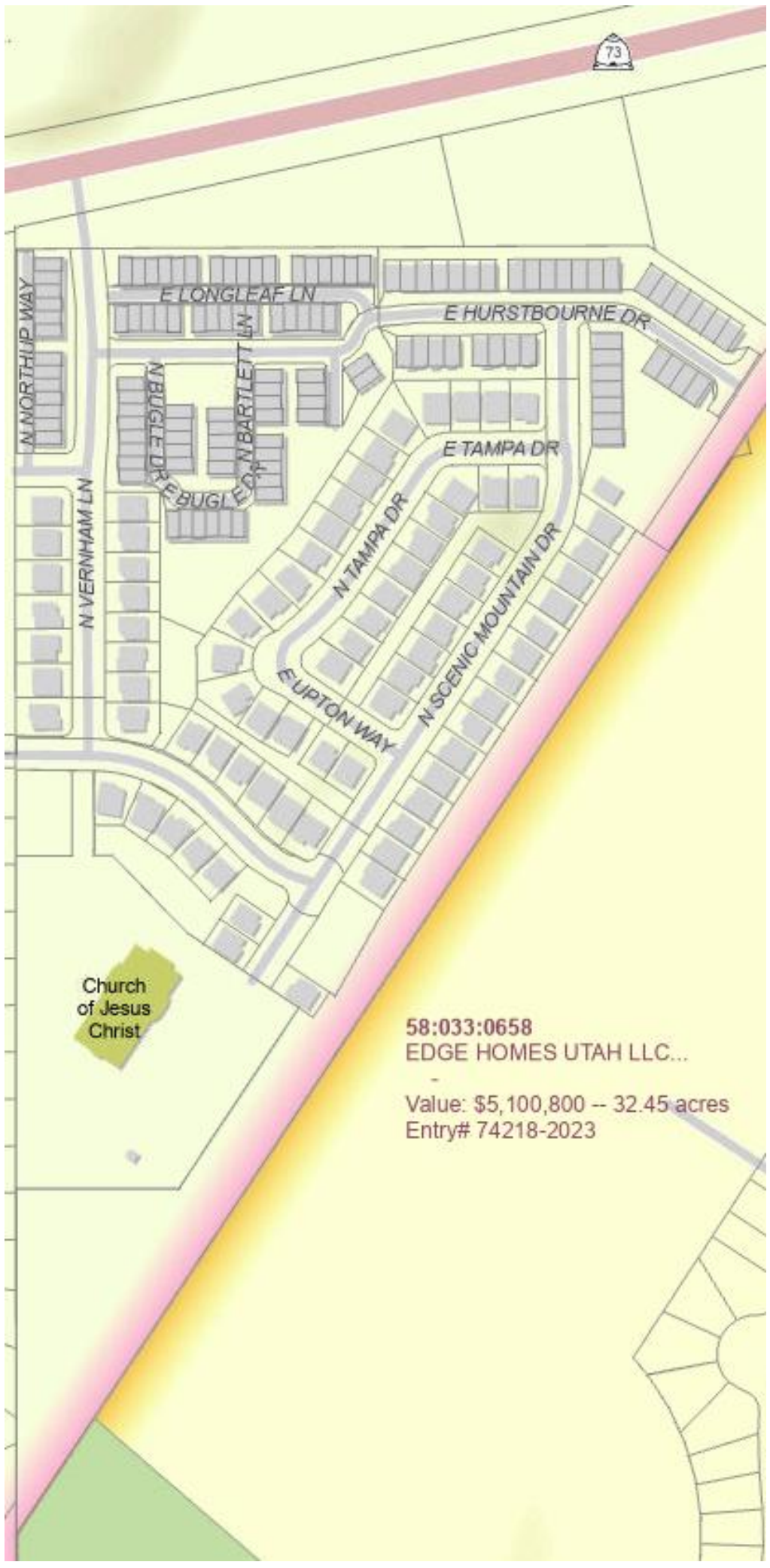
Eagle Mountain City Zoning Map Excerpt



“Scenic Mountain Sector”

Future Land Use and Zoning Map Update Effort

August 2026



PROPERTY #	PROPERTY SERIAL #	ADDRESS	OWNER	PROPERTY SIZE/ACREAGE	PROPERTY TYPE	CURRENT FUTURE LAND USE DESIGNATION	CURRENT ZONE (PER CITY ZONING MAP)	PROPOSED FUTURE LAND USE DESIGNATION	PROPOSED ZONE
					Non-Single-Family Residential Properties				
1	58:033:0472	-	UDOT	1.7342	Open Parcel	Community Commercial	Scenic Mountain "Townhomes" Zone	Parks and Open Space	Open Space-Natural (OS-N)
2	58:033:0469	-	UDOT	1.4552	Open Parcel	Community Commercial	Scenic Mountain "Townhomes" Zone	Parks and Open Space	Open Space-Natural (OS-N)
3	58:033:0467	-	UDOT	4.0547	Open Parcel	Community Commercial	Scenic Mountain "Townhomes" Zone	Parks and Open Space	Open Space-Natural (OS-N)
4	66:891:0240	-	Scenic Mountain HOA	1.2931	Common Space	Community Commercial	Scenic Mountain "Flex Use Tier III-IV" Zone	Parks and Open Space	Open Space-Improved (OS-I)
5	66:728:0243	-	Eagle Mountain City	.4332	Open Space	Community Commercial	Sunset Flats "Open Space" Zone	Parks and Open Space	Open Space-Natural (OS-N)
6	58:033:0489	-	Eagle Mountain City	4.3446	Open Space	Neighborhood Residential 3 (NR 3)	Scenic Mountain "Natural Open Space" Zone	Parks and Open Space	Open Space-Natural (OS-N)
7	66:643:0118	-	Eagle Mountain City	.3192	Open Space	Neighborhood Residential 3 (NR 3)	Scenic Mountain "SFD Cottage" Zone	Parks and Open Space	Open Space-Natural (OS-N)
8	66:643:0119	-	Eagle Mountain City	.4502	Open Space	Neighborhood Residential 3 (NR 3)	Scenic Mountain "SFD Cottage" Zone	Parks and Open Space	Open Space-Natural (OS-N)
9	66:643:0120	-	Scenic Mountain HOA	.0519	Common Space	Community Commercial	Scenic Mountain "SFD Cottage" Zone	Parks and Open Space	Open Space-Improved (OS-I)
10	66:728:0242	-	Scenic Mountain HOA	.29	Common Space	Community Commercial	Scenic Mountain "Residential" Zone	Parks and Open Space	Open Space-Improved (OS-I)
11	66:728:0241 (x3 sections)	9330 N. Scenic Mountain Drive; Eagle Mountain	Scenic Mountain HOA	1.6643	Common Space	Community Commercial	Scenic Mountain "Townhomes" Zone	Parks and Open Space	Open Space-Improved (OS-I)
12	66:720:0153	-	Scenic Mountain HOA	.3113	Common Space	Community Commercial	Scenic Mountain "SFD Cottage" Zone	Parks and Open Space	Open Space-Improved (OS-I)
13	66:678:0136	-	Scenic Mountain HOA	.179	Common Space	Community Commercial	Scenic Mountain "SFD Cottage" Zone	Parks and Open Space	Open Space-Improved (OS-I)
14	66:784:0181	-	Scenic Mountain HOA	.2017	Common Space	Community Commercial	Scenic Mountain "SFD Cottage" Zone	Parks and Open Space	Open Space-Improved (OS-I)
15	66:895:0114	-	Scenic Mountain HOA	.2505	Common Space	Community Commercial	Scenic Mountain "Flex Use Tier III-IV" Zone	Parks and Open Space	Open Space-Improved (OS-I)
16	66:897:0333	-	Scenic Mountain HOA	.2698	Common Space	Community Commercial	Scenic Mountain "Flex Use Tier III-IV" Zone	Parks and Open Space	Open Space-Improved (OS-I)
17	66:897:0334	-	Scenic Mountain HOA	.2187	Common Space	Community Commercial	Scenic Mountain "Flex Use Tier III-IV" Zone	Parks and Open Space	Open Space-Improved (OS-I)
18	66:728:0244	E. Hurstbourne Drive	Scenic Mountain HOA	.5736	Street	Community Commercial	Scenic Mountain "Agriculture (Roads)" Zone	Agricultural	Agriculture (AG)

19	66:891:0242	E. Hurstbourne Drive (portion)/N. Bugle Drive/N. Bartlett Lane/N. Crowley Way	Scenic Mountain HOA	.7711	Streets	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Agricultural	Agriculture (AG)
20	66:720:0154	N. Scenic Mountain Drive/E. Upton Way (portion)	Eagle Mountain City	1.1157	Street	Community Commercial	Scenic Mountain “Agriculture (Roads)” Zone	Agricultural	Agriculture (AG)
21	66:784:0182	E. Tampa Drive/N. Tampa Drive/E. Upton Way (portion)	Eagle Mountain City	.9226	Streets	Community Commercial	Scenic Mountain “Agriculture (Roads)” Zone	Agricultural	Agriculture (AG)
22	66:897:0335	E. Longleaf Lane	Scenic Mountain HOA	.2656	Street	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Agricultural	Agriculture (AG)
23	66:643:0121 (x3 sections)	N. Scenic Mountain Drive (portion)	Eagle Mountain City	.362	Street	Community Commercial	Scenic Mountain “Agriculture (Roads)” Zone	Agricultural	Agriculture (AG)
24	66:307:0109	N. Scenic Mountain Drive/E. Inverness Lane (portion)	Eagle Mountain City	.7343	Streets	Community Commercial	Scenic Mountain “Agriculture (Roads)” Zone	Agricultural	Agriculture (AG)
25	66:678:0134	N. Vernham Lane/E. Vernham Court	Eagle Mountain City	.9873	Street	Community Commercial	Scenic Mountain “Agriculture (Roads)” Zone	Agricultural	Agriculture (AG)
26	66:307:0110	4338 E. Inverness Lane	Corp. of Pres. Bishop of Church of Jesus Christ of LDS	4.0978	Church	Neighborhood Residential 3 (NR 3)	Non-MDA “Church” Zone	Civic Uses/Schools	Public Facilities (PF)
27	66:307:0103	-	Eagle Mountain City	.2824	Open Space	Neighborhood Residential 3 (NR 3)	Non-MDA “Church” Zone	Parks and Open Space	Open Space-Natural (OS-N)
RESIDENTIAL BUILDING LOTS									
PROPERTY #	**PROPERTY SERIAL #**	**ADDRESS**	**OWNER**	**PROPERTY SIZE/ACREAGE**	**PROPERTY TYPE**	**CURRENT FUTURE LAND USE DESIGNATION**	**CURRENT ZONE (PER CITY ZONING MAP)**	**PROPOSED FUTURE LAND USE DESIGNATION**	**PROPOSED ZONE**
28	66:728:0212	4535 E. Hurstbourne Drive	Pyles, Nicholas S. & Melinda S.	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
29	66:728:0213	4531 E. Hurstbourne Drive	Constantino, Joseph	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)

30	66:728:0214	4527 E. Hurstbourne Drive	Castellanos, Patricia	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
31	66:728:0215	4523 E. Hurstbourne Drive	Barlow, Nichele & Sandra	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
32	66:728:0216	4519 E. Hurstbourne Drive	Rojas, Carlos Alvarez	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
33	66:728:0217	4515 E. Hurstbourne Drive	RE Utah LLC	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
34	66:728:0218	4509 E. Hurstbourne Drive	Wall, Stephen & Chelsea	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
35	66:728:0219	4501 E. Hurstbourne Drive	Jarrow, Zachary O. & Yoani	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
36	66:728:0220	4497 E. Hurstbourne Drive	Maldonado, Daniel	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
37	66:728:0221	4491 E. Hurstbourne Drive	Carroz, Alejandro Mosquera	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
38	66:728:0222	4487 E. Hurstbourne Drive	Hansen, Carol	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
39	66:728:0223	4481 E. Hurstbourne Drive	Kempton, Thomas	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
40	66:728:0224	4477 E. Hurstbourne Drive	Peterson, Jared Ryan & Lea Giselle	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
41	66:728:0225	4473 E. Hurstbourne Drive	Paternina, Jose Medina	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
42	66:728:0226	4463 E. Hurstbourne Drive	Dalton, Kyle Anthony & Allison Kay	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
43	66:728:0227	4459 E. Hurstbourne Drive	Cruz, Alana De La & Matthew De La	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
44	66:728:0228	4453 E. Hurstbourne Drive	Donosso, Lilian	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)

45	66:728:0229	4449 E. Hurstbourne Drive	Pectol, Lori Ann	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
46	66:728:0230	4443 E. Hurstbourne Drive	Natera, Jesus Manuel	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
47	66:728:0231	4439 E. Hurstbourne Drive	Mower, Mark & Shelby	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
48	66:728:0232	4433E. Hurstborne Drive	Smith, Riley & Jenna	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
49	66:728:0233	4438 E. Hurstbourne Drive	Berrett, Joshua	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
50	66:728:0234	4442 E. Hurstbourne Drive	Paredez, Lautaro G. Galvez	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
51	66:728:0235	4448 E. Hurstbourne Drive	Jensen, Spencer & Mindy Nicole	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
52	66:728:0236	4452 E. Hurstbourne Drive	Fine, Traci	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
53	66:728:0237	4460 E. Hurstbourne Drive	Bickmore, Keefin	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
54	66:728:0238	4466 E. Hurstbourne Drive	Blue Hat LLC	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
55	66:728:0239	4470 E. Hurstbourne Drive	Rongstad, Mark C.	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
56	66:728:0240	4476 E. Hurstbourne Drive	Whitney, Joseph M. (et al)	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
57	66:728:0207	9378 N. Scenic Mtn. Drive	Jennings, Cassidy & Athena McKay	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
58	66:728:0206	9372 N. Scenic Mtn. Drive	Eggen, Jadon	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
59	66:728:0205	9368 N. Scenic Mtn. Drive	Chacon, Joseph	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)

60	66:728:0204	9362 N. Scenic Mtn. Drive	Daffern, Allyson & Lori	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
61	68:728:0203	9358 N. Scenic Mtn. Drive	Smoot, Bailee & Tayton D.	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
62	66:728:0202	9352 N. Scenic Mtn. Drive	Souza, Alexandre De Mello E.	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
63	68:728:0201	9348 N. Scenic Mtn. Drive	Ercanbrack, Melissa Marie	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
64	66:728:0211	4536 E. Hurstbourne Drive	Ledbetter, Marlen O.	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
65	66:728:0210	4530 E. Hurstbourne Drive	A & J Eagle Mountain Properties LLC	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
66	66:728:0209	4526 E. Hurstbourne Drive	Dong, Weixi	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
67	66:728:0208	4522 E. Hurstbourne Drive	Crux Management LLC	.0293	Townhouse	Community Commercial	Scenic Mountain “Townhomes” Zone (residential)	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
68	66:720:0144	9324 N. Scenic Mountain Drive	Lyons, Timothy Christopher	.1078	Detached House	Community Commercial	Residential	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
69	66:720:0143	9314 N. Scenic Mountain Drive	Alisa, Trevor K.	.0951	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
70	66:720:0142	9308 N. Scenic Mountain Drive	Nelson, Jordan & Whitney	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
71	66:720:0141	9300 N. Scenic Mountain Drive	Byington, Bradley & Amber	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
72	66:720:0140	9292 N. Scenic Mountain Drive	Jensen, Jared L.	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
73	66:720:0139	9284 N. Scenic Mountain Drive	Jones, Jordan M. & Meredith M.	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
74	66:720:0138	9278 N. Scenic Mountain Drive	Berg, Morgan & Saibreya	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
75	66:720:0137	9270 N. Scenic Mountain Drive	Hanson, Wesley Britten & Jessica Raven	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
76	66:720:0136	9262 N. Scenic Mountain Drive	Hawkins, Colby Lynn & Ashley Dawn	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
77	66:720:0135	9254 N. Scenic Mountain Drive	Crane, Matthew Aaron	.0936	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)

78	66:720:0134	9246 N. Scenic Mountain Drive	Hollings, Adam	.0936	Detached House	Neighborhood Residential 3 (NR 3)/Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
79	66:720:0133	9238 N. Scenic Mountain Drive	Morley-Walker, Paul & David	.0936	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
80	66:720:0132	9232 N. Scenic Mountain Drive	Zhao, Yiman (et al)	.0936	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
81	66:720:0131	9224 N. Scenic Mountain Drive	Tippets, Paul J. & Jessica S.	.0936	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
82	66:643:0116	9214 N. Scenic Mountain Drive	Szvoboda, Ezra	.0936	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
83	66:643:0117	9178 N. Scenic Mountain Drive	Gonzales, Jorre A.	.0903	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
84	66:643:0107	9189 N. Scenic Mountain Drive	Jones, Daren Blake & Shayla	.0839	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
85	66:643:0106	9197 N. Scenic Mountain Drive	Burge, Zachary & Bailey	.0839	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
86	66:643:0105	4388 E. Inverness Lane	Phan, Tram (et al)	.0898	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
87	66:643:0104	4378 E. Inverness Lane	Johnson, Devron & Courtney	.0896	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
88	66:643:0103	4368 E. Inverness Lane	Security Service Federal Credit Union	.1012	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
89	66:643:0102	4358 E. Inverness Lane	Iloba, Ikechukwu & Tega Juliet	.1027	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
90	66:643:0101	4348 E. Inverness Lane	Selander, Aaron (et al)	.1225	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
91	66:643:0115	4405 E. Inverness Lane	Wright, Chad P. & Melissa L.	.1225	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
92	66:643:0114	4397 E. Inverness Lane	Thatcher, Andrew Glenn & Enid Jhanira	.1055	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
93	66 :643 :0113	4389 E. Inverness Lane	Gerber, Robert Michael & Christina Marie	.0974	Detached House	Neighborhood Residential 3 (NR 3)	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
94	66:643:0112	4383 E. Inverness Lane	Goddard, Jason & Amber	.0888	Detached House	Neighborhood Residential 3 (NR 3)/Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
95	66:643:0111	4377 E. Inverness Lane	Day, Melvin Thomas & Terri Jo	.0833	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
96	66:643:0110	4367 E. Inverness Lane	Rezac, Chase and Stephanie (et al)	.0844	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)

97	66:720:0152	4424 E. Upton Way	Jones, Tyler	.0994	Detached House	Neighborhood Residential 3 (NR 3)/Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
98	66:784:0153	4416 E. Upton Road	Martell, Spencer & Courtnee	.0832	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
99	66:784:0154	4404 E. Upton Road	Stephens, Michael	.0857	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
100	66:784:0155	4396 E. Upton Road	Ivie, Brian	.0864	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
101	66:784:0156	4392 E. Upton Road	Greenleaf, Nathan & Laurie	.1301	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
102	66:784:0157	9279 N. Tampa Drive	Peterson, Matthew J.	.129	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
103	66:784:0158	9258 N. Tampa Drive	Faber, Elizabeth & Casey	.0991	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
104	66:784:0159	9291 N. Tampa Drive	Martin, Elija Reid (et al)	.1084	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
105	66:784:0160	9297 N. Tampa Drive	Orgill, Ammon	.1197	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
106	66:784:0161	9307 N. Tampa Drive	Hernandez, Alexandra & Manases	.0997	Detached House	Community Commercial	Scenic Mountain	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
107	66:784:0162	9315 N. Tampa Drive	Torres, Victor Domingues Svezia & Chelsea Walton	.0976	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
108	66:784:0163	9321 N. Tampa Drive	Broadstone, Donald & Ailyn	.0978	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
109	66:784:0164	9329 N. Tampa Drive	Barrantes, Marcos Emilio & Heather	.0979	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
110	66:784:0165	9337 N. Tampa Drive	Mavani, Jigar	.0981	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
111	66:784:0166	9345 N. Tampa Drive	Wood Mark B. & Michelle A. (et al)	.1332	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
112	66:784:0167	4447 E. Tampa Drive	Narayan, Michael Warren	.1335	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
113	66:784:0168	4455 E. Tampa Drive	Herrera, Hilary	.092	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
114	66:784:0169	4465 E. Tampa Drive	Christensen, William Randall & Hillary Jo	.092	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
115	66:784:0170	4475 E. Tampa Drive	Dickerson, William & Erica	.1096	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
116	66:784:0171	4474 E. Tampa Drive	Rosello, Jorge	.1029	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
117	66:784:0172	4464 E. Tampa Drive	Indurthi, Baji Babu (et al)	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)

118	66:784:0173	9332 N. Tampa Drive	Gomez, Jessie & Elise R.	.1165	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
119	66:784:0174	9324 N. Tampa Drive	Harris, Brian & Kelsey	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
120	66:784:0175	9318 N. Tampa Drive	Soroa, Wesley J. Whetten (et al)	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
121	66:784:0176	9310 N. Tampa Drive	Jensen, Brennan B. & Kaitlin P.	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
122	66:784:0177	9302 N. Tampa Drive	Baeza, Richard Marcos & Rachel L.	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
123	66:784:0178	9296 N. Tampa Drive	Schmidt, Shaylyn & Miguel	.0839	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
124	66:784:0179	9288 N. Tampa Drive	Slaughter, Nathaniel D. & Rylee	.0906	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
125	66:784:0180	9280 N. Tampa Drive	Ellers, Rebecca Lynn & Nathan M.	.1227	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
126	66:720:0151	9261 N. Scenic Mountain Drive	Mowrey, Brokk Weston & Tacy	.0994	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
127	66:720:0150	9269 N. Scenic Mountain Drive	Yorkshire Place LC	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
128	66:720:0148	9283 N. Scenic Mountain Drive	White, Shawn Keenan & Kaeley	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
129	66:720:0147	9291 N. Scenic Mountain Drive	Vloe, David	.0831	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
130	66:720:0146	9301 N. Scenic Mountain Drive	Gundersen, Ted D.	.0832	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
131	66:720:0145	9307 N. Scenic Mountain Drive	Peterson, Matt J. Jr. (et al)	.0832	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
132	66:643:0109	9262 N. Vernham Lane	Ibrahim, George Henry & Sofia	.1232	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
133	66:678:0118	9270 N. Vernham Lane	Groesbeck, Brock & Paige	.0975	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
134	66:678:0119	9280 N. Vernham Lane	Torres, Mario & Christina	.0975	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
135	66:678:0120	9288 N. Vernham Lane	Horne, Devin & Toni	.0975	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
136	66:678:0121	9298 N. Vernham Lane	Robins, Alan & Veronica	.0975	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
137	66:678:0122	9306 N. Vernham Lane	March, Benjamin	.0975	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
138	66:678:0123	9316 N. Vernham Lane	Butler, Andrew & Toriann	.0975	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
139	66:678:0124	9324 N. Vernham Lane	Sargent, Andrew & Samantha	.0975	Detached House	Community Commercial	Scenic Mountain “SFD Cottage” Zone	Neighborhood Residential 2 (NR 2)	Residential Cottage (RC)
140	66:895:0101	9347 N. Vernham Lane	Cisternas, Jaime (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
141	66:895:0102	9351 N. Vernham Lane	Belide, Ramu (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)

142	66:895:0103	9355 N. Vernham Lane	Salih, Wani (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
143	66:895:0104	9359 N. Vernham Lane	Lambert, Cannon & Brigitta	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
144	66:895:0105	9363 N. Vernham Lane	Silva, Augusto	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
145	66:895:0106	9367 N. Vernham Lane	Cutler, Paige & Justin D.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
146	66:895:0107	9371 N. Vernham Lane	Hurdsman, Brayson Darrin & Abby Emily	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
147	66:895:0108	9379 N. Vernham Lane	Garcia, Mario A. (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
148	66:895:0109	9383 N. Vernham Lane	Velasquez, Esteban Xavier Espinoza	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
149	66:895:0110	9387 N. Vernham Lane	Brady, Kent & Emma (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
150	66:895:0111	9391 N. Vernham Lane	Jackson, Raquel (et al)	.0202	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
151	66:895:0112	9395 N. Vernham Lane	Ales, Jordan & Alexis	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
152	66:895:0113	9399 N. Vernham Lane	Stephens, Makay B. & Amanda B.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
153	66:891:0201	9362 N. Vernham Lane	Thompson, Teresa A.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
154	66:891:0202	9360 N. Vernham Lane	Pedigo, Jacob B. (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
155	66:891:0203	9356 N. Vernham Lane	Mortensen, Jordan & Claire	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
156	66:891:0204	9352 N. Vernham Lane	Akinbo, Yetunde S.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
157	66:891:0205	9348 N. Vernham Lane	Capson, Jennifer Susan	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
158	66:891:0206	9344 N. Vernham Lane	Dupaix, Taylor or Joseph & Camri Jean-Iverson	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
159	66:891:0207	9340 N. Vernham Lane	Suarez, Jose Jimenez (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
160	66:891:0208	9336 N. Vernham Lane	Abankwa, Chris A. & Gifty	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 3 (NR 3)	Multiple-Family 2 (MF-2)
161	66:891:0214	4364 N. Bugle Drive	Casillas, Fidel Quintana (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
162	66:891:0215	4368 N. Bugle Drive	Foster, John T.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
163	66:891:0216	4374 N. Bugle Drive	Jones, Brennen L. & Ryan M.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
164	66:891:0217	4378 N. Bugle Drive	Singleton, Jacob & Madison	.0202	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
165	66:891:0218	4382 N. Bugle Drive	Sobreira, Leonardo De Maria (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)

166	66:891:0219	4386 N. Bugle Drive	Donan, Vhina	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
167	66:891:0213	9338 N. Bugle Drive	Desirable Holdings LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
168	66:891:0212	9342 N. Bugle Drive	Zazueta, Esmeralda Rocha	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
169	66:891:0211	9346 N. Bugle Drive	Baymiller, Brent K. & Kanako	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
170	66:891:0210	9350 N. Bugle Drive	Ojeda, Tomas Rafael (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
171	66:891:0209	9354 N. Bugle Drive	Tremble, Sierra	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
172	66:891:0224	9353 N. Bugle Drive	McCombs, Mckenzie & Brycen	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
173	66:891:0223	9349 N. Bartlett Lane	Dickson, Darren & Melissa	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
174	66:891:0222	9345 N. Bartlett Lane	Rogoz, James (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
175	66:891:0221	9341 N. Bartlett Lane	Cole, Scott Michael & Yaa Asantewaa	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
176	66:891:0220	9337 N. Bartlett	Rojas, Andres (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
177	66:891:0225	9328 N. Bartlett Lane	Gittins, Taelor Jon & Brooklyn Fagergren	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
178	66:891:0226	9332 N. Bartlett Lane	Mcewan, Raith William & Hannah Grace	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
179	66:891:0227	9336 N. Bartlett Lane	Sabey, Ian F. & Shayla A.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
180	66:891:0228	9342 N. Bartlett Lane	Frehner, Casey (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
181	66:891:0229	9346 N. Bartlett Lane	Davis, Matthew Douglas	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
182	66:891:0230	9352 N. Bartlett Lane	Improta, Gian Alessandro & Allyson Lois	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
183	66:891:0231	9356 N. Bartlett Lane	Lezama, Javier Duran (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
184	66:891:0232	9360 N. Bartlett Lane	Groom, Matthew Wesley	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
185	66:891:0233	9364 N. Bartlett Lane	Hanson, Mikaela (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
186	66:891:0234	9365 N. Crowley Way	Browning, Corbin T.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
187	66:891:0235	9361 N. Crowley Way	Wilkins, Dirk & Annmarie	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
188	66:891:0236	9357 N. Crowley Way	Rees, Isabelle Kwon (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
189	66:891:0237	9353 N. Crowley Way	Burningham, Catharine & Kirk	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)

190	66:891:0238	9362 N. Crowley Way	Bingham, Zachary (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
191	66:891:0239	9366 N. Crowley Way	Khautisen, David	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
192	66:897:0318	4414 E. Hurstbourne Drive	Empyre Holdings 20 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
193	66:897:0319	4410 E. Hurstbourne Drive	Empyre Holdings 19 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
194	66:897:0320	4406 E. Hurstbourne Drive	Empyre Holdings 18 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
195	66:897:0321	4402 E. Hurstbourne Drive	Empyre Holdings 17 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
196	66:897:0322	4398 E. Hurstbourne Drive	Empyre Holdings 17 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
197	66:897:0323	4388 E. Hurstbourne Drive	Empyre Holdings 15 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
198	66:897:0324	4384 E. Hurstbourne Drive	Empyre Holdings 14 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
199	66:897:0325	4380 E. Hurstbourne Drive	Empyre Holdings 13 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
200	66:897:0326	4376 E. Hurstbourne Drive	Empyre Holdings 12 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
201	66:897:0327	4372 E. Hurstbourne Drive	Empyre Holdings 11 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
202	66:897:0328	4364 E. Hurstbourne Drive	Empyre Holdings 06 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
203	66:897:0329	4360 E. Hurstbourne Drive	Empyre Holdings 07 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
204	66:897:0330	4356 E. Hurstbourne Drive	Empyre Holdings 08 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
205	66:897:0331	4352 E. Hurstbourne Drive	Empyre Holdings 09 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)

206	66:897:0332	4348 E. Hurstbourne Drive	Empyre Holdings 10 LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
207	66:897:0301	4349 E. Longleaf Lane	Muley Builders LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
208	66:897:0302	4353 E. Longleaf Lane	Muley Builders LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
209	66:897:0303	4357 E. Longleaf Lane	Muley Builders LLC	.0202	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
210	66:897:0304	4361 E. Longleaf Lane	Muley Builders LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
211	66:897:0305	4365 E. Longleaf Lane	Muley Builders LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
212	66:897:0306	4369 E. Longleaf Lane	Muley Builders LLC	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
213	66:897:0307	4377 E. Longleaf Lane	Grant, Austen	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
214	66:897:0308	4381 E. Longleaf Lane	Dunn, Robert Jr. & Robert Sr.	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
215	66:897:0309	4385 E. Longleaf Lane	Geiger, Garrett (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
216	66:897:0310	4389 E. Longleaf Lane	Walker, Cameron (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
217	66:897:0311	4393 E. Longleaf Lane	Mills, Scott Harold & Kaitlin Michelle	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
218	66:897:0312	4403 E. Longleaf Lane	Capps, Kelly	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
219	66:897:0313	4407 E. Longleaf Lane	Vance, Eric (et al)	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
220	66:897:0314	4411 E. Longleaf Lane	Marshall, Taran	.0202	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
221	66:897:0315	4415 E. Longleaf Lane	Lamm, Payton	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
222	66:897:0316	4419 E. Longleaf Lane	Lowery, Cheri Chism & David Michael	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)
223	66:789:0317	4423 E. Longleaf Lane	Morales, Teresa	.021	Townhouse	Community Commercial	Scenic Mountain “Flex Use Tier III-IV” Zone	Neighborhood Residential 2 (NR 2)	Multiple-Family 1 (MF-1)

City Council

June 02, 2026

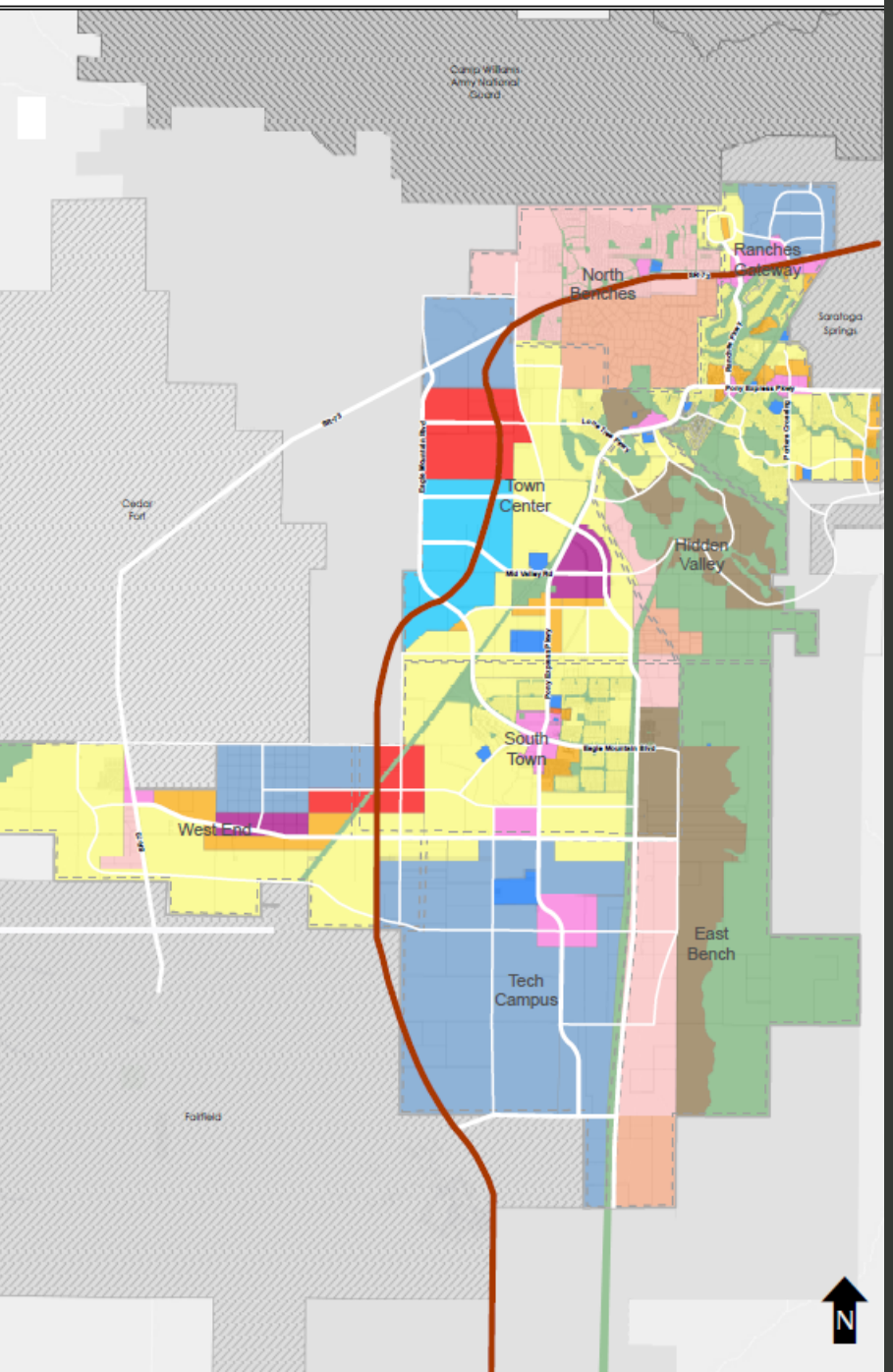
Scenic Mountain

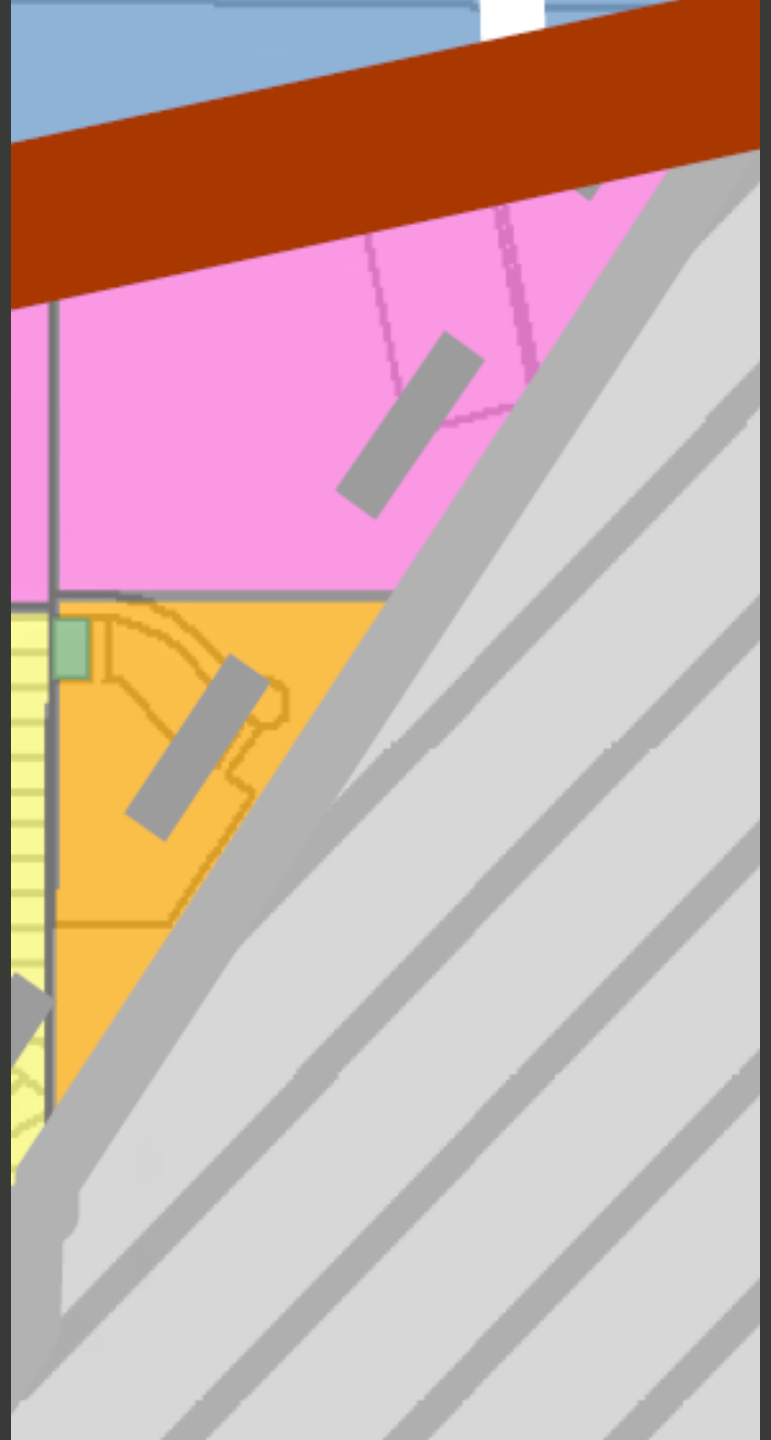
Discussion on Rezone

E LONGLEAF LN
E HURSTBOURNE DR
N NORTHRUP WAY
N VERNHAM LN
N BARTLETT LN
E BUGLE DR
E TAMPA DR
N TAMPA DR
E UPTON WAY
N SCENIC MOUNTAIN DR
Church of Jesus Christ
58:033:0658
EDGE HOMES UTAH LLC...
Value: $5,100,800 -- 32.45 acres
Entry# 74218-2023

58:033:0658
EDGE HOMES UTAH LLC...
Value: $5,100,800 -- 32.45 acres
Entry# 74218-2023

FUTURE LAND USE & TRANSPORTATION MAP





LEGEND

Residential Categories:

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

Mixed Use/Commercial Categories:

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

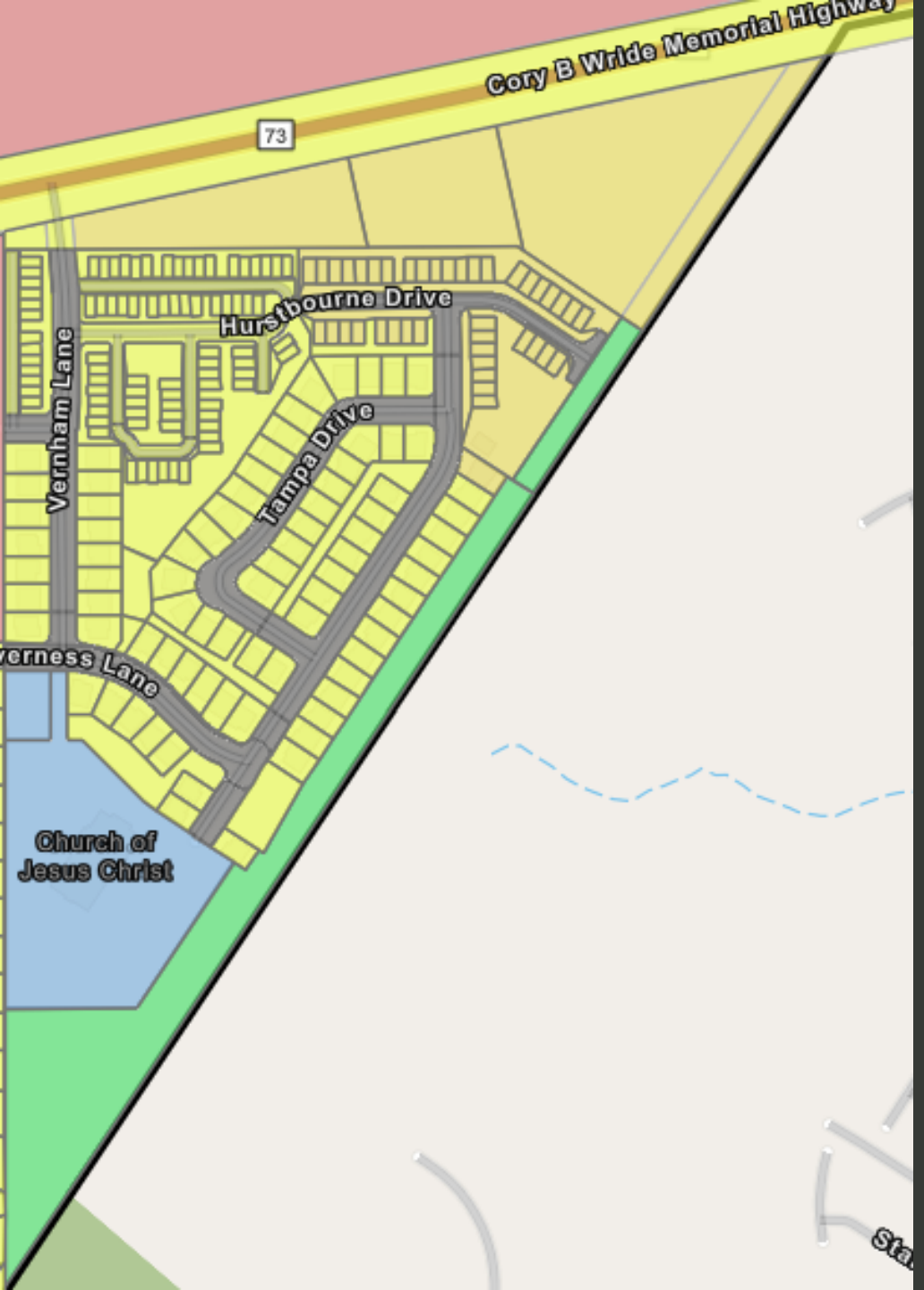
Public/Civic Categories:

- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

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


Cory B Wride Memorial Highway
73
Hurstbourne Drive
Vernham Lane
Tampa Drive
verness Lane
Church of
Jesus Christ

Scenic Mountain Proposed Rezone
N
Proposed Zone
Agriculture (AG)
Multiple-Family 1 (MF-1)
Multiple-Family 2 (MF-2)
Open Space- Natural (OS-N)
Open Space-Improved (OS-I)
Public Facilities (PF)
Residential Cottage (RC)
0
0.04
0.07
0.14
0.21
0.28
Miles

	EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** **AUGUST 4, 2026**
TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Master Plan Known as Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP).
ITEM TYPE:	Master Development Plan
FISCAL IMPACT:	Unknown
APPLICANT:	City-initiated

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

PUBLIC HEARING
Yes

PREPARED BY
David Salazar, Assistant City Engineer

PRESENTED BY
David Salazar

RECOMMENDATION:
Staff recommends the City Council adopt an Ordinance of Eagle Mountain City, Utah, Amending the Master Plan Known as Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP).

The revisions align both documents with the City's current transportation priorities, planned roadway network, updated functional classifications and cross-sections, level-of-service analyses, project cost estimates, and impact-fee contribution assumptions.

BACKGROUND:

The City recently completed a review of the Transportation Master Plan and Impact Fee Facilities Plan. During this review, Staff identified several items that needed to be updated to reflect current roadway planning, project priorities, functional classifications, cost estimates, and anticipated funding contributions.

The updates include revisions associated with Lake Mountain Corridor becoming a future UDOT facility, changes to roadway cross-sections and classifications, updated level-of-service analysis and maps, revised transportation project lists, and updates to the 2035 and 2050 project cost tables. Staff also corrected typographical, formatting, and mapping inconsistencies throughout both documents.

These revisions are intended to ensure that the Transportation Master Plan and Impact Fee Facilities Plan remain consistent with the City's current transportation network, planned improvements, and infrastructure funding assumptions.

ITEMS FOR CONSIDERATION:

The City Council should consider the following as part of its review:

1. The revised roadway classifications and cross-sections and their consistency with the City's anticipated transportation needs.
2. The identification and incorporation of Lake Mountain Corridor as a future UDOT facility.
3. The updated existing, 2035, and 2050 level-of-service analyses and associated transportation network maps.
4. The revised project priority list and future transportation project lists.
5. The updated project locations and mapping.
6. The revised 2035 and 2050 project cost estimates and percentage contributions used as the basis for the Impact Fee Facilities Plan.
7. Any additional revisions recommended before the documents are presented to the City Council for final consideration.

PLANNING COMMISSION ACTION/RECOMMENDATION:
N/A

ATTACHMENTS:
1. Ordinance
2. Transportation Master Plan
3. Impact Fee Facilities Plan
4. Update Summary
5. Silverlake Traffic Study
6. Presentation

ORDINANCE NO. O- -2026

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE TRANSPORTATION MASTER PLAN (TMP) AND IMPACT FEE FACILITIES PLAN (IFFP)

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to adopt amendments to the Transportation Master Plan (TMP) and Impact Fee Facilities Plan (TMP), as set forth 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, and public hearings have been completed as required by law to consider and adopt the amendments to the Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP), as set forth in Exhibit A.

2. The amendments to the Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP), as set forth in Exhibit A, are hereby adopted and approved.

3. The City Council has considered the impact of this Ordinance on and found it consistent with family health, stability, and formation as required by Utah law.

4. This Ordinance shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 4th day of August, 2026.

EAGLE MOUNTAIN CITY, UTAH

_____
Jared Gray, Mayor

ATTEST:

_____
Lacie A. Messerly
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 4th day of August, 2026.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Zachory Huish	☐ Zachory Huish	☐ Zachory Huish	☐ Zachory Huish
☐ Craig Whiting	☐ Craig Whiting	☐ Craig Whiting	☐ Craig Whiting
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

_____

Lacie A. Messerly
City Recorder

Posted on _____ by _____

Exhibit A

EXECUTIVE SUMMARY

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

Eagle Mountain City's population growth has been one of the fastest in Utah County and the State for many years. Eagle Mountain's population growth is high compared to other cities in Utah County. Due to City growth and the growth throughout the county, a comprehensive transportation plan must be developed and regularly maintained to combat the potential congestion caused by projected growth. This plan must incorporate the goals of 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 the 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	80	SR-73 & Ranches Pkwy Improvements and Campus High T Connection
2	126, 105, 128	Ranches Parkway Widening, Braxton Dr & Ranches – New Signal, Half Mile Rd & Ranches Pkwy – New Signal
3	96	Trailhead Traffic Signal
4	45.1, 45.2	New Road (Silverlake Pkwy): Golden Eagle Rd to Bonneville Dr, Woodhaven Blvd and Silverlake Pkwy – New Signals
5	65, 77, 98	Pony Express Parkway Widening (Eagle Mountain Blvd to Pole Canyon Blvd), Signal at Pole Canyon Blvd & Pony Express Pkwy, Signal at Parkway Fields & Pony Express Pkwy
6	134	New Road – North Ranches Parkway
7	8	Pony Express Parkway Widening (Lake Mountain Corridor to Ranches Pkwy)
8	140	Pony Express Parkway Widening (Ranches Pkwy to the eastern boundary)
9	144	New Road (East Expressway): Pony Express Parkway to Lake Mountain Corridor
10	141	New Road (Lake Mountain Corridor): 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 **$419,299,000** required from Eagle Mountain to build the expected roadway projects from 2025 to 2035, **$127,436,000** 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 **$2,652,724,000,** with Eagle Mountain financially responsible for **$1,014,239,000**.

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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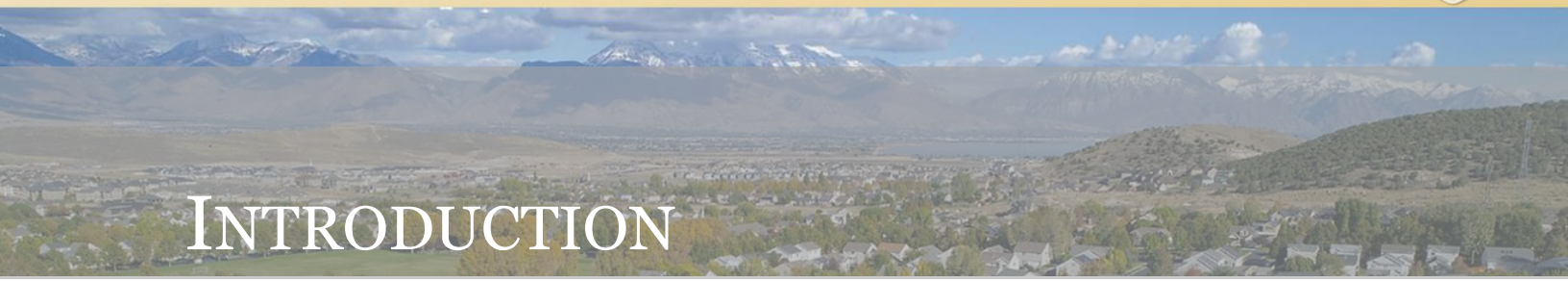
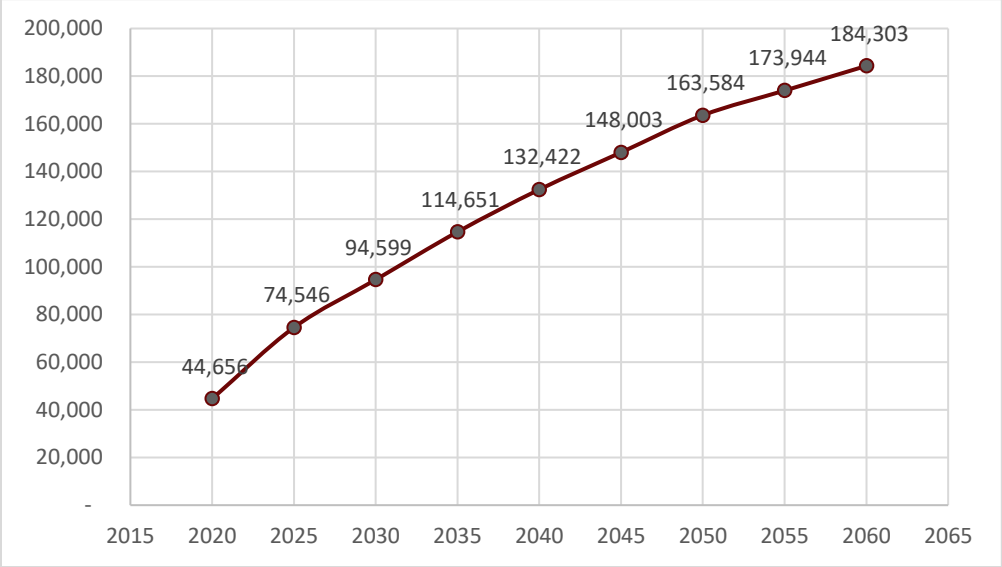


INTRODUCTION

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.

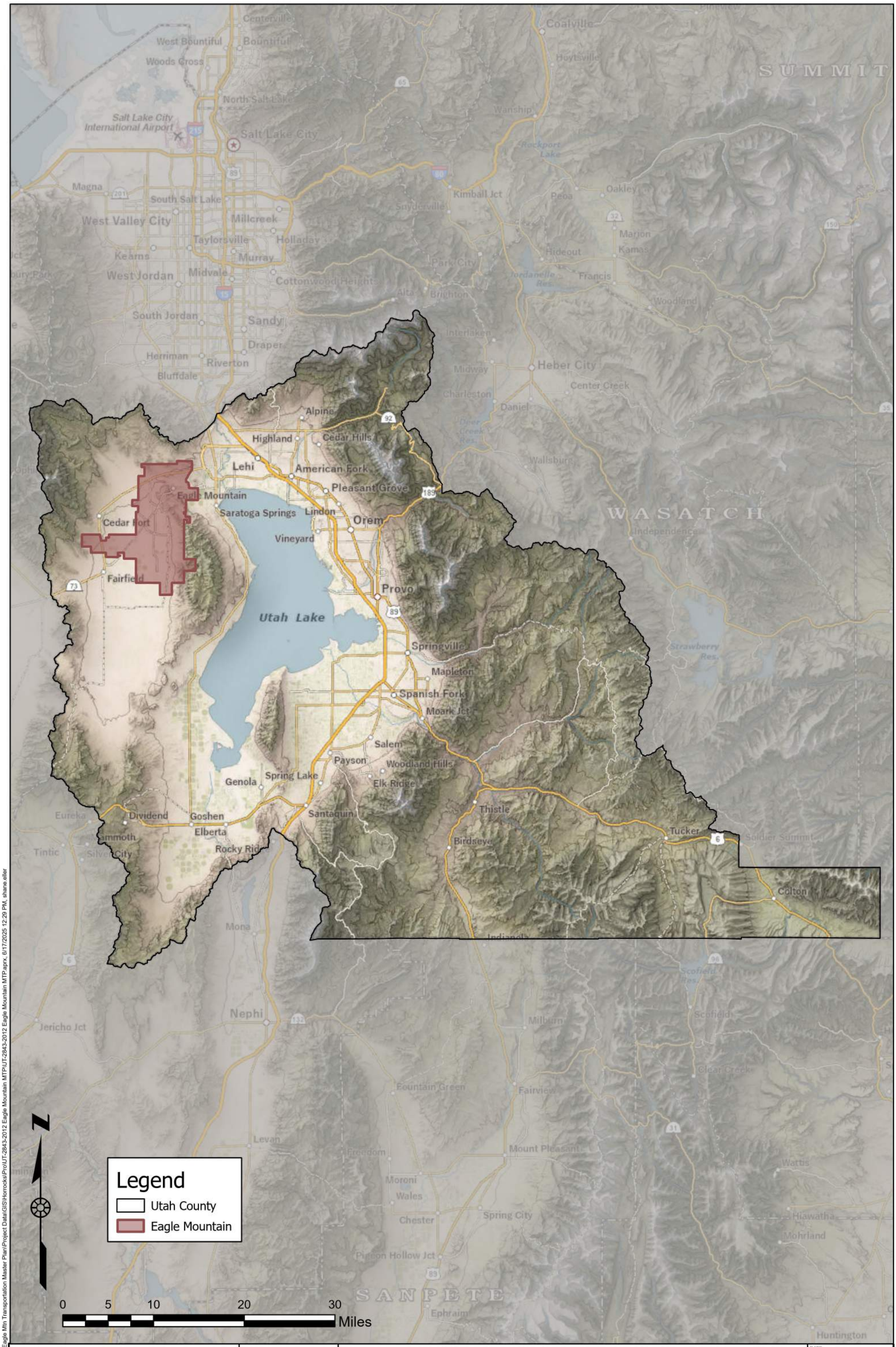
Eagle Mountain as a City

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.



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Pleasant Grove, UT 84062
(801) 763-5100

Eagle Mountain Area Map

Eagle Mountain Transportation Master Plan

DATE 6/17/2025

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Figure 2

Q:\I2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 6/17/2025 12:29 PM, shane.eller

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, Golden Eagle Road.*
- **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

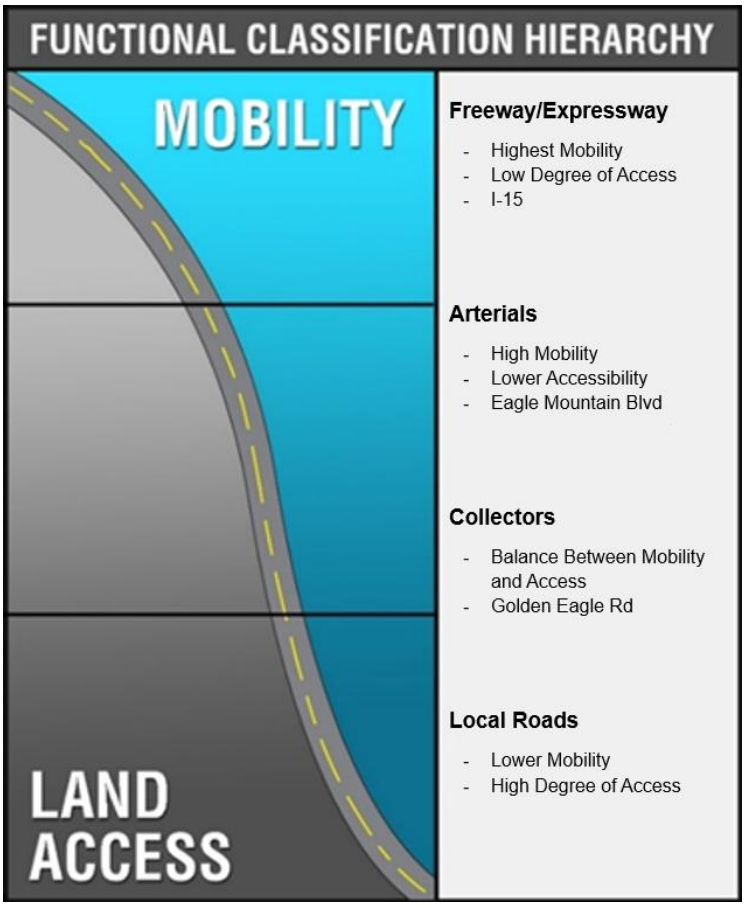


Table 2: Street Functional Classification

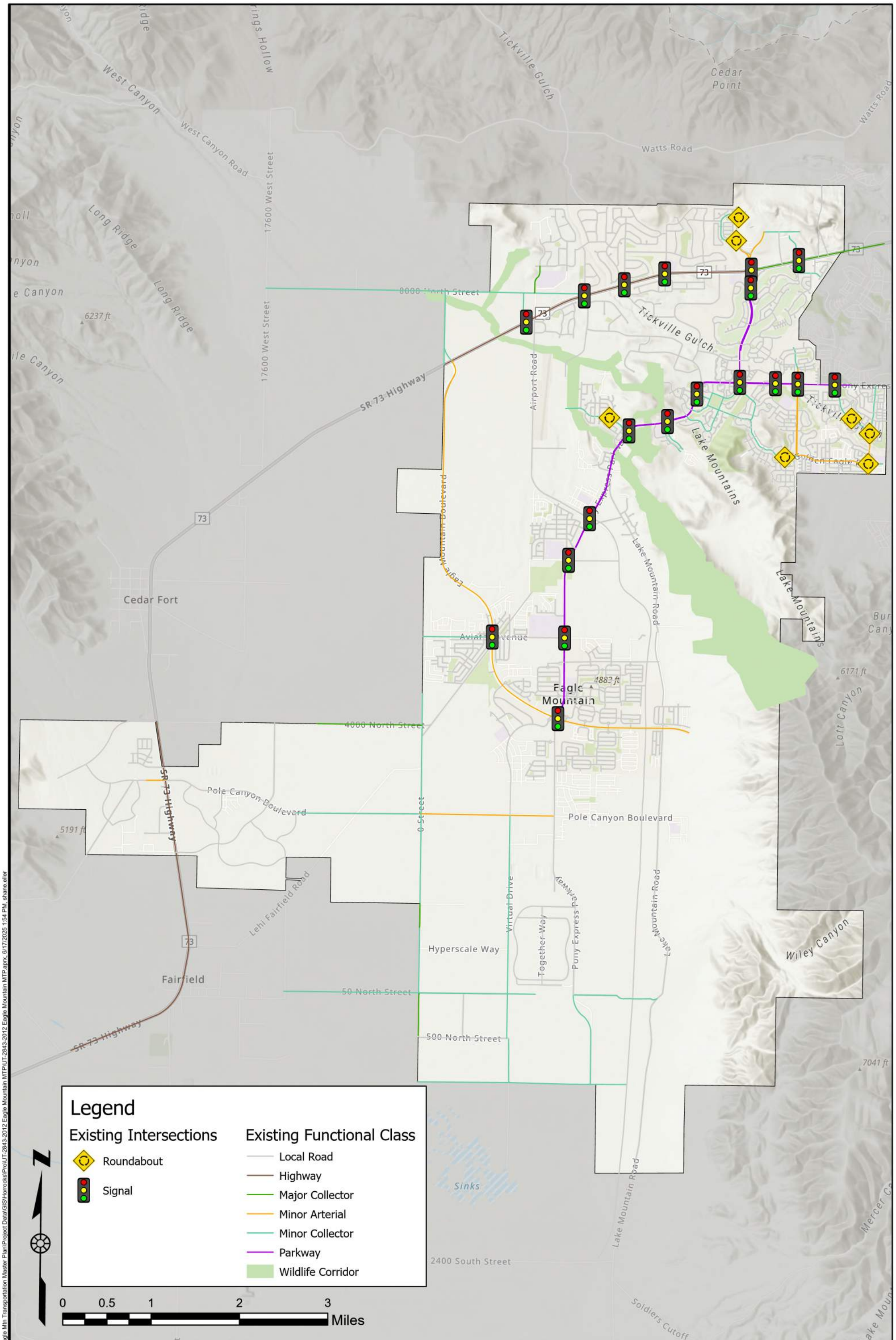
Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	2-4 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 35-45 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

**Fully Developed Areas*

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

Eagle Mountain Transportation Master Plan

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Figure 4

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Typical Roadway Cross-Sections

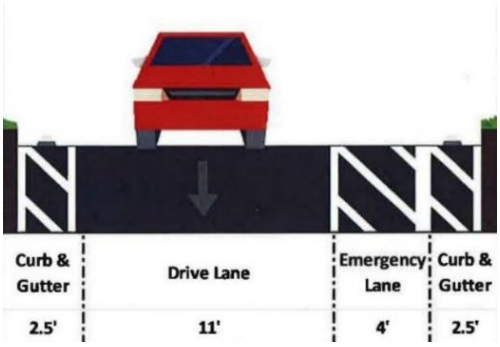
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain City standards, ranges for Right-of-Way (ROW) width and pavement width for each functional classification are described. Each cross-section in Eagle Mountain requires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

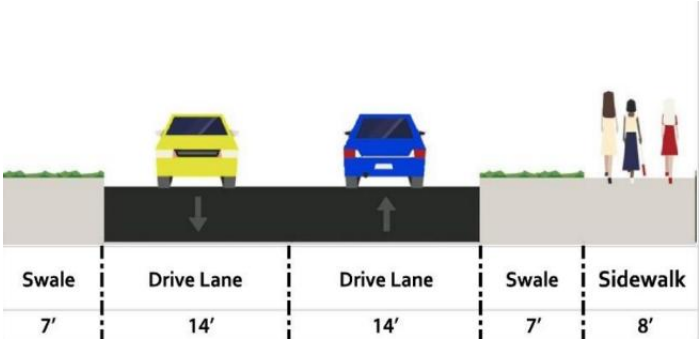
The City has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROWs. The City has two types of arterials; the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four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

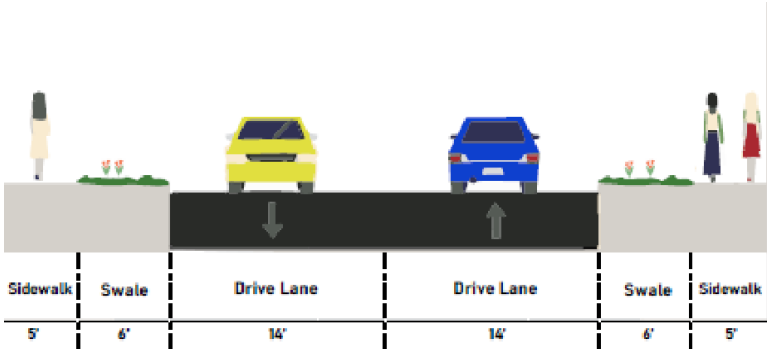
ALLEY (20’ RIGHT OF WAY)



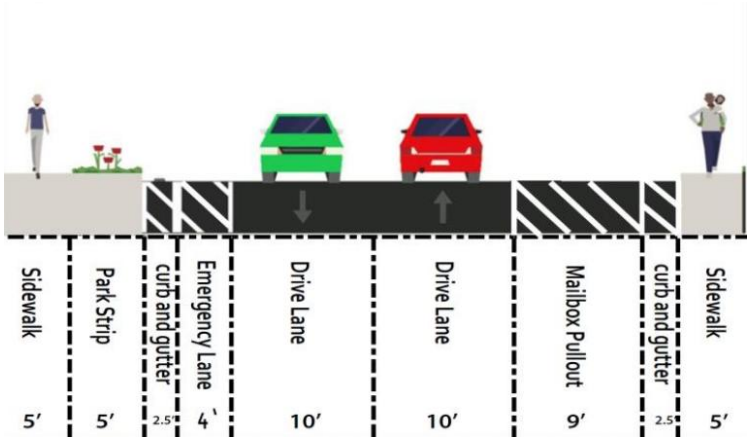
RURAL STREET (50’ RIGHT OF WAY)



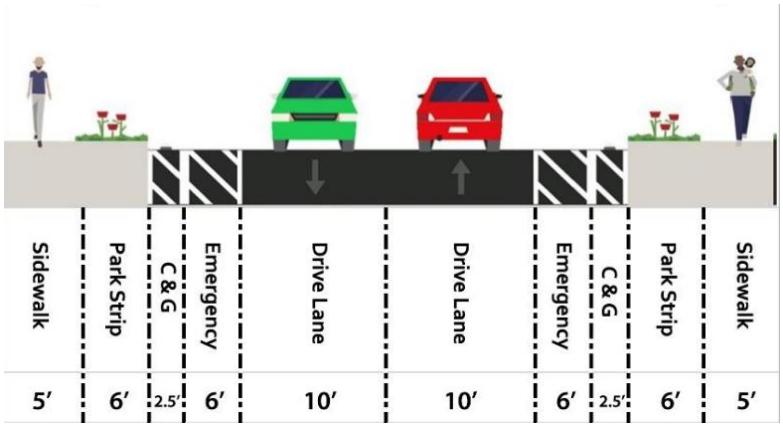
RURAL STREET WITH ALTERNATE (50’ RIGHT OF WAY)



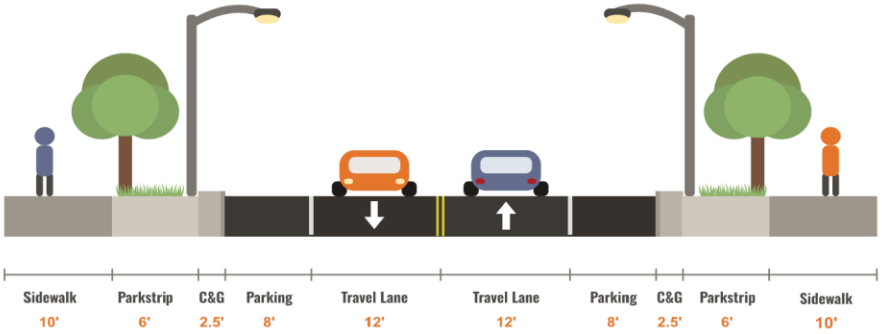
MODIFIED PULLOUT (53’ RIGHT OF WAY)



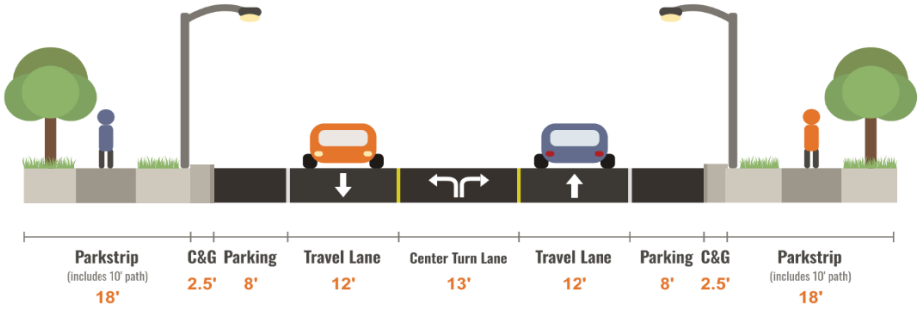
LOCAL (59’ RIGHT OF WAY)



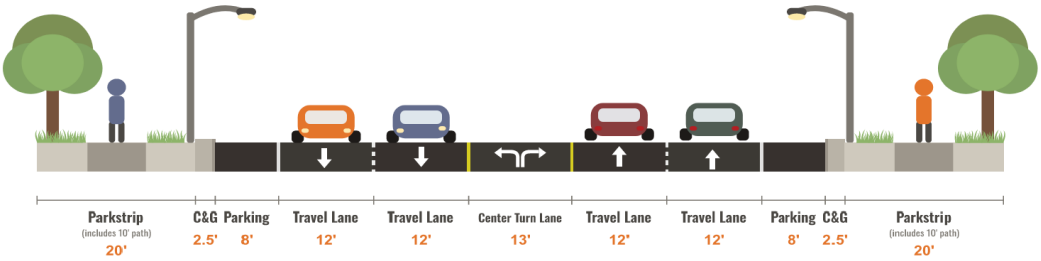
MINOR COLLECTOR STREET – TWO LANES (77’ RIGHT OF WAY)



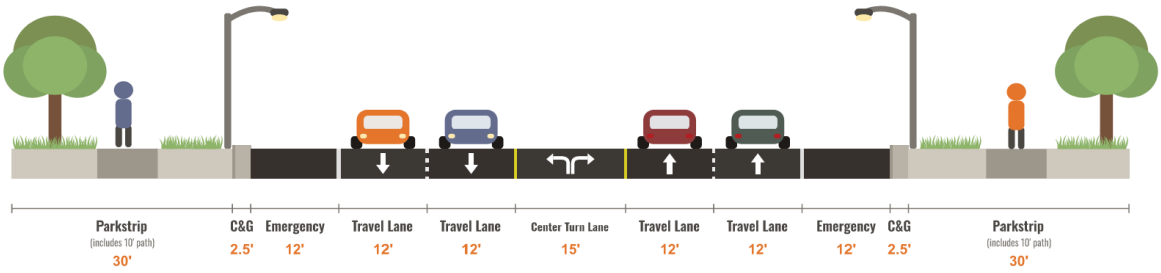
MAJOR COLLECTOR STREET – THREE LANES (94’ RIGHT OF WAY)



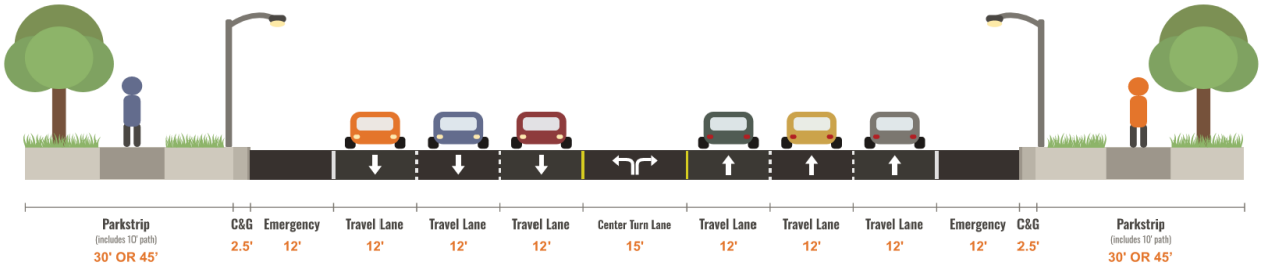
MINOR ARTERIAL STREET – FIVE LANES (122’ RIGHT OF WAY)



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



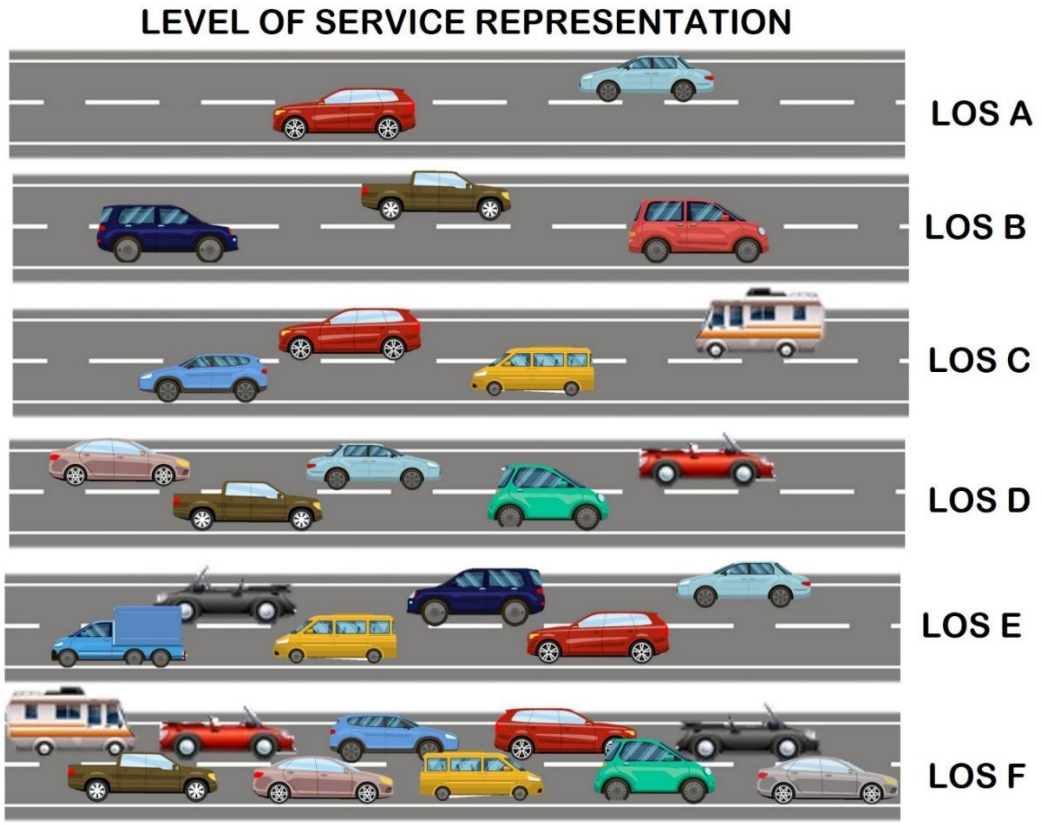
PRINCIPAL ARTERIAL STREET – SEVEN LANES (176' OR 206' RIGHT OF WAY)



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.

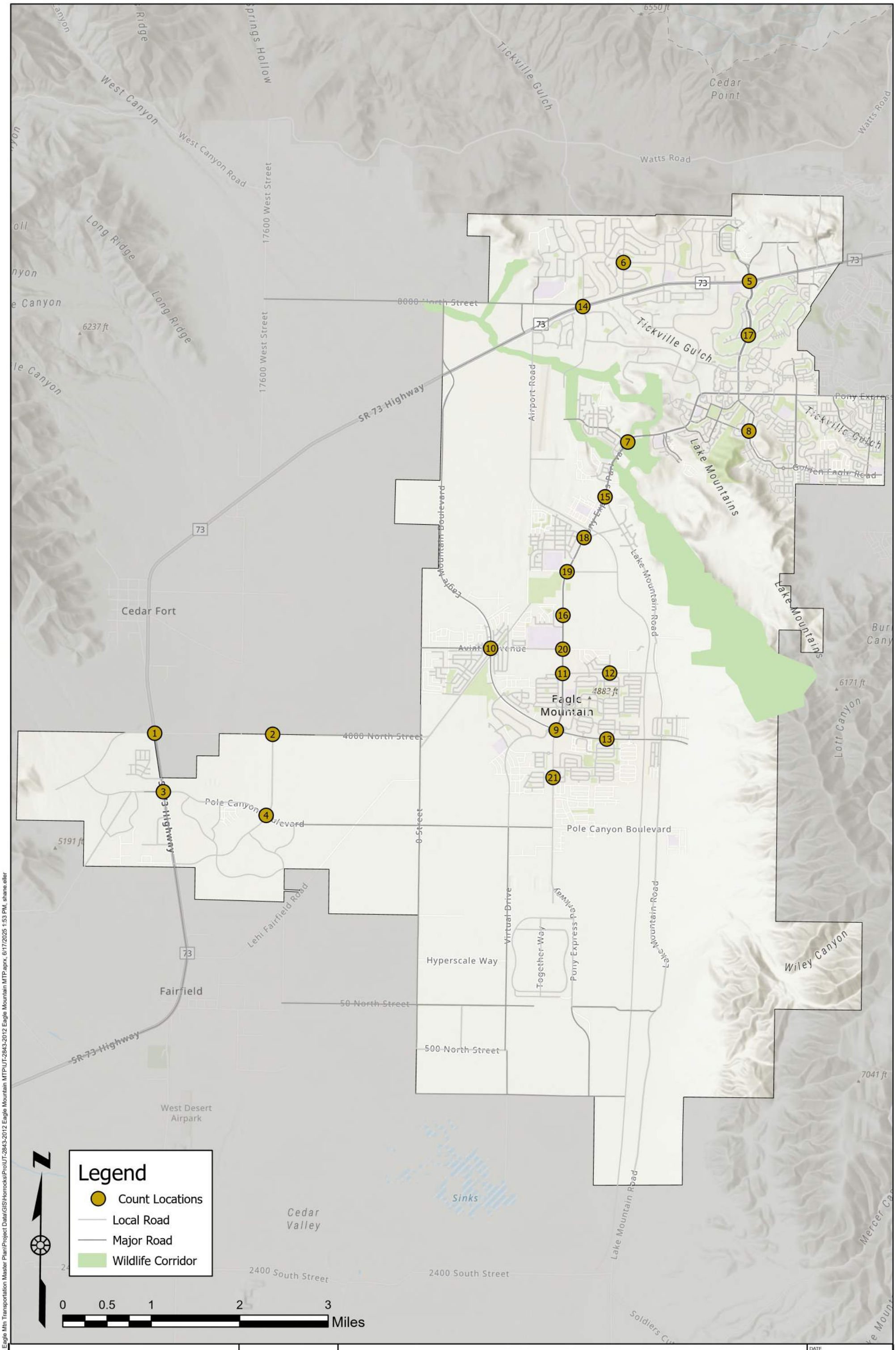
Roadway Segments

- **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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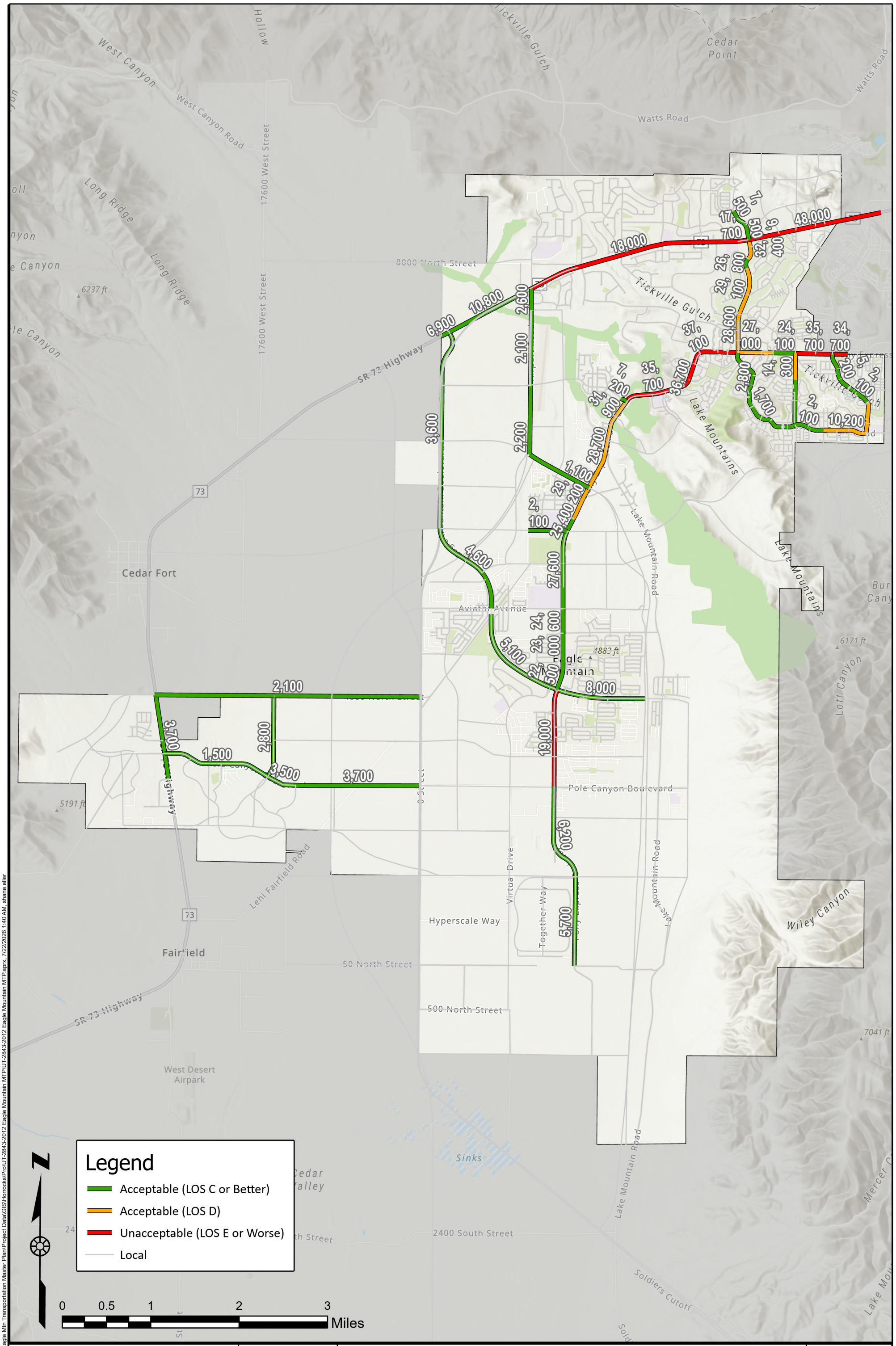
Figure 7



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Existing (2026) Level of Service

Eagle Mountain Transportation Master Plan

DATE 7/21/2026

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Figure 9

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)

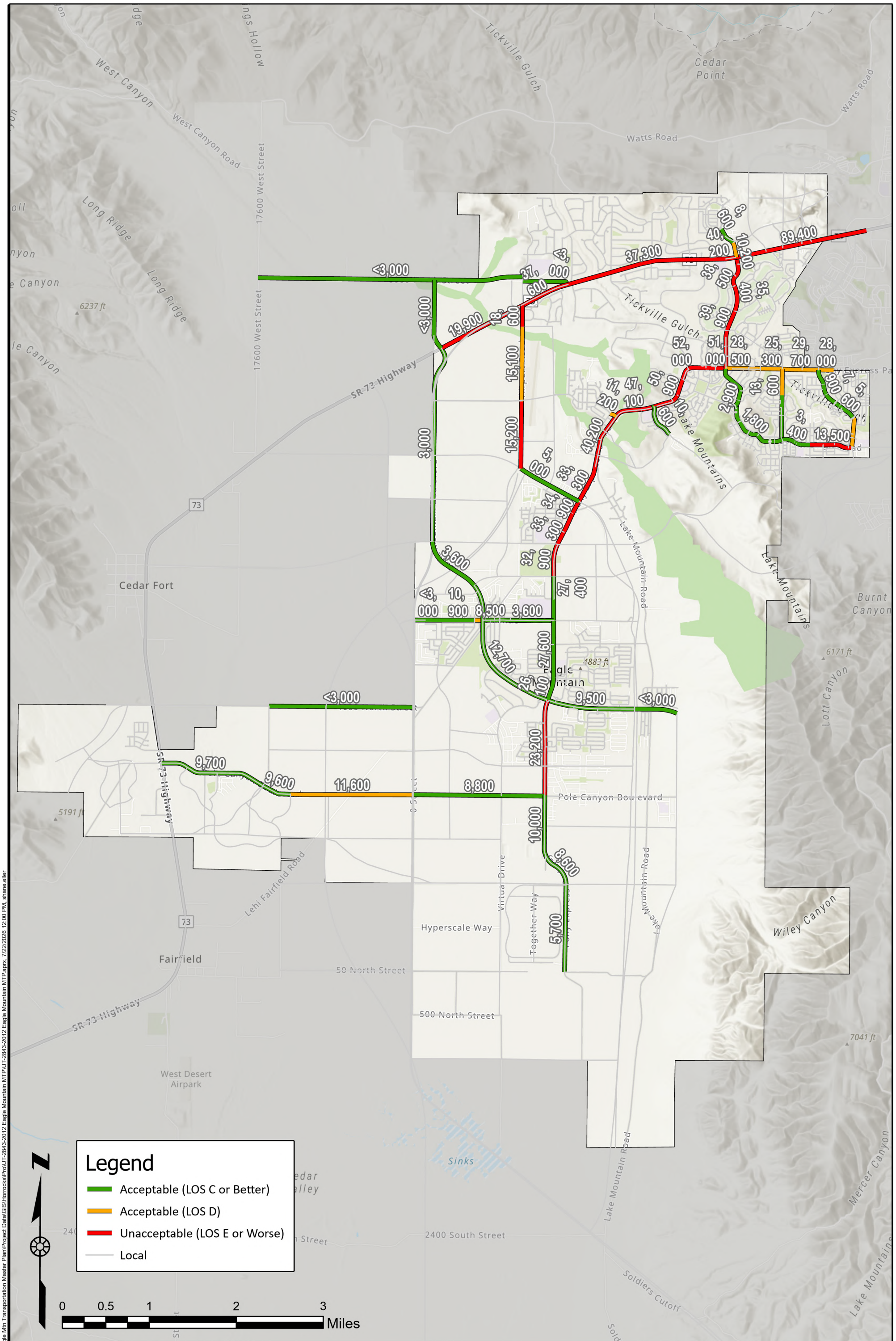
2035 Roadway Improvements

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*
- **Lake Mountain Corridor** (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**.



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2035 No-Build Level of Service

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Figure 9

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2035 Build Level of Service

Eagle Mountain Transportation Master Plan

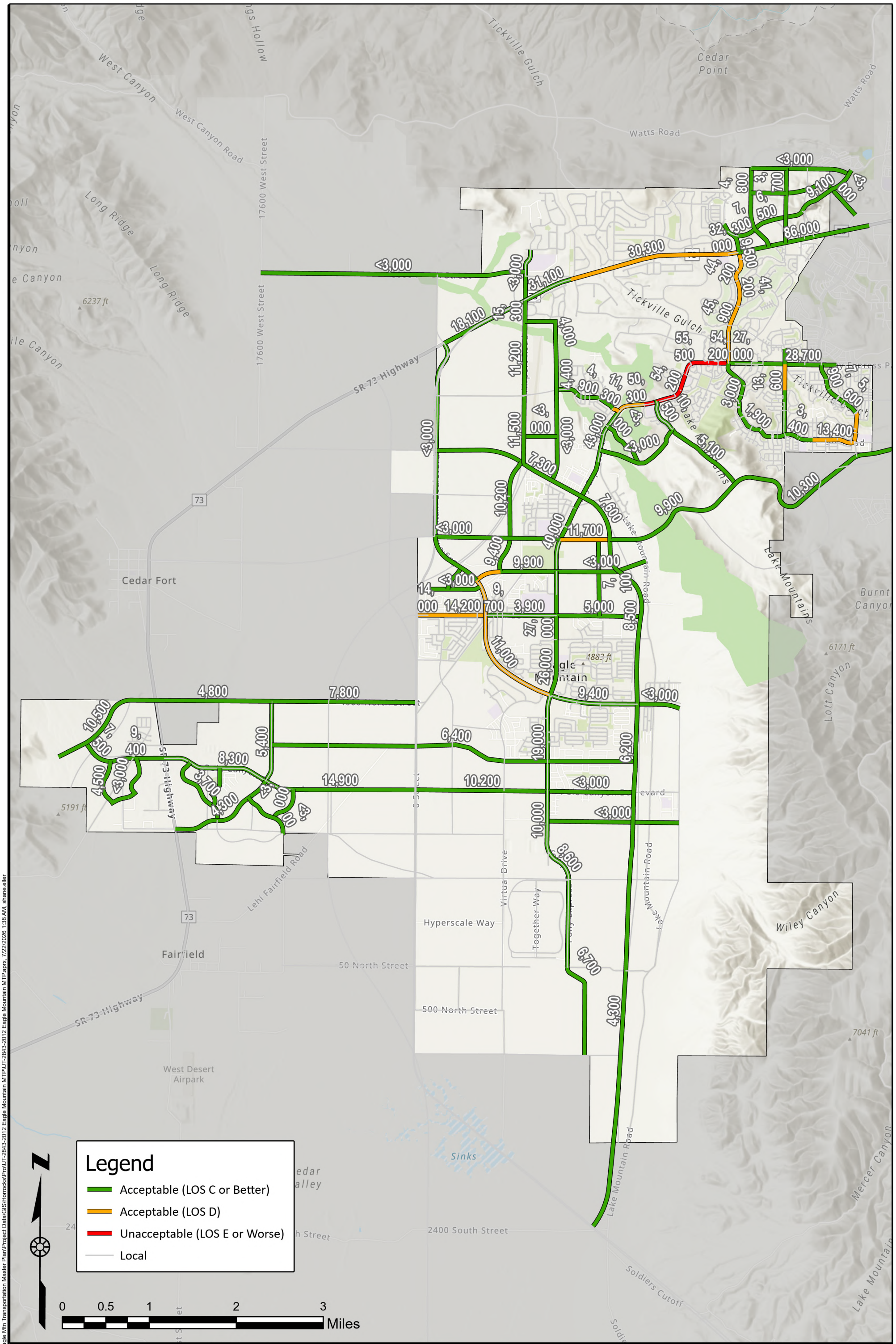

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Figure 10

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2035 Roadway and Intersection Improvements

Eagle Mountain Transportation Master Plan

Intersection Projects
- 10-Year Signal
- Intersection Improvement
- Hawk Signal

Roadway Projects
- 10-Year Widening
- 10-Year New Road
- Local Road
- Wildlife Corridor

0 0.5 1 2 3 Miles

N

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Figure 11

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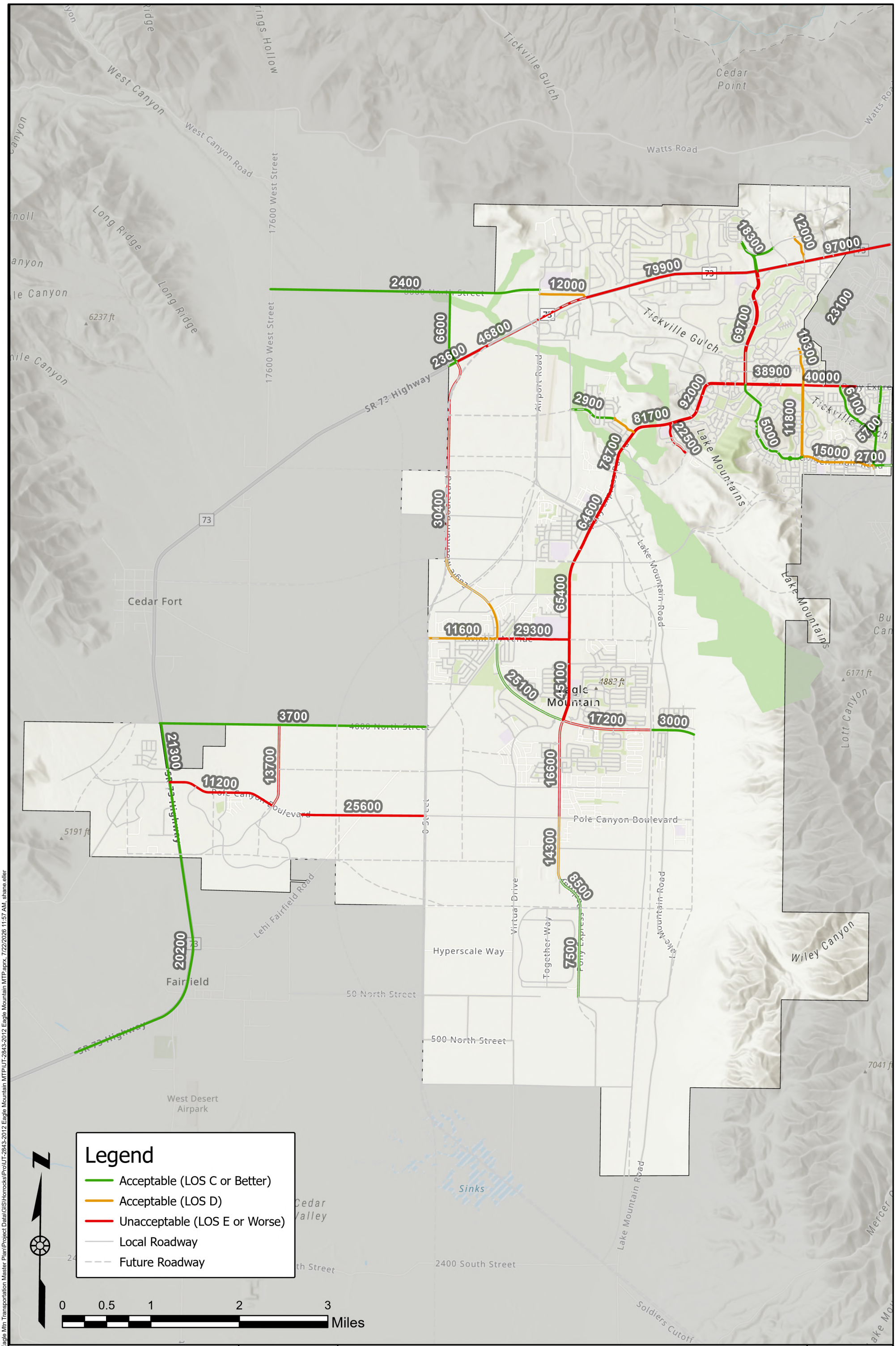
2050 Roadway Improvements

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 Lake Mountain Corridor)
- **Eagle Mountain Blvd** (Cory B Wride Highway to Lake Mountain Corridor)
- **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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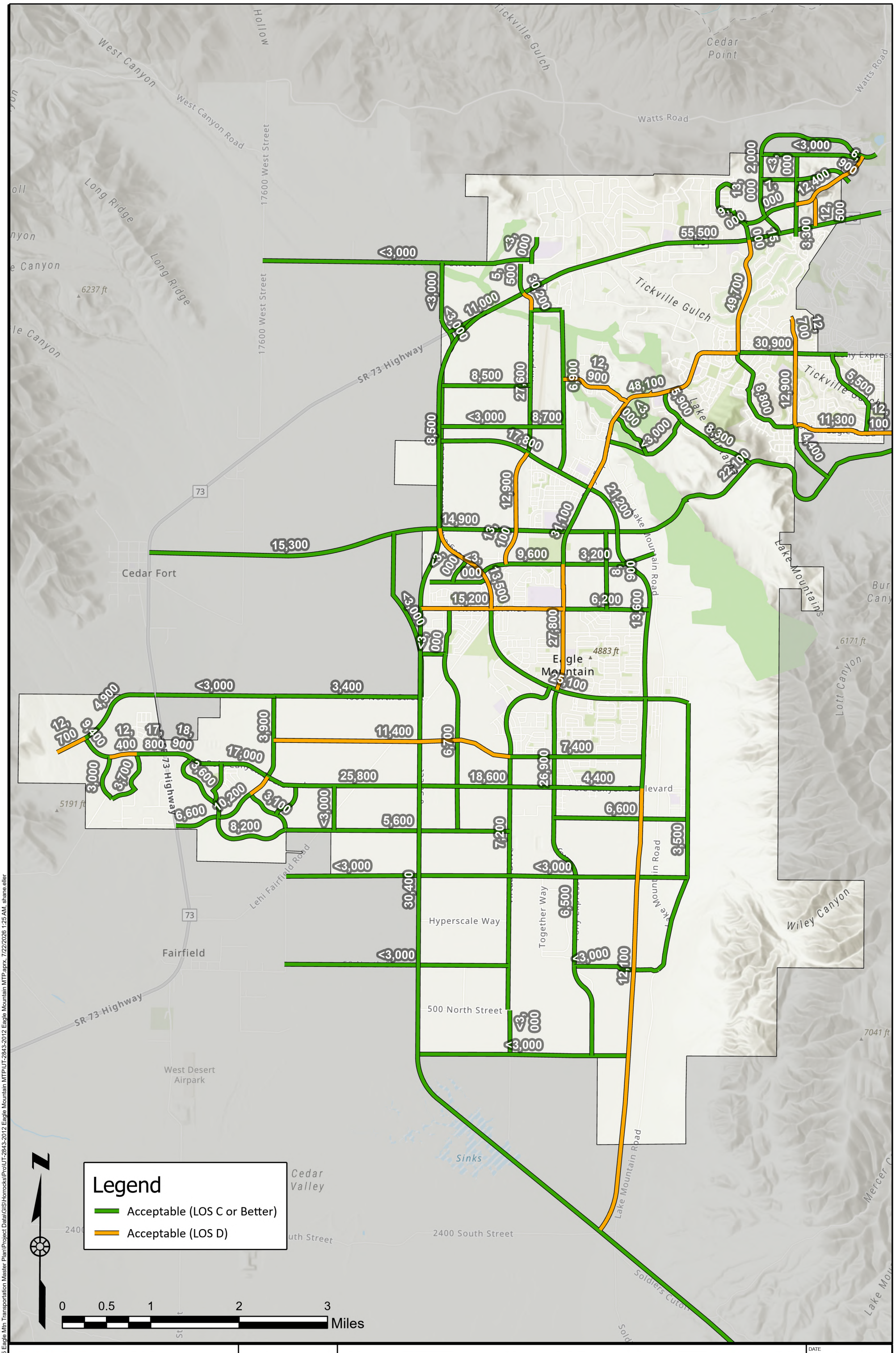
Figure 12



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2050 Build Level of Service

Eagle Mountain Transportation Master Plan

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Figure 13

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*
- **Lake Mountain Corridor** (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*
- **Lake Mountain Corridor** (East Expressway to Redwood Rd) – *New 5-lane Road*
- **Lake Mountain Corridor** (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**.

Future Transportation Projects

Eagle Mountain Transportation Master Plan

Legend

Type

- Interchange
- 2050 Roundabout
- 2050 Signal
- 10-Year Signal
- Intersection Improvement
- Hawk Signal

Roadway Projects

- 10-Year Widening
- 10-Year New Road
- 2050 Widening
- 2050 New Road

0 0.5 1 2 3 Miles

N

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Figure 14

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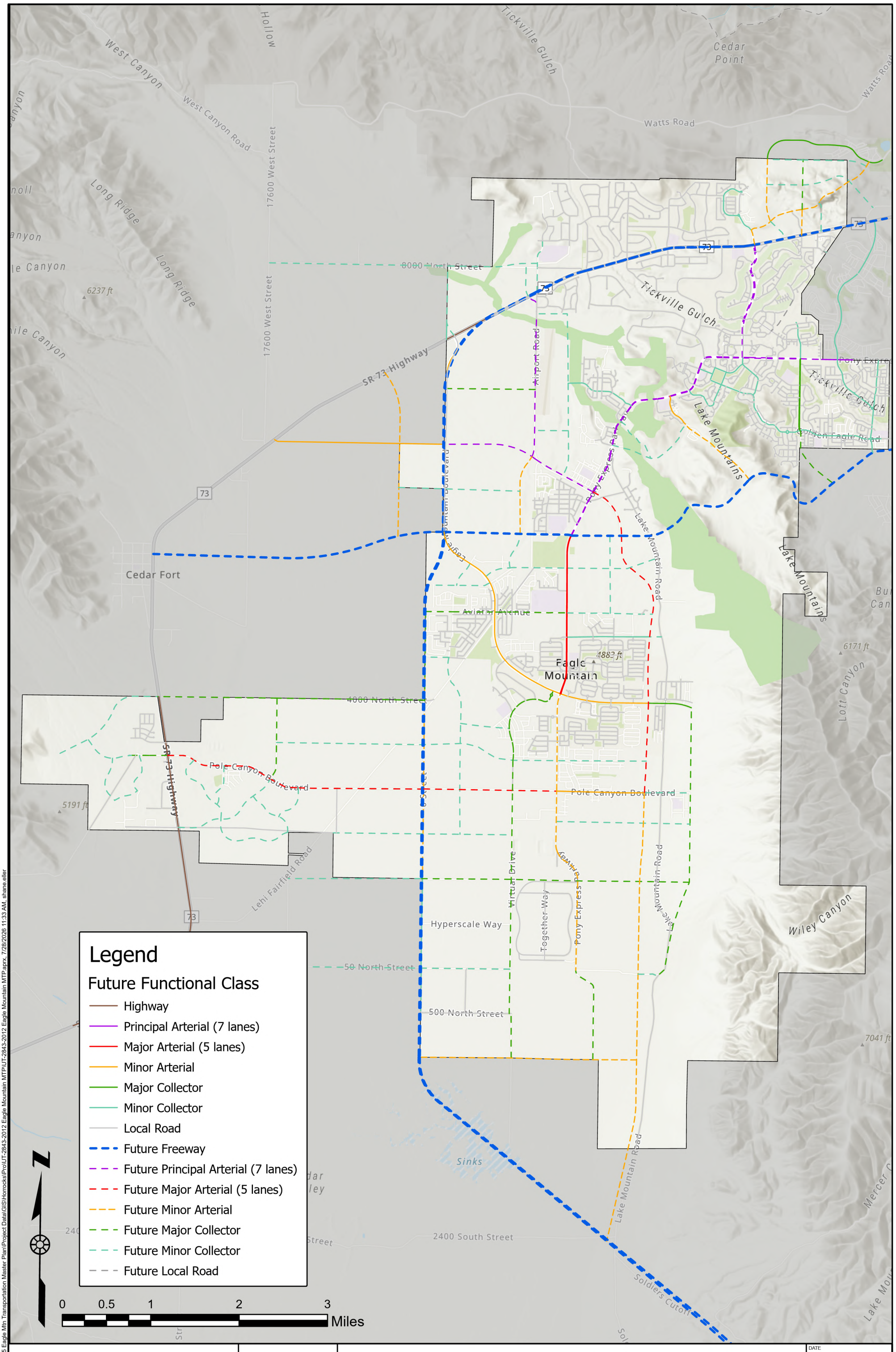
Future Functional Classification

Eagle Mountain Transportation Master Plan



Legend

Future Functional Class

- Highway
- Principal Arterial (7 lanes)
- Major Arterial (5 lanes)
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Future Freeway
- Future Principal Arterial (7 lanes)
- Future Major Arterial (5 lanes)
- Future Minor Arterial
- Future Major Collector
- Future Minor Collector
- Future Local Road

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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 **$1,518,933,000.** Eagle Mountain is financially responsible for **$419,299,000,** with **$127,436,000** 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 **$2.652 billion,** with Eagle Mountain financially responsible for **$1.014 billion**.

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	Eagle Mountain	2035	8,005	100%	$36,000,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	$459,000,000	UDOT	2035	131,727	0%	$-
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	$475,000,000	UDOT	2035	181,602	0%	$-
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	$69,400,000	Eagle Mountain	2035	23,232	100%	$69,400,000
8	Pony Express Parkway Widening: Lake Mountain Corridor To Ranches Pkwy - Widen to 7 lanes	$13,387,000	Eagle Mountain	Complete	5,693	100%	$13,387,000
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	$51,292,000	Eagle Mountain	2035	24,431	100%	$51,292,000
11	Cory B Wride & Mustang Way - New Signal	$620,000	UDOT	Complete	NA	0%	$-
12	Eagle Mountain Blvd & Aviator Ave - New Signal	$367,238	Eagle Mountain	Complete	NA	100%	$367,238
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	$86,200,000	UDOT	Complete	24,170	0%	$-
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	$10,194,000	Eagle Mountain	2035	7,452	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	22,312	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	2,982	100%	$4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	$7,574,000	Eagle Mountain	2035	5,537	100%	$7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	$1,647,000	Firefly	2035	1,550	0%	$-
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	$1,736,000	Firefly	2035	1,634	0%	$-
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	$2,040,000	Firefly	2035	1,920	0%	$-
37	NPA 4 & 5 Road: Project 36.1 to Project 108	$4,039,000	Firefly	2035	3,802	0%	$-
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	$4,746,000	Firefly	2035	4,466	0%	$-
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	$4,104,000	Firefly	2035	3,863	0%	$-
41	Bobby Wren Blvd Extension: Existing to East Expressway	$2,113,000	Eagle Mountain	2035	1,698	100%	$2,113,000
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	$2,484,318	Eagle Mountain	2035	1324	100%	$2,484,318

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	$1,437,004	Eagle Mountain	2035	NA	100%	$1,437,004
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	2,132	100%	$2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	$3,922,000	Eagle Mountain	2035	2,867	100%	$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	$9,686,000	Eagle Mountain	2035	4,521	100%	$9,686,000
50	New Road (unknown N/S Road): SR-73 to Project 137	$2,056,000	Eagle Mountain	2035	1,935	100%	$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	$2,260,000	Eagle Mountain	2035	2,127	100%	$2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	$10,933,000	Eagle Mountain	2035	7,992	100%	$10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	$6,796,000	Eagle Mountain	2035	4,968	100%	$6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	$3,510,000	Firefly	2035	1,673	0%	$-
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	$10,935,000	Firefly	2035	5,213	0%	$-
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	$2,639,000	Firefly	2035	1,258	0%	$-
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	$8,112,000	Firefly	2035	3,867	0%	$-
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	$10,565,000	Eagle Mountain	Complete	6,223	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	5,524	100%	$9,248,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	$3,785,000	Eagle Mountain	2035	2,767	100%	$3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	$20,257,000	Eagle Mountain	2035	9,345	100%	$20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	$620,000	Eagle Mountain	Complete	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	Complete	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	Complete	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	5,366	100%	$8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	$3,320,000	Eagle Mountain	2035	1,271	100%	$3,320,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
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
98	Pony Express Pkwy & Parkway Fields - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
105	Braxton Dr & Ranches Pkwy – New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
106	4000 North Widen: Tyson Parkway to IPA 2 Border	$3,142,000	Firefly	2035	2,572	0%	$-
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	$2,832,000	Firefly	2035	2,665	0%	$-
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	$2,555,000	Firefly	2035	2,802	0%	$-
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	$2,622,000	Firefly	2035	2,467	0%	$-
111	Tyson Parkway: SR-73 to East Loop Road	$2,793,000	Firefly	2035	2,629	0%	$-
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	$2,133,000	Firefly	2035	2,007	0%	$-
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	$1,182,000	Firefly	2035	1,112	0%	$-
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	$1,876,000	Firefly	2035	1,371	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	6,984	100%	$13,236,000
128	Half Mile Rd & Ranches Pkwy – New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	$4,285,921	Eagle Mountain	Complete	2,327	100%	$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	$620,000	UDOT	Complete	NA	0%	$-
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	$11,050,334	Eagle Mountain	Complete	6,276	100%	$11,050,334
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	$21,910,000	Eagle Mountain	2035	8,401	100%	$21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	$5,350,000	Eagle Mountain	2035	2,497	100%	$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	$4,577,000	Eagle Mountain	2035	2,136	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	2,002	100%	$4,708,000
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	$6,407,000	MAG	2035	2,990	7%	$434,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	$2,047,000	Eagle Mountain	2027	1,496	100%	$2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	$4,601,000	Eagle Mountain	2027	3,363	100%	$4,601,000
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	$8,620,000	MAG	2035	3,300	7%	$584,000
147	New Road (Arnot Peak): Project 19 to Airport Road	$1,697,000	Eagle Mountain	2035	1,240	100%	$1,697,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	$3,010,000	Eagle Mountain	2035	2,200	100%	$3,010,000
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	$2,285,000	Eagle Mountain	2035	1,670	100%	$2,285,000
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	$620,000	UDOT	2035	NA	0%	$620,000
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	$1,546,000	Eagle Mountain	2035	1,455	100%	$1,546,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	$3,062,000	Eagle Mountain	2035	1,455	100%	$3,062,000
154	Pole Canyon blvd Hawk Signal	$310,000	Eagle Mountain	2035	NA	100%	$310,000
	Total	**$1,518,933,000**					**$419,299,000**

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 (Lake Mountain Corridor): Eagle Mountain Blvd to SR-73 - New 3 lane road	$37,300,000	Eagle Mountain	2050	22,281	100%	$37,300,000
10	Eagle Mountain Blvd Widening: East Expressway to Project 31	$3,477,000	Eagle Mountain	2050	2,600	100%	$3,477,000
13	New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road	$8,562,000	Eagle Mountain	2050	5,114	100%	$8,562,000
14	New Road (Cedar Valley Freeway): Airport Rd to Eagle Mountain City Boundary - New freeway	$359,500,000	UDOT	2050	103,171	0%	$-
15	New Road (Central Valley Road): UC 2400 N to Lake Mountain Corridor - New 3 lane road	$16,969,000	Eagle Mountain	2050	10,136	100%	$16,969,000
17	New Road (Cedar Valley Road): Lake Mountain Corridor to SR-73 - New 3 lane road	$13,691,000	Eagle Mountain	2050	9,980	100%	$13,691,000
18	New Road (UC 8000 N): SR-73 to UC 17200 W - New 3 lane road	$42,000,000	Eagle Mountain	2050	25,088	100%	$42,000,000
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	$2,265,000	Eagle Mountain	2050	2,765	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	10,691	100%	$15,399,000

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
22	New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road	$1,966,000	Eagle Mountain	2050	1,437	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	2,921	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	18,073	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	4,638	100%	$6,345,000
31	New Road (unknown N/S Rd): Eagle Mtn Blvd to 1000 North St	$22,237,000	Eagle Mountain	2050	16,256	100%	$22,237,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	$7,308,000	Eagle Mountain	2050	5,342	100%	$7,308,000
33	New Road (unknown): Wood Road to Project 40	$14,596,000	Eagle Mountain	2050	10,670	100%	$14,596,000
34.1	NPA 1 & 3 Road: Pole Canyon Blvd to end of road	$1,988,000	Firefly	2050	1,870	0%	$-
34.2	NPA 1 & 2 Road: Pole Canyon Blvd to Project 34.1	$3,927,000	Firefly	2050	3,696	0%	$-
40	New Road (unknown N/S Rd, east of Tyson Parkway): northern border to southern border	$8,917,000	Eagle Mountain	2050	7,989	100%	$8,917,000
42	New Road (0 St): Cory Wride Hwy to Project 33 above	$20,384,000	Eagle Mountain	2050	12,176	100%	$20,384,000
43	New Road (2000 East St): Project 33 above to 500 North St	$11,835,000	Eagle Mountain	2050	8,652	100%	$11,835,000
44	New Road (Porters Crossing Parkway): Golden Eagle Rd to Lake Mountain Corridor	$5,486,000	Eagle Mountain	2050	4,010	100%	$5,486,000
51	New Road (unknown E/W road): Project 49 to eastern border	$3,664,000	Eagle Mountain	2050	2,678	100%	$1,429,000
53	New Road (Pony Express Parkway) : 1000 N to southern border	$12,577,000	Eagle Mountain	2050	5,870	100%	$12,577,000
54	New Road (unknown N/S road): Lake Mountain Corridor to Project 57	$3,338,000	Eagle Mountain	2050	2,440	100%	$3,338,000
55	New Road (Pole Canyon Boulevard): East Expressway to Project 31 above	$4,574,000	Eagle Mountain	2050	1,751	100%	$4,574,000
58.5	Pole Canyon Blvd Widen: Project 58.4 to Project 42	$16,655,000	Eagle Mountain	2050	7,940	100%	$16,655,000
58.6	Pole Canyon Blvd Widen: Project 58.5 to Pony Express Pkwy	$15,690,000	Eagle Mountain	2050	7,480	100%	$15,690,000
59	New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North	$5,841,000	Eagle Mountain	2050	4,270	100%	$5,841,000
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	$4,307,000	Eagle Mountain	2050	3,148	100%	$4,307,000

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
64	New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road	$17,201,000	Eagle Mountain	2050	8,028	100%	$17,201,000
66	New Road (unknown W/E road): Pony Express Parkway to East Expressway	$7,599,000	Eagle Mountain	2050	5,555	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	91,489	0%	$-
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	$14,017,000	Eagle Mountain	2050	12,516	100%	$14,017,000
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	$2,763,000	Eagle Mountain	2050	2,028	100%	$2,763,000
83	New Road (Hidden Valley Pkwy): Locust Ave to Lake Mountain Corridor	$9,532,000	Eagle Mountain	2050	6,968	100%	$9,532,000
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	$26,730,000	Eagle Mountain	2050	15,967	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	39,268	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 & Lake Mountain Corridor - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
93	Lake Mountain Corridor & 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
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

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
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	7,058	0%	$-
116	East Loop Road: Tyson Parkway to Eastern City Boundary	$5,097,000	Firefly	2050	4,797	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
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	4,294	100%	$9,503,000
132	Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway	$9,881,000	Eagle Mountain	2050	5,629	100%	$9,881,000
135	New Road (unknown E/W road): Project 47 to Project 51	$4,348,000	Eagle Mountain	2050	3,178	100%	$4,348,000
136	New Road (unknown E/W road): Project 52 to Project 51	$5,240,000	Eagle Mountain	2050	3,830	100%	$5,240,000
138	New Road (unknown N/S road): SR-73 to Project 51	$2,055,000	Eagle Mountain	2050	1,502	100%	$2,055,000
145	Old Airport Rd Widening: Cory B Wride Hwy to East Expressway - 7-lane road	$10,370,000	Eagle Mountain	2050	2,976	100%	$10,370,000
146	East Expressway Widening: Eagle Mountain Blvd to Pony Express Pkwy - 7-lane road	$33,173,000	Eagle Mountain	2050	9,520	100%	$33,173,000
150	New Road: Atherton Lane to St. Andrews Drive - 2 lane road	$3,092,000	Eagle Mountain	2050	2,260	100%	$3,092,000
155	Porter's Crossing: Pony Express Pkwy to Golden Eagle Road	$2,146,000	Eagle Mountain	2050	1,317	100%	$2,146,000
2050 Project Total		**$1,133,481,000**					**$594,940,000**
2035 & 2050 Project Total		**$2,652,724,000**					**$1,014,239,000**

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*.

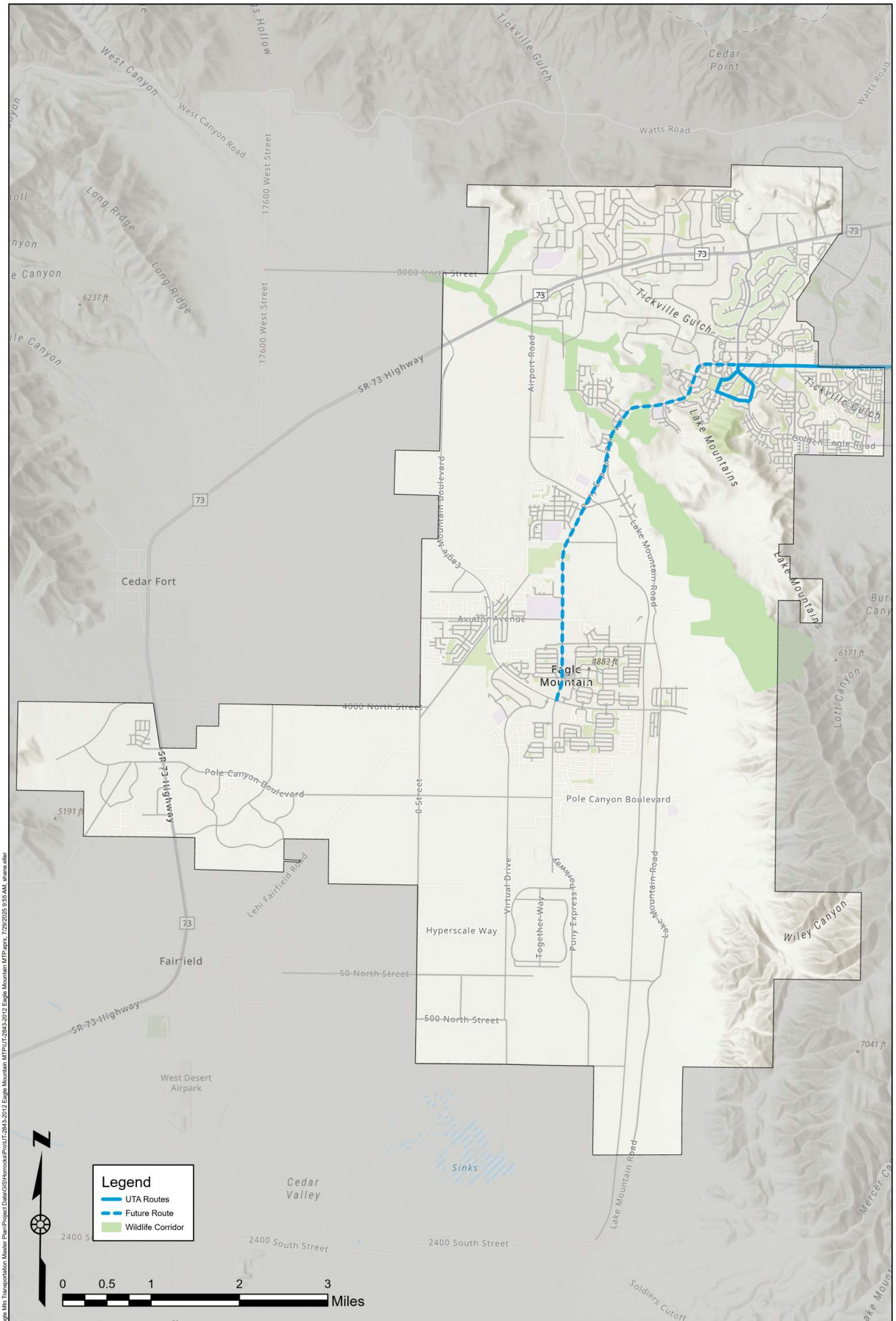
Transit

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.



Horrocks.

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

UTA Transit Routes

Eagle Mountain Transportation Master Plan

DATE 7/29/2025
DRAWN

Figure 16

Q:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP\UT-2843-2012 Eagle Mountain MTP.aprx, 7/29/2025 9:55 AM, shane.eller

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	**100.00%**
				$36,000,000

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. 3

Improvement Type: Capacity Improvement

Cory Wride Freeway: Airport Rd to Ranches Parkway - Widen to 5 lanes

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	513,713	$5,137,130
Removal of Existing Asphalt	S.Y.	$ 8.00	53,209	$425,676
Clearing and Grubbing	Acre	$ 2,000.00	10.0	$19,989
Roadway Excavation	C.Y.	$ 39.00	16,428	$640,673
HMA Concrete	Ton	$ 114.00	3,784	$431,375
Untreated Base Course	C.Y.	$ 52.00	4,397	$228,653
Granular Borrow	C.Y.	$ 38.00	8,794	$334,185
Curb and Gutter (2.5' width)	L.F.	$ 45.00	17,414	$783,630
Sidewalk (5' width)	L.F.	$ 54.00	17,414	$940,356
Drainage	L.F.	$ 45.00	8,707	$391,815
Street Lighting	L.F.	$ 50.00	8,707	$435,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	1	$500,000
			Subtotal	**$10,268,831**
			Construction Contingency 25%	**$2,567,208**
			Right of Way ($8/sf) 435,350	**$3,482,800**
			Mobilization 10%	**$1,026,883**
			Engineering & Administration 10%	**$1,026,883**
			Total Project Costs	**$15,917,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	1.65
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
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)	34.39

Eagle Mountain
CFP/IFFP

Project No. 5

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	1,370,688	$13,706,880
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	16.5	$33,012
Roadway Excavation	C.Y.	$ 39.00	185,641	$7,239,995
HMA Concrete	Ton	$ 114.00	42,761	$4,874,800
Untreated Base Course	C.Y.	$ 52.00	49,691	$2,583,915
Granular Borrow	C.Y.	$ 38.00	99,381	$3,776,491
Curb and Gutter (2.5' width)	L.F.	$ 45.00	46,464	$2,090,880
Sidewalk (5' width)	L.F.	$ 54.00	46,464	$2,509,056
Drainage	L.F.	$ 45.00	23,232	$1,045,440
Right of Way	S.F.	$ 8.00	718,991	$5,751,930
Street Lighting	L.F.	$ 50.00	23,232	$1,161,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$44,773,998**
			Contingency	**25%**	**$11,193,499**
			Mobilization	**10%**	**$4,477,400**
			Preconstruction Engineering	**20%**	**$8,954,800**
			Construction Engineering	**0%**	**$0**
			Total Project Costs	**$69,400,000**
			Eagle Mountain's Responsibility	**100.00%**
				$69,400,000

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

Eagle Mountain
CFP/IFFP

Project No. 7

Improvement Type: New Road

New Road (Lake Mountain Corridor): 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	**100.00%**
				$37,300,000

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)	4.22

Eagle Mountain
CFP/IFFP

Project No. 8

Improvement Type: Capacity Improvement

Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	506,677	$5,066,770
Removal of Existing Asphalt	S.Y.	$ 8.00	45,544	$364,352
Clearing and Grubbing	Acre	$ 2,000.00	17.5	$35,026
Roadway Excavation	C.Y.	$ 39.00	14,536	$566,888
HMA Concrete	Ton	$ 114.00	3,723	$424,386
Untreated Base Course	C.Y.	$ 52.00	3,993	$207,636
Granular Borrow	C.Y.	$ 38.00	7,986	$303,469
Curb and Gutter (2.5' width)	L.F.	$ 45.00	11,386	$512,370
Sidewalk (5' width)	L.F.	$ 54.00	11,386	$614,844
Drainage	L.F.	$ 45.00	5,693	$256,185
Street Lighting	L.F.	$ 50.00	5,693	$284,650
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$8,636,577**
			Construction Contingency 25%	**$2,159,144**
			Right of Way ($8/sf) 762,862	**$6,102,896**
			Mobilization 10%	**$863,658**
			Engineering & Administration 10%	**$863,658**
			Total Project Costs	**$13,387,000**

Eagle Mountain's Responsibility	**100.00%**
	$13,387,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
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 Lake Mountain Corridor - 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	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	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	**100.00%**
				$8,562,000

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)	0.97

Eagle Mountain
CFP/IFFP

Project No. 14

Improvement Type: New Road

New Road (Cedar Valley Freeway): Airport Rd to Eagle Mountain City Boundary - New freeway

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	9,182,257	$91,822,566
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	487.9	$975,818
Roadway Excavation	C.Y.	$ 39.00	1,053,686	$41,093,751
HMA Concrete	Ton	$ 114.00	269,858	$30,763,784
Untreated Base Course	C.Y.	$ 52.00	289,453	$15,051,564
Granular Borrow	C.Y.	$ 38.00	578,906	$21,998,440
Curb and Gutter (2.5' width)	L.F.	$ 45.00	206,343	$9,285,428
Sidewalk (5' width)	L.F.	$ 54.00	206,343	$11,142,514
Drainage	L.F.	$ 45.00	103,171	$4,642,714
Street Lighting	L.F.	$ 50.00	103,171	$5,158,571
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$231,935,150**
			Construction Contingency 25%	**$57,983,788**
			Right of Way ($8/sf) 21,253,313	**$170,026,505**
			Mobilization 10%	**$23,193,515**
			Engineering & Administration 10%	**$23,193,515**
			Total Project Costs	**$359,500,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	19.54

Eagle Mountain
CFP/IFFP

Project No. 15

Improvement Type: New Road

New Road (Central Valley Road): UC 2400 N to Lake Mountain Corridor - 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	**100.00%**
				$16,969,000

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)	1.92

Eagle Mountain
CFP/IFFP

Project No. 16

Improvement Type: New Road

New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - 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	**$13,903,225**
			Right of Way ($8/sf)	**$29,390,518**
			Mobilization	**$5,561,290**
			Engineering & Administration	**$5,561,290**
			Total Project Costs	**$86,200,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	4.58

Eagle Mountain
CFP/IFFP

Project No. 17

Improvement Type: New Road

New Road (Cedar Valley Road): Lake Mountain Corridor 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	**100.00%**
				$13,691,000

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)	1.89

Eagle Mountain
CFP/IFFP

Project No. 18

Improvement Type: New Road

New Road (UC 8000 N): SR-73 to UC 17200 W - New 3 lane road

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	903,182	$9,031,821
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	54.1	$108,279
Roadway Excavation	C.Y.	$ 39.00	113,595	$4,430,192
HMA Concrete	Ton	$ 114.00	25,925	$2,955,412
Untreated Base Course	C.Y.	$ 52.00	31,360	$1,630,745
Granular Borrow	C.Y.	$ 38.00	41,814	$1,588,931
Curb and Gutter (2.5' width)	L.F.	$ 45.00	50,177	$2,257,955
Sidewalk (5' width)	L.F.	$ 54.00	50,177	$2,709,546
Drainage	L.F.	$ 45.00	25,088	$1,128,978
Street Lighting	L.F.	$ 50.00	25,088	$1,254,420
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$27,096,279**
		Construction Contingency	**25%**	**$6,774,070**
		Right of Way ($8/sf)	2,358,309	**$18,866,470**
		Mobilization	**10%**	**$2,709,628**
		Engineering & Administration	**10%**	**$2,709,628**
			Total Project Costs	**$42,000,000**
			Eagle Mountain's Responsibility	**100.00%**
				$42,000,000

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)	4.75

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	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	4	Length (miles)	4.23
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 25

Improvement Type: New Road

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

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	650,628	$6,506,280
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	39.0	$78,001
Roadway Excavation	C.Y.	$ 39.00	81,831	$3,191,391
HMA Concrete	Ton	$ 114.00	18,675	$2,128,999
Untreated Base Course	C.Y.	$ 52.00	22,591	$1,174,745
Granular Borrow	C.Y.	$ 38.00	30,122	$1,144,623
Curb and Gutter (2.5' width)	L.F.	$ 45.00	36,146	$1,626,570
Sidewalk (5' width)	L.F.	$ 54.00	36,146	$1,951,884
Drainage	L.F.	$ 45.00	18,073	$813,285
Street Lighting	L.F.	$ 50.00	18,073	$903,650
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$19,519,428**
		Construction Contingency	**25%**	**$4,879,857**
		Right of Way ($8/sf)	1,698,862	**$13,590,896**
		Mobilization	**10%**	**$1,951,943**
		Engineering & Administration	**10%**	**$1,951,943**
			Total Project Costs	**$30,256,000**
			Eagle Mountain's Responsibility	**100.00%**
				$30,256,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	3.42

Eagle Mountain
CFP/IFFP

Project No. 26

Improvement Type: New Road

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 Pkwy -

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

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

Other Funding Sources:	Firefly
Length (miles)	0.31

Eagle Mountain
CFP/IFFP

Project No. 36.2

Improvement Type: New Road

Pole Canyon Blvd: Project 34.1 to Project 36.1

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	19,200	$192,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.5	$5,025
Roadway Excavation	C.Y.	$ 39.00	7,111	$277,333
HMA Concrete	Ton	$ 114.00	1,190	$135,706
Untreated Base Course	C.Y.	$ 52.00	1,316	$68,409
Granular Borrow	C.Y.	$ 38.00	1,973	$74,987
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,840	$172,800
Sidewalk (5' width)	L.F.	$ 54.00	3,840	$207,360
Drainage	L.F.	$ 45.00	1,920	$86,400
Street Lighting	L.F.	$ 50.00	1,920	$96,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,316,019**
			Construction Contingency 25%	**$329,005**
			Right of Way ($8/sf) 109,440	**$875,520**
			Mobilization 10%	**$131,602**
			Engineering & Administration 10%	**$131,602**
			Total Project Costs	**$2,040,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.36
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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. 45.1

Improvement Type: New Road

New Road (SilverLake Parkway): Golden Eagle Rd to Bonneville Dr

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	29,059	$290,589
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.2	$6,421
Roadway Excavation	C.Y.	$ 39.00	8,375	$326,610
HMA Concrete	Ton	$ 114.00	1,877	$213,946
Untreated Base Course	C.Y.	$ 52.00	2,270	$118,052
Granular Borrow	C.Y.	$ 38.00	3,027	$115,025
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,632	$163,457
Sidewalk (5' width)	L.F.	$ 54.00	3,632	$196,148
Drainage	L.F.	$ 45.00	1,816	$81,728
Street Lighting	L.F.	$ 50.00	1,816	$90,809
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,602,786**
			Construction Contingency	**25%**	**$400,696**
			Right of Way ($8/sf)	139,846	**$1,118,769**
			Mobilization	**10%**	**$160,279**
			Engineering & Administration	**10%**	**$160,279**
			Total Project Costs	**$2,484,318**
			Eagle Mountain's Responsibility	**100.00%**
				$2,484,318

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)	0.34

Eagle Mountain
CFP/IFFP

Project No. 45.2

Improvement Type: Capacity Improvement

Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	13,300	$133,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.7	$3,481
Roadway Excavation	C.Y.	$ 39.00	4,926	$192,111
HMA Concrete	Ton	$ 114.00	825	$94,004
Untreated Base Course	C.Y.	$ 52.00	911	$47,387
Granular Borrow	C.Y.	$ 38.00	1,367	$51,944
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,660	$119,700
Sidewalk (5' width)	L.F.	$ 54.00	2,660	$143,640
Drainage	L.F.	$ 45.00	1,330	$59,850
Street Lighting	L.F.	$ 50.00	1,330	$66,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$911,618**
		Construction Contingency	**25%**	**$227,904**
		Right of Way ($8/sf)	75,810	**$606,480**
		Mobilization	**10%**	**$91,162**
		Engineering & Administration	**10%**	**$91,162**
			Total Project Costs	**$1,413,008**
			Eagle Mountain's Responsibility	**100.00%**
				$1,413,008

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)	0.25

Eagle Mountain
CFP/IFFP

Project No. 46

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	2,560	$25,600
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.3	$566
Roadway Excavation	C.Y.	$ 39.00	738	$28,773
HMA Concrete	Ton	$ 114.00	165	$18,848
Untreated Base Course	C.Y.	$ 52.00	200	$10,400
Granular Borrow	C.Y.	$ 38.00	267	$10,133
Curb and Gutter (2.5' width)	L.F.	$ 45.00	320	$14,400
Sidewalk (5' width)	L.F.	$ 54.00	320	$17,280
Drainage	L.F.	$ 45.00	160	$7,200
Street Lighting	L.F.	$ 50.00	160	$8,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$141,200**
		Construction Contingency	**25%**	**$35,300**
		Right of Way ($8/sf)	12,320	**$98,560**
		Mobilization	**10%**	**$14,120**
		Engineering & Administration	**10%**	**$14,120**
			Total Project Costs	**$219,000**
			Eagle Mountain's Responsibility	**100.00%**
				$219,000

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)	0.03

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 (Bonneville Dr): 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): Lake Mountain Corridor 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
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)	0.99

Eagle Mountain
CFP/IFFP

Project No. 58.3

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 58.2 to Project 58.4

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	74,222	$742,220
Removal of Existing Asphalt	S.Y.	$ 8.00	4,473	$35,783
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	5,585	$217,801
HMA Concrete	Ton	$ 114.00	1,286	$146,649
Untreated Base Course	C.Y.	$ 52.00	1,495	$77,732
Granular Borrow	C.Y.	$ 38.00	2,990	$113,608
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,516	$113,220
Sidewalk (5' width)	L.F.	$ 54.00	2,516	$135,864
Drainage	L.F.	$ 45.00	1,258	$56,610
Street Lighting	L.F.	$ 50.00	1,258	$62,900
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,702,387**
		Construction Contingency	**25%**	**$425,597**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$170,239**
		Engineering & Administration	**10%**	**$170,239**
			Total Project Costs	**$2,639,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	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. 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	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. 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
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)	0.24

Eagle Mountain
CFP/IFFP

Project No. 81

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	2.37

Eagle Mountain
CFP/IFFP

Project No. 82

Improvement Type: Capacity Improvement

Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.38

Eagle Mountain
CFP/IFFP

Project No. 83

Improvement Type: New Road

New Road (Hidden Valley Pkwy): Locust Ave to Lake Mountain Corridor

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
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)	3.02

Eagle Mountain
CFP/IFFP

Project No. 88

Improvement Type: Traffic Signal

East Expressway & Eagle Mountain Blvd - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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 & Lake Mountain Corridor - 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: Traffic Signal

Braxton Dr & Ranches 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. 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
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
Granual Borrow Thickness (in) =	9
Roadway Excavation Depth (ft) =	1.5

Other Funding Sources:	Firefly
Length (miles)	0.21

Eagle Mountain
CFP/IFFP

Project No. 114

Improvement Type: New Road

NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	21,936	$219,360
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.4	$4,847
Roadway Excavation	C.Y.	$ 39.00	6,322	$246,552
HMA Concrete	Ton	$ 114.00	1,417	$161,504
Untreated Base Course	C.Y.	$ 52.00	1,714	$89,115
Granular Borrow	C.Y.	$ 38.00	2,285	$86,830
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,742	$123,390
Sidewalk (5' width)	L.F.	$ 54.00	2,742	$148,068
Drainage	L.F.	$ 45.00	1,371	$61,695
Street Lighting	L.F.	$ 50.00	1,371	$68,550
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,209,910**
			Construction Contingency 25%	**$302,478**
			Right of Way ($8/sf) 105,567	**$844,536**
			Mobilization 10%	**$120,991**
			Engineering & Administration 10%	**$120,991**
			Total Project Costs	**$1,876,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.26

Eagle Mountain
CFP/IFFP

Project No. 115

Improvement Type: New Road

NPA 12 & CPA 2 Road: Project 126 to Project 127

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	14,400	$144,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.6	$3,182
Roadway Excavation	C.Y.	$ 39.00	4,150	$161,850
HMA Concrete	Ton	$ 114.00	930	$106,020
Untreated Base Course	C.Y.	$ 52.00	1,125	$58,500
Granular Borrow	C.Y.	$ 38.00	1,500	$57,000
Curb and Gutter (2.5' width)	L.F.	$ 45.00	1,800	$81,000
Sidewalk (5' width)	L.F.	$ 54.00	1,800	$97,200
Drainage	L.F.	$ 45.00	900	$40,500
Street Lighting	L.F.	$ 50.00	900	$45,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	0	$0
			Subtotal	**$794,252**
		Construction Contingency	**25%**	**$198,563**
		Right of Way ($8/sf)	69,300	**$554,400**
		Mobilization	**10%**	**$79,425**
		Engineering & Administration	**10%**	**$79,425**
			Total Project Costs	**$1,232,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.91

Eagle Mountain
CFP/IFFP

Project No. 117

Improvement Type: Intersection Improvement

Intersection Improvement: Tyson Parkway & 4000 North

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
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. 128

Improvement Type: Traffic Signal

Half Mile Rd & Ranches Pkwy - New Signal

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	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) =	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)	0.00

Eagle Mountain
CFP/IFFP

Project No. 129

Improvement Type: Capacity Improvement

Lake Mountain Corridor 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	**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. 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

Lake Mountain Corridor 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

New Road (Lake Mountain Corridor): Pony Express Parkway 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 Lake Mountain Corridor

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	**100.00%**
				$10,370,000

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)	0.56

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	**100.00%**
				$33,173,000

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)	1.80

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

Eagle Mountain
CFP/IFFP

Project No. 150

Improvement Type: New Road

New Road: Atherton Lane to St. Andrews Drive - 2 lane road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	36,160	$361,600
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	4.0	$7,990
Roadway Excavation	C.Y.	$ 39.00	10,421	$406,423
HMA Concrete	Ton	$ 114.00	2,335	$266,228
Untreated Base Course	C.Y.	$ 52.00	2,825	$146,900
Granular Borrow	C.Y.	$ 38.00	3,767	$143,133
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,520	$203,400
Sidewalk (5' width)	L.F.	$ 54.00	4,520	$244,080
Drainage	L.F.	$ 45.00	2,260	$101,700
Street Lighting	L.F.	$ 50.00	2,260	$113,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,994,455**
		Construction Contingency	**25%**	**$498,614**
		Right of Way ($8/sf)	174,020	**$1,392,160**
		Mobilization	**10%**	**$199,445**
		Engineering & Administration	**10%**	**$199,445**
			Total Project Costs	**$3,092,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,092,000

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)	0.43

Eagle Mountain
CFP/IFFP

Project No. 151

Improvement Type: Traffic Signal

Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal

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	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
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$0**
			Construction Contingency	**25%**	**$0**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$0**
			Engineering & Administration	**10%**	**$0**
			Total Project Costs	**$0**
			Eagle Mountain's Responsibility	**100.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	UDOT
HMA Thickness (in) =	4	Length (miles)	0.00
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 152

Improvement Type: New Road

New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	14,550	$145,500
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.9	$3,808
Roadway Excavation	C.Y.	$ 39.00	5,389	$210,167
HMA Concrete	Ton	$ 114.00	902	$102,839
Untreated Base Course	C.Y.	$ 52.00	997	$51,841
Granular Borrow	C.Y.	$ 38.00	1,495	$56,826
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,910	$130,950
Sidewalk (5' width)	L.F.	$ 54.00	2,910	$157,140
Drainage	L.F.	$ 45.00	1,455	$65,475
Street Lighting	L.F.	$ 50.00	1,455	$72,750
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$997,296**
			Construction Contingency	**25%**	**$249,324**
			Right of Way ($8/sf)	82,935	**$663,480**
			Mobilization	**10%**	**$99,730**
			Engineering & Administration	**10%**	**$99,730**
			Total Project Costs	**$1,546,000**
			Eagle Mountain's Responsibility	**100.00%**
				$1,546,000

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)	0.28

Eagle Mountain
CFP/IFFP

Project No. 153

Improvement Type: Capacity Improvement

Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	85,845	$858,450
Removal of Existing Asphalt	S.Y.	$ 8.00	5,173	$41,387
Clearing and Grubbing	Acre	$ 2,000.00	3.2	$6,346
Roadway Excavation	C.Y.	$ 39.00	6,459	$251,908
HMA Concrete	Ton	$ 114.00	1,488	$169,614
Untreated Base Course	C.Y.	$ 52.00	1,729	$89,905
Granular Borrow	C.Y.	$ 38.00	3,458	$131,399
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,910	$130,950
Sidewalk (5' width)	L.F.	$ 54.00	2,910	$157,140
Drainage	L.F.	$ 45.00	1,455	$65,475
Street Lighting	L.F.	$ 50.00	1,455	$72,750
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,975,323**
		Construction Contingency	**25%**	**$493,831**
		Right of Way ($8/sf)	138,225	**$1,105,800**
		Mobilization	**10%**	**$197,532**
		Engineering & Administration	**10%**	**$197,532**
			Total Project Costs	**$3,062,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,062,000

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)	0.28

Eagle Mountain
CFP/IFFP

Project No. 154

Improvement Type: Traffic Signal

Pole Canyon Blvd Hawk 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
Hawk Signal	Each	$ 200,000	1	$200,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$200,000**
		Construction Contingency	**25%**	**$50,000**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$20,000**
		Engineering & Administration	**10%**	**$20,000**
			Total Project Costs	**$310,000**
			Eagle Mountain's Responsibility	**100.00%**
				$310,000

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. 155

Improvement Type: Capacity Improvement

Proter's Crossing: Pony Express Pkwy to Golden Eagle Road

Minor Arterial - 122'

Costs

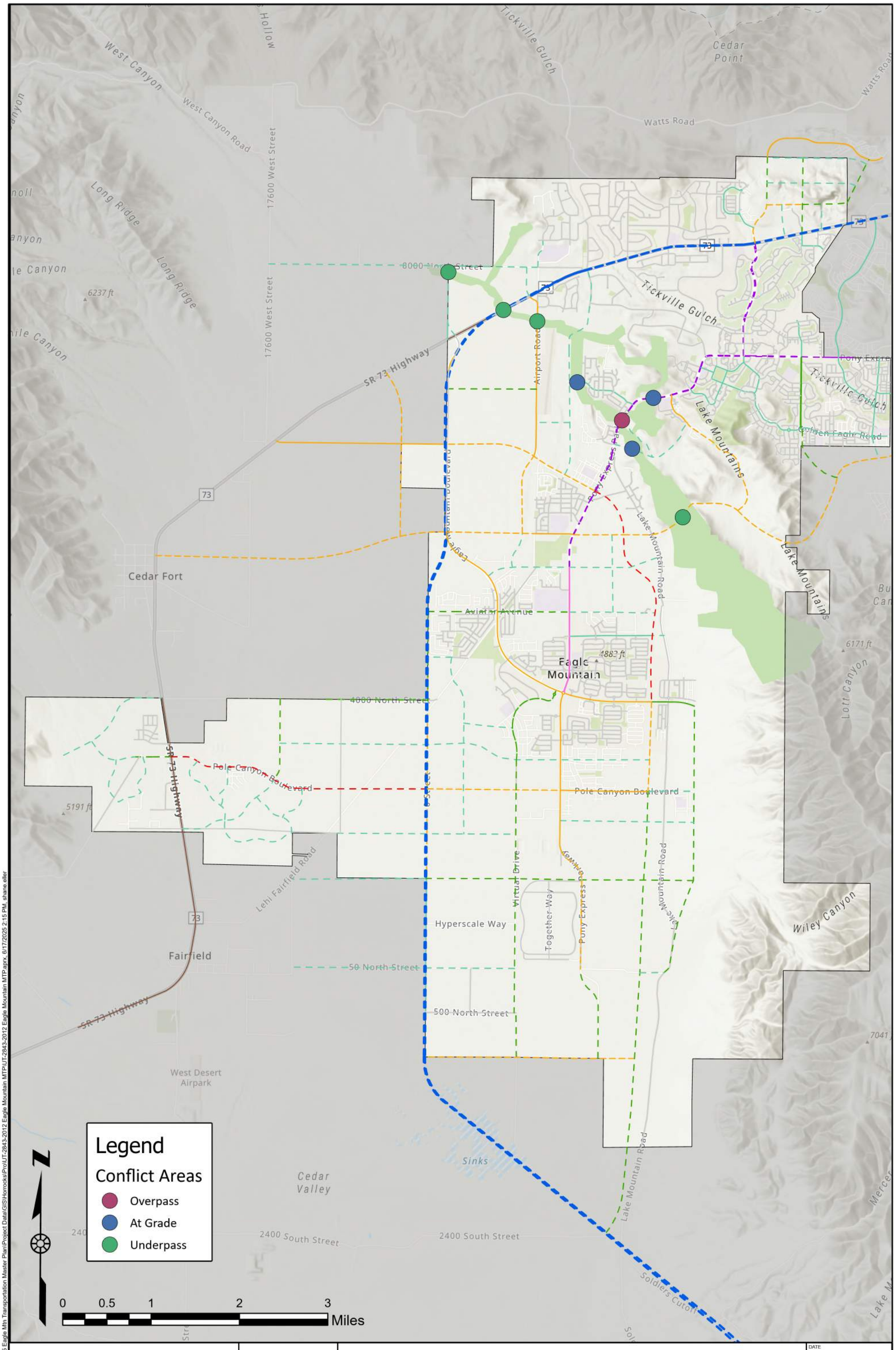
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	48,729	$487,290
Removal of Existing Asphalt	S.Y.	$ 8.00	4,683	$37,461
Clearing and Grubbing	Acre	$ 2,000.00	2.0	$3,930
Roadway Excavation	C.Y.	$ 39.00	4,738	$184,764
HMA Concrete	Ton	$ 114.00	1,084	$123,629
Untreated Base Course	C.Y.	$ 52.00	1,262	$65,631
Granular Borrow	C.Y.	$ 38.00	2,524	$95,922
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,634	$118,530
Sidewalk (5' width)	L.F.	$ 54.00	2,634	$142,236
Drainage	L.F.	$ 45.00	1,317	$59,265
Street Lighting	L.F.	$ 50.00	1,317	$65,850
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,384,508**
		Construction Contingency	**25%**	**$346,127**
		Right of Way ($8/sf)	85,605	**$684,840**
		Mobilization	**10%**	**$138,451**
		Engineering & Administration	**10%**	**$138,451**
			Total Project Costs	**$2,146,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,146,000

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)	0.25

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.

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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 are 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 any 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 that 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 **$419,299,000** required from Eagle Mountain to build the expected roadway projects from 2025-2035, **$127,743,000** 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 Volume	Existing Capacity	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	-4,100	-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 Lake Mountain Corridor	4,300	12,100	7,800	64%	32,800	2,200	30,600	93%
Pole Canyon Blvd	4,000	7,500	3,500	47%	31,200	8,300	22,900	73%
Ranches Pkwy	30,000	31,200	1,200	4%	50,500	40,700	9,800	19%
Lake Mountain Corridor: Sheps Ridge Rd to Pony Express Pkwy	2,300	12,100	9,800	81%	13,400	11,900	1,500	11%
Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway	6,000	12,100	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**.

Figure 1: Traffic Count Locations

Figure 2: Existing Functional Classification

Figure 3: Existing Level of Service

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 Lake Mountain Corridor
- **Pony Express Pkwy:** Eagle Mountain Blvd to south of Wastewater treatment Plant

Figure 4: 2035 No Build Level of Service

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

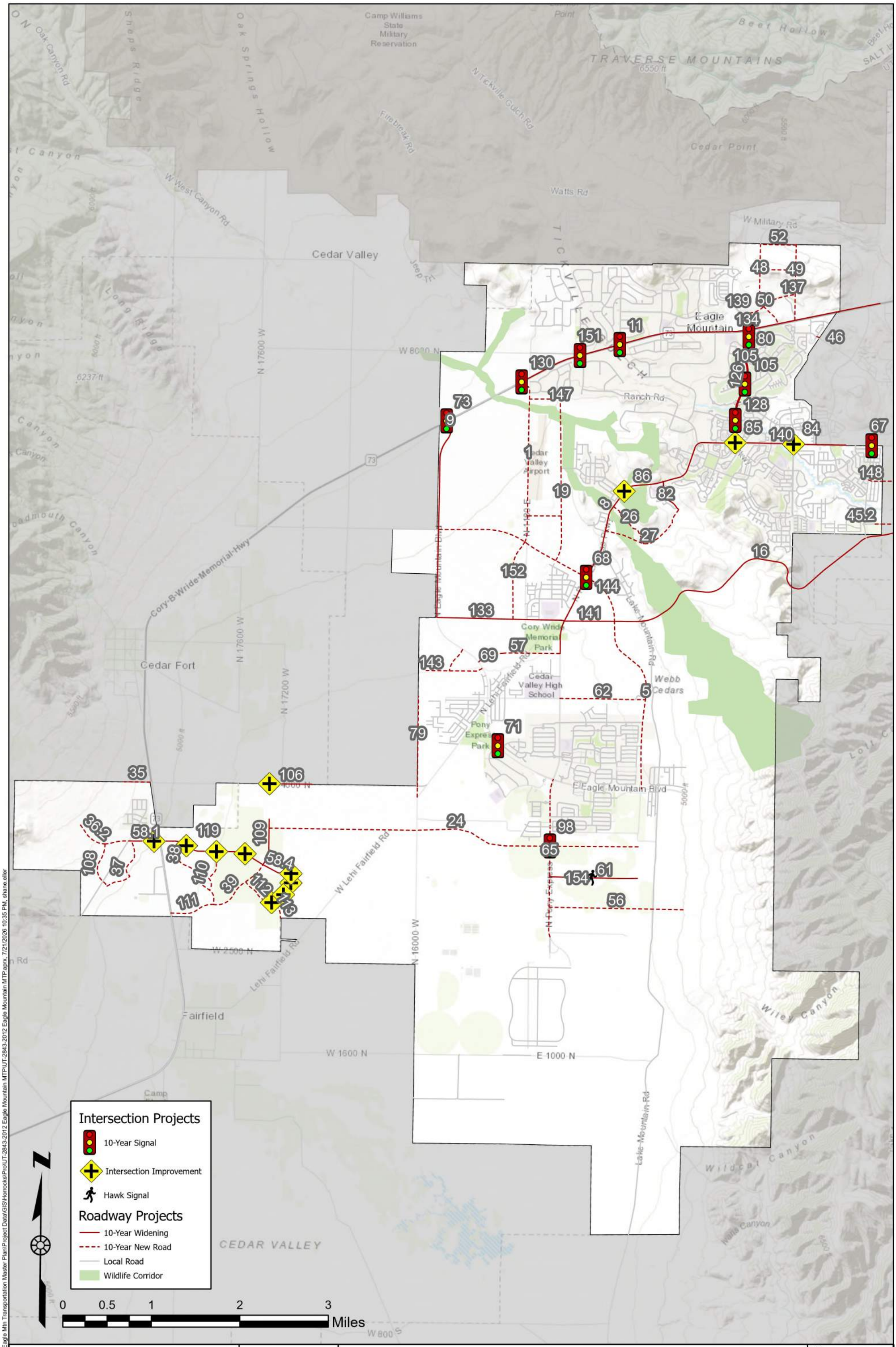
2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	$36,000,000	Eagle Mountain	2035	8,005	100%	$36,000,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	$459,000,000	UDOT	2035	131,727	0%	$-
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	$475,000,000	UDOT	2035	181,602	0%	$-
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	$69,400,000	Eagle Mountain	2035	23,232	100%	$69,400,000
8	Pony Express Parkway Widening: e Mountain Corridor to Ranches Pkwy - Widen to 7 lanes	$13,387,000	Eagle Mountain	Complete	5,693	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 Lake Mountain Corridor - Widen to 5 lanes	$51,292,000	Eagle Mountain	2035	24,431	100%	$51,292,000
11	Cory B Wride & Mustang Way - New Signal	$620,000	UDOT	Complete	NA	0%	$-
12	Eagle Mountain Blvd & Aviator Ave - New Signal	$367,238	Eagle Mountain	Complete	NA	100%	$367,238
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	$86,200,000	UDOT	Complete	24,170	0%	$-
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	$10,194,000	Eagle Mountain	2035	7,452	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	22,312	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	2,982	100%	$4,080,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	$7,574,000	Eagle Mountain	2035	5,537	100%	$7,574,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	$1,647,000	Firefly	2035	1,550	0%	$-
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	$1,736,000	Firefly	2035	1,634	0%	$-
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	$2,040,000	Firefly	2035	1,920	0%	$-
37	NPA 4 & 5 Road: Project 36.1 to Project 108	$4,039,000	Firefly	2035	3,802	0%	$-
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	$4,746,000	Firefly	2035	4,466	0%	$-
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	$4,104,000	Firefly	2035	3,863	0%	$-
41	Bobby Wren Blvd Extension: Existing to East Expressway	$2,113,000	Eagle Mountain	2035	1,698	100%	$2,113,000
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	$2,484,318	Eagle Mountain	2035	1324	100%	$2,484,318
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	$1,437,004	Eagle Mountain	2035	NA	100%	$1,437,004
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	2,132	100%	$2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	$3,922,000	Eagle Mountain	2035	2,867	100%	$3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	$9,686,000	Eagle Mountain	2035	4,521	100%	$9,686,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
50	New Road (unknown N/S Road): SR-73 to Project 137	$2,056,000	Eagle Mountain	2035	1,935	100%	$2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	$2,260,000	Eagle Mountain	2035	2,127	100%	$2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	$10,933,000	Eagle Mountain	2035	7,992	100%	$10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	$6,796,000	Eagle Mountain	2035	4,968	100%	$6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	$3,510,000	Firefly	2035	1,673	0%	$-
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	$10,935,000	Firefly	2035	5,213	0%	$-
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	$2,639,000	Firefly	2035	1,258	0%	$-
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	$8,112,000	Firefly	2035	3,867	0%	$-
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	$10,565,000	Eagle Mountain	Complete	6,223	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	5,524	100%	$9,248,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	$3,785,000	Eagle Mountain	2035	2,767	100%	$3,785,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	$20,257,000	Eagle Mountain	2035	9,345	100%	$20,257,000
68	Pony Express Pkwy & East Expressway - New Signal	$620,000	Eagle Mountain	Complete	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	Complete	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	Complete	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	5,366	100%	$8,983,000
80	New High-T Signal: Ranches Parkway & Campus Drive	$3,320,000	Eagle Mountain	2035	1,271	100%	$3,320,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	$930,000	Eagle Mountain	2035	600	100%	$930,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
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
98	Pony Express Pkwy & Parkway Fields – New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
105	Braxton Dr & Ranches Pkwy – New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
106	4000 North Widen: Tyson Parkway to IPA 2 Border	$3,142,000	Firefly	2035	2,572	0%	$-
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	$2,832,000	Firefly	2035	2,665	0%	$-
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	$2,555,000	Firefly	2035	2,802	0%	$-
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	$2,622,000	Firefly	2035	2,467	0%	$-
111	Tyson Parkway: SR-73 to East Loop Road	$2,793,000	Firefly	2035	2,629	0%	$-
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	$2,133,000	Firefly	2035	2,007	0%	$-
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	$1,182,000	Firefly	2035	1,112	0%	$-
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	$1,876,000	Firefly	2035	1,371	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	6,984	100%	$13,236,000
128	Half Mile Rd & Ranches Pkwy – New Signal	$620,000	Eagle Mountain	2035	NA	100%	$620,000
129	Lake Mountain Corridor Widening: Pony Express Pkwy to Sheps Ridge Rd	$4,285,921	Eagle Mountain	Complete	2,327	100%	$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	$620,000	UDOT	Complete	NA	0%	$0
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	$11,050,334	Eagle Mountain	Complete	6,276	100%	$11,050,334
133	Lake Mountain Corridor Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	$21,910,000	Eagle Mountain	2035	8,401	100%	$21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	$5,350,000	Eagle Mountain	2035	2,497	100%	$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	$4,577,000	Eagle Mountain	2035	2,136	100%	$4,577,000
139	New Road (Spring Run Parkway): Realignment	$940,000	Eagle Mountain	2035	687	100%	$940,000

2035 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	**Location**	**Total Price**	**Funding Source**	**Year**	**Length**	**Eagle Mountain %**	**Eagle Mountain Total**
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	$4,708,000	Eagle Mountain	2035	2,002	100%	$4,708,000
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	$6,407,000	MAG	2035	2,990	7%	$434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	$2,047,000	Eagle Mountain	2027	1,496	100%	$2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	$4,601,000	Eagle Mountain	2027	3,363	100%	$4,601,000
144	New Road (East Expressway): Pony Express Pkwy to Lake Mountain Corridor	$8,620,000	MAG	2035	3,300	7%	$584,000
147	New Road (Arnot Peak): Project 19 to Airport Road	$1,697,000	Eagle Mountain	2035	1,240	100%	$1,697,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	$3,010,000	Eagle Mountain	2035	2,200	100%	$3,010,000
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	$2,285,000	Eagle Mountain	2035	1,670	100%	$2,285,000
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	$620,000	UDOT	2035	NA	0%	$-
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	$1,546,000	Eagle Mountain	2035	1,455	100%	$1,546,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	$3,062,000	Eagle Mountain	2035	1,455	100%	$3,062,000
154	Pole Canyon Blvd Hawk Signal	$310,000	Eagle Mountain	2065	NA	100%	$310,000
	Total	**$1,519,243,000**					**$419,299,000**



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Horrocks.

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2035 Roadway and Intersection Improvements

Eagle Mountain Transportation Master Plan

DATE 7/21/2026

DRAWN

Figure 11

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 Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	19,400	180	1%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	32,800	10	1%

Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	17,700	10	1%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	20,700	-	0%
11	Cory B Wride & Mustang Way - New Signal	-	-	0%
12	Eagle Mountain Blvd & Aviator Ave - New Signal	12,100	20	1%
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	5,810	18%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	12,100	10	1%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	12,100	-	0%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	-	0%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	12,100	-	0%
35	NPA 1 & 2 Road: 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 108	12,100	20	1%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	12,100	20	1%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	12,100	-	0%
41	Bobby Wren Blvd Extension: Existing to East Expressway	12,100	-	0%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	12,100	20	1%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	12,100	70	1%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	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 above	12,100	-	0%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	12,100	-	0%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	23,700	20	1%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	23,700	20	1%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	23,700	-	0%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	23,700	-	0%

Project	Location	Added Capacity	Pass-Through Volume	**Pass Through %**
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	12,100	-	0%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	13,400	-	0%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	13,400	-	0%
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	1,300	-	0%
68	Pony Express Pkwy & East Expressway - New Signal	-	-	0%
69	Eagle Mountain Boulevard & Project 57 - New Signal	-	-	0%
71	Eagle Mountain Boulevard & Major Street - New Signal	-	-	0%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	-	-	0%
73	Eagle Mountain Boulevard and SR-73 - New Signal	-	-	0%
77	Pole Canyon Boulevard & Pony Express Parkway	-	-	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	1,300	-	0%
80	New High-T Signal: Ranches Parkway & 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%
98	Pony Express Pkwy & Parkway Fields – New Signal	-	-	0%
105	Braxton Dr & Ranches Pkwy – New Signal	-	-	0%
106	4000 North Widen: Tyson Parkway 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 2 Road: Pole Canyon Blvd to Project 126	12,100	70	1%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	12,100	70	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	-	-	0%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	19,300	310	2%
128	Half Mile Rd & Ranches Pkwy – New Signal	-	-	0%
129	Lake Mountain Corridor 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 Lake Mountain Corridor	20,700	-	0%
133	Lake Mountain Corridor 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%

Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
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: Ranches Pkwy to Eastern Boundary	17,700	10	1%
141	New Road (Lake Mountain Corridor): Pony Express Parkway 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 Lake Mountain Corridor	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%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	-	-	0%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	12,100	10	1%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	32,800	7,580	24%
154	Pole Canyon Blvd Hawk Signal	-	-	0%

Excess Capacity Reduction

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

Table 5: Excess Capacity Cost Reduction Calculations

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	32,800	32,800	11,900	20,900	64%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	12,100	3,610	8,490	70%
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	32,800	19,400	31,000	1,800	9%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	32,800	32,800	15,910	16,890	51%
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	50,500	17,700	50,000	500	3%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - 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 Blvd & Aviator Ave - New Signal	12,100	12,100	2,200	9,900	82%

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	32,800	10,200	22,600	69%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	12,100	12,100	5,100	7,000	58%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	12,100	12,100	6,300	5,800	48%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	12,100	1,000	11,100	92%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	12,100	12,100	3,800	8,300	69%
35	NPA 1 & 2 Road: 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 108	12,100	12,100	2,000	10,100	83%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	12,100	12,100	2,200	9,900	82%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	12,100	12,100	360	11,740	97%
41	Bobby Wren Blvd Extension: Existing to East Expressway	12,100	12,100	1,600	10,500	87%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	12,100	12,100	2,200	9,900	82%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	12,100	12,100	7,300	4,800	40%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	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 above	12,100	12,100	1,400	10,700	88%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	12,100	12,100	2,080	10,020	83%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	31,200	23,700	9,300	21,900	92%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	31,200	23,700	9,300	21,900	92%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	31,200	23,700	9,300	21,900	92%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	31,200	23,700	8,300	22,900	97%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	12,100	12,100	5,500	6,600	55%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	13,400	13,400	4,400	9,000	67%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	13,400	13,400	4,500	8,900	66%
65	Pony Express Parkway 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 Boulevard & Project 57 - New Signal	-	-	-	-	0%

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
71	Eagle Mountain Boulevard & Major Street - New Signal	-	-	-	-	0%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	-	-	-	-	0%
73	Eagle Mountain Boulevard and SR-73 - New Signal	-	-	-	-	0%
77	Pole Canyon Boulevard & Pony Express Parkway	-	-	-	-	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 Parkway & 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%
98	Pony Express Pkwy & Parkway Fields – New Signal	-	-	-	-	0%
105	Braxton Dr & Ranches Pkwy – New Signal	-	-	-	-	0%
106	4000 North Widen: Tyson Parkway 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 2 Road: Pole Canyon Blvd to Project 126	12,100	12,100	6,500	5,600	46%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	12,100	12,100	6,500	5,600	46%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	-	-	-	-	0%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	50,500	19,300	40,700	9,800	51%
128	Half Mile Rd & Ranches Pkwy – New Signal	-	-	-	-	0%
129	Lake Mountain Corridor 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 Lake Mountain Corridor	32,800	20,700	11,200	21,600	100%
133	Lake Mountain Corridor 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%
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: Ranches Pkwy to Eastern Boundary	50,500	17,700	30,500	20,000	93%
141	New Road (Lake Mountain Corridor): Pony Express Parkway 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%

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
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 Lake Mountain Corridor	13,400	13,400	7,300	6,100	46%
147	New Road (Arnot Peak): Project 19 to Airport Road	50,500	38,400	15,400	35,100	91%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	12,100	12,100	-	12,100	100%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	13,400	13,400	4,300	9,100	68%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	-	-	-	-	0%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	12,100	12,100	1,000	11,100	92%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	32,800	32,800	13,300	19,500	59%
154	Pole Canyon Blvd Hawk Signal	-	-	-	-	0%

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 Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	19,400	194	1%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	32,800	328	1%
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	17,700	177	1%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	20,700	207	1%
11	Cory B Wride & Mustang Way - New Signal	0	0	0%
12	Eagle Mountain Blvd & Aviator Ave - New Signal	0	0	0%
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	0	0%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	12,100	121	1%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	12,100	121	1%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	121	1%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	12,100	121	1%

Project	Location	Added Capacity	Existing User Volume	Existing User %
35	NPA 1 & 2 Road: 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 108	12,100	121	1%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	12,100	121	1%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	12,100	121	1%
41	Bobby Wren Blvd Extension: Existing to East Expressway	12,100	121	1%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	12,100	121	1%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	12,100	121	1%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	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 above	12,100	121	1%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	12,100	121	1%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	23,700	237	1%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	23,700	237	1%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	23,700	237	1%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	23,700	237	1%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	12,100	121	1%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	13,400	134	1%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	13,400	134	1%
65	Pony Express Parkway 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 Boulevard & Project 57 - New Signal	0	0	0%
71	Eagle Mountain Boulevard & Major Street - New Signal	0	0	0%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	0	0	0%
73	Eagle Mountain Boulevard and SR-73 - New Signal	0	0	0%
77	Pole Canyon Boulevard & Pony Express Parkway	0	0	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	13,400	134	1%
80	New High-T Signal: Ranches Parkway & 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%

Project	Location	Added Capacity	Existing User Volume	Existing User %
98	Pony Express Pkwy & Parkway Fields – New Signal	0	0	0%
105	Braxton Dr & Ranches Pkwy – New Signal	0	0	0%
106	4000 North Widen: Tyson Parkway to IPA 2 Border	12,100	121	1%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	121	1%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	12,100	121	1%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	121	1%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	121	1%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	121	1%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	121	1%
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	12,100	121	1%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	12,100	121	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	0	0	0%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	19,300	193	1%
128	Half Mile Rd & Ranches Pkwy – New Signal	0	0	0%
129	Lake Mountain Corridor 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 Lake Mountain Corridor	20,700	207	1%
133	Lake Mountain Corridor 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: Ranches Pkwy to Eastern Boundary	17,700	177	1%
141	New Road (Lake Mountain Corridor): 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 Lake Mountain Corridor	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%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	0	0	0%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	12,100	121	1%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	20,700	207	1%
154	Pole Canyon Blvd Hawk Signal	0	0	0%

Proportion Attributable to Growth Summary and Costs

Impact fees can only be collected for the proportion of the added capacity that is used by new development that is projected to occur through 2035.

Table 7 is a summary table that accounts for all cost reductions attributed to existing deficiencies, existing user share, pass-through, and excess capacity.

Table 7: Proportion of Projects Attributed to New Development

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	1%	2%	64%	33%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	1%	1%	70%	28%
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	22%	1%	9%	68%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	1%	1%	51%	47%
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	21%	1%	3%	75%
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	1%	0%	100%	0%
11	Cory B Wride & Mustang Way - New Signal	1%	0%	0%	99%
12	Eagle Mountain Blvd & Aviator Ave - New Signal	1%	1%	82%	16%
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	0%	18%	69%	13%
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	1%	1%	58%	40%
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	1%	0%	48%	51%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	1%	0%	92%	7%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	1%	0%	69%	30%
35	NPA 1 & 2 Road: 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 108	1%	1%	83%	15%
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	1%	1%	82%	16%
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	1%	0%	97%	2%
41	Bobby Wren Blvd Extension: Existing to East Expressway	1%	0%	87%	12%
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	1%	1%	82%	16%
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	1%	1%	40%	58%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	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%

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
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 above	1%	0%	88%	11%
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	1%	0%	83%	16%
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	1%	1%	92%	6%
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	1%	1%	92%	6%
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	1%	0%	92%	7%
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	1%	0%	97%	2%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	0%	0%	55%	44%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	1%	0%	67%	32%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	1%	0%	66%	33%
65	Pony Express Parkway 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 Boulevard & Project 57 - New Signal	1%	0%	0%	99%
71	Eagle Mountain Boulevard & Major Street - New Signal	1%	0%	0%	99%
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	1%	0%	0%	99%
73	Eagle Mountain Boulevard and SR-73 - New Signal	1%	0%	0%	99%
77	Pole Canyon Boulevard & Pony Express Parkway	1%	0%	0%	99%
79	New Road (1600 West): Aviator Avenue to 4000 North	1%	0%	100%	0%
80	New High-T Signal: Ranches Parkway & 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%
98	Pony Express Pkwy & Parkway Fields – New Signal	1%	0%	0%	99%
105	Braxton Dr & Ranches Pkwy – New Signal	1%	0%	0%	99%
106	4000 North Widen: Tyson Parkway 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%

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	1%	1%	46%	52%
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	1%	1%	46%	52%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	1%	1%	0%	99%
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	1%	0%	51%	46%
128	Half Mile Rd & Ranches Pkwy – New Signal	1%	0%	0%	99%
129	Lake Mountain Corridor 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 Lake Mountain Corridor	1%	0%	100%	0%
133	Lake Mountain Corridor 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: Ranches Pkwy to Eastern Boundary	17%	0%	83%	5%
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	1%	1%	57%	41%
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 Lake Mountain Corridor	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%
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	1%	0%	0%	99%
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	1%	1%	11%	87%
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	1%	7%	94%	0%
154	Pole Canyon Blvd Hawk Signal	1%	0%	0%	99%

Using the proportion attributed to future growth in

Table 7, the cost attributable to future growth is calculated in **Table 8**. Of the **$419,299,000** required by Eagle Mountain for roadway improvements, **$127,743,000** 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	$36,000,000	33%	$11,880,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	$459,000,000	$-	28%	$0
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	$475,000,000	$-	68%	$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5-lane road	$69,400,000	$69,400,000	47%	$32,618,000
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	$13,387,000	$13,387,000	75%	$10,040,000
9	Eagle Mountain Blvd Widening: SR-73 to Lake Mountain Corridor - Widen to 5 lanes	$51,292,000	$51,292,000	0%	$0
11	Cory B Wride & Mustang Way - New Signal	$620,000	$-	99%	$0
12	Eagle Mountain Blvd & Aviator Ave - New Signal	$367,238	$367,238	16%	$59,000
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5-lane road	$86,200,000	$-	13%	$0
19	New Road (Arnot Peak): Lonetree Parkway to East Expressway (project 5)	$10,194,000	$10,194,000	40%	$4,078,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built)	$30,521,000	$30,521,000	51%	$15,566,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	$4,080,000	$4,080,000	7%	$286,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Pkwy -	$7,574,000	$7,574,000	30%	$2,272,000
35	NPA 1 & 2 Road: Project 34.2 to SR-73	$1,647,000	$-	87%	$0
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	$1,736,000	$-	35%	$0
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	$2,040,000	$-	35%	$0
37	NPA 4 & 5 Road: Project 36.1 to Project 108	$4,039,000	$-	15%	$0
38	East Loop Road: Pole Canyon Blvd to Tyson Parkway	$4,746,000	$-	16%	$0
39	Tyson Parkway: East Loop Road to Pole Canyon Blvd	$4,104,000	$-	2%	$0
41	Bobby Wren Blvd Extension: Existing to East Expressway	$2,113,000	$2,113,000	12%	$254,000
45.1	New Road (Silverlake Parkway): Golden Eagle Rd to Bonneville Dr	$2,484,318	$2,484,318	16%	$397,000
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	$1,437,004	$1,437,004	58%	$833,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	$219,000	$219,000	40%	$88,000
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 above	$10,933,000	$10,933,000	11%	$1,203,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	$6,796,000	$6,796,000	16%	$1,087,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	$3,510,000	$-	6%	$0

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	$10,935,000	$-	6%	$0
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	$2,639,000	$-	7%	$0
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	$8,112,000	$-	2%	$0
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	$10,565,000	$10,565,000	44%	$4,649,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	$9,248,000	$9,248,000	32%	$2,959,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	$3,785,000	$3,785,000	33%	$1,249,000
65	Pony Express Parkway 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 Boulevard & Project 57 - New Signal	$620,000	$620,000	99%	$614,000
71	Eagle Mountain Boulevard & Major Street - New Signal	$354,769	$354,769	99%	$351,000
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	$3,012,029	$3,012,029	99%	$2,982,000
73	Eagle Mountain Boulevard and SR-73 - New Signal	$620,000	$-	99%	$0
77	Pole Canyon Boulevard & Pony Express Parkway	$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 Parkway & 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
98	Pony Express Pkwy & Parkway Fields – New Signal	$620,000	$620,000	99%	$614,000
105	Braxton Dr & Ranches Pkwy – New Signal	$620,000	$620,000	99%	$614,000
106	4000 North Widen: Tyson Parkway to IPA 2 Border	$3,142,000	$-	28%	$0
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	$2,832,000	$-	23%	$0
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	$2,555,000	$-	29%	$0
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	$2,622,000	$-	34%	$0
111	Tyson Parkway: SR-73 to East Loop Road	$2,793,000	$-	10%	$0
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	$2,133,000	$-	10%	$0
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	$1,182,000	$-	10%	$0
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	$1,876,000	$-	52%	$0
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	$1,232,000	$-	52%	$0
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	$775,000	$775,000	99%	$767,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	$13,236,000	$13,236,000	46%	$6,089,000
128	Half Mile Rd & Ranches Pkwy – New Signal	$620,000	$620,000	99%	$614,000

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
129	Lake Mountain Corridor 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	$0	99%	$0
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Lake Mountain Corridor	$11,050,334	$11,050,334	0%	$0
133	Lake Mountain Corridor 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: Ranches Pkwy to Eastern Boundary	$4,708,000	$4,708,000	5%	$235,000
141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway	$6,407,000	$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 Lake Mountain Corridor	$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%	$119,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	$3,010,000	$3,010,000	16%	$0
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	$2,285,000	$2,285,000	6%	$686,000
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	$620,000	$-	99%	$614,000
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	$1,546,000	$1,546,000	87%	$1,345,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	$3,062,000	$3,062,000	0%	$0
154	Pole Canyon Blvd Hawk Signal	$310,000	$310,000	99%	$307,000
Total		**$1,519,243,000**	**$419,299,000**		**$127,743,000**

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'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 staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting that 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 the revenue generated by the local corridor preservation fund on account, but the county is responsible for programming and controlling the 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 its 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 its transportation improvements. Providing a line item in the City's 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 an SAA. The boundaries and

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

Interfund Loans

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

Developer Dedications and Exactions

Developer dedications and exactions for road System Facilities can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or extractions is 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 project 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	Eagle Mountain	2035	8,005	100%	$ 36,000,000	$ 36,000,000
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	Eagle Mountain	2035	23,232	100%	$ 69,400,000	$ 69,400,000
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 Lake Mountain Corridor - 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	UDOT	Complete	NA	0%	$ 620,000	$ -
12	Eagle Mountain Blvd & Aviator Ave - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	$ 367,238	$ 367,238
16	New Road (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - New 5 lane road	New Road	UDOT	2035	24,170	0%	$ 86,200,000	$ -
19	New Road (Arnot Peak): Lonetree Parkway 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 Pkwy -	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
45.1	New Road (SilverLake Parkway): Golden Eagle Rd to Bonneville Dr	New Road	Eagle Mountain	2035	1,816	100%	$ 2,484,318	$ 2,484,318
45.2	Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd	Capacity Improvement	Eagle Mountain	2035	1,353	100%	$ 1,437,004	$ 1,437,004
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	Complete	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	Complete	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	Complete	NA	0%	$ 620,000	$ -
77	Pole Canyon Boulevard & Pony Express Parkway	Traffic Signal	Eagle Mountain	2035	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
98	Pony Express Pkwy & Rachel Way - New Signal	Traffic Signal	Eagle Mountain	2035	-	100%	$ 620,000	$ 620,000
105	Braxton Dr & Ranches Pkwy – New Signal	Traffic Signal	Eagle Mountain	2035	-	100%	$ 620,000	$ 620,000
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
128	Half Mile Rd & Ranches Pkwy - New Signal	Traffic Signal	Eagle Mountain	2035	-	100%	$ 620,000	$ 620,000
129	Lake Mountain Corridor 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	UDOT	Complete	NA	0%	$ 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	Lake Mountain Corridor 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	New Road (Lake Mountain Corridor): Pony Express Parkway 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 Lake Mountain Corridor	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
151	Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal	Traffic Signal	UDOT	2035	-	0%	$ 620,000	$ 620,000
152	New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor	New Road	Eagle Mountain	2035	1,455	100%	$ 1,546,000	$ 1,546,000
153	Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor	Capacity Improvement	Eagle Mountain	2035	1,455	100%	$ 3,062,000	$ 3,062,000
154	Pole Canyon Blvd Hawk Signal	Traffic Signal	Eagle Mountain	2035	-	100%	$ 310,000	$ 310,000
TOTAL							**$ 1,519,243,000**	**$ 419,299,000**

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	**100.00%**
				$36,000,000

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. 3

Improvement Type: Capacity Improvement

Cory Wride Freeway: Airport Rd to Ranches Parkway - Widen to 5 lanes

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	513,713	$5,137,130
Removal of Existing Asphalt	S.Y.	$ 8.00	53,209	$425,676
Clearing and Grubbing	Acre	$ 2,000.00	10.0	$19,989
Roadway Excavation	C.Y.	$ 39.00	16,428	$640,673
HMA Concrete	Ton	$ 114.00	3,784	$431,375
Untreated Base Course	C.Y.	$ 52.00	4,397	$228,653
Granular Borrow	C.Y.	$ 38.00	8,794	$334,185
Curb and Gutter (2.5' width)	L.F.	$ 45.00	17,414	$783,630
Sidewalk (5' width)	L.F.	$ 54.00	17,414	$940,356
Drainage	L.F.	$ 45.00	8,707	$391,815
Street Lighting	L.F.	$ 50.00	8,707	$435,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	1	$500,000
			Subtotal	**$10,268,831**
			Construction Contingency 25%	**$2,567,208**
			Right of Way ($8/sf) 435,350	**$3,482,800**
			Mobilization 10%	**$1,026,883**
			Engineering & Administration 10%	**$1,026,883**
			Total Project Costs	**$15,917,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	1.65
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
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)	34.39

Eagle Mountain
CFP/IFFP

Project No. 5

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	1,370,688	$13,706,880
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	16.5	$33,012
Roadway Excavation	C.Y.	$ 39.00	185,641	$7,239,995
HMA Concrete	Ton	$ 114.00	42,761	$4,874,800
Untreated Base Course	C.Y.	$ 52.00	49,691	$2,583,915
Granular Borrow	C.Y.	$ 38.00	99,381	$3,776,491
Curb and Gutter (2.5' width)	L.F.	$ 45.00	46,464	$2,090,880
Sidewalk (5' width)	L.F.	$ 54.00	46,464	$2,509,056
Drainage	L.F.	$ 45.00	23,232	$1,045,440
Right of Way	S.F.	$ 8.00	718,991	$5,751,930
Street Lighting	L.F.	$ 50.00	23,232	$1,161,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$44,773,998**
			Contingency	**25%**	**$11,193,499**
			Mobilization	**10%**	**$4,477,400**
			Preconstruction Engineering	**20%**	**$8,954,800**
			Construction Engineering	**0%**	**$0**
			Total Project Costs	**$69,400,000**
			Eagle Mountain's Responsibility	**100.00%**
				$69,400,000

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

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 Lake Mountain Corridor - 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	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	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 (Lake Mountain Corridor): East Expressway to Eagle Mountain Corridor - 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	**$13,903,225**
			Right of Way ($8/sf)	**$29,390,518**
			Mobilization	**$5,561,290**
			Engineering & Administration	**$5,561,290**
			Total Project Costs	**$86,200,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	4.58

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. 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	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	4	Length (miles)	4.23
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 Pkwy -

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

Other Funding Sources:	Firefly
Length (miles)	0.31

Eagle Mountain
CFP/IFFP

Project No. 36.2

Improvement Type: New Road

Pole Canyon Blvd: Project 34.1 to Project 36.1

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	19,200	$192,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.5	$5,025
Roadway Excavation	C.Y.	$ 39.00	7,111	$277,333
HMA Concrete	Ton	$ 114.00	1,190	$135,706
Untreated Base Course	C.Y.	$ 52.00	1,316	$68,409
Granular Borrow	C.Y.	$ 38.00	1,973	$74,987
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,840	$172,800
Sidewalk (5' width)	L.F.	$ 54.00	3,840	$207,360
Drainage	L.F.	$ 45.00	1,920	$86,400
Street Lighting	L.F.	$ 50.00	1,920	$96,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,316,019**
			Construction Contingency 25%	**$329,005**
			Right of Way ($8/sf) 109,440	**$875,520**
			Mobilization 10%	**$131,602**
			Engineering & Administration 10%	**$131,602**
			Total Project Costs	**$2,040,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.36
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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. 45.1

Improvement Type: New Road

New Road (SilverLake Parkway): Golden Eagle Rd to Bonneville Dr

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	29,059	$290,589
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.2	$6,421
Roadway Excavation	C.Y.	$ 39.00	8,375	$326,610
HMA Concrete	Ton	$ 114.00	1,877	$213,946
Untreated Base Course	C.Y.	$ 52.00	2,270	$118,052
Granular Borrow	C.Y.	$ 38.00	3,027	$115,025
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,632	$163,457
Sidewalk (5' width)	L.F.	$ 54.00	3,632	$196,148
Drainage	L.F.	$ 45.00	1,816	$81,728
Street Lighting	L.F.	$ 50.00	1,816	$90,809
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,602,786**
			Construction Contingency	**25%**	**$400,696**
			Right of Way ($8/sf)	139,846	**$1,118,769**
			Mobilization	**10%**	**$160,279**
			Engineering & Administration	**10%**	**$160,279**
			Total Project Costs	**$2,484,318**
			Eagle Mountain's Responsibility	**100.00%**
				$2,484,318

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)	0.34

Eagle Mountain
CFP/IFFP

Project No. 45.2

Improvement Type: Capacity Improvement

Silverlake Improvements: Silverlake Parkway & Woodhaven Blvd

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	13,300	$133,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.7	$3,481
Roadway Excavation	C.Y.	$ 39.00	4,926	$192,111
HMA Concrete	Ton	$ 114.00	825	$94,004
Untreated Base Course	C.Y.	$ 52.00	911	$47,387
Granular Borrow	C.Y.	$ 38.00	1,367	$51,944
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,660	$119,700
Sidewalk (5' width)	L.F.	$ 54.00	2,660	$143,640
Drainage	L.F.	$ 45.00	1,330	$59,850
Street Lighting	L.F.	$ 50.00	1,330	$66,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$911,618**
		Construction Contingency	**25%**	**$227,904**
		Right of Way ($8/sf)	75,810	**$606,480**
		Mobilization	**10%**	**$91,162**
		Engineering & Administration	**10%**	**$91,162**
			Total Project Costs	**$1,413,008**
			Eagle Mountain's Responsibility	**100.00%**
				$1,413,008

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)	0.25

Eagle Mountain
CFP/IFFP

Project No. 46

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	2,560	$25,600
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.3	$566
Roadway Excavation	C.Y.	$ 39.00	738	$28,773
HMA Concrete	Ton	$ 114.00	165	$18,848
Untreated Base Course	C.Y.	$ 52.00	200	$10,400
Granular Borrow	C.Y.	$ 38.00	267	$10,133
Curb and Gutter (2.5' width)	L.F.	$ 45.00	320	$14,400
Sidewalk (5' width)	L.F.	$ 54.00	320	$17,280
Drainage	L.F.	$ 45.00	160	$7,200
Street Lighting	L.F.	$ 50.00	160	$8,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$141,200**
		Construction Contingency	**25%**	**$35,300**
		Right of Way ($8/sf)	12,320	**$98,560**
		Mobilization	**10%**	**$14,120**
		Engineering & Administration	**10%**	**$14,120**
			Total Project Costs	**$219,000**
			Eagle Mountain's Responsibility	**100.00%**
				$219,000

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)	0.03

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
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)	0.99

Eagle Mountain
CFP/IFFP

Project No. 58.3

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 58.2 to Project 58.4

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	74,222	$742,220
Removal of Existing Asphalt	S.Y.	$ 8.00	4,473	$35,783
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	5,585	$217,801
HMA Concrete	Ton	$ 114.00	1,286	$146,649
Untreated Base Course	C.Y.	$ 52.00	1,495	$77,732
Granular Borrow	C.Y.	$ 38.00	2,990	$113,608
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,516	$113,220
Sidewalk (5' width)	L.F.	$ 54.00	2,516	$135,864
Drainage	L.F.	$ 45.00	1,258	$56,610
Street Lighting	L.F.	$ 50.00	1,258	$62,900
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,702,387**
		Construction Contingency	**25%**	**$425,597**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$170,239**
		Engineering & Administration	**10%**	**$170,239**
			Total Project Costs	**$2,639,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	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
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)	0.24

Eagle Mountain
CFP/IFFP

Project No. 84

Improvement Type: Capacity Improvement

Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	35,400	$354,000
Removal of Existing Asphalt	S.Y.	$ 8.00	4,467	$35,733
Clearing and Grubbing	Acre	$ 2,000.00	0.5	$1,047
Roadway Excavation	C.Y.	$ 39.00	333	$12,985
HMA Concrete	Ton	$ 114.00	77	$8,743
Untreated Base Course	C.Y.	$ 52.00	89	$4,634
Granular Borrow	C.Y.	$ 38.00	178	$6,773
Curb and Gutter (2.5' width)	L.F.	$ 45.00	1,200	$54,000
Sidewalk (5' width)	L.F.	$ 54.00	1,200	$64,800
Drainage	L.F.	$ 45.00	600	$27,000
Street Lighting	L.F.	$ 50.00	600	$30,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$599,715**
		Construction Contingency	**25%**	**$149,929**
		Right of Way ($8/sf)	22,800	**$182,400**
		Mobilization	**10%**	**$59,972**
		Engineering & Administration	**10%**	**$59,972**
			Total Project Costs	**$930,000**
			Eagle Mountain's Responsibility	**100.00%**
				$930,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	5
Untreated Base Course Thickness (in) =	9
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. 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. 105

Improvement Type: Traffic Signal

Braxton Dr & Ranches 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. 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
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
Granual Borrow Thickness (in) =	9
Roadway Excavation Depth (ft) =	1.5

Other Funding Sources:	Firefly
Length (miles)	0.21

Eagle Mountain
CFP/IFFP

Project No. 114

Improvement Type: New Road

NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	21,936	$219,360
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.4	$4,847
Roadway Excavation	C.Y.	$ 39.00	6,322	$246,552
HMA Concrete	Ton	$ 114.00	1,417	$161,504
Untreated Base Course	C.Y.	$ 52.00	1,714	$89,115
Granular Borrow	C.Y.	$ 38.00	2,285	$86,830
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,742	$123,390
Sidewalk (5' width)	L.F.	$ 54.00	2,742	$148,068
Drainage	L.F.	$ 45.00	1,371	$61,695
Street Lighting	L.F.	$ 50.00	1,371	$68,550
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,209,910**
			Construction Contingency 25%	**$302,478**
			Right of Way ($8/sf) 105,567	**$844,536**
			Mobilization 10%	**$120,991**
			Engineering & Administration 10%	**$120,991**
			Total Project Costs	**$1,876,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.26

Eagle Mountain
CFP/IFFP

Project No. 115

Improvement Type: New Road

NPA 12 & CPA 2 Road: Project 126 to Project 127

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	14,400	$144,000
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.6	$3,182
Roadway Excavation	C.Y.	$ 39.00	4,150	$161,850
HMA Concrete	Ton	$ 114.00	930	$106,020
Untreated Base Course	C.Y.	$ 52.00	1,125	$58,500
Granular Borrow	C.Y.	$ 38.00	1,500	$57,000
Curb and Gutter (2.5' width)	L.F.	$ 45.00	1,800	$81,000
Sidewalk (5' width)	L.F.	$ 54.00	1,800	$97,200
Drainage	L.F.	$ 45.00	900	$40,500
Street Lighting	L.F.	$ 50.00	900	$45,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	0	$0
			Subtotal	**$794,252**
		Construction Contingency	**25%**	**$198,563**
		Right of Way ($8/sf)	69,300	**$554,400**
		Mobilization	**10%**	**$79,425**
		Engineering & Administration	**10%**	**$79,425**
			Total Project Costs	**$1,232,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	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. 128

Improvement Type: Traffic Signal

Half Mile Rd & Ranches Pkwy - New Signal

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	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) =	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)	0.00

Eagle Mountain
CFP/IFFP

Project No. 129

Improvement Type: Capacity Improvement

Lake Mountain Corridor 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	**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. 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

Lake Mountain Corridor 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

New Road (Lake Mountain Corridor): Pony Express Parkway 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 Lake Mountain Corridor

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

Eagle Mountain
CFP/IFFP

Project No. 151

Improvement Type: Traffic Signal

Canyon Wash Dr & Cory B Wride Memorial Hwy – New Signal

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	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
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$0**
			Construction Contingency	**25%**	**$0**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$0**
			Engineering & Administration	**10%**	**$0**
			Total Project Costs	**$0**
			Eagle Mountain's Responsibility	**100.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	UDOT
HMA Thickness (in) =	4	Length (miles)	0.00
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 152

Improvement Type: New Road

New 2-Lane Road (Airport Rd): East Expressway to Lake Mountain Corridor

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	14,550	$145,500
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.9	$3,808
Roadway Excavation	C.Y.	$ 39.00	5,389	$210,167
HMA Concrete	Ton	$ 114.00	902	$102,839
Untreated Base Course	C.Y.	$ 52.00	997	$51,841
Granular Borrow	C.Y.	$ 38.00	1,495	$56,826
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,910	$130,950
Sidewalk (5' width)	L.F.	$ 54.00	2,910	$157,140
Drainage	L.F.	$ 45.00	1,455	$65,475
Street Lighting	L.F.	$ 50.00	1,455	$72,750
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$997,296**
			Construction Contingency	**25%**	**$249,324**
			Right of Way ($8/sf)	82,935	**$663,480**
			Mobilization	**10%**	**$99,730**
			Engineering & Administration	**10%**	**$99,730**
			Total Project Costs	**$1,546,000**
			Eagle Mountain's Responsibility	**100.00%**
				$1,546,000

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)	0.28

Eagle Mountain
CFP/IFFP

Project No. 153

Improvement Type: Capacity Improvement

Airport Rd Widening to 5-Lanes: East Expressway to Lake Mountain Corridor

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	85,845	$858,450
Removal of Existing Asphalt	S.Y.	$ 8.00	5,173	$41,387
Clearing and Grubbing	Acre	$ 2,000.00	3.2	$6,346
Roadway Excavation	C.Y.	$ 39.00	6,459	$251,908
HMA Concrete	Ton	$ 114.00	1,488	$169,614
Untreated Base Course	C.Y.	$ 52.00	1,729	$89,905
Granular Borrow	C.Y.	$ 38.00	3,458	$131,399
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,910	$130,950
Sidewalk (5' width)	L.F.	$ 54.00	2,910	$157,140
Drainage	L.F.	$ 45.00	1,455	$65,475
Street Lighting	L.F.	$ 50.00	1,455	$72,750
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,975,323**
		Construction Contingency	**25%**	**$493,831**
		Right of Way ($8/sf)	138,225	**$1,105,800**
		Mobilization	**10%**	**$197,532**
		Engineering & Administration	**10%**	**$197,532**
			Total Project Costs	**$3,062,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,062,000

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)	0.28

Eagle Mountain
CFP/IFFP

Project No. 154

Improvement Type: Traffic Signal

Pole Canyon Blvd Hawk 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
Hawk Signal	Each	$ 200,000	1	$200,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$200,000**
		Construction Contingency	**25%**	**$50,000**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$20,000**
		Engineering & Administration	**10%**	**$20,000**
			Total Project Costs	**$310,000**
			Eagle Mountain's Responsibility	**100.00%**
				$310,000

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

PLANNING COMMISSION & CITY COUNCIL BRIEFING

Transportation Master Plan and Impact Fee Facilities Plan

Summary of Updates • July 2026

The following revisions were made to the Transportation Master Plan (TMP) and Impact Fee Facilities Plan (IFFP) to reflect updated roadway classifications, project information, mapping, cross-sections, cost estimates, and funding contributions.

Summary of Revisions

1. Updated Table 1, the Project Priority List.
2. Renamed Mid Valley Road to Lake Mountain Corridor and identified it as a future UDOT facility.
3. Corrected typographical and formatting errors throughout both documents.
4. Updated the freeway and expressway criteria to incorporate Lake Mountain Corridor.
5. Updated the cross-sections for minor collectors, major collectors, minor arterials, and major arterials.
6. Removed the parkway cross-section and added a principal arterial cross-section.
7. Updated the existing level-of-service analysis and mapping to include Old Airport Road.
8. Updated transportation network mapping for the Spring Run area.
9. Updated the 2035 and 2050 level-of-service analyses and associated maps.
10. Updated the 2035 transportation project list and map.
11. Updated the future transportation project list and corresponding project locations.
12. Updated the line types and symbology on the Future Functional Classification Map for improved clarity and consistency.
13. Updated Table 7, including the 2035 project cost estimates and percentage contributions.
14. Updated Table 8, including the 2050 project cost estimates and percentage contributions.

Overall purpose. These updates align the TMP and IFFP with the City's revised transportation network, current project priorities, and updated infrastructure cost and contribution assumptions.

HALES ENGINEERING
innovative transportation solutions

Silverlake

Traffic Study

Eagle Mountain, Utah

June 23, 2026

UT26-3173

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Silverlake Parkway and Porters Crossing Parkway connections located in Eagle Mountain, Utah.

The purpose of this traffic study is to analyze traffic operations at key intersections for existing (2026) conditions, future (2035) conditions, as well as future (2050) conditions with and without the proposed connections in addition to recommending mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service																	
		Existing (2026)				Future (2035)						Future (2050)							
		Background		Mitigated		Background		Mitigated		Silverlake Pkwy		Background		Silverlake Pkwy		Porters Crossing Pkwy		Both Connections	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Golden Eagle Road / Kiowa Parkway	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2	Porters Crossing Parkway / Golden Eagle Road	A	A	A	A	A	A	A	A	A	A	A	B	A	B	A	C	A	B
3	Porters Crossing Parkway / Pony Express Parkway	B	D	B	D	C	E	C	C	B	C	B	C	B	C	B	C	B	C
4	Silverlake Parkway / Pony Express Parkway	B	C	B	C	D	C	C	C	C	C	C	C	C	C	C	B	C	C
5	Woodhaven Boulevard / Pony Express Parkway	E	C	A	C	D	F	B	C	B	B	B	B	B	B	B	B	B	B
6	Woodhaven Boulevard / Silverlake Parkway	A	A	A	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A
7	Silverlake Parkway / Silver Creek Way	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
8	Silverlake Parkway / Golden Eagle Road	A	A	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, June 2026

Table ES-2: Recommended Storage Length

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
6	Woodhaven Boulevard / Silverlake Parkway	-	**75**	-	**-**	-	**-**	-	**-**	-	**-**	-	**-**	-	**-**	-	**-**
8	Silverlake Parkway / Golden Eagle Road	-	**200**	-	**-**	-	**75**	-	**-**	-	**125**	-	**-**	-	**125**	-	**-**

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2026

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

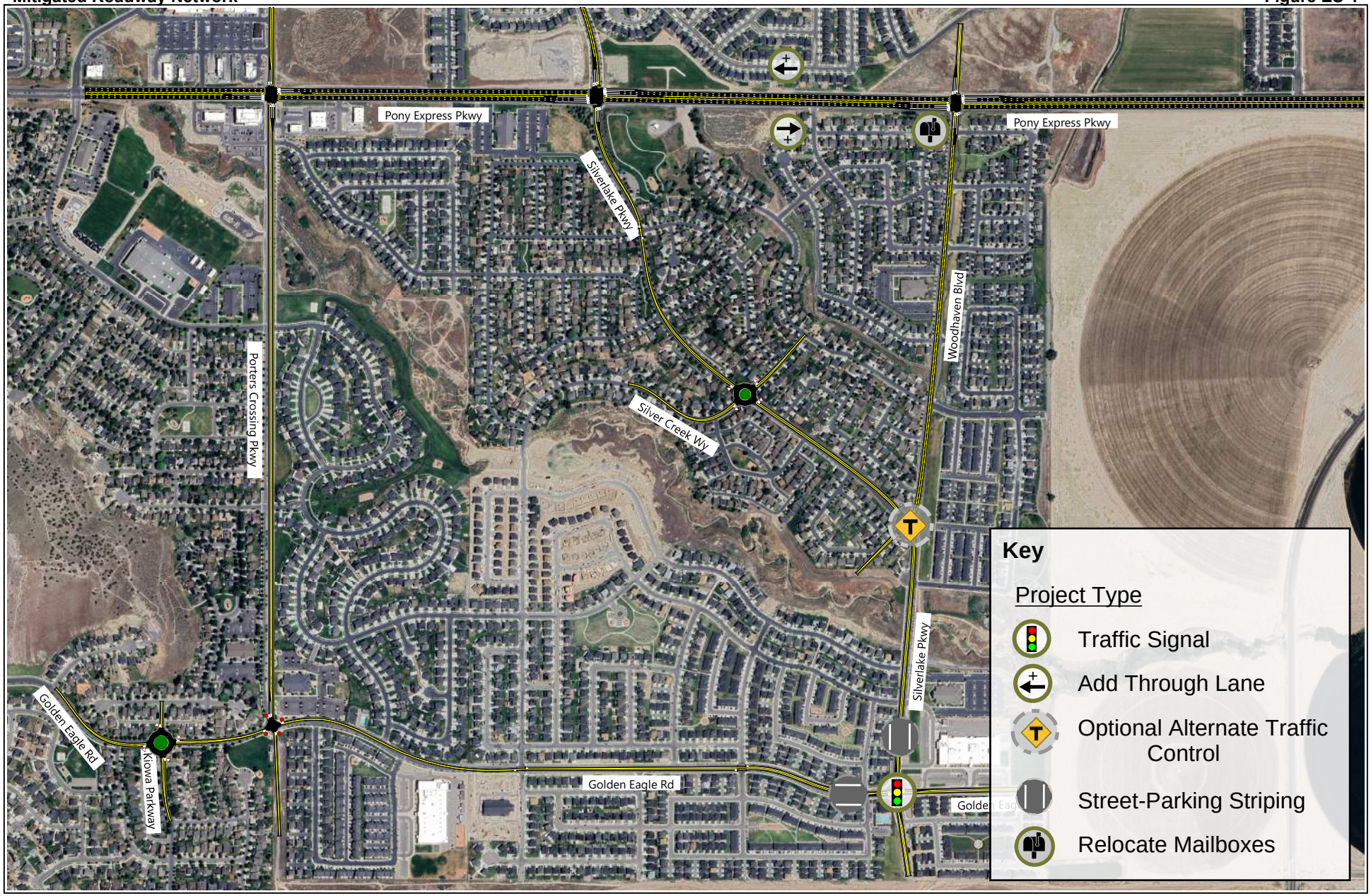
2026	Existing Conditions	
Findings	• Poor LOS at Woodhaven Blvd / Pony Express Pkwy	
Mitigations	• **Woodhaven Blvd / Pony Express Pkwy:** o Northbound dual right turn (currently planned by City)	
2035	**Background (No-Build)**	**Silverlake Pkwy Connection (Build)**
Assumptions	• Planned Silverlake Pkwy / Pony Express Pkwy intersection improvements implemented • Planned Woodhaven Blvd / Pony Express Pkwy intersection improvements implemented • Rider's Station commercial development built north of Woodhaven Blvd • Saratoga Springs High School built	• Silverlake Pkwy extended into Saratoga Springs • Implemented Pony Express Pkwy seven lane widening recommendation
Findings	• Poor LOS at Porters Crossing Pkwy / Pony Express Pkwy and Woodhaven Blvd / Pony Express Pkwy	• Acceptable LOS • Excessive queueing at Silverlake Pkwy / Golden Eagle Rd roundabout
Mitigations	• **Pony Express Pkwy:** o Widen to seven lanes through study area	• **Silverlake Pkwy / Golden Eagle Rd:** o Replace roundabout with signal
2050	**All Scenarios**	
Assumptions	• No-build, Silverlake Pkwy Connection, Porters Crossing Pkwy Connection, and Both Connection scenarios evaluated • Lake Mountain Corridor built • Silverlake Pkwy / Golden Eagle Rd signal in scenarios with Silverlake Pkwy Connection	
Findings	• Acceptable LOS	

Other Recommendations

- **Woodhaven Blvd Cluster Mailboxes**: It is recommended that mailboxes at the north end of Woodhaven Blvd be moved to a side street to eliminate blocking of traffic from mail carriers and resident vehicles.
- **Silver Lake Elementary School Traffic Calming:** White striping is recommended to accommodate street-parking and calm traffic along Golden Eagle Rd and Silverlake Pkwy during Silver Lake Elementary School pickup and drop off periods.
- **Silverlake Pkwy / Woodhaven Blvd Intersection:** Alternative traffic control types, including signalization, were explored but may not be needed from a traffic operations perspective due to acceptable future level of service. The City could evaluate further after the Silverlake connection is made whether connectivity benefits and pedestrian enhancement justify the cost.

Eagle Mountain Silverlake TS
Mitigated Roadway Network

Figure ES-1



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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Silverlake Parkway and Porters Crossing Parkway connections located in Eagle Mountain, Utah. Figure 1 shows a vicinity map of the study area.

The purpose of this traffic study is to analyze traffic operations at key intersections for existing (2026) conditions, future (2035) conditions, and future (2050) conditions with and without the proposed connections, recommending mitigation measures as needed.

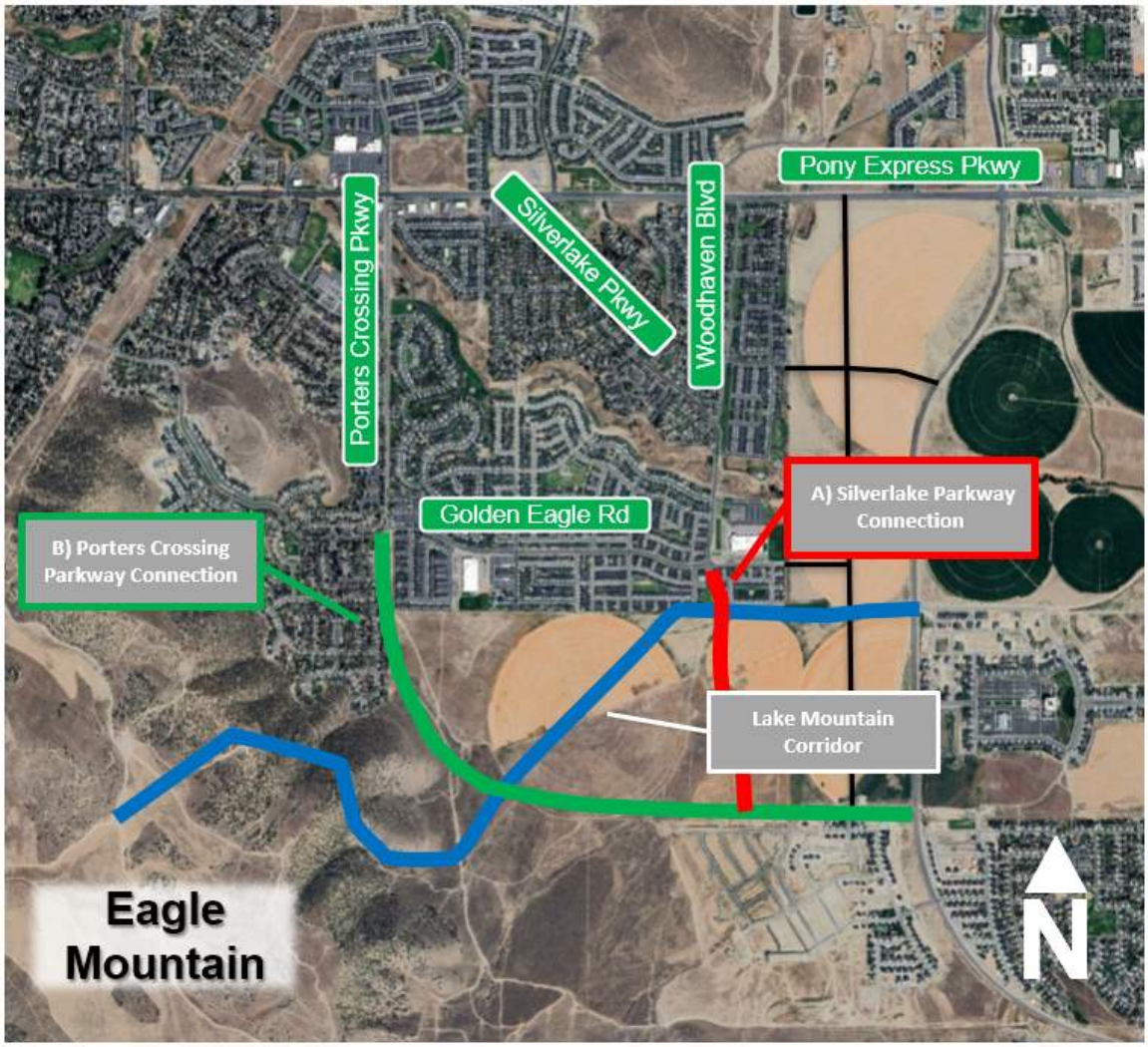


Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah

B. Scope

The study area was defined based on conversations with City staff. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Golden Eagle Road / Kiowa Parkway
- Porters Crossing Parkway / Golden Eagle Road
- Porters Crossing Parkway / Pony Express Parkway
- Silverlake Parkway / Pony Express Parkway
- Woodhaven Boulevard / Pony Express Parkway
- Woodhaven Boulevard / Silverlake Parkway
- Silverlake Parkway / Silver Creek Way
- Silverlake Parkway / Golden Eagle Road

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the roadway connections.

B. Roadway System

The primary roadways that will provide access to the study area are described below:

Pony Express Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a parkway. The roadway has two travel lanes in each direction separated by a two-way left-turn lane (TWLTL). The posted speed limit is 45 mph in the study area.

Porters Crossing Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a major collector. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

Silverlake Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a minor collector. The roadway has one travel lane in each direction. The posted speed limit is 35 mph in the study area.

Woodhaven Boulevard – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a minor collector. The roadway has one travel lane in each direction separated by a TWLTL. The posted speed limit is 35 mph in the study area.

Golden Eagle Road – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (August 2025) as a minor collector. The roadway has one travel lane in each direction. There is currently no posted speed through the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (3:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Golden Eagle Road / Kiowa Parkway
- Porters Crossing Parkway / Golden Eagle Road
- Porters Crossing Parkway / Pony Express Parkway
- Silverlake Parkway / Pony Express Parkway
- Woodhaven Boulevard / Pony Express Parkway

- Woodhaven Boulevard / Silverlake Parkway
- Silverlake Parkway / Silver Creek Way
- Silverlake Parkway / Golden Eagle Road

The counts were performed on Tuesday, March 10, 2026, and Tuesday, March 24, 2026. From these two counts, composite values of the highest traffic hourly volumes were used to achieve a conservative baseline scenario. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 28% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

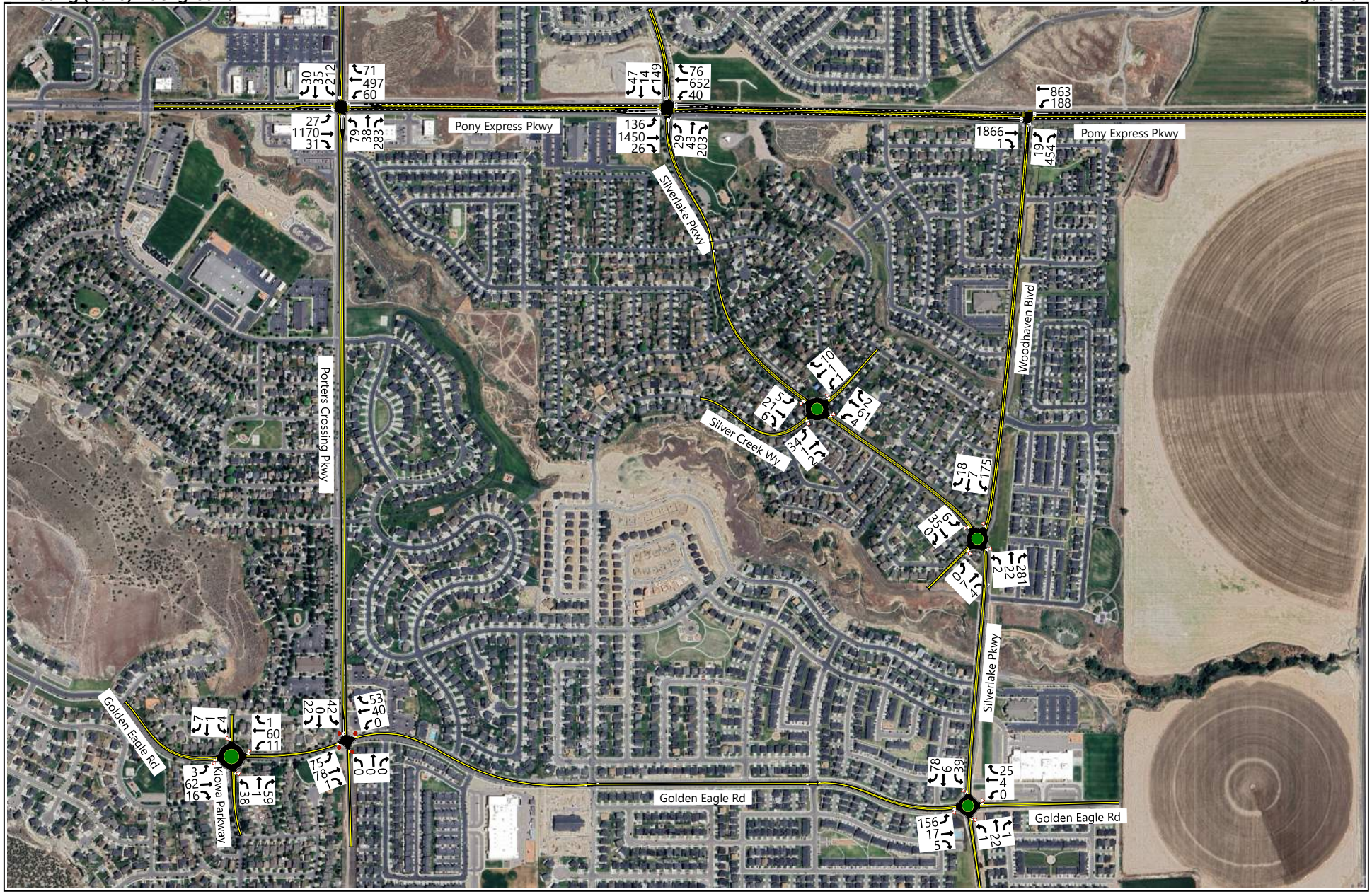
Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on FR-2889 (ATR #657). In recent years, traffic volumes in March have been equal to average traffic volumes. The observed traffic volumes were used as recorded at the study intersections. Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

Anecdotal observations point to mailboxes along the north end of Woodhaven Boulevard would require relocation given noted traffic behavior. Mail carriers and vehicles have been observed to block traffic at this location, since parked vehicles take up the southbound travel lane. Relocating the mailboxes to a side street would relieve these points of blockage.

Additionally, during Silver Lake Elementary School pickup and drop off periods, Golden Eagle Road and Silverlake Parkway have anecdotally observed consistent street parking. To accommodate this popular usage and to calm traffic, white line striping is recommended to separate on-street parking from travel lanes.

Eagle Mountain Silverlake TS
Existing (2026) Background

Morning Peak Hour
Figure 2a



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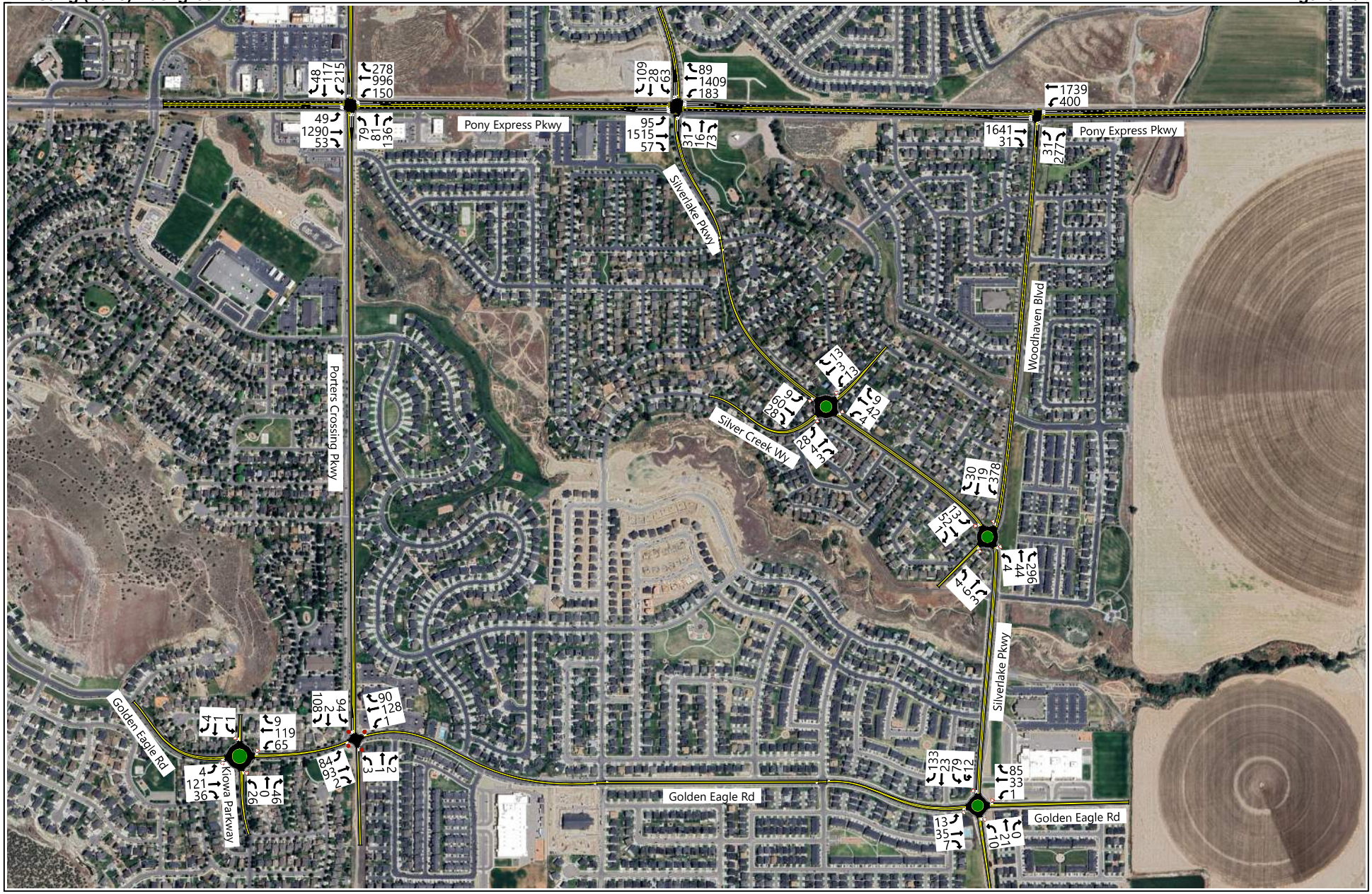
Eagle Mountain Silverlake TS
Existing (2026) Background

Evening Peak Hour
Figure 2b



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D. Level of Service Analysis

Hales Engineering determined that the Woodhaven Boulevard / Pony Express Parkway intersection is currently operating at a poor level of service during the morning peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed connections during the future build conditions.

Table 2: Existing (2026) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.4)	A (2.8)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.2)	A (8.1)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (20.0)	D (40.4)
Silverlake Parkway / Pony Express Parkway	Signal	B (18.0)	C (21.7)
Woodhaven Boulevard / Pony Express Parkway	Signal	E (73.5)	C (25.2)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (5.0)	A (7.2)
Silverlake Parkway / Silver Creek Way	Roundabout	A (2.4)	A (2.1)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.6)	A (2.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Porters Crossing Parkway / Pony Express Parkway:
  - Eastbound: >1,000 feet (PM)
  - Westbound: 700 feet (PM)
- Woodhaven Boulevard / Pony Express Parkway:
  - Northbound: >1,000 feet (AM)
  - Eastbound: 700 feet (PM)

F. Mitigation Measures

At the Porters Crossing Parkway / Pony Express Parkway intersection, no mitigation measures are recommended at this time to resolve the lengthy east and westbound queues since it would be expensive to mitigate for a nondisruptive queue. However, a northbound dual right-turn lane

is planned at the Woodhaven Boulevard / Pony Express Parkway intersection. This improvement is recommended to address the lengthy morning queues.

At the Silver Creek Way / Golden Eagle Road intersection, concerns about street safety resulted in consideration of an all-way stop control (AWSC). According to the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition (December 2023), Section 2B.12, an AWSC is warranted if there is precedent of crash history, sight distancing concerns, transition to signal control, 8-hour volume thresholds, or other factors. The intersection does not trigger the first three conditions. The 8-hour approach volumes warrant values was calculated, and the 300-vehicle threshold for the major street approach would not be met. AWSC should not be used as a traffic calming measure and other traffic calming measures should be considered instead.

G. Mitigated Scenario

From these mitigations, Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours, as shown in Table 3. While there are significant queue lengths along Pony Express Parkway, particularly at Porters Crossing Parkway and Woodhaven Boulevard, no further mitigations are recommended since the queues are expected to be nondisruptive to overall traffic conditions.

Table 3: Existing (2026) Background Peak Hour LOS – Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.4)	A (2.8)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.3)	A (8.3)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (19.9)	D (39.2)
Silverlake Parkway / Pony Express Parkway	Signal	B (17.7)	C (21.9)
Woodhaven Boulevard / Pony Express Parkway	Signal	A (8.3)	C (21.9)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (4.8)	A (7.3)
Silverlake Parkway / Silver Creek Way	Roundabout	A (2.5)	A (2.1)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.5)	A (2.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

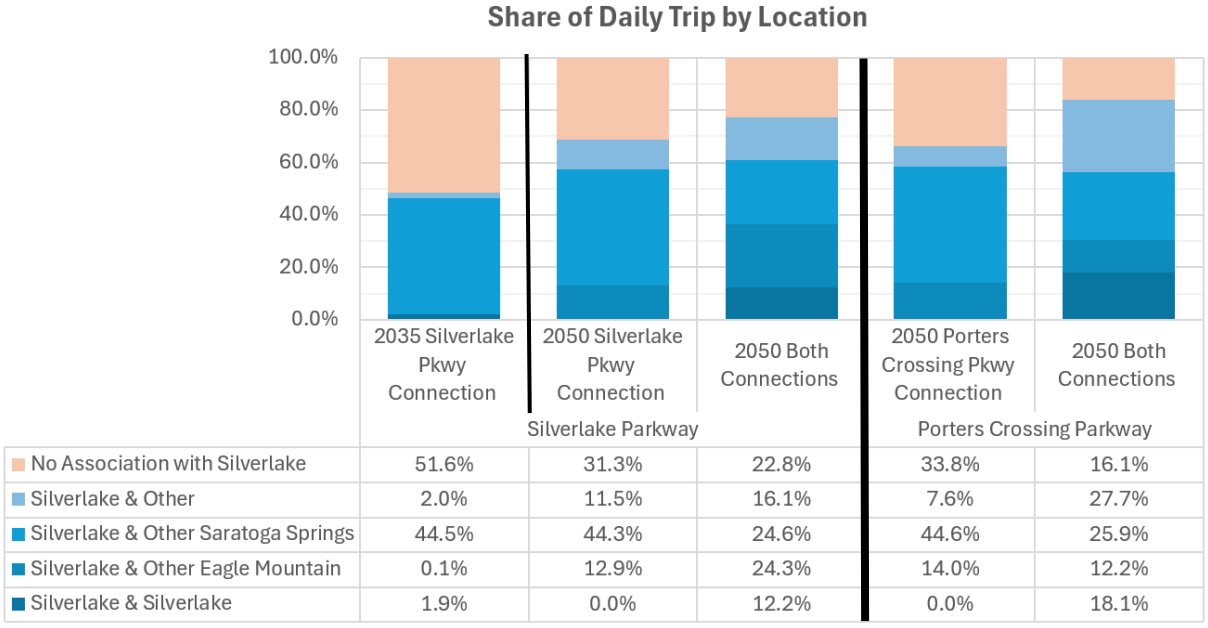
III. ROAD NETWORK TRAFFIC PATTERNS

A. Purpose

From the travel demand model, vehicle trips through the study area can be identified by their points of origin and destination to determine the proportion of trips traveling through or from the Silverlake community in each of the analyzed scenarios. Identifying the split of external compared to internal trips can allow for mitigated impact to local Silverlake roads. For the purposes of this study, trips were sorted based on origins and destinations associated with the Silverlake community, other Eagle Mountain, Saratoga Springs, and other regional trips.

B. Trip by Location Comparison

Trips analyzed in the travel demand model were sorted based on their starting and ending location and divided into local and regional sources. The number of daily trips identified from the model is represented with corresponding percentages shown in Figure 3. The first three bars represent the share of trips passing through the Silverlake Parkway connection and the second two bars represent the share of trips passing through the Porters Crossing Parkway connection. “Silverlake & Other” refers to local neighborhood traffic traveling to and from other cities beyond Saratoga Springs and Eagle Mountain.



	2035 Silverlake Pkwy Connection	2050 Silverlake Pkwy Connection	2050 Both Connections	2050 Porters Crossing Pkwy Connection	2050 Both Connections
No Association with Silverlake	51.6%	31.3%	22.8%	33.8%	16.1%
Silverlake & Other	2.0%	11.5%	16.1%	7.6%	27.7%
Silverlake & Other Saratoga Springs	44.5%	44.3%	24.6%	44.6%	25.9%
Silverlake & Other Eagle Mountain	0.1%	12.9%	24.3%	14.0%	12.2%
Silverlake & Silverlake	1.9%	0.0%	12.2%	0.0%	18.1%

Figure 3: Share of Daily Trip by Location

Until Lake Mountain Corridor is built, it is anticipated that approximately half of the traffic on the new Silverlake connection will be cut-through traffic, neither originating nor ending in the Silverlake neighborhood. Once Lake Mountain Corridor is constructed, it is anticipated that the

demand for cut-through will significantly decrease as Silverlake Parkway becomes a less desirable route for traffic traveling from Saratoga Springs to the Eagle Mountain town center and vice versa. It is also anticipated that Lake Mountain Corridor will draw traffic from the Silverlake neighborhood to the south, further decreasing the percentage attributable to cut-through traffic.

C. Impact on Local Roadways Visualized

While the regional patterns of traffic shown in attributed trip percentages shows connection utility, the roadway network is anticipated to experience varying impact based on the connections implemented in each scenario. The impact of these connections from each scenario are visualized in Figure 4 through Figure 7, where the wider the roadway, the more traffic is being routed through.

These figures represent where traffic utilizing the new connections is going to and from. For instance, the north portion of Mountain View Corridor does not register on the map because no one utilizing the new Silverlake or Porters Crossing connections comes to or from the North on Mountain View Corridor because more convenient routes are available. The bright red lines represent the new connections themselves and the yellow area represents the local Silverlake neighborhood. These graphics are not indicative of the overall traffic volumes on the road network, but rather show the routing before and after vehicles pass through the proposed connections.

Figure 4: Roadway Network Impact - 2035 Silverlake (A)

In the 2035 Silverlake scenario, the graphic shows demand on the Silverlake connection from the southern part of Saratoga Springs to get to Pony Express Parkway over to the Eagle Mountain town center. The Silverlake Parkway connection is used as a major link into greater Eagle Mountain, inducing demand through the Silverlake community. It is possible that congestion on Mountain View Corridor and Pony Express Parkway drive trips through this new connection. Subsequent chapters will explore whether improvements are needed due to this increased demand.

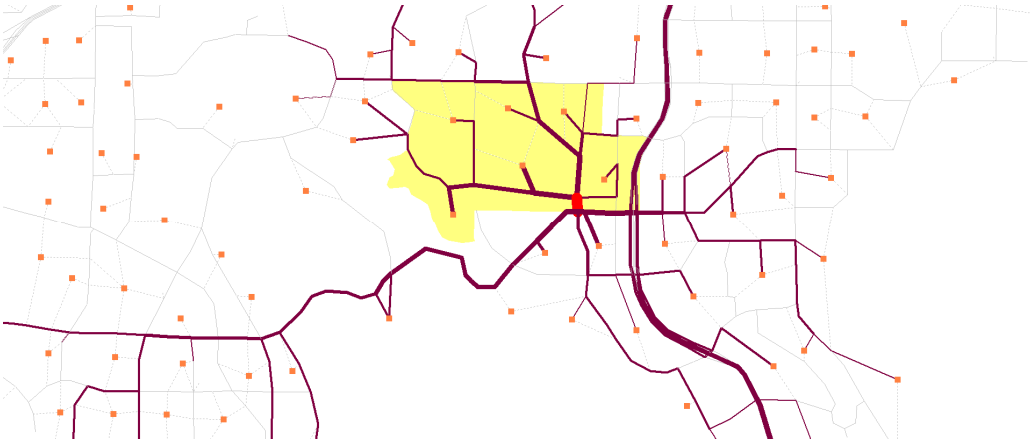


Figure 5: Roadway Network Impact - 2050 Silverlake Pkwy Connection (A)

Lake Mountain Corridor is anticipated to reduce traffic demand on Pony Express Parkway. As such, Silverlake Parkway becomes less desirable as a cut-through route tied to Pony Express Parkway and now serves more as an alternative route for traffic to enter and exit the Silverlake neighborhood, serving residents.

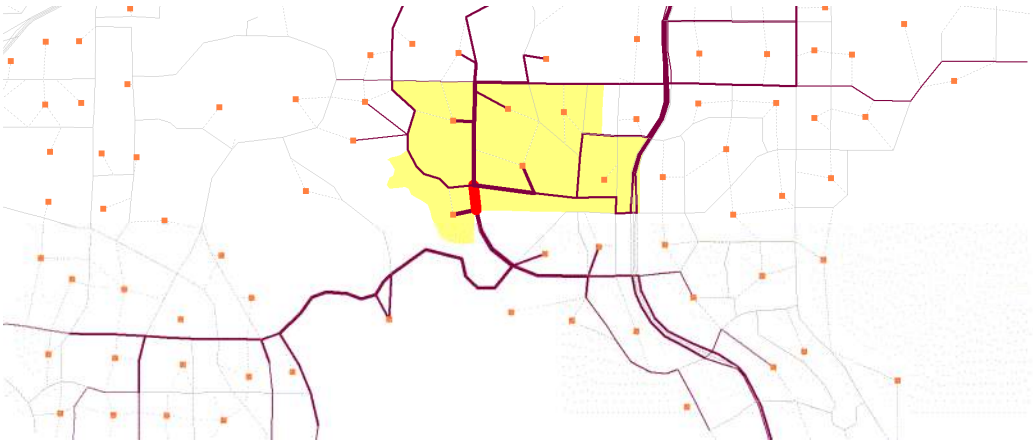


Figure 6: Roadway Network Impact - 2050 Porters Crossing Pkwy Connection (B)

This scenario focuses solely on adding the Porters Crossing Parkway connection and Lake Mountain Corridor. As a result, traffic incurred through Mountain View Corridor is limited, and the connection carries limited cut-through.

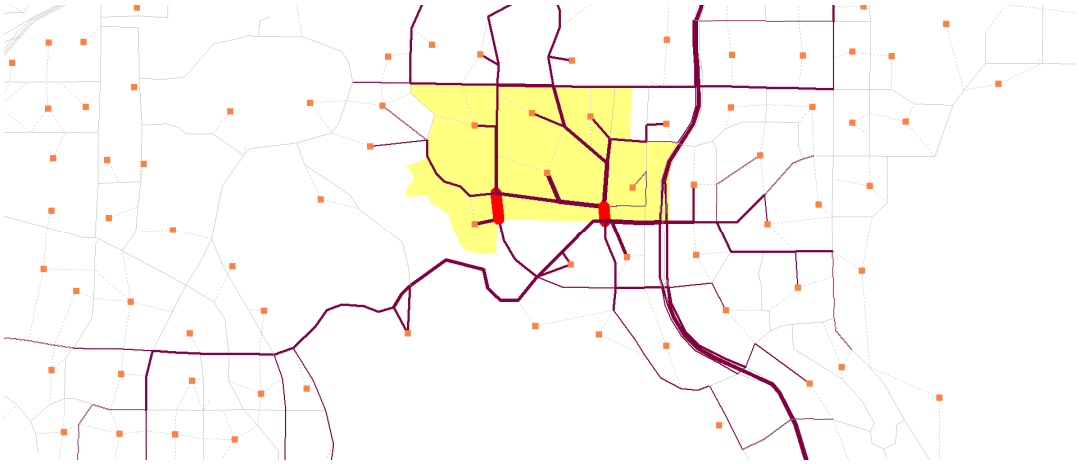


Figure 7: Roadway Network Impact - 2050 Both Connections (AB)

With both connections implemented in this scenario, traffic is more evenly dispersed along the major roadways. Strain placed on Golden Eagle is diminished by the pair of connections providing alternative routing. The Silverlake Connection still draws a large internal demand as it interfaces closer with Mountain View Corridor and Lake Mountain Corridor.

D. Summary

From the future (2035) and future (2050) scenarios, a trend between roadway connection alternative and location attribution is observable. In scenarios where Silverlake Parkway is connected to Saratoga Springs, there is a larger cut-through percentage of Saratoga Springs traffic using this roadway. However, once Lake Mountain Corridor is constructed, this effect is lessened. Alternatively, in scenarios where Porters Crossing Parkway is connected to Lake Mountain Corridor, the local Silverlake trips make up a larger portion of trips than other locations.

IV. FUTURE (2035) BACKGROUND (NO-BUILD) CONDITIONS

A. Purpose

The purpose of the future (2035) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the MAG Regional Transportation Plan, there are no projects planned before 2035 in the study area. Therefore, no changes were made to the roadway network for the future (2035) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2035) forecasted volumes from the WFRC / MAG travel demand model adapted for the Eagle Mountain Transportation Master Plan. Peak period turning movement counts were estimated using NCHRP 255 and 765 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections.

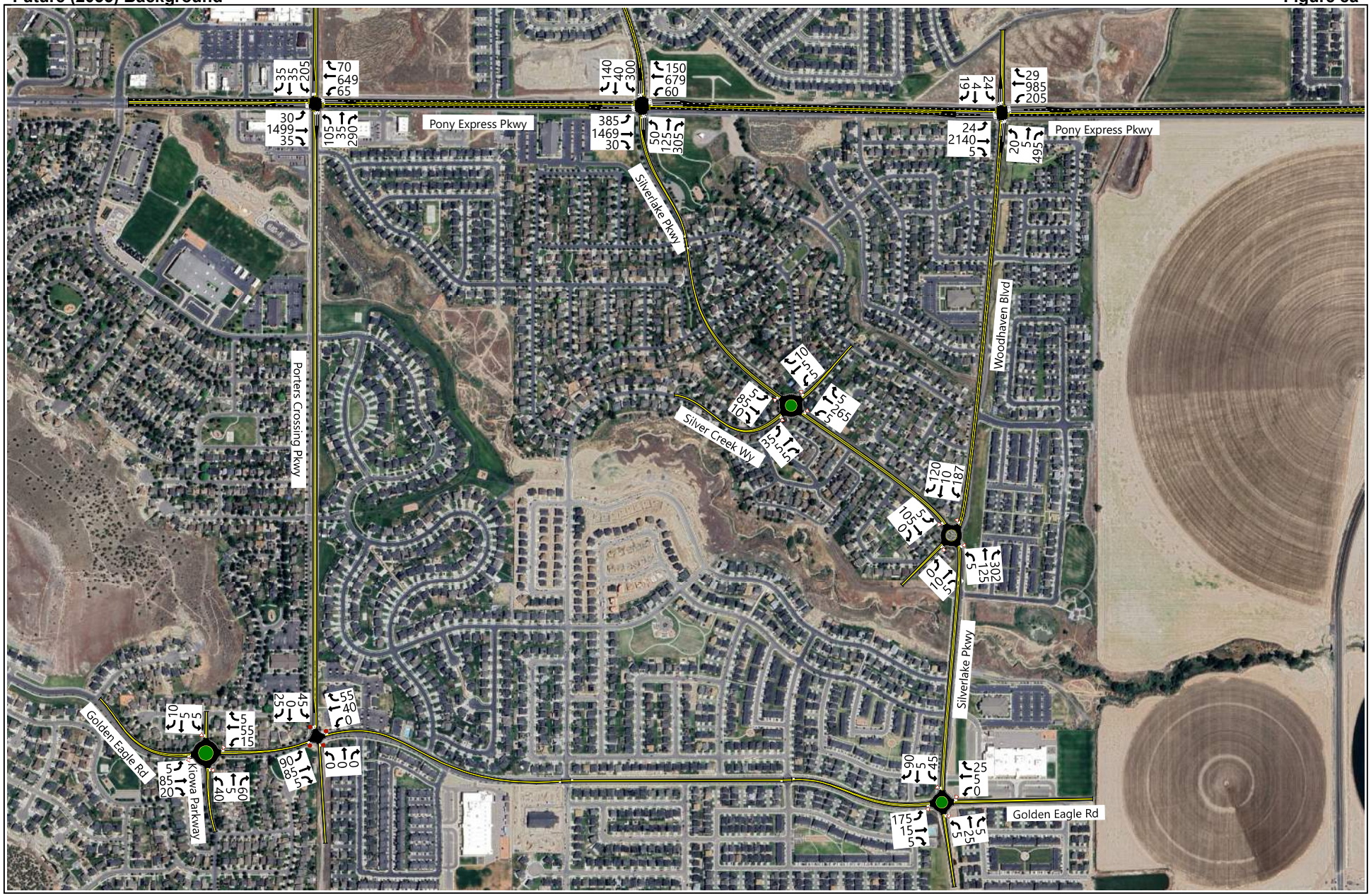
Traffic volumes were added from the new Saratoga Springs High School and Rider's Station developments. Travel demand model data for the Saratoga Springs area was also supplemented with development estimates from the City of Saratoga Springs. This added layer of clarity helps reflect the City's anticipated development plans, leading to more accurate traffic assumptions. In this case, the added development information contributed to a sizable increase in density from the base model. Future (2035) background morning and evening peak hour turning movement volumes are shown in Figure 8.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2035) background conditions, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed connections for future (2035) conditions.

Eagle Mountain Silverlake TS
Future (2035) Background

Morning Peak Hour
Figure 8a



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Eagle Mountain Silverlake TS
Future (2035) Background

Evening Peak Hour
Figure 8b

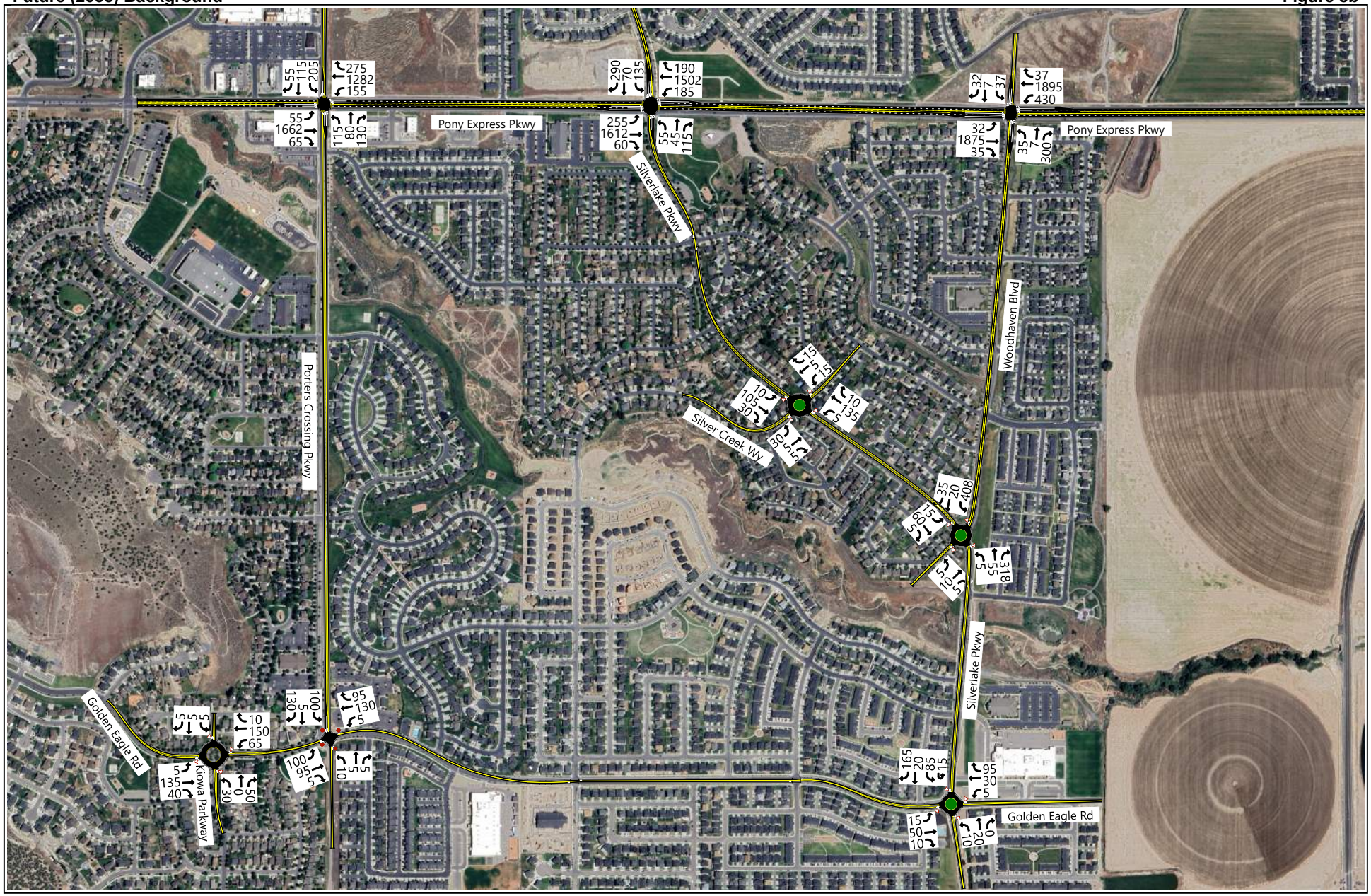

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Table 4: Future (2035) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.5)	A (2.9)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.3)	A (9.0)
Porters Crossing Parkway / Pony Express Parkway	Signal	C (33.2)	E (59.0)
Silverlake Parkway / Pony Express Parkway	Signal	D (41.5)	C (34.1)
Woodhaven Boulevard / Pony Express Parkway	Signal	D (36.9)	F (>80)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (5.9)	A (8.5)
Silverlake Parkway / Silver Creek Way	Roundabout	A (4.3)	A (2.9)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.6)	A (2.9)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Porters Crossing Parkway / Pony Express Parkway:
  - Northbound: 950 feet (AM)
  - Eastbound: >1,000 feet (PM)
  - Westbound: 675 feet (PM)
- Woodhaven Boulevard / Pony Express Parkway:
  - Southbound: 675 feet (PM)
  - Eastbound: >1,000 feet (PM)
  - Westbound: 775 feet (AM) & >3,000 feet (PM)
- Silverlake Parkway / Pony Express Parkway:
  - Southbound: 775 feet (AM)
  - Eastbound: 675 feet (AM) & 650 feet (PM)

F. Mitigation Measures

Based on the high volume of traffic on Pony Express, it is recommended that the roadway be widened to seven lanes through the study area. With this improvement to capacity, more vehicles can pass through the signals with less delay. According to the City, this is being evaluated from Mid Valley Road to Mountain View Corridor. Previous traffic studies in the area have

recommended improvements at individual intersections such as the Porters Crossing Parkway / Pony Express Parkway intersection, but queueing and delays are common across the corridor which is why the widening is recommended.

G. Mitigated Scenario

With these improvements included, Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2035) background conditions, as shown in Table 5. These results serve as a baseline condition for the impact analysis of the proposed connections for future (2035) conditions.

Table 5: Future (2035) Background Peak Hour LOS - Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.5)	A (2.9)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (5.3)	A (9.1)
Porters Crossing Parkway / Pony Express Parkway	Signal	C (25.8)	C (29.6)
Silverlake Parkway / Pony Express Parkway	Signal	C (30.0)	C (23.1)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (18.1)	C (23.6)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (6.1)	A (9.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (4.3)	A (3.0)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.5)	A (3.2)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

Even with significant queue lengths at Porters Crossing Parkway / Pony Express Parkway and Silverlake Parkway / Pony Express Parkway, no further mitigations are recommended since the queues are expected to be nondisruptive to overall traffic conditions.

FUTURE (2035) SILVERLAKE PARKWAY CONNECTION (A)

A. Purpose

The purpose of the future (2035) Silverlake Parkway connection analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway connection. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2035) background traffic volumes to predict turning movement volumes for future (2035) Silverlake Parkway connection conditions. Future (2035) Silverlake Parkway connection morning and evening peak hour turning movement volumes are shown in Figure 9. The 7-lane Pony Express Parkway recommendation was carried into this scenario.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2035) Silverlake Parkway connection conditions, as shown in Table 6.

Table 6: Future (2035) Silverlake Parkway Connection Peak Hour LOS

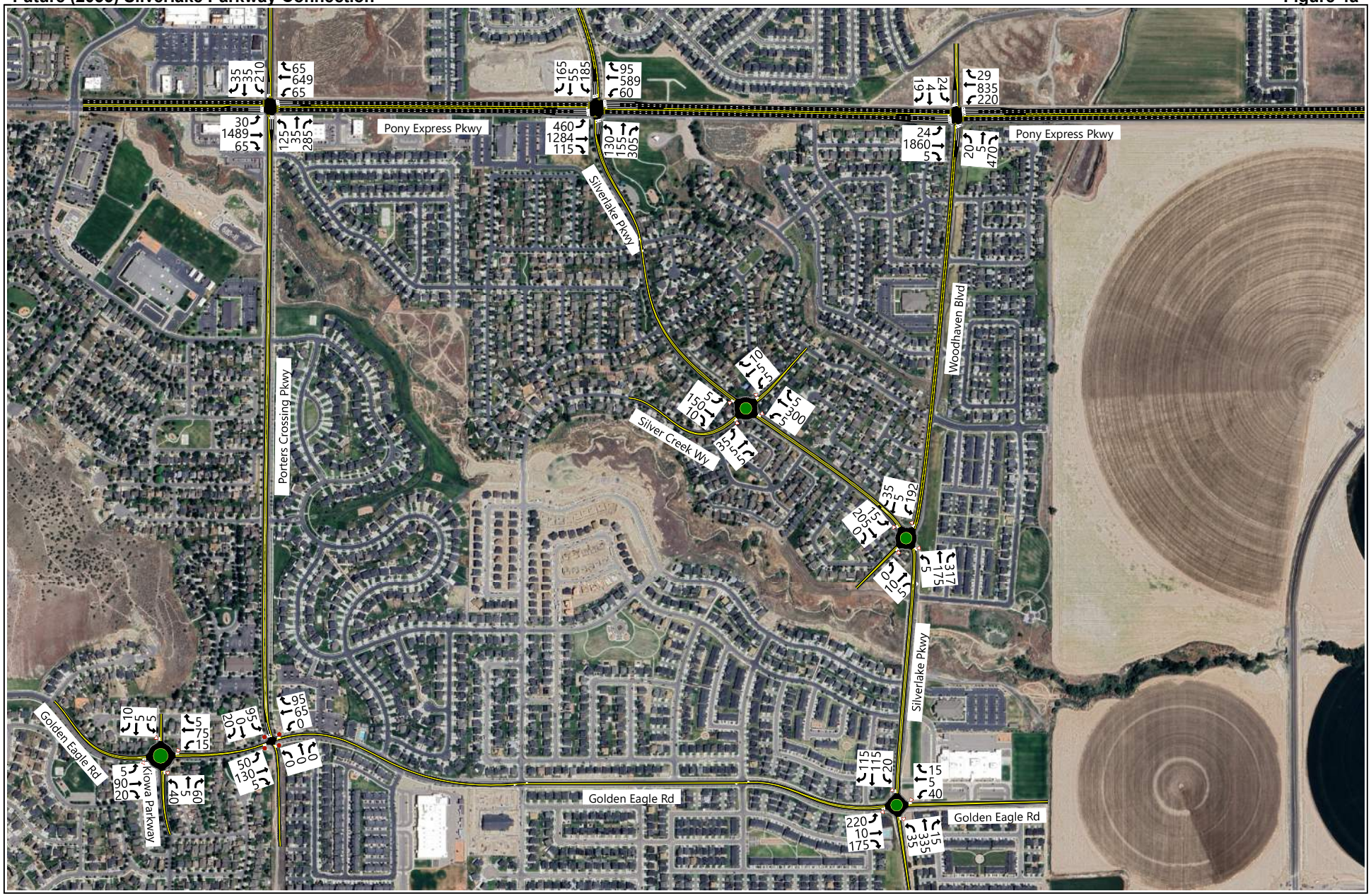
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.6)	A (3.1)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.4)	A (9.9)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (19.0)	C (30.5)
Silverlake Parkway / Pony Express Parkway	Signal	C (24.9)	C (23.1)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (16.7)	B (18.1)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (6.0)	B (10.1)
Silverlake Parkway / Silver Creek Way	Roundabout	A (4.2)	A (4.9)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (5.4)	B (11.8)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

Eagle Mountain Silverlake TS
Future (2035) Silverlake Parkway Connection

Morning Peak Hour
Figure 4a



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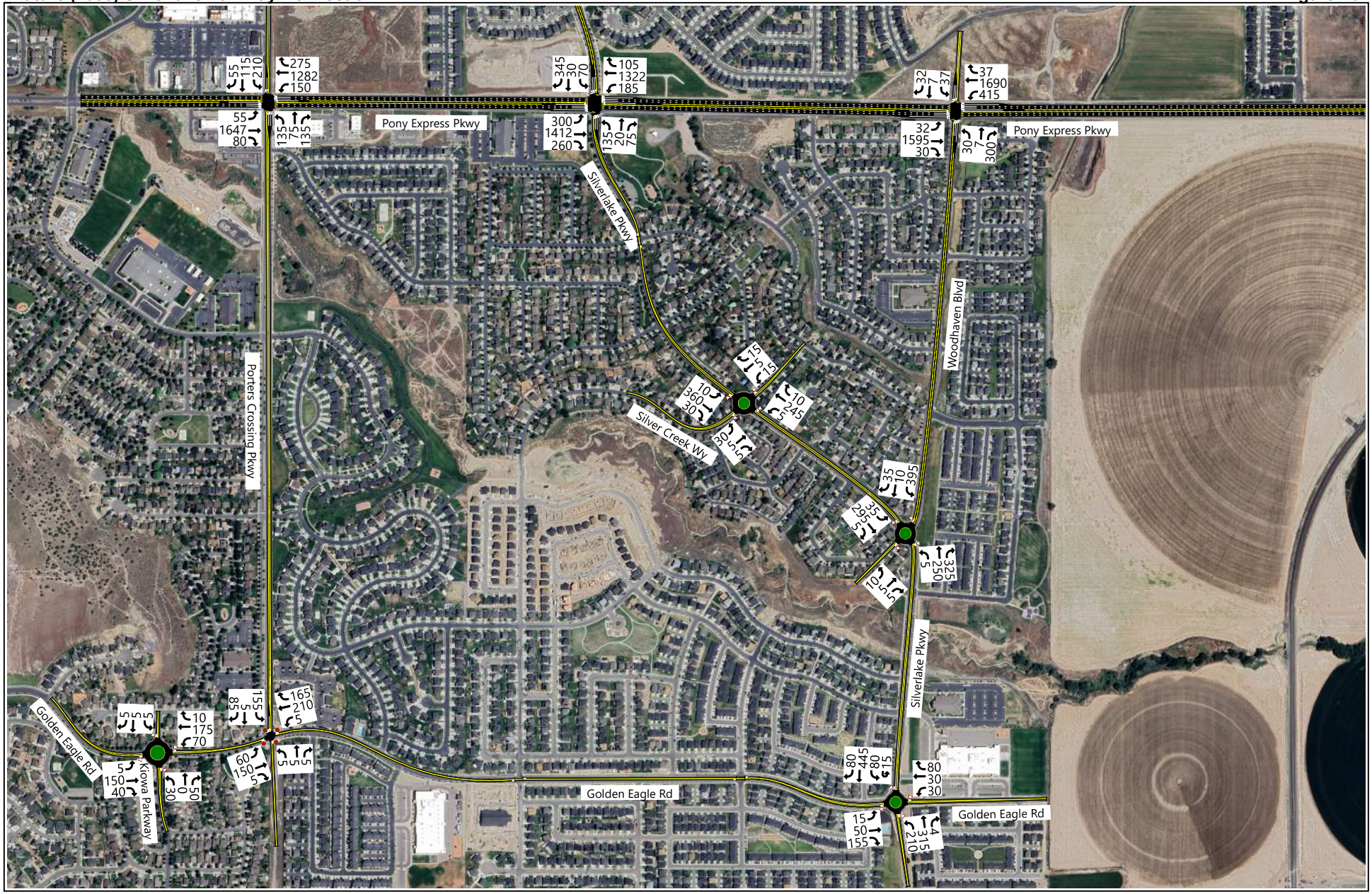
Eagle Mountain Silverlake TS
Future (2035) Silverlake Parkway Connection

Evening Peak Hour
Figure 4b



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D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour is summarized as follows:

- Golden Eagle Road / Silverlake Parkway:
  - Southbound: 375 feet (PM)

E. Mitigation Measures

To mitigate the queueing, it is recommended that a signal be installed at the Silverlake Parkway / Golden Eagle Road intersection. With this mitigation measure, the southbound queue length is anticipated to drop from 375 feet in the evening peak period to 175 feet.

As a measure to discourage cut-through traffic along Silverlake Parkway between Pony Express Parkway and the roundabout at Woodhaven Boulevard, the City could consider replacing the roundabout at the Woodhaven Boulevard / Silverlake Parkway intersection with a conventional intersection, teeing Silverlake Parkway into Woodhaven Boulevard and having Woodhaven Boulevard become the major thru route. This would require teeing Campbell Circle into Silverlake Parkway with an emergency access due to its close proximity to the new intersection. It is possible that this may discourage cut-through traffic by introducing an additional turn to get onto Silverlake Parkway, though exactly how much is not possible to say.

If a traffic signal is installed, it is possible visibility may be increased for pedestrians crossing Woodhaven Boulevard compared to the existing roundabout. However, traffic projections at this intersection do not show that volumes meet signal warrants. Additionally, the roundabout functions well from a traffic operations perspective.

It is recommended that the City evaluate the need for this improvement further after the Silverlake connection is made. Roundabouts are generally known to be safer as there are fewer potential conflict points, and collisions that do occur tend to happen at lower speeds and at less severe angles.

V. FUTURE (2050) BACKGROUND (NO-BUILD) CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the City, the proposed Lake Mountain Corridor connection will built by 2050, which provides a southern route between Saratoga Springs and Eagle Mountain. The route is proposed to extend from Halvorsen Parkway in Saratoga Springs and tie into Pony Express Parkway at Mid Valley Road. This connection was assumed in the analysis.

C. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the WFRC / MAG travel demand model adapted for the Eagle Mountain Transportation Master Plan. Peak period turning movement counts were estimated using NCHRP 255 and 765 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2050) background morning and evening peak hour turning movement volumes are shown in Figure 10. It is anticipated that Lake Mountain Corridor will significantly relieve traffic demand along Pony Express Parkway.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed connections for future (2050) conditions.

E. Queuing Analysis

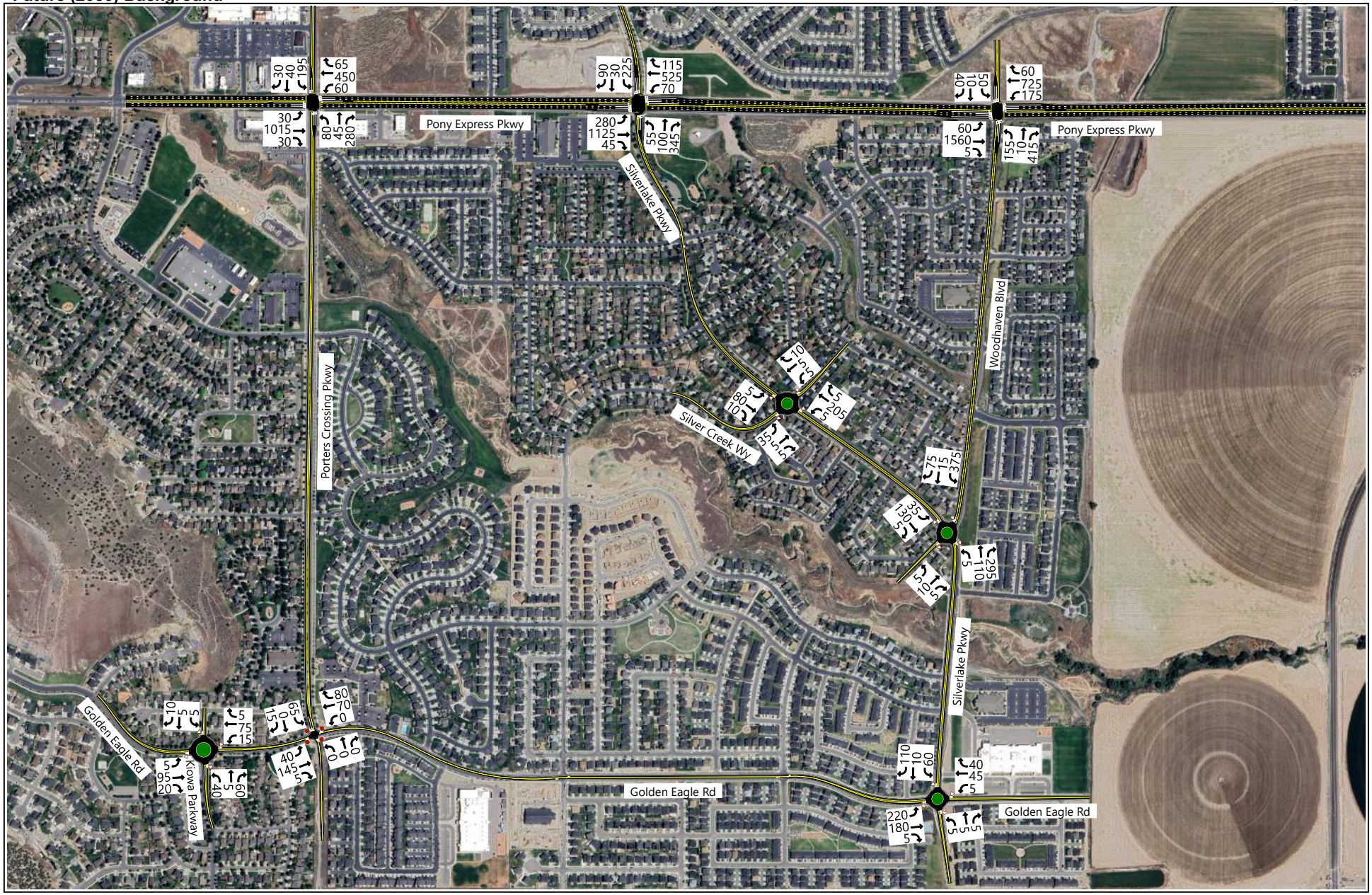
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.

Eagle Mountain Silverlake TS
Future (2050) Background

Morning Peak Hour
Figure 10a



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Eagle Mountain Silverlake TS
Future (2050) Background

Evening Peak Hour
Figure 10b

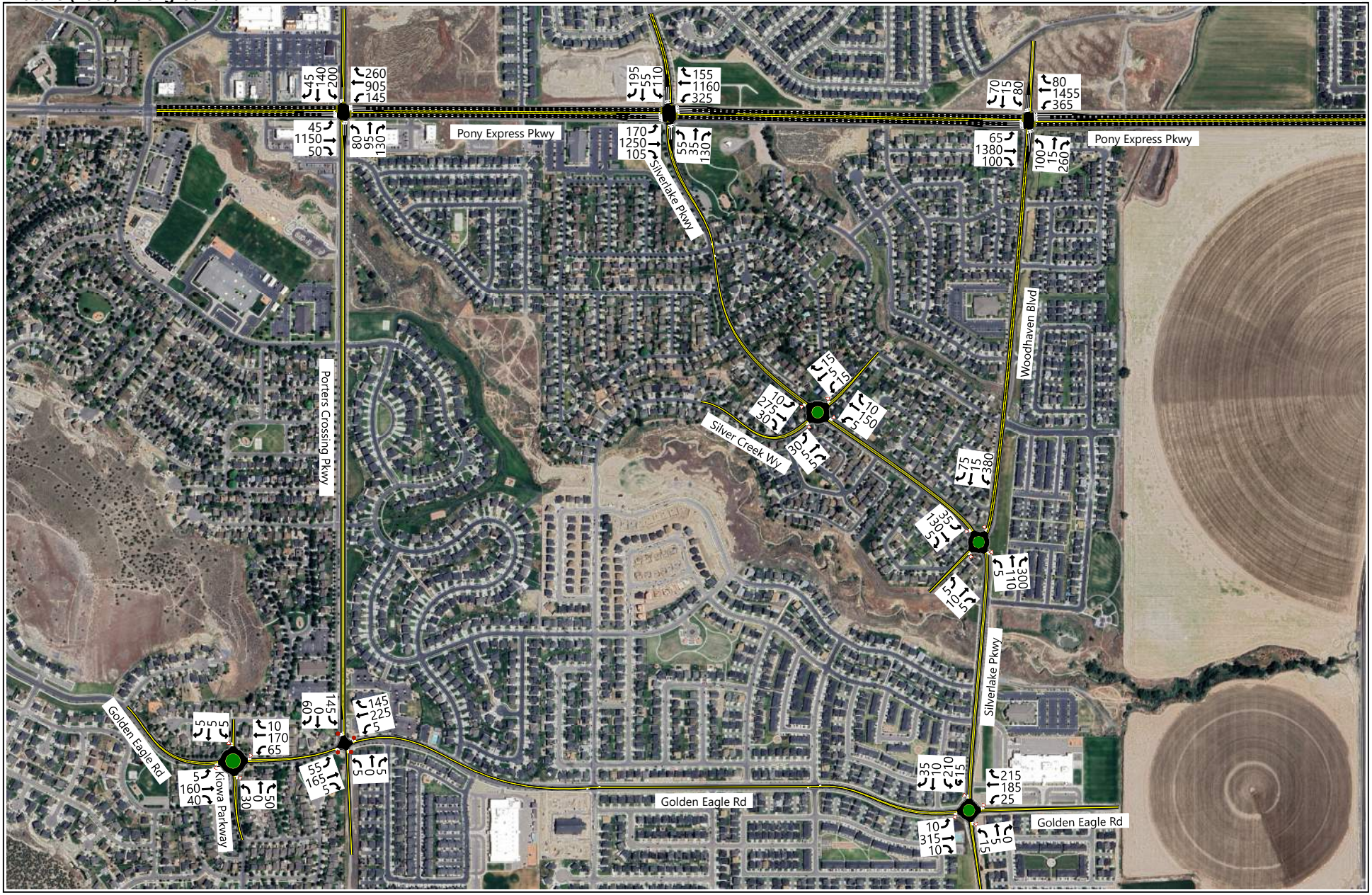

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Table 7: Future (2050) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.6)	A (3.2)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.0)	B (11.0)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (19.0)	C (25.6)
Silverlake Parkway / Pony Express Parkway	Signal	C (20.2)	C (20.3)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (16.8)	B (16.9)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (6.2)	A (7.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.8)	A (4.1)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (2.9)	A (4.1)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

VI. FUTURE (2050) SILVERLAKE PARKWAY CONNECTION (A)

A. Purpose

The purpose of the future (2050) Silverlake Parkway connection analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway connection. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) Silverlake Parkway connection conditions. Future (2050) Silverlake Parkway connection morning and evening peak hour turning movement volumes are shown in Figure 11.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) Silverlake Parkway connection conditions, as shown in Table 8.

Table 8: Future (2050) Silverlake Parkway Connection Peak Hour LOS

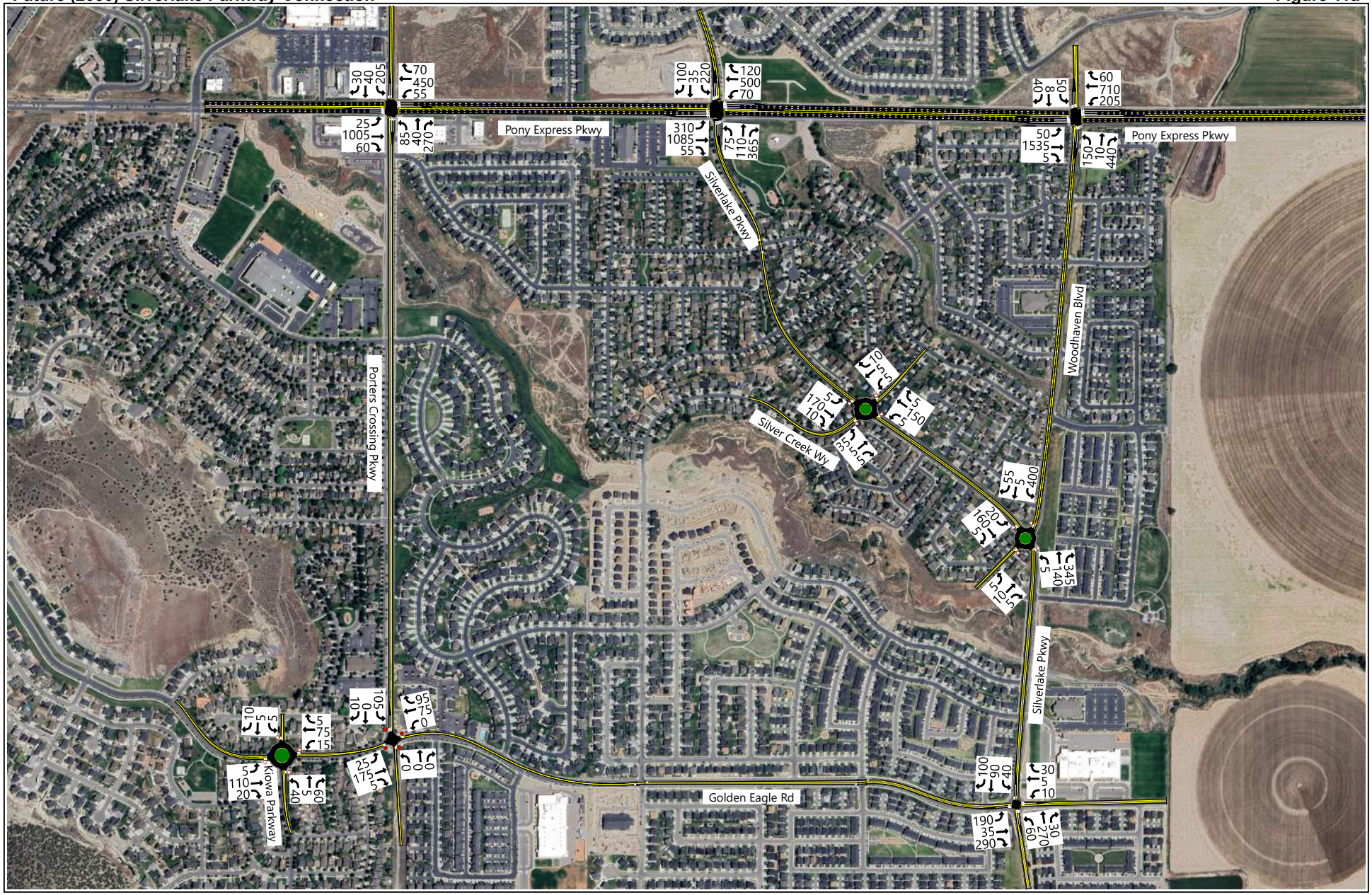
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.7)	A (3.3)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.7)	B (13.3)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (17.6)	C (25.1)
Silverlake Parkway / Pony Express Parkway	Signal	C (21.9)	C (21.3)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (18.5)	B (19.2)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (7.0)	A (10.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.9)	A (4.5)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (7.4)	B (13.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

Eagle Mountain Silverlake TS
Future (2050) Silverlake Parkway Connection

Morning Peak Hour
Figure 11a



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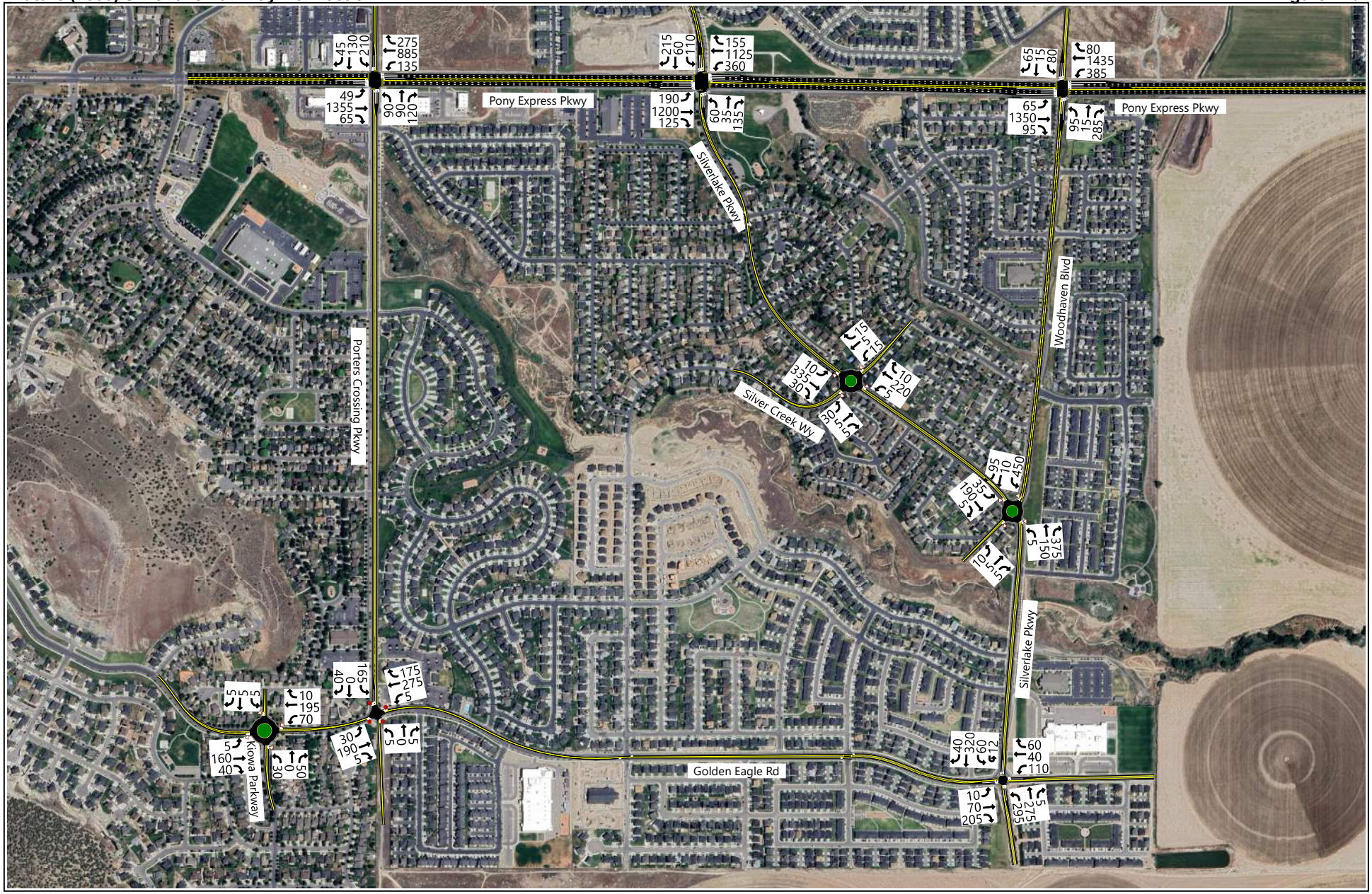
Eagle Mountain Silverlake TS
Future (2050) Silverlake Parkway Connection

Evening Peak Hour
Figure 11b



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D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

VII. FUTURE (2050) PORTERS CROSSING PKWY CONNECTION (B)

A. Purpose

The purpose of the future (2050) Porters Crossing Parkway connection analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway connection. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) Porters Crossing Parkway connection conditions. Future (2050) Porters Crossing Parkway connection morning and evening peak hour turning movement volumes are shown in Figure 12.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) Porters Crossing Parkway connection conditions, as shown in Table 9.

Table 9: Future (2050) Porters Crossing Parkway Connection Peak Hour LOS

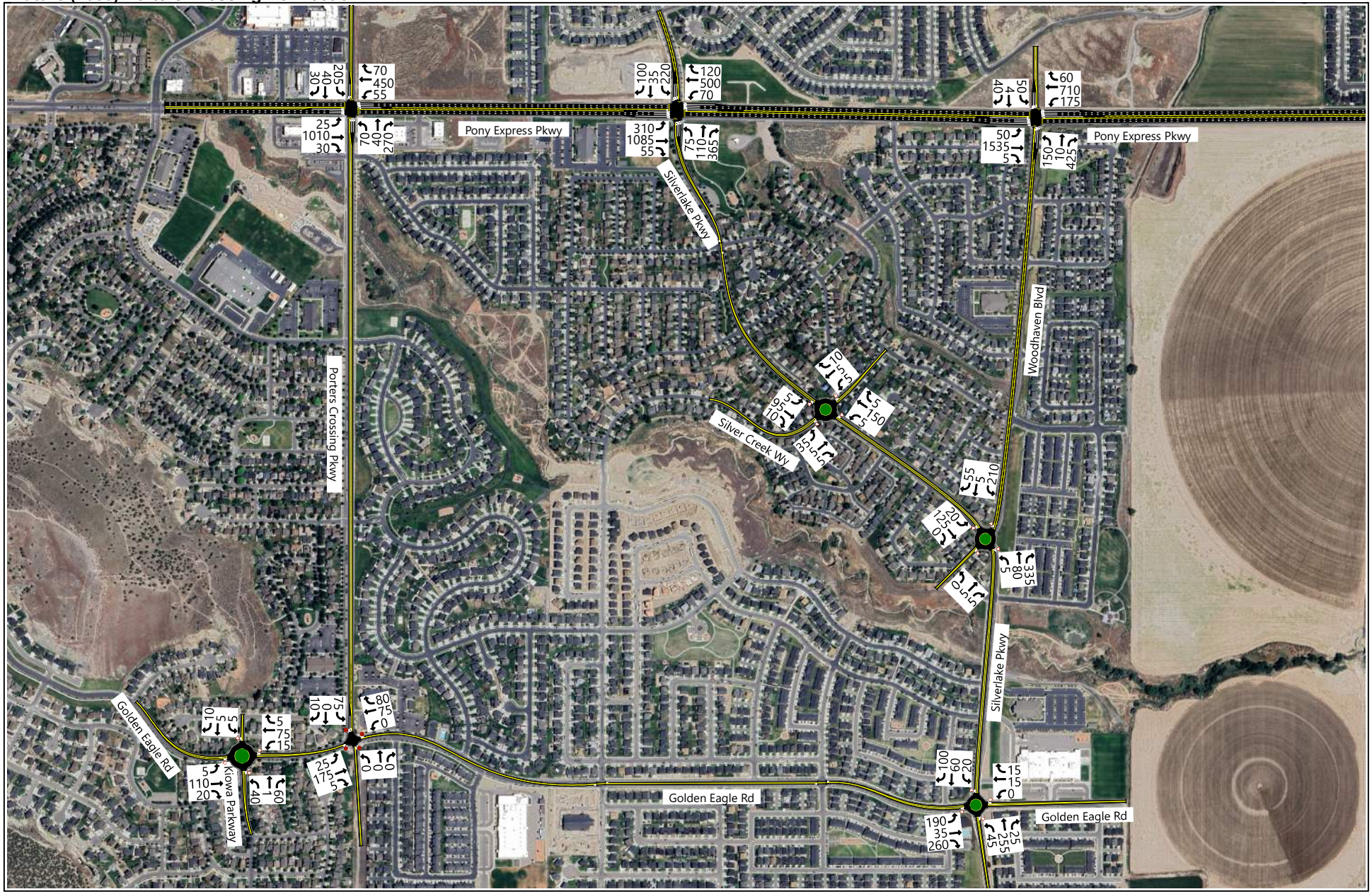
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.6)	A (2.9)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (6.3)	C (16.3)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (17.1)	C (24.9)
Silverlake Parkway / Pony Express Parkway	Signal	C (21.4)	B (19.4)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (16.4)	B (16.6)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (4.9)	A (6.8)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.5)	A (3.9)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (4.5)	A (3.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

Eagle Mountain Silverlake TS
Future (2050) Porters Crossing Connection

Morning Peak Hour
Figure 12a



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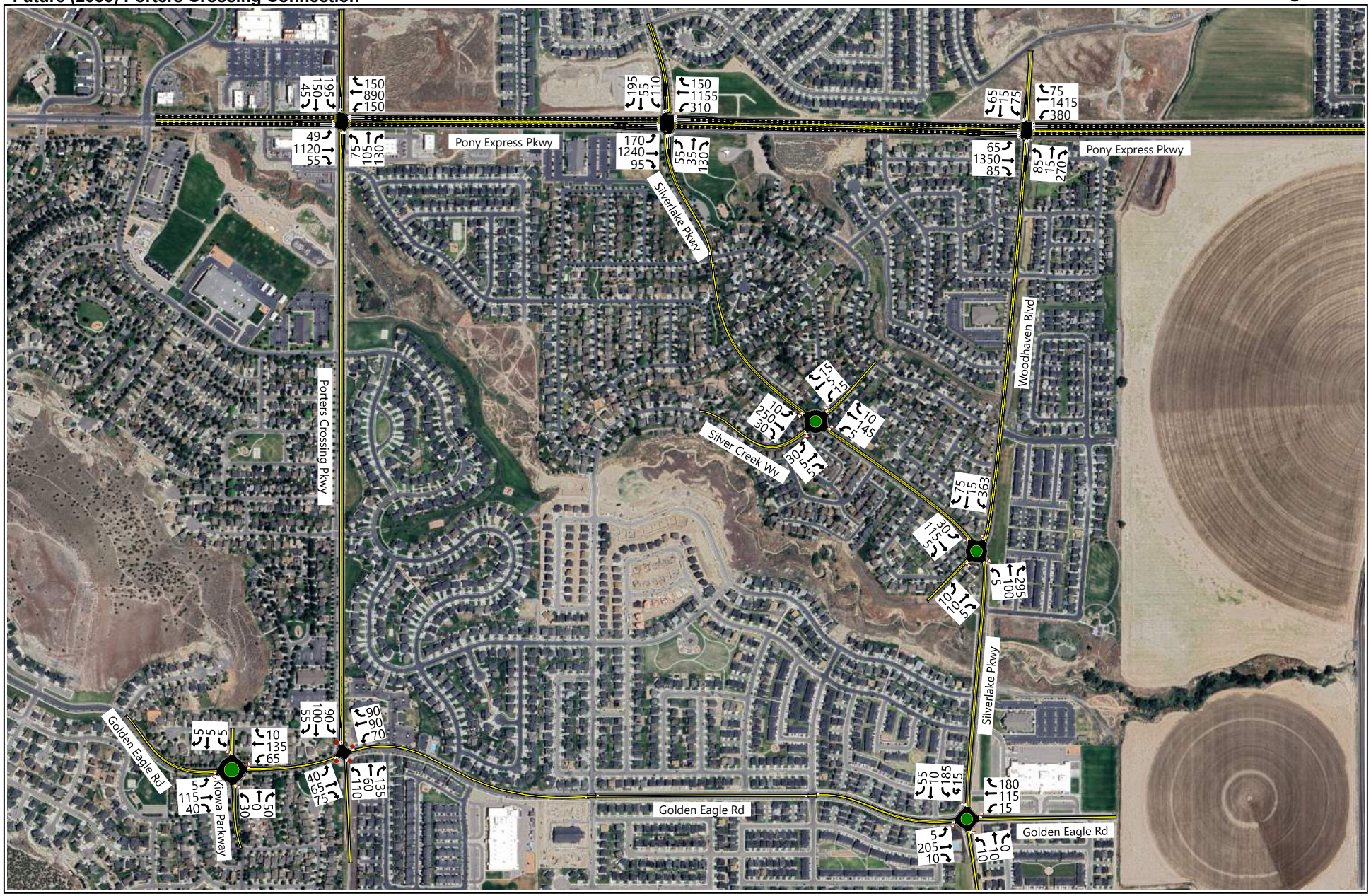
Eagle Mountain Silverlake TS
Future (2050) Porters Crossing Connection

Evening Peak Hour
Figure 12b



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D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

VIII. FUTURE (2050) BOTH CONNECTIONS (AB)

A. Purpose

The purpose of the future (2050) both connections analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the proposed Silverlake Parkway and Porters Crossing Parkway connections. This scenario provides valuable insight into the potential impacts of the proposed connection on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the proposed connection discussed to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) both connections conditions. Future (2050) both connections morning and evening peak hour turning movement volumes are shown in Figure 13.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) both connections conditions, as shown in Table 10.

Table 10: Future (2050) Both Connections Peak Hour LOS

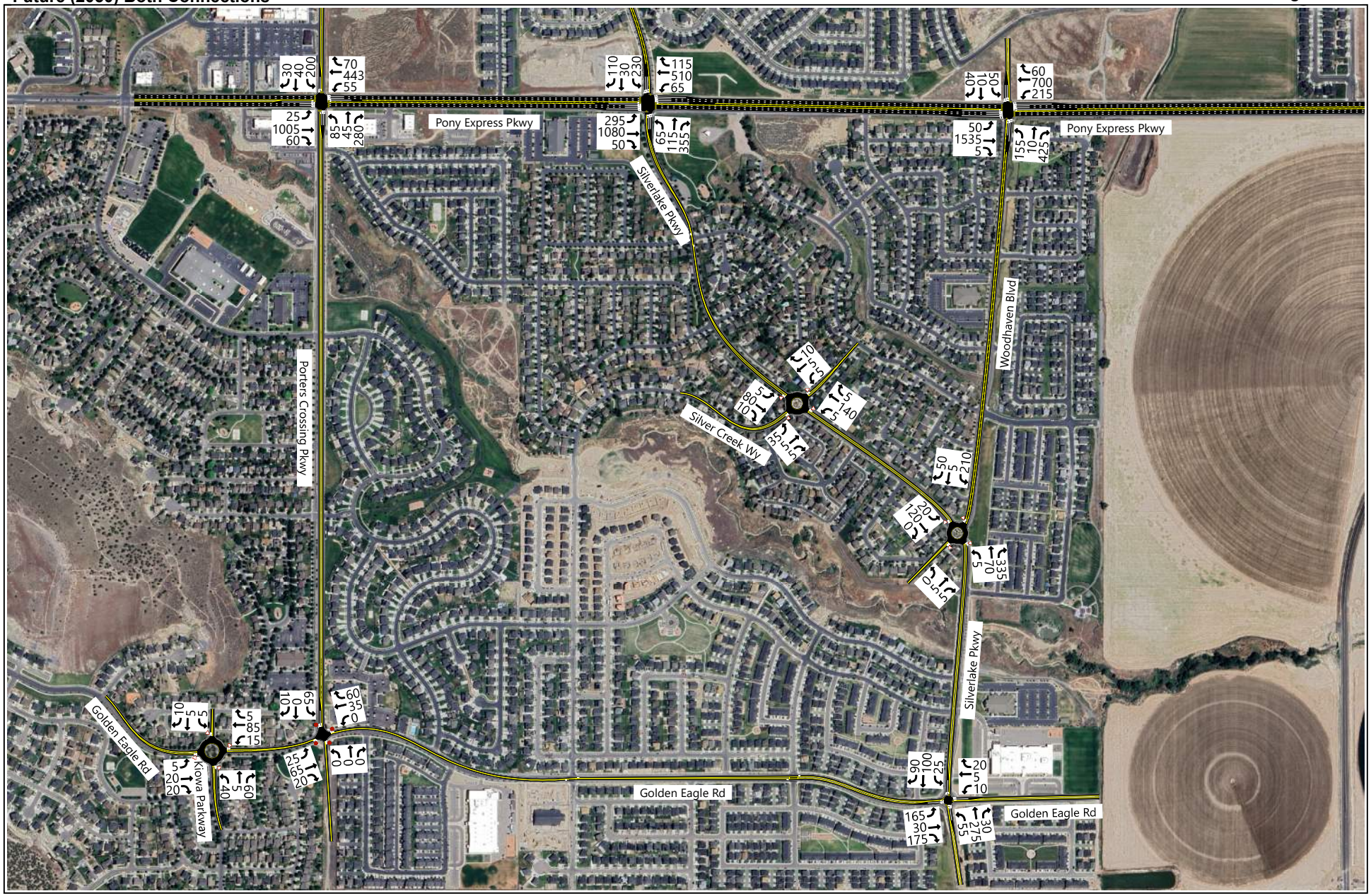
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Golden Eagle Road / Kiowa Parkway	Roundabout	A (2.3)	A (3.0)
Porters Crossing Parkway / Golden Eagle Road	AWSC	A (4.5)	B (13.1)
Porters Crossing Parkway / Pony Express Parkway	Signal	B (17.3)	C (25.7)
Silverlake Parkway / Pony Express Parkway	Signal	C (21.0)	C (21.5)
Woodhaven Boulevard / Pony Express Parkway	Signal	B (18.2)	B (17.8)
Woodhaven Boulevard / Silverlake Parkway	Roundabout	A (5.8)	A (10.0)
Silverlake Parkway / Silver Creek Way	Roundabout	A (3.4)	A (4.2)
Silverlake Parkway / Golden Eagle Road	Roundabout	A (7.0)	A (9.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

Eagle Mountain Silverlake TS
Future (2050) Both Connections

Morning Peak Hour
Figure 13a



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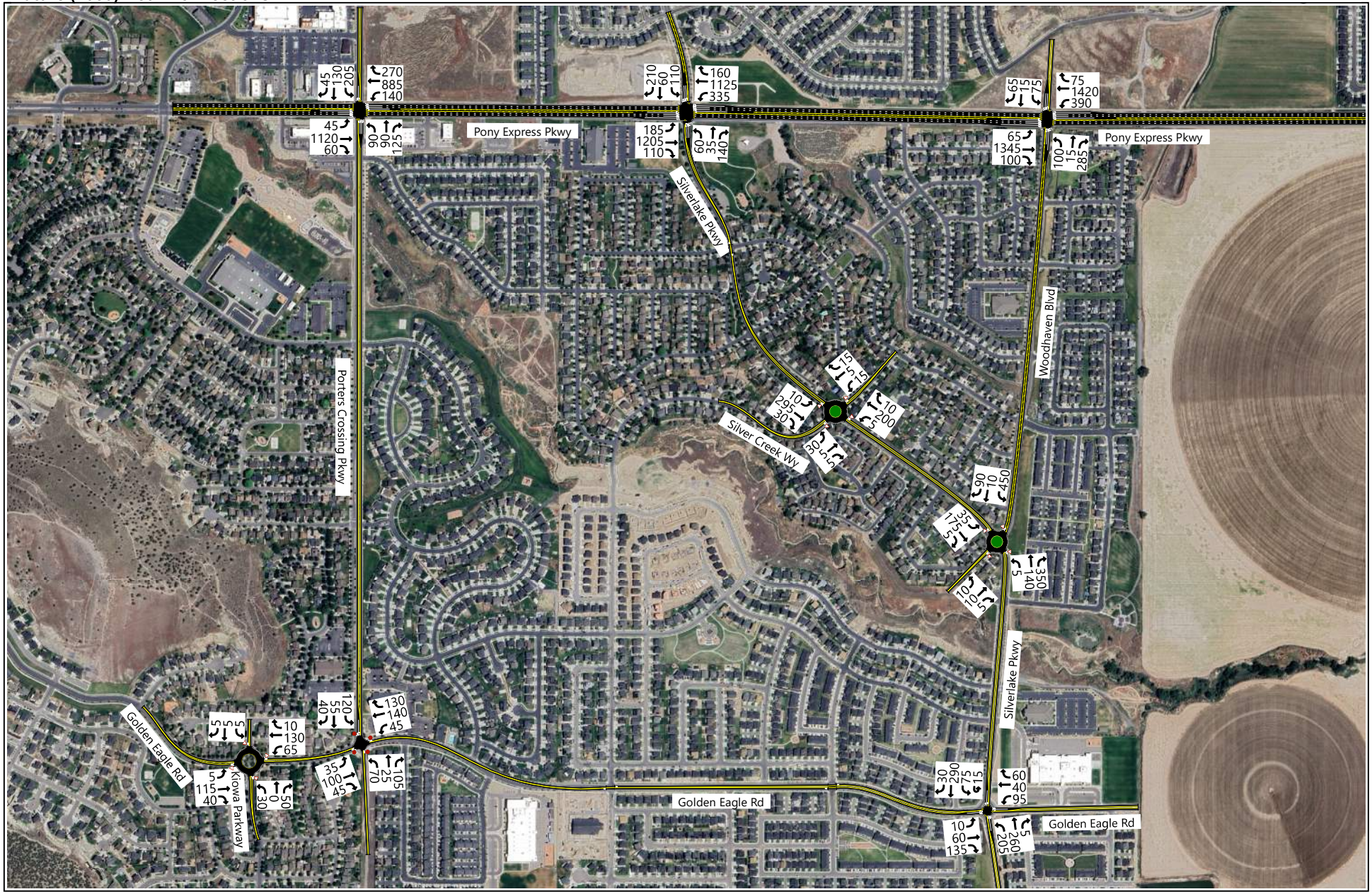
801.766.4343
05/29/2026

Eagle Mountain Silverlake TS
Future (2050) Both Connections

Evening Peak Hour
Figure 13b



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05/29/2026

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths pulled from all future (2050) plus project scenarios. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown in Table 11 include new intersections and existing intersections that have recommended storage length changes.

Table 11: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
6	Woodhaven Boulevard / Silverlake Parkway	-	**75**	-	**-**	-	**-**	-	**-**	-	**-**	-	**-**	-	**-**	-	**-**
8	Silverlake Parkway / Golden Eagle Road	-	**200**	-	**-**	-	**75**	-	**-**	-	**125**	-	**-**	-	**125**	-	**-**

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2026

IX. PROJECT COSTS

A. Purpose

From the recommendations made for traffic and community improvements, project costs were estimated. While some improvements are recommended for traffic operation, others are intended to assist community goals.

B. Cost Estimates

The list of recommendations accompanied by estimated costs is shown in Table 12. Estimated costs listed in the table reflect current year's costs. For detailed conceptual designs of these improvements, see Appendix E.

Table 12: List of Projects and Costs

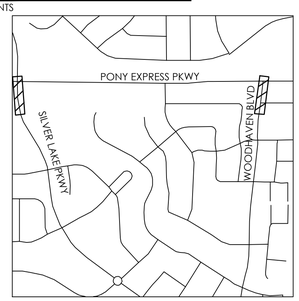
Project		Cost
Improvement	Phasing	
Woodhaven Boulevard: Relocate mailboxes	2026	$8,000
Pony Express Parkway: Widen to seven lanes from Mid Valley Road to Mountain View Corridor	2035	$38,200,000
Silverlake Parkway / Golden Eagle Road: Remove roundabout and install signal and extend Silverlake Parkway south Saratoga Springs city limits	2035	$2,200,000
Woodhaven Boulevard / Silverlake Parkway: Alternate Traffic Control (Signalization)	Optional	$1,400,000
Total		**$41,808,000**
Source: Ensign Engineering and Hales Engineering, June 2026		

APPENDIX A

Pony Express Intersection Layouts

VICINITY MAP

NTS



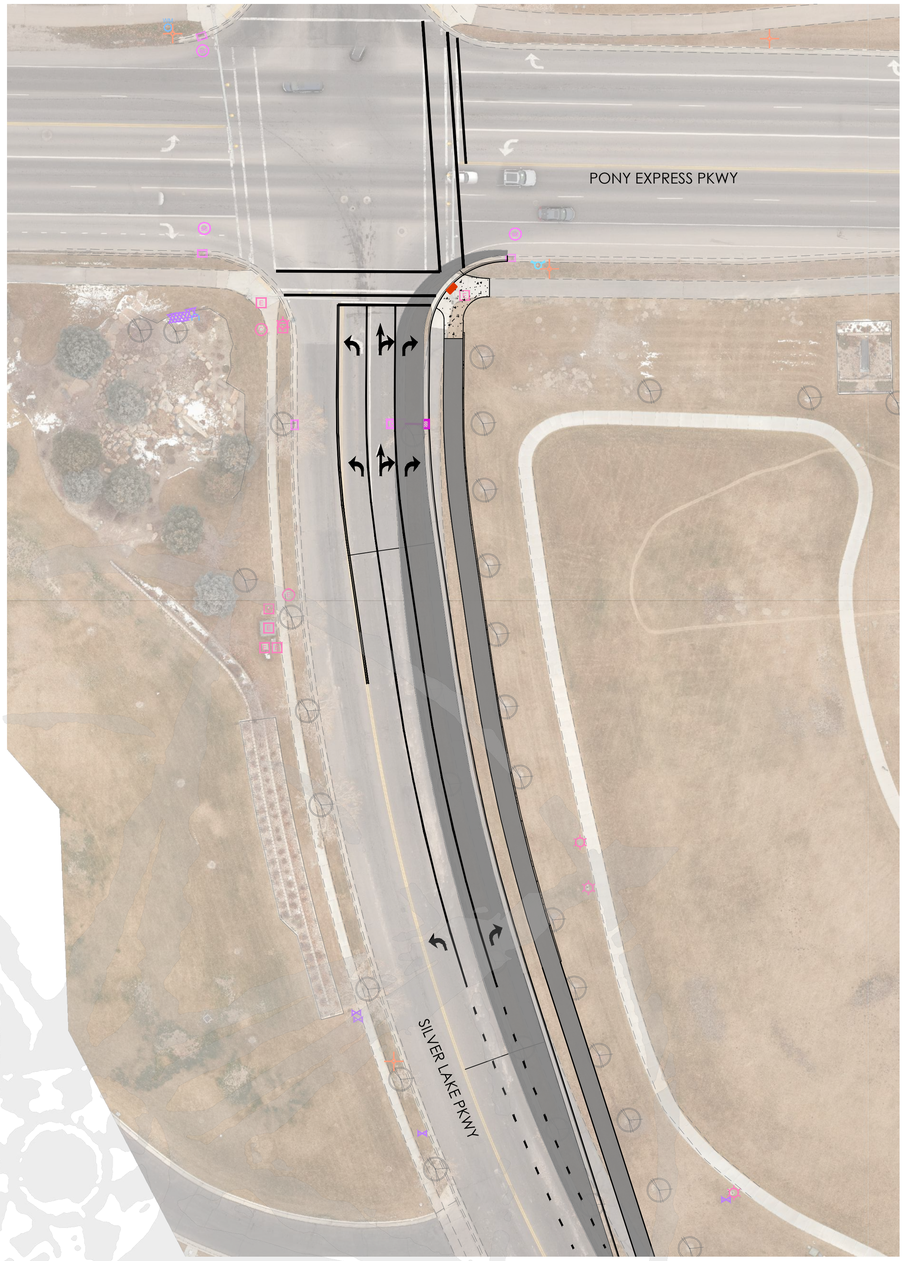
SILVER LAKE PKWY & WOODHAVEN BLVD

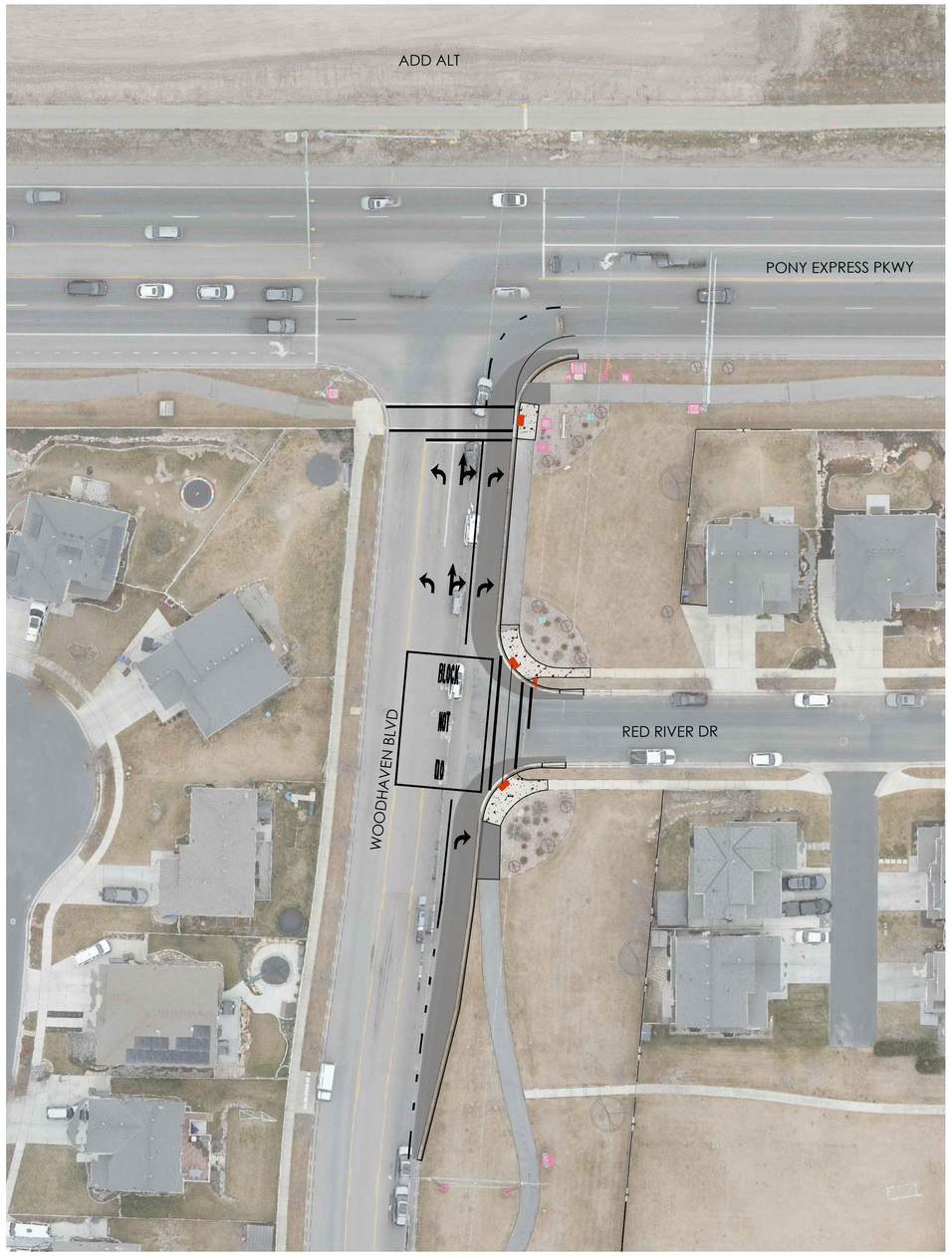
PREPARED FOR:

EAGLE MOUNTAIN CITY

LOCATED IN:

EAGLE MOUNTAIN CITY





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EAGLE MOUNTAIN, UTAH 84005
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CONTACT: DAVID SALAZAR

Sheet List Table	
Sheet Number	Sheet Title
C-01	COVER SHEET
C-02	GENERAL NOTES
RM-01	REMOVAL PLAN
RM-02	REMOVAL PLAN
RD-01	ROADWAY PLAN
RD-02	ROADWAY PLAN
GR-01	GRADING PLAN
GR-02	GRADING PLAN
SG-01A	SIGNAL LAYOUT- SILVER LAKE
SG-01B	SIGNAL LAYOUT - WOODHAVEN
SG-02A	CIRCUIT LAYOUT - SILVER LAKE
SG-02B	CIRCUIT LAYOUT - WOODHAVEN
SG-S01	SIGNAL LEGEND
SG-S02	CONTRACTOR FURNISHED
SG-S03	SIGNAL SCHEDULE

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SILVER LAKE PKWY & WOODHAVEN BLVD
EAGLE MOUNTAIN CITY
COVER SHEET

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

COVER SHEET

Scale: 1"=30'	Drawn: WE
Date: 4/14/2026	Job #: 26-8010
Sheet: C-01	

T:\...2026\26-8010 Silver Lake Pkwy & Woodhaven Blvd\design 26-8010\dwg\sheets\C-1 Cover Sheet.dwg

APPENDIX B

Turning Movement Counts

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

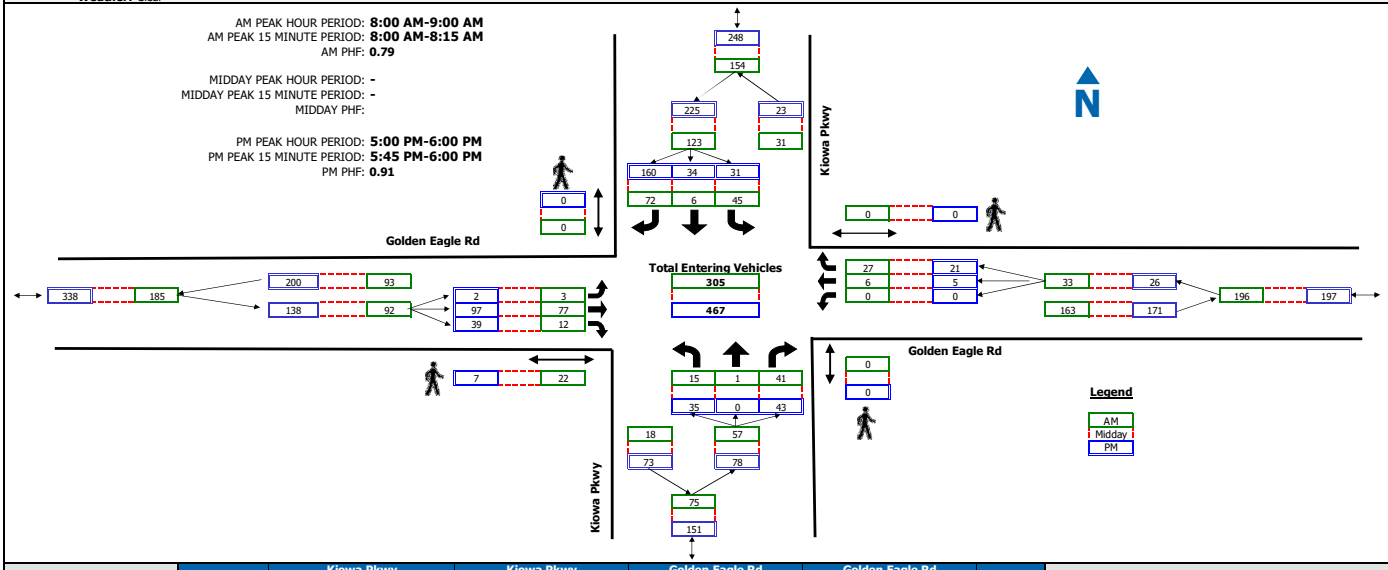
Intersection: Kiowa Pkwy / Golden Eagle Rd
North/South Road: Kiowa Pkwy
East/West Road: Golden Eagle Rd
Jurisdiction: Ealge Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-11-26, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.79**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.91**



COUNT SUMMARY	Kiowa Pkwy Northbound				Kiowa Pkwy Southbound				Golden Eagle Rd Eastbound				Golden Eagle Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	6	0	14	0	0	0	6	0	0	15	1	0	0	0	4	0	46
7:15 - 7:30	9	0	17	0	4	1	7	1	0	18	2	0	0	0	1	0	59
7:30 - 7:45	4	0	15	0	5	1	9	0	0	18	1	0	0	1	3	0	57
7:45 - 8:00	7	0	8	0	14	1	26	0	0	11	3	0	0	0	3	0	73
8:00 - 8:15	7	0	9	0	16	0	29	0	0	15	6	0	0	2	13	0	97
8:15 - 8:30	3	0	5	0	4	4	14	0	1	23	3	0	0	1	6	0	64
8:30 - 8:45	2	1	14	0	8	1	13	0	1	7	2	7	0	0	3	0	52
8:45 - 9:00	3	0	13	0	17	1	16	0	1	32	1	15	0	3	5	0	92

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	0	11	0	3	8	33	0	0	15	6	2	0	1	2	0	81
16:15 - 16:30	4	0	8	0	5	5	36	0	1	24	3	3	0	1	12	0	99
16:30 - 16:45	2	1	8	0	11	6	52	0	0	17	4	2	0	3	14	0	118
16:45 - 17:00	3	0	10	0	7	5	35	0	0	23	11	0	0	4	7	4	105
17:00 - 17:15	12	0	13	0	3	10	39	0	0	24	14	0	0	0	6	0	121
17:15 - 17:30	6	0	6	0	5	10	35	0	1	29	6	5	0	1	9	0	108
17:30 - 17:45	10	0	15	0	5	9	38	0	0	17	12	0	0	1	2	0	109
17:45 - 18:00	7	0	9	0	18	5	48	0	1	27	7	2	0	3	4	0	129

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

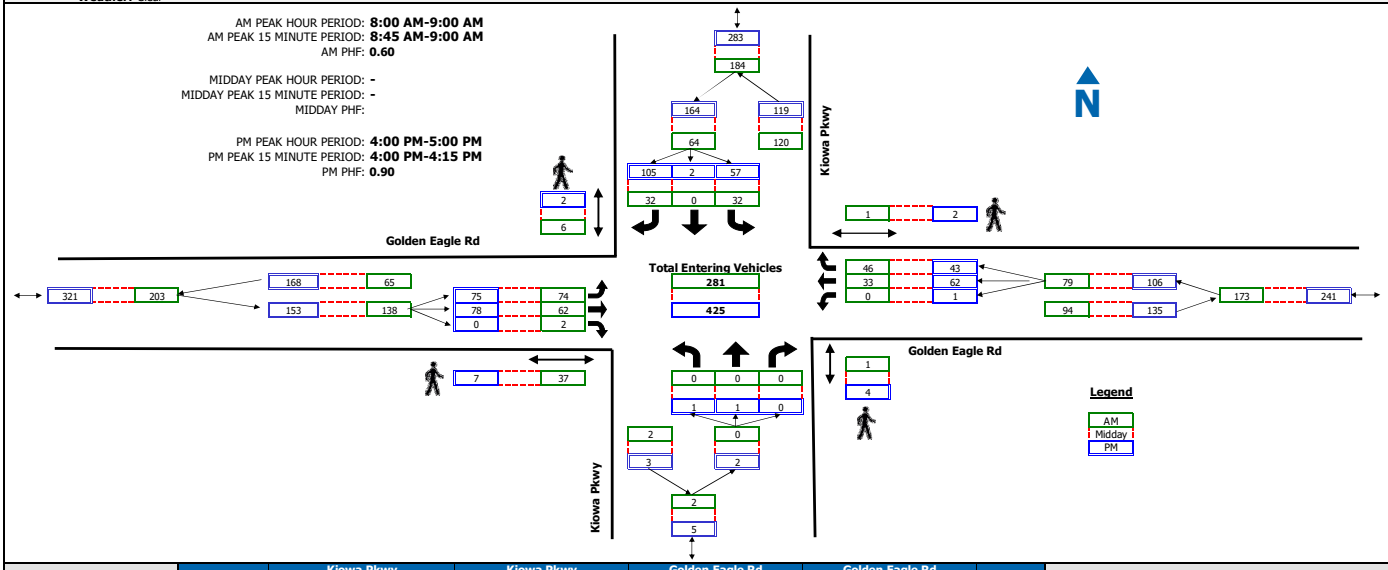
Intersection: Kiowa Pkwy / Golden Eagle Rd
North/South Road: Kiowa Pkwy
East/West Road: Golden Eagle Rd
Jurisdiction: Ealge Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-11-26, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.60**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.90**



COUNT SUMMARY	Kiowa Pkwy Northbound				Kiowa Pkwy Southbound				Golden Eagle Rd Eastbound				Golden Eagle Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	3	0	4	0	25	4	0	0	0	7	19	0	62
7:15 - 7:30	0	0	0	0	4	0	2	0	34	6	0	0	0	11	20	0	77
7:30 - 7:45	0	0	2	1	5	0	7	0	28	11	1	23	1	11	13	1	79
7:45 - 8:00	0	0	0	0	9	0	4	2	19	6	0	1	0	6	14	0	58
8:00 - 8:15	0	0	0	0	2	0	12	0	18	9	0	0	0	8	11	1	60
8:15 - 8:30	0	0	0	0	5	0	5	2	20	10	0	1	0	4	6	0	50
8:30 - 8:45	0	0	0	0	8	0	5	0	19	10	1	6	0	4	7	0	54
8:45 - 9:00	0	0	0	1	17	0	10	4	17	33	1	30	0	17	22	0	117

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	0	0	1	21	1	25	1	22	13	0	2	0	24	11	0	118
16:15 - 16:30	0	0	0	3	11	1	13	0	18	29	0	3	0	15	12	2	99
16:30 - 16:45	0	0	0	0	15	0	36	1	13	16	0	1	1	12	9	0	102
16:45 - 17:00	0	1	0	0	10	0	31	0	22	20	0	1	0	11	11	0	106
17:00 - 17:15	0	1	0	2	17	0	28	1	15	15	0	2	0	17	18	1	111
17:15 - 17:30	0	0	0	0	17	0	22	4	10	16	0	1	0	8	15	0	88
17:30 - 17:45	0	0	0	0	19	0	15	0	14	24	0	2	0	23	19	0	114
17:45 - 18:00	0	0	0	0	19	0	21	0	15	10	0	1	0	19	17	0	101

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

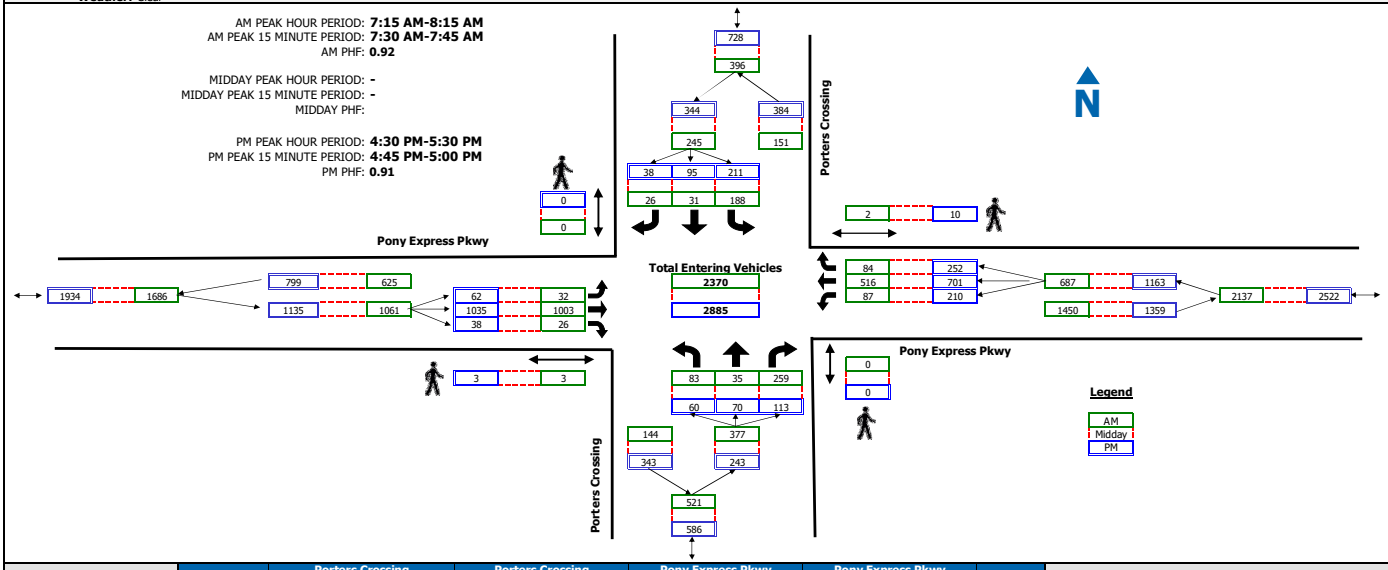
Intersection: Porters Crossing / Pony Express Pkwy
North/South Road: Porters Crossing
East/West Road: Pony Express Pkwy
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-10-26, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
AM PHF: **0.92**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.91**



COUNT SUMMARY	Porters Crossing Northbound				Porters Crossing Southbound				Pony Express Pkwy Eastbound				Pony Express Pkwy Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	9	7	49	0	45	6	8	0	7	222	3	0	7	104	11	0	478
7:15 - 7:30	19	10	61	0	49	7	6	0	6	309	4	1	9	118	17	0	615
7:30 - 7:45	16	9	91	0	63	10	9	0	10	276	7	0	20	114	18	2	643
7:45 - 8:00	24	9	49	0	41	5	7	0	7	198	8	1	26	146	24	0	544
8:00 - 8:15	24	7	58	0	35	9	4	0	9	220	7	1	32	138	25	0	568
8:15 - 8:30	8	4	48	0	35	8	6	0	11	245	11	1	21	117	30	0	544
8:30 - 8:45	11	6	55	1	50	10	9	0	7	238	10	0	27	97	22	2	542
8:45 - 9:00	19	12	47	0	43	35	3	0	15	197	10	0	32	101	26	2	540

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	13	16	39	0	38	25	9	0	17	224	10	0	37	156	70	8	654
16:15 - 16:30	0	18	32	0	45	21	10	0	15	259	0	0	36	175	67	0	678
16:30 - 16:45	11	14	26	0	58	27	16	0	16	282	8	1	38	180	58	0	734
16:45 - 17:00	17	29	32	0	51	20	10	0	20	274	18	1	55	180	85	8	791
17:00 - 17:15	25	13	34	0	66	16	8	0	19	221	12	1	46	168	51	0	679
17:15 - 17:30	7	14	21	0	36	32	4	0	7	258	0	0	71	173	58	2	681
17:30 - 17:45	9	24	22	0	50	24	12	0	15	237	0	0	29	135	57	4	614
17:45 - 18:00	13	26	16	0	71	23	16	0	17	207	11	2	54	179	82	0	715

TRAFFIC COUNT SOLUTIONS

Count City:	Eagle Mountain
Count Location:	Silverlake Parkway / Pony Express Parkway #4
Count Date:	Tuesday, March 10, 2026

All Vehicles

All	SBP	SBR	SBT	SBL	SBU	
	0	108	24	204	0	
EBU 0						6 WBP
EBL 122						106 WBR
EBT 2,679			Vehicles	5,008		1,179 WBT
EBR 49			% Trucks	3%		84 WBL
EBP 2						0 WBU
	0	63	44	346	8	
	NBU	NBL	NBT	NBR	NBP	

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU	
	0	56	11	152	0	
EBU 0						1 WBP
EBL 75			7:15 AM - 8:15 AM			64 WBR
EBT 1,384			Vehicles	2,714		639 WBT
EBR 23			PHF	0.91		43 WBL
EBP 1			% Trucks	3%		0 WBU
	0	31	29	207	7	
	NBU	NBL	NBT	NBR	NBP	

AM Peak Hour	SBP	SBR	SBT	SBL	SBU	
	0	56	11	152	0	
EBU 0						1 WBP
EBL 75			7:15 AM - 8:15 AM			64 WBR
EBT 1384			Vehicles	2,714		639 WBT
EBR 23			PHF	0.91		43 WBL
EBP 1			% Trucks	3%		0 WBU
	0	31	29	207	7	
	NBU	NBL	NBT	NBR	NBP	

PM Peak Hour	SBP	SBR	SBT	SBL	SBU	
	0	0	0	0	0	
EBU 0						0 WBP
EBL 0			-			0 WBR
EBT 0			Vehicles	0		0 WBT
EBR 0			PHF	-		0 WBL
EBP 0			% Trucks	N/A		0 WBU
	0	0	0	0	0	
	NBU	NBL	NBT	NBR	NBP	

Time	Northbound					Southbound					Eastbound					Westbound					Vehicle Total			Time
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	15-Min	Hour	PHF	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 AM
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 AM
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 AM
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 AM
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 AM
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 AM
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 AM
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 AM
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 AM
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 AM
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 AM
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 AM
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 AM
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 AM
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 AM
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 AM
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 AM
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 AM
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 AM
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 AM
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 AM
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 AM
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 AM
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 AM
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 AM
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	573	0.25	6:15 AM
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	1270	0.46	6:30 AM
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	2018	0.67	6:45 AM
7:00 AM	0	8	5	61	1	0	9	3	7	0	0	6	350	1	0	0	4	117	2	0	573	2654	0.89	7:00 AM
7:15 AM	0	9	4	64	1	0	26	3	19	0	0	16	403	6	0	0	8	131	8	0	697	2714	0.91	7:15 AM
7:30 AM	0	10	12	72	2	0	48	3	15	0	0	28	412	4	0	0	4	130	10	1	748	2611	0.87	7:30 AM
7:45 AM	0	7	6	36	3	0	45	0	12	0	0	16	271	8	0	0	15	198	22	0	636	2454	0.96	7:45 AM
8:00 AM	0	5	7	35	1	0	33	5	10	0	0	15	298	5	1	0	16	180	24	0	633	2354	0.93	8:00 AM
8:15 AM	0	11	3	19	0	0	14	2	16	0	0	11	329	8	0	0	14	146	21	1	594	1721	0.72	8:15 AM
8:30 AM	0	7	2	26	0	0	17	1	11	0	0	15	344	6	0	0	13	139	10	2	591	1127	0.48	8:30 AM
8:45 AM	0	6	5	33	0	0	12	7	18	0	0	15	272	11	1	0	10	138	9	2	536	536	0.25	8:45 AM
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 AM
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 AM
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 AM
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 AM
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 AM
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 AM
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 AM
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 AM
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:15 AM
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:30 AM
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:45 AM
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 PM
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 PM
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 PM
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 PM
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 PM
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 PM
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 PM
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 PM
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 PM
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 PM
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 PM
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 PM
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 PM
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 PM
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 PM
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 PM
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 PM
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 PM
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 PM
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 PM
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 PM
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 PM
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 PM
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 PM
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 PM
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 PM
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 PM
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 PM
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 PM
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 PM
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 PM
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 PM
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 PM
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 PM
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 PM
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 PM
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 PM
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 PM
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 PM
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 PM
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 PM
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 PM
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 PM
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 PM
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 PM
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:15 PM
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:30 PM
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:45 PM
TOTAL	0	63	44	346	8	0	204	24	108	0	0	122	2,679	49	2	0	84	1,179	106	6				

Counter Notes:

TRAFFIC COUNT SOLUTIONS

Count City:	Eagle Mountain
Count Location:	Silverlake Parkway / Pony Express Parkway #4
Count Date:	Tuesday, March 10, 2026

All Vehicles

All		SBP	SBR	SBT	SBL	SBU		
		5	243	71	138	3		
EBU	0						8	WBP
EBL	217						123	WBR
EBT	2,643		Vehicles		6,635		2,553	WBT
EBR	112		% Trucks		1%		286	WBL
EBP	7						0	WBU
		0	79	29	138	7		
		NBU	NBL	NBT	NBR	NBP		

Highest Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	128	28	72	0		
EBU	0						2	WBP
EBL	103		4:15 PM	-	5:15 PM		53	WBR
EBT	1,407		Vehicles		3,422		1,312	WBT
EBR	53		PHF		0.93		142	WBL
EBP	4		% Trucks		2%		0	WBU
		0	43	11	70	2		
		NBU	NBL	NBT	NBR	NBP		

AM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0		-				0	WBR
EBT	0		Vehicles		0		0	WBT
EBR	0		PHF		-		0	WBL
EBP	0		% Trucks		N/A		0	WBU
		0	0	0	0	0		
		NBU	NBL	NBT	NBR	NBP		

PM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	128	28	72	0		
EBU	0						2	WBP
EBL	103		4:15 PM	-	5:15 PM		53	WBR
EBT	1407		Vehicles		3,422		1312	WBT
EBR	53		PHF		0.93		142	WBL
EBP	4		% Trucks		2%		0	WBU
		0	43	11	70	2		
		NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound					Vehicle Total			Time
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	15-Min	Hour	PHF	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 AM
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 AM
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 AM
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 AM
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 AM
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 AM
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 AM
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 AM
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 AM
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 AM
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 AM
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 AM
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 AM
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 AM
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 AM
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 AM
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 AM
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 AM
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 AM
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 AM
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 AM
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 AM
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 AM
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 AM
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 AM
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 AM
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 AM
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 AM
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 AM
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 AM
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 AM
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 AM
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 AM
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 AM
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 AM
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 AM
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 AM
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 AM
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 AM
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 AM
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 AM
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 AM
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 AM
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 AM
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:15 AM
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:30 AM
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:45 AM
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 PM
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 PM
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 PM
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 PM
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 PM
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 PM
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 PM
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 PM
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 PM
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 PM
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 PM
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 PM
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 PM
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	771	0.25	3:15 PM
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	1620	0.48	3:30 PM
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	2535	0.69	3:45 PM
4:00 PM	0	10	4	12	1	0	16	8	28	3	0	32	286	15	1	0	30	306	24	0	771	3402	0.93	4:00 PM
4:15 PM	0	12	3	25	1	0	19	5	22	0	0	23	332	16	1	0	41	335	16	0	849	3422	0.93	4:15 PM
4:30 PM	0	10	2	18	1	0	17	10	32	0	0	28	366	8	3	0	34	380	10	0	915	3387	0.93	4:30 PM
4:45 PM	0	15	4	14	0	0	19	5	42	0	0	15	358	16	0	0	39	327	13	1	867	3308	0.95	4:45 PM
5:00 PM	0	6	2	13	0	0	17	8	32	0	0	37	351	13	0	0	28	270	14	1	791	3233	0.97	5:00 PM
5:15 PM	0	10	6	20	1	3	18	15	17	0	0	31	327	20	2	0	33	289	25	1	814	2442	0.73	5:15 PM
5:30 PM	0	5	7	21	0	0	20	7	29	0	0	23	329	14	0	0	40	328	13	1	836	1628	0.49	5:30 PM
5:45 PM	0	11	1	15	3	0	12	13	41	2	0	28	294	10	0	0	41	318	8	4	792	792	0.25	5:45 PM
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 PM
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 PM
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 PM
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 PM
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 PM
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 PM
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 PM
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 PM
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 PM
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 PM
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 PM
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 PM
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 PM
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 PM
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 PM
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 PM
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 PM
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 PM
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 PM
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 PM
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 PM
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:15 PM
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:30 PM
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:45 PM
TOTAL	0	79	29	138	7	3	138	71	243	5	0	217	2,643	112	7	0	286	2,553	123	8				

Counter Notes:

TRAFFIC COUNT SOLUTIONS

Count City:	Eagle Mountain
Count Location:	Woodhaven Boulevard / Pony Express Parkway #5
Count Date:	Tuesday, March 10, 2026

All Vehicles

All		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0						0	WBR
EBT	2,848			Vehicles	7,474		3,058	WBT
EBR	69			% Trucks	1%		855	WBL
EBP	0						0	WBU
		0	70	0	574	0		
		NBU	NBL	NBT	NBR	NBP		

Highest Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0			4:30 PM - 5:30 PM			0	WBR
EBT	1,500			Vehicles	3,819		1,506	WBT
EBR	35			PHF	0.92		447	WBL
EBP	0			% Trucks	2%		0	WBU
		0	35	0	296	0		
		NBU	NBL	NBT	NBR	NBP		

AM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0			-			0	WBR
EBT	0			Vehicles	0		0	WBT
EBR	0			PHF	-		0	WBL
EBP	0			% Trucks	N/A		0	WBU
		0	0	0	0	0		
		NBU	NBL	NBT	NBR	NBP		

PM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0			4:30 PM - 5:30 PM			0	WBR
EBT	1500			Vehicles	3,819		1506	WBT
EBR	35			PHF	0.92		447	WBL
EBP	0			% Trucks	2%		0	WBU
		0	35	0	296	0		
		NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound					Vehicle Total			Time
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	15-Min	Hour	PHF	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 AM
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 AM
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 AM
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 AM
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 AM
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 AM
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 AM
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 AM
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 AM
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 AM
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 AM
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 AM
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 AM
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 AM
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 AM
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 AM
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 AM
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 AM
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 AM
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 AM
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 AM
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 AM
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 AM
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 AM
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 AM
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 AM
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 AM
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 AM
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 AM
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 AM
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 AM
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 AM
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 AM
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 AM
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 AM
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 AM
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 AM
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 AM
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 AM
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 AM
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 AM
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 AM
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 AM
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 AM
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:15 AM
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:30 AM
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:45 AM
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 PM
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 PM
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 PM
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 PM
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 PM
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 PM
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 PM
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 PM
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 PM
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 PM
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 PM
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 PM
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 PM
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	868	0.25	3:15 PM
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	1778	0.49	3:30 PM
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	2813	0.68	3:45 PM
4:00 PM	0	8	0	65	0	0	0	0	0	0	0	0	323	3	0	0	81	388	0	0	868	3769	0.91	4:00 PM
4:15 PM	0	7	0	83	0	0	0	0	0	0	0	0	335	9	0	0	109	367	0	0	910	3809	0.92	4:15 PM
4:30 PM	0	6	0	82	0	0	0	0	0	0	0	0	410	7	0	0	101	429	0	0	1035	3819	0.92	4:30 PM
4:45 PM	0	9	0	70	0	0	0	0	0	0	0	0	367	10	0	0	121	379	0	0	956	3740	0.98	4:45 PM
5:00 PM	0	9	0	65	0	0	0	0	0	0	0	0	385	12	0	0	102	335	0	0	908	3705	0.97	5:00 PM
5:15 PM	0	11	0	79	0	0	0	0	0	0	0	0	338	6	0	0	123	363	0	0	920	2797	0.73	5:15 PM
5:30 PM	0	9	0	73	0	0	0	0	0	0	0	0	368	9	0	0	97	400	0	0	956	1877	0.49	5:30 PM
5:45 PM	0	11	0	57	0	0	0	0	0	0	0	0	322	13	0	0	121	397	0	0	921	921	0.25	5:45 PM
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 PM
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 PM
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 PM
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 PM
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 PM
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 PM
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 PM
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 PM
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 PM
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 PM
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 PM
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 PM
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 PM
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 PM
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 PM
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 PM
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 PM
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 PM
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 PM
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 PM
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 PM
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:15 PM
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:30 PM
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:45 PM
TOTAL	0	70	0	574	0	0	0	0	0	0	0	0	2,848	69	0	0	855	3,058	0	0				

Counter Notes:

TRAFFIC COUNT SOLUTIONS

Count City:	Eagle Mountain
Count Location:	Woodhaven Boulevard / Pony Express Parkway #5
Count Date:	Tuesday, March 10, 2026

All Vehicles

All		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0						0	WBR
EBT	3,282			Vehicles	5,814		1,324	WBT
EBR	21			% Trucks	3%		323	WBL
EBP	0						0	WBU
		0	23	0	841	3		
		NBU	NBL	NBT	NBR	NBP		

Highest Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0			7:15 AM - 8:15 AM			0	WBR
EBT	1,786			Vehicles	3,207		724	WBT
EBR	4			PHF	0.96		205	WBL
EBP	0			% Trucks	3%		0	WBU
		0	11	0	477	0		
		NBU	NBL	NBT	NBR	NBP		

AM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0			7:15 AM - 8:15 AM			0	WBR
EBT	1786			Vehicles	3,207		724	WBT
EBR	4			PHF	0.96		205	WBL
EBP	0			% Trucks	3%		0	WBU
		0	11	0	477	0		
		NBU	NBL	NBT	NBR	NBP		

PM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0			-			0	WBR
EBT	0			Vehicles	0		0	WBT
EBR	0			PHF	-		0	WBL
EBP	0			% Trucks	N/A		0	WBU
		0	0	0	0	0		
		NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound					Vehicle Total			Time
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	15-Min	Hour	PHF	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 AM
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 AM
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 AM
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 AM
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 AM
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 AM
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 AM
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 AM
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 AM
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 AM
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 AM
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 AM
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 AM
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 AM
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 AM
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 AM
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 AM
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 AM
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 AM
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 AM
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 AM
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 AM
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 AM
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 AM
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 AM
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	689	0.25	6:15 AM
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	1446	0.48	6:30 AM
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	2285	0.68	6:45 AM
7:00 AM	0	1	0	97	0	0	0	0	0	0	0	0	448	1	0	0	16	126	0	0	689	3109	0.93	7:00 AM
7:15 AM	0	1	0	118	0	0	0	0	0	0	0	0	469	1	0	0	25	143	0	0	757	3207	0.96	7:15 AM
7:30 AM	0	2	0	112	0	0	0	0	0	0	0	0	531	0	0	0	39	155	0	0	839	3095	0.92	7:30 AM
7:45 AM	0	5	0	130	0	0	0	0	0	0	0	0	399	1	0	0	66	223	0	0	824	2915	0.88	7:45 AM
8:00 AM	0	3	0	117	0	0	0	0	0	0	0	0	387	2	0	0	75	203	0	0	787	2705	0.86	8:00 AM
8:15 AM	0	4	0	86	2	0	0	0	0	0	0	0	355	4	0	0	33	163	0	0	645	1918	0.73	8:15 AM
8:30 AM	0	3	0	80	0	0	0	0	0	0	0	0	385	6	0	0	34	151	0	0	659	1273	0.48	8:30 AM
8:45 AM	0	4	0	101	1	0	0	0	0	0	0	0	308	6	0	0	35	160	0	0	614	614	0.25	8:45 AM
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 AM
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 AM
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 AM
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 AM
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 AM
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 AM
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 AM
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 AM
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:15 AM
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:30 AM
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:45 AM
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 PM
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 PM
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 PM
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 PM
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 PM
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 PM
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 PM
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 PM
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 PM
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 PM
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 PM
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 PM
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 PM
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 PM
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 PM
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 PM
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 PM
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 PM
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 PM
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 PM
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 PM
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 PM
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 PM
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 PM
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 PM
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 PM
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 PM
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 PM
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 PM
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 PM
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 PM
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 PM
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 PM
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 PM
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 PM
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 PM
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 PM
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 PM
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 PM
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 PM
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 PM
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 PM
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 PM
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 PM
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 PM
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:15 PM
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:30 PM
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:45 PM
TOTAL	0	23	0	841	3	0	0	0	0	0	0	0	3,282	21	0	0	323	1,324	0	0				

Counter Notes:

TRAFFIC COUNT SOLUTIONS

Count City:	Eagle Mountain
Count Location:	Woodhaven Boulevard / Silverlake Parkway #6
Count Date:	Tuesday, March 10, 2026

All Vehicles

All	SBP	SBR	SBT	SBL	SBU	
	16	18	9	283	4	
EBU 1						0 WBP
EBL 19						606 WBR
EBT 41			Vehicles	1,038		30 WBT
EBR 0			% Trucks	0%		2 WBL
EBP 0						0 WBU
	0	0	14	11	1	
	NBU	NBL	NBT	NBR	NBP	

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU	
	1	10	5	154	3	
EBU 1						0 WBP
EBL 6		7:15 AM - 8:15 AM				328 WBR
EBT 18			Vehicles	554		12 WBT
EBR 0			PHF	0.86		1 WBL
EBP 0			% Trucks	0%		0 WBU
	0	0	7	9	0	
	NBU	NBL	NBT	NBR	NBP	

AM Peak Hour	SBP	SBR	SBT	SBL	SBU	
	1	10	5	154	3	
EBU 1						0 WBP
EBL 6		7:15 AM - 8:15 AM				328 WBR
EBT 18			Vehicles	554		12 WBT
EBR 0			PHF	0.86		1 WBL
EBP 0			% Trucks	0%		0 WBU
	0	0	7	9	0	
	NBU	NBL	NBT	NBR	NBP	

PM Peak Hour	SBP	SBR	SBT	SBL	SBU	
	0	0	0	0	0	
EBU 0						0 WBP
EBL 0		-				0 WBR
EBT 0			Vehicles	0		0 WBT
EBR 0			PHF	-		0 WBL
EBP 0			% Trucks	N/A		0 WBU
	0	0	0	0	0	
	NBU	NBL	NBT	NBR	NBP	

Time	Northbound					Southbound					Eastbound					Westbound					Vehicle Total			Time
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	15-Min	Hour	PHF	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 AM
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 AM
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 AM
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 AM
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 AM
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 AM
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 AM
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 AM
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 AM
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 AM
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 AM
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 AM
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 AM
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 AM
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 AM
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 AM
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 AM
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 AM
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 AM
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 AM
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 AM
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 AM
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 AM
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 AM
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 AM
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	95	0.25	6:15 AM
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	195	0.49	6:30 AM
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	331	0.61	6:45 AM
7:00 AM	0	0	1	0	1	0	10	0	1	0	0	1	0	0	0	0	0	4	78	0	95	488	0.78	7:00 AM
7:15 AM	0	0	2	1	0	1	14	0	1	0	1	1	2	0	0	0	0	2	75	0	100	554	0.86	7:15 AM
7:30 AM	0	0	1	2	0	0	33	0	1	1	0	3	3	0	0	0	0	2	91	0	136	544	0.84	7:30 AM
7:45 AM	0	0	1	3	0	1	55	2	4	0	0	1	6	0	0	0	0	3	81	0	157	513	0.80	7:45 AM
8:00 AM	0	0	3	3	0	1	52	3	4	0	0	1	7	0	0	0	1	5	81	0	161	550	0.71	8:00 AM
8:15 AM	0	0	2	0	0	0	24	0	2	1	0	2	2	0	0	0	0	2	56	0	90	389	0.50	8:15 AM
8:30 AM	0	0	4	0	0	1	31	2	2	4	0	4	3	0	0	0	0	4	54	0	105	299	0.39	8:30 AM
8:45 AM	0	0	0	2	0	0	64	2	3	10	0	6	18	0	0	0	1	8	90	0	194	194	0.25	8:45 AM
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 AM
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 AM
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 AM
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 AM
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 AM
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 AM
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 AM
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 AM
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:15 AM
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:30 AM
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:45 AM
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 PM
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 PM
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 PM
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 PM
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 PM
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 PM
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 PM
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 PM
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 PM
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 PM
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 PM
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 PM
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 PM
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 PM
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 PM
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 PM
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 PM
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 PM
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 PM
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 PM
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 PM
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 PM
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 PM
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 PM
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 PM
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 PM
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 PM
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 PM
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 PM
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 PM
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 PM
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 PM
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 PM
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 PM
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 PM
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 PM
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 PM
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 PM
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 PM
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 PM
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 PM
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 PM
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 PM
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 PM
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 PM
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:15 PM
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:30 PM
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:45 PM
TOTAL	0	0	14	11	1	4	283	9	18	16	1	19	41	0	0	0	2	30	606	0				

Counter Notes:

TRAFFIC COUNT SOLUTIONS

Count City:	Eagle Mountain
Count Location:	Woodhaven Boulevard / Silverlake Parkway #6
Count Date:	Wednesday, March 11, 2026

All Vehicles

All		SBP	SBR	SBT	SBL	SBU		
		14	52	25	642	7		
EBU	2						13	WBP
EBL	42						451	WBR
EBT	56			Vehicles	1,326		27	WBT
EBR	2			% Trucks	N/A		7	WBL
EBP	0						0	WBU
		0	1	9	3	11		
		NBU	NBL	NBT	NBR	NBP		

Highest Peak Hour		SBP	SBR	SBT	SBL	SBU		
		11	38	13	311	5		
EBU	1						8	WBP
EBL	21			4:15 PM - 5:15 PM			244	WBR
EBT	27			Vehicles	693		20	WBT
EBR	2			PHF	0.85		4	WBL
EBP	0			% Trucks	N/A		0	WBU
		0	0	4	3	5		
		NBU	NBL	NBT	NBR	NBP		

AM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		0	0	0	0	0		
EBU	0						0	WBP
EBL	0			-			0	WBR
EBT	0			Vehicles	0		0	WBT
EBR	0			PHF	-		0	WBL
EBP	0			% Trucks	N/A		0	WBU
		0	0	0	0	0		
		NBU	NBL	NBT	NBR	NBP		

PM Peak Hour		SBP	SBR	SBT	SBL	SBU		
		11	38	13	311	5		
EBU	1						8	WBP
EBL	21			4:15 PM - 5:15 PM			244	WBR
EBT	27			Vehicles	693		20	WBT
EBR	2			PHF	0.85		4	WBL
EBP	0			% Trucks	N/A		0	WBU
		0	0	4	3	5		
		NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound					Vehicle Total			Time
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	15-Min	Hour	PHF	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 AM
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 AM
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 AM
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 AM
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 AM
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 AM
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 AM
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 AM
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 AM
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 AM
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 AM
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 AM
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 AM
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:15 AM
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:30 AM
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:45 AM
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:00 AM
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:15 AM
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:30 AM
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	4:45 AM
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:00 AM
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:15 AM
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:30 AM
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	5:45 AM
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 AM
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 AM
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 AM
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 AM
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 AM
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 AM
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 AM
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 AM
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 AM
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 AM
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 AM
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 AM
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 AM
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 AM
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 AM
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 AM
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 AM
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 AM
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 AM
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 AM
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:15 AM
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:30 AM
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:45 AM
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:00 PM
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:15 PM
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:30 PM
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	12:45 PM
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:00 PM
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:15 PM
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:30 PM
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	1:45 PM
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:00 PM
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:15 PM
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:30 PM
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	2:45 PM
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	3:00 PM
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	151	0.25	3:15 PM
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	332	0.46	3:30 PM
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	535	0.66	3:45 PM
4:00 PM	0	0	1	0	1	1	68	2	5	2	0	9	4	0	0	0	1	1	59	0	151	685	0.84	4:00 PM
4:15 PM	0	0	0	0	2	1	74	2	7	7	1	6	9	0	0	0	2	6	73	3	181	693	0.85	4:15 PM
4:30 PM	0	0	0	1	2	0	88	3	16	2	0	6	10	0	0	0	1	8	70	2	203	663	0.82	4:30 PM
4:45 PM	0	0	3	2	1	1	81	2	4	2	0	4	3	0	0	0	0	2	48	1	150	615	0.97	4:45 PM
5:00 PM	0	0	1	0	0	3	68	6	11	0	0	5	5	2	0	0	1	4	53	2	159	641	0.91	5:00 PM
5:15 PM	0	0	1	0	1	0	75	6	2	0	0	6	8	0	0	0	2	4	47	2	151	482	0.68	5:15 PM
5:30 PM	0	0	3	0	3	0	86	1	2	1	0	3	11	0	0	0	0	2	47	3	155	331	0.47	5:30 PM
5:45 PM	0	1	0	0	1	1	102	3	5	0	1	3	6	0	0	0	0	0	54	0	176	176	0.25	5:45 PM
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:00 PM
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:15 PM
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:30 PM
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	6:45 PM
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:00 PM
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:15 PM
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:30 PM
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	7:45 PM
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:00 PM
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:15 PM
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:30 PM
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	8:45 PM
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:00 PM
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:15 PM
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:30 PM
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	9:45 PM
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:00 PM
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:15 PM
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:30 PM
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	10:45 PM
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	11:00 PM
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:15 PM
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:30 PM
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-			11:45 PM
TOTAL	0	1	9	3	11	7	642	25	52	14	2	42	56	2	0	0	7	27	451	13				

Counter Notes:

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

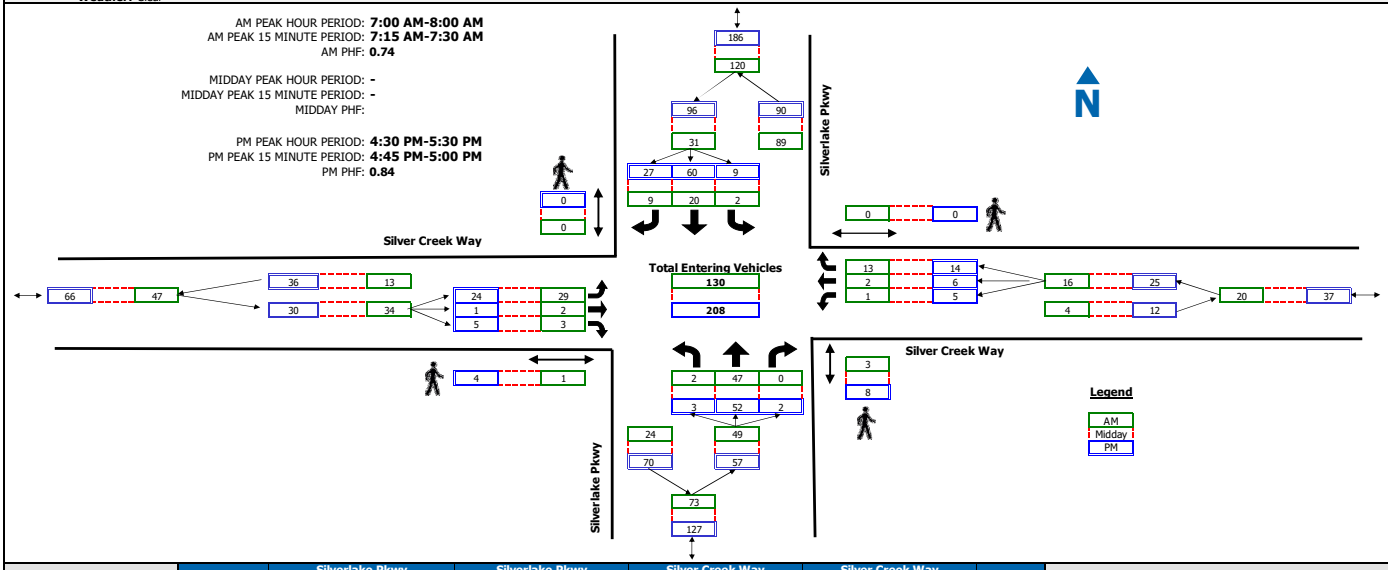
Intersection: Silverlake Pkwy / Silver Creek Way
North/South Road: Silverlake Pkwy
East/West Road: Silver Creek Way
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-11-26, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
AM PEAK 15 MINUTE PERIOD: **7:15 AM-7:30 AM**
AM PHF: **0.74**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.84**



COUNT SUMMARY	Silverlake Pkwy Northbound				Silverlake Pkwy Southbound				Silver Creek Way Eastbound				Silver Creek Way Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	1	19	0	1	0	3	1	0	4	1	0	0	0	1	1	0	31
7:15 - 7:30	0	14	0	1	1	7	3	0	11	1	2	1	0	0	5	0	44
7:30 - 7:45	0	6	0	1	1	4	1	0	9	0	1	0	1	1	4	0	28
7:45 - 8:00	1	8	0	0	0	6	4	0	5	0	0	0	0	0	3	0	27
8:00 - 8:15	0	6	0	0	1	1	3	0	9	1	0	0	0	0	1	0	22
8:15 - 8:30	0	2	0	3	2	2	5	0	3	0	2	0	0	0	1	0	17
8:30 - 8:45	0	5	0	0	1	1	3	0	8	0	2	0	1	1	1	0	23
8:45 - 9:00	0	9	2	0	1	11	4	0	8	0	1	3	3	0	2	0	41
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	15	0	0	5	10	9	0	2	1	3	0	0	1	1	0	47
16:15 - 16:30	2	7	1	0	5	14	11	0	2	1	0	0	0	0	7	0	50
16:30 - 16:45	1	10	0	3	1	10	4	0	9	0	2	0	2	1	2	0	42
16:45 - 17:00	1	14	1	3	4	19	7	0	7	0	2	0	2	1	4	0	62
17:00 - 17:15	0	19	1	1	2	12	6	0	5	0	0	2	1	2	4	0	52
17:15 - 17:30	1	9	0	1	2	19	10	0	3	1	1	2	0	2	4	0	52
17:30 - 17:45	0	10	0	0	2	14	6	0	4	0	3	0	0	1	2	0	42
17:45 - 18:00	2	4	1	0	1	11	13	0	7	0	3	0	1	1	2	0	46

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

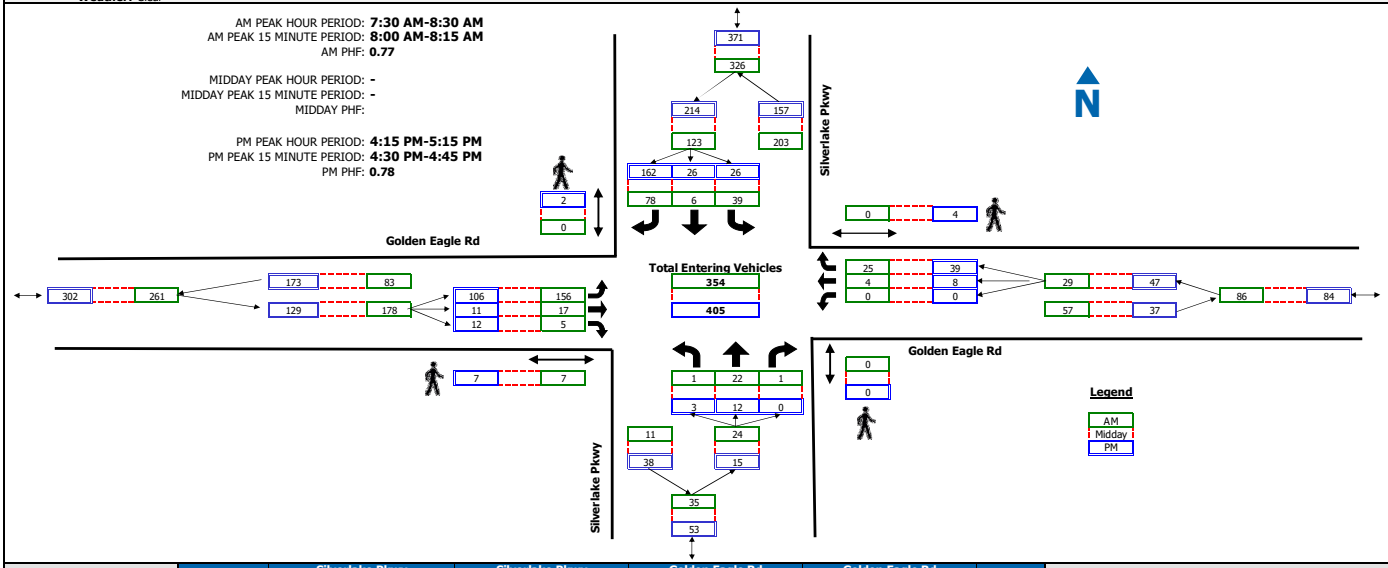
Intersection: Silverlake Pkwy / Golden Eagle Rd
North/South Road: Silverlake Pkwy
East/West Road: Golden Eagle Rd
Jurisdiction: Eagle Mountain
Project Title: UT Eagle Mountain Silverlake
Project No: UT26-3173
Weather: Clear

Date: 3-10-26, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.77**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:30 PM-4:45 PM**
PM PHF: **0.78**



COUNT SUMMARY	Silverlake Pkwy Northbound				Silverlake Pkwy Southbound				Golden Eagle Rd Eastbound				Golden Eagle Rd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	9	0	0	0	0	6	1	36	0	0	0	0	0	4	0	55
7:15 - 7:30	0	5	0	0	4	1	7	0	34	2	0	0	0	0	1	0	54
7:30 - 7:45	1	7	0	0	5	1	9	0	47	1	1	0	0	1	3	0	76
7:45 - 8:00	0	4	1	0	14	1	26	0	45	5	1	3	0	0	3	0	100
8:00 - 8:15	0	6	0	0	16	0	29	0	39	10	0	4	0	2	13	0	115
8:15 - 8:30	0	5	0	0	4	4	14	0	25	1	3	0	0	1	6	0	63
8:30 - 8:45	0	3	0	0	8	1	13	0	28	2	1	3	0	0	3	0	59
8:45 - 9:00	0	3	0	0	17	1	16	0	48	14	0	7	0	3	5	0	107
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	2	1	0	0	3	8	33	1	29	1	3	1	0	1	2	0	83
16:15 - 16:30	0	1	0	0	5	5	36	0	29	2	2	0	0	1	12	0	93
16:30 - 16:45	2	6	0	0	11	6	52	0	29	5	2	4	0	3	14	0	130
16:45 - 17:00	0	2	0	0	7	5	35	2	24	3	1	1	0	4	7	4	88
17:00 - 17:15	1	3	0	0	3	10	39	0	24	1	7	2	0	0	6	0	94
17:15 - 17:30	1	5	0	0	5	10	35	0	18	0	7	6	0	1	9	0	91
17:30 - 17:45	2	1	0	0	5	9	38	0	28	3	6	2	0	1	2	0	95
17:45 - 18:00	0	3	0	0	18	5	48	0	17	14	3	2	0	3	4	0	115

APPENDIX C

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	36	95	2.2	*A*
	T	1	1	100	3.1	*A*
	R	59	56	95	2.2	*A*
	Subtotal	98	93	95	2.2	*A*
SB	L	4	3	75	1.9	*A*
	T	1	1	100	3.1	*A*
	R	7	8	110	2.2	*A*
	Subtotal	12	12	100	2.2	*A*
EB	L	3	3	100	2.0	*A*
	T	62	60	97	2.3	*A*
	R	16	16	102	2.0	*A*
	Subtotal	81	79	98	2.2	*A*
WB	L	11	9	80	3.1	*A*
	T	64	57	89	3.1	*A*
	R	1	2	200	2.2	*A*
	Subtotal	76	68	89	3.1	*A*
Total		267	252	94	2.4	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	75	75	100	5.3	*A*
	T	78	75	96	5.3	*A*
	R	1	1	80	3.8	*A*
	Subtotal	154	151	98	5.3	*A*
WB	T	40	37	92	7.1	*A*
	R	53	54	102	4.8	*A*
	Subtotal	93	91	98	5.7	*A*
SE	L	42	40	95	7.8	*A*
	T	62	61	99	2.2	*A*
	R	22	20	92	5.9	*A*
	Subtotal	126	121	96	4.7	*A*
Total		373	363	97	5.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	75	95	49.8	*D*
	T	38	35	92	62.4	*E*
	R	283	284	100	35.2	*D*
	Subtotal	400	394	99	40.4	*D*
SB	L	212	210	99	49.4	*D*
	T	35	32	91	48.1	*D*
	R	30	29	97	17.3	*B*
	Subtotal	277	271	98	45.8	*D*
EB	L	27	26	97	17.2	*B*
	T	1,170	1,187	101	11.1	*B*
	R	31	32	103	6.2	*A*
	Subtotal	1,228	1,245	101	11.1	*B*
WB	L	60	56	94	37.1	*D*
	T	598	599	100	12.1	*B*
	R	71	65	92	11.5	*B*
	Subtotal	729	720	99	14.0	*B*
Total		2,634	2,630	100	20.0	*B*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	25	86	41.7	*D*
	T	43	40	92	49.3	*D*
	R	203	197	97	36.7	*D*
	Subtotal	275	262	95	39.1	*D*
SB	L	149	151	101	53.4	*D*
	T	14	13	91	37.6	*D*
	R	47	50	106	5.7	*A*
	Subtotal	210	214	102	41.3	*D*
EB	L	136	134	99	21.5	*C*
	T	1,515	1,529	101	15.4	*B*
	R	26	27	105	7.4	*A*
	Subtotal	1,677	1,690	101	15.8	*B*
WB	L	40	39	98	40.6	*D*
	T	766	759	99	9.3	*A*
	R	76	71	93	4.2	*A*
	Subtotal	882	869	99	10.3	*B*
Total		3,044	3,035	100	18.0	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	12	64	571.4	*F*
	R	454	296	65	570.6	*F*
	Subtotal	473	308	65	570.6	*F*
EB	T	1,866	1,880	101	10.1	*B*
	R	1	1	100	5.5	*A*
	Subtotal	1,867	1,881	101	10.1	*A*
WB	L	188	195	104	32.1	*C*
	T	863	859	100	2.8	*A*
	Subtotal	1,051	1,054	100	8.2	*A*
Total		3,391	3,243	96	73.5	*E*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	3.4	*A*
	T	22	20	92	5.6	*A*
	R	281	275	98	3.8	*A*
	Subtotal	305	297	97	3.9	*A*
SB	L	6	6	96	3.0	*A*
	T	35	35	100	4.6	*A*
	Subtotal	41	41	100	4.4	*A*
NE	T	7	7	97	3.0	*A*
	R	4	4	100	3.7	*A*
	Subtotal	11	11	100	3.3	*A*
SW	L	175	180	103	6.6	*A*
	T	13	14	106	6.0	*A*
	R	18	17	96	6.6	*A*
	Subtotal	206	211	102	6.6	*A*
Total		563	560	99	5.0	*A*

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	3	75	2.3	*A*
	T	61	58	95	4.0	*A*
	R	2	2	100	2.7	*A*
	Subtotal	67	63	94	3.9	*A*
SE	L	5	4	80	2.3	*A*
	T	69	69	100	1.2	*A*
	R	6	6	96	2.7	*A*
	Subtotal	80	79	99	1.4	*A*
NE	L	34	32	94	1.9	*A*
	T	1	1	100	1.9	*A*
	R	2	2	100	1.9	*A*
	Subtotal	37	35	95	1.9	*A*
SW	L	1	1	100	1.3	*A*
	T	1	1	100	2.9	*A*
	R	10	11	107	1.9	*A*
	Subtotal	12	13	108	1.9	*A*
Total		196	190	97	2.4	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	22	23	103	4.2	*A*
	R	1	1	100	3.6	*A*
	Subtotal	24	24	100	4.2	*A*
SB	L	39	38	97	3.3	*A*
	T	97	106	109	0.9	*A*
	R	78	75	96	3.4	*A*
	Subtotal	214	219	102	2.2	*A*
EB	L	156	151	97	2.8	*A*
	T	17	18	107	3.0	*A*
	R	5	5	95	3.0	*A*
	Subtotal	178	174	98	2.8	*A*
WB	T	4	3	71	3.3	*A*
	R	25	25	99	2.3	*A*
	Subtotal	29	28	97	2.4	*A*
Total		446	445	100	2.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	39	103	2.0	*A*
	T	1	1	100	1.3	*A*
	R	59	62	105	2.1	*A*
	Subtotal	98	102	104	2.1	*A*
SB	L	4	3	75	2.1	*A*
	T	1	1	100	2.7	*A*
	R	7	7	97	2.0	*A*
	Subtotal	12	11	92	2.1	*A*
EB	L	3	3	100	1.6	*A*
	T	62	60	97	2.2	*A*
	R	16	16	102	1.8	*A*
	Subtotal	81	79	98	2.1	*A*
WB	L	11	10	89	3.1	*A*
	T	64	65	102	3.1	*A*
	R	1	1	100	3.0	*A*
	Subtotal	76	76	100	3.1	*A*
Total		267	268	100	2.4	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	75	72	96	5.2	*A*
	T	78	78	100	5.3	*A*
	R	1	2	160	3.3	*A*
	Subtotal	154	152	99	5.2	*A*
WB	T	40	40	100	7.1	*A*
	R	53	50	94	4.6	*A*
	Subtotal	93	90	97	5.7	*A*
SE	L	42	39	92	8.6	*A*
	T	62	62	100	2.3	*A*
	R	22	23	106	7.4	*A*
	Subtotal	126	124	98	5.2	*A*
Total		373	366	98	5.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	82	103	48.3	*D*
	T	38	36	95	55.4	*E*
	R	283	285	101	32.4	*C*
	Subtotal	400	403	101	37.7	*D*
SB	L	212	206	97	49.2	*D*
	T	35	34	97	44.9	*D*
	R	30	30	100	17.3	*B*
	Subtotal	277	270	97	45.1	*D*
EB	L	27	26	97	17.7	*B*
	T	1,170	1,193	102	11.8	*B*
	R	31	31	100	6.8	*A*
	Subtotal	1,228	1,250	102	11.8	*B*
WB	L	60	60	100	36.8	*D*
	T	598	614	103	12.5	*B*
	R	71	70	99	11.2	*B*
	Subtotal	729	744	102	14.3	*B*
Total		2,634	2,667	101	19.9	*B*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	43.0	*D*
	T	43	41	95	47.4	*D*
	R	203	201	99	35.7	*D*
	Subtotal	275	270	98	38.2	*D*
SB	L	149	147	98	51.3	*D*
	T	14	16	112	39.5	*D*
	R	47	51	108	6.0	*A*
	Subtotal	210	214	102	39.6	*D*
EB	L	136	137	101	22.1	*C*
	T	1,515	1,530	101	15.3	*B*
	R	26	28	109	8.0	*A*
	Subtotal	1,677	1,695	101	15.7	*B*
WB	L	40	40	100	42.4	*D*
	T	766	780	102	8.9	*A*
	R	76	77	101	4.4	*A*
	Subtotal	882	897	102	10.0	*A*
Total		3,044	3,076	101	17.7	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	16	85	63.9	*E*
	R	454	459	101	3.8	*A*
	Subtotal	473	475	100	5.8	*A*
EB	T	1,866	1,883	101	9.5	*A*
	R	1	1	100	8.0	*A*
	Subtotal	1,867	1,884	101	9.5	*A*
WB	L	188	181	96	29.6	*C*
	T	863	881	102	2.8	*A*
	Subtotal	1,051	1,062	101	7.4	*A*
Total		3,391	3,421	101	8.3	*A*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	4.6	*A*
	T	22	22	101	5.3	*A*
	R	281	279	99	3.9	*A*
	Subtotal	305	303	99	4.0	*A*
SB	L	6	5	80	3.4	*A*
	T	35	42	120	4.6	*A*
	Subtotal	41	47	115	4.5	*A*
NE	T	7	6	83	3.8	*A*
	R	4	4	100	2.8	*A*
	Subtotal	11	10	91	3.4	*A*
SW	L	175	167	95	6.2	*A*
	T	13	14	106	6.0	*A*
	R	18	17	96	6.6	*A*
	Subtotal	206	198	96	6.2	*A*
Total		563	558	99	4.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	3	75	2.2	*A*
	T	61	59	97	4.1	*A*
	R	2	2	100	2.6	*A*
	Subtotal	67	64	96	4.0	*A*
SE	L	5	5	100	2.6	*A*
	T	69	74	108	1.5	*A*
	R	6	6	96	2.4	*A*
	Subtotal	80	85	106	1.6	*A*
NE	L	34	32	94	1.9	*A*
	T	1	1	100	2.1	*A*
	R	2	3	150	1.9	*A*
	Subtotal	37	36	97	1.9	*A*
SW	L	1	1	100	1.1	*A*
	T	1	1	100	1.4	*A*
	R	10	10	98	2.0	*A*
	Subtotal	12	12	100	1.9	*A*
Total		196	197	101	2.5	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	22	22	99	4.2	*A*
	R	1	2	200	2.7	*A*
	Subtotal	24	24	100	4.1	*A*
SB	L	39	37	95	3.3	*A*
	T	97	103	106	0.8	*A*
	R	78	75	96	3.2	*A*
	Subtotal	214	215	100	2.1	*A*
EB	L	156	152	98	2.8	*A*
	T	17	18	107	3.1	*A*
	R	5	6	114	2.4	*A*
	Subtotal	178	176	99	2.8	*A*
WB	T	4	4	94	2.3	*A*
	R	25	26	103	2.2	*A*
	Subtotal	29	30	103	2.2	*A*
Total		446	445	100	2.5	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	21	82	2.4	*A*
	R	46	47	102	2.4	*A*
	Subtotal	72	68	94	2.4	*A*
SB	L	1	1	100	1.6	*A*
	T	1	1	100	3.1	*A*
	R	4	4	100	2.1	*A*
	Subtotal	6	6	100	2.2	*A*
EB	L	4	3	75	2.2	*A*
	T	121	116	96	2.7	*A*
	R	36	37	103	2.4	*A*
	Subtotal	161	156	97	2.6	*A*
WB	L	65	64	98	3.2	*A*
	T	165	162	98	2.9	*A*
	R	9	8	86	3.2	*A*
	Subtotal	239	234	98	3.0	*A*
Total		478	464	97	2.8	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	84	82	98	6.5	*A*
	T	93	90	97	6.2	*A*
	R	2	3	133	5.2	*A*
	Subtotal	179	175	98	6.3	*A*
WB	L	1	0	0		
	T	128	125	98	9.3	*A*
	R	90	91	101	7.1	*A*
	Subtotal	219	216	99	8.4	*A*
NW	L	3	2	62	8.8	*A*
	T	1	1	100	9.3	*A*
	R	2	2	89	4.8	*A*
	Subtotal	6	5	83	7.3	*A*
SE	L	94	101	107	12.8	*B*
	T	118	119	101	4.1	*A*
	R	108	106	98	10.6	*B*
	Subtotal	320	326	102	8.9	*A*
Total		724	722	100	8.1	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	75	95	43.3	*D*
	T	81	78	96	49.6	*D*
	R	136	140	103	23.4	*C*
	Subtotal	296	293	99	35.5	*D*
SB	L	215	215	100	44.6	*D*
	T	117	121	104	41.7	*D*
	R	48	47	98	28.8	*C*
	Subtotal	380	383	101	41.7	*D*
EB	L	49	48	98	76.2	*E*
	T	1,290	1,290	100	51.3	*D*
	R	53	51	96	42.5	*D*
	Subtotal	1,392	1,389	100	51.8	*D*
WB	L	150	153	102	62.4	*E*
	T	1,121	1,114	99	27.0	*C*
	R	278	276	99	28.5	*C*
	Subtotal	1,549	1,543	100	30.8	*C*
Total		3,616	3,608	100	40.4	*D*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	32	102	54.4	*D*
	T	16	16	98	47.0	*D*
	R	73	76	104	23.2	*C*
	Subtotal	120	124	103	34.3	*C*
SB	L	63	64	102	54.4	*D*
	T	28	28	100	46.4	*D*
	R	109	109	100	18.1	*B*
	Subtotal	200	201	101	33.6	*C*
EB	L	95	99	104	43.2	*D*
	T	1,515	1,516	100	24.7	*C*
	R	57	56	98	13.9	*B*
	Subtotal	1,667	1,671	100	25.4	*C*
WB	L	183	177	97	38.8	*D*
	T	1,498	1,494	100	13.7	*B*
	R	89	90	101	9.4	*A*
	Subtotal	1,770	1,761	99	16.0	*B*
Total		3,758	3,757	100	21.7	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	30	96	68.2	*E*
	T	8	8	107	0.6	*A*
	R	277	280	101	31.2	*C*
	Subtotal	316	318	101	33.9	*C*
EB	T	1,641	1,649	100	27.5	*C*
	R	31	35	112	18.7	*B*
	Subtotal	1,672	1,684	101	27.3	*C*
WB	L	400	396	99	49.2	*D*
	T	1,739	1,747	100	16.1	*B*
	Subtotal	2,139	2,143	100	22.2	*C*
Total		4,128	4,145	100	25.2	*C*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	5	118	4.0	*A*
	T	44	46	104	5.3	*A*
	R	296	299	101	4.1	*A*
	Subtotal	344	350	102	4.3	*A*
SB	L	13	13	100	4.2	*A*
	T	62	61	98	5.0	*A*
	R	1	2	200	2.4	*A*
	Subtotal	76	76	100	4.8	*A*
NE	L	4	4	94	2.7	*A*
	T	6	6	96	4.1	*A*
	R	3	4	123	3.0	*A*
	Subtotal	13	14	108	3.4	*A*
SW	L	378	375	99	10.3	*B*
	T	32	33	102	7.5	*A*
	R	30	30	99	11.2	*B*
	Subtotal	440	438	100	10.2	*B*
Total		875	878	100	7.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	4	94	2.5	*A*
	T	66	68	103	2.8	*A*
	R	9	9	103	2.7	*A*
	Subtotal	79	81	103	2.8	*A*
SE	L	9	7	80	3.3	*A*
	T	232	226	98	1.6	*A*
	R	28	29	104	3.5	*A*
	Subtotal	269	262	97	1.9	*A*
NE	L	28	32	114	2.2	*A*
	T	4	4	94	2.8	*A*
	R	3	4	123	2.1	*A*
	Subtotal	35	40	114	2.3	*A*
SW	L	13	13	100	2.0	*A*
	T	3	5	154	2.4	*A*
	R	13	13	100	2.0	*A*
	Subtotal	29	31	107	2.1	*A*
Total		412	414	100	2.1	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	7	70	2.7	*A*
	T	21	22	105	4.1	*A*
	Subtotal	31	29	94	3.8	*A*
SB	L	79	80	101	4.5	*A*
	T	209	203	97	1.8	*A*
	R	133	133	100	4.6	*A*
	Subtotal	421	416	99	3.2	*A*
EB	L	13	12	92	3.0	*A*
	T	169	175	103	1.3	*A*
	R	7	7	104	2.8	*A*
	Subtotal	189	194	103	1.5	*A*
WB	L	1	0	0		
	T	33	32	97	2.6	*A*
	R	85	86	101	2.1	*A*
	Subtotal	119	118	99	2.2	*A*
Total		772	770	100	2.7	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	24	93	2.4	*A*
	R	46	47	102	2.2	*A*
	Subtotal	72	71	99	2.3	*A*
SB	L	1	0	0		
	T	1	1	100	2.8	*A*
	R	4	3	75	2.1	*A*
	Subtotal	6	4	67	2.3	*A*
EB	L	4	3	75	3.0	*A*
	T	121	120	99	2.7	*A*
	R	36	37	103	2.2	*A*
	Subtotal	161	160	99	2.6	*A*
WB	L	65	66	102	3.2	*A*
	T	165	170	103	3.0	*A*
	R	9	10	108	3.5	*A*
	Subtotal	239	246	103	3.1	*A*
Total		478	481	101	2.8	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	62	7.1	*A*
	T	1	2	200	4.8	*A*
	R	2	2	89	4.7	*A*
	Subtotal	6	6	100	5.5	*A*
SB	L	94	91	97	13.6	*B*
	T	118	120	102	4.1	*A*
	R	108	115	106	10.2	*B*
	Subtotal	320	326	102	8.9	*A*
EB	L	84	84	100	6.7	*A*
	T	93	94	101	6.4	*A*
	R	2	3	133	5.7	*A*
	Subtotal	179	181	101	6.5	*A*
WB	L	1	1	100	6.2	*A*
	T	128	129	101	9.7	*A*
	R	90	93	104	7.7	*A*
	Subtotal	219	223	102	8.9	*A*
Total		724	736	102	8.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	79	83	105	40.9	*D*
	T	81	86	106	50.8	*D*
	R	136	133	98	23.4	*C*
	Subtotal	296	302	102	36.0	*D*
SB	L	215	214	100	42.7	*D*
	T	117	123	105	39.7	*D*
	R	48	47	98	27.4	*C*
	Subtotal	380	384	101	39.9	*D*
EB	L	49	50	103	71.0	*E*
	T	1,290	1,293	100	46.3	*D*
	R	53	55	104	38.8	*D*
	Subtotal	1,392	1,398	100	46.9	*D*
WB	L	150	148	99	64.0	*E*
	T	1,121	1,127	101	29.2	*C*
	R	278	284	102	30.4	*C*
	Subtotal	1,549	1,559	101	32.7	*C*
Total		3,616	3,643	101	39.2	*D*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	34	109	52.4	*D*
	T	16	17	105	50.4	*D*
	R	73	75	102	23.8	*C*
	Subtotal	120	126	105	35.1	*D*
SB	L	63	65	104	53.8	*D*
	T	28	31	111	47.4	*D*
	R	109	116	106	20.0	*B*
	Subtotal	200	212	106	34.4	*C*
EB	L	95	90	95	43.1	*D*
	T	1,515	1,515	100	24.5	*C*
	R	57	62	108	13.8	*B*
	Subtotal	1,667	1,667	100	25.1	*C*
WB	L	183	187	102	37.7	*D*
	T	1,498	1,501	100	14.3	*B*
	R	89	90	101	9.8	*A*
	Subtotal	1,770	1,778	100	16.5	*B*
Total		3,758	3,783	101	21.9	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	31	29	93	60.6	*E*
	T	8	8	107	0.7	*A*
	R	277	282	102	3.3	*A*
	Subtotal	316	319	101	8.4	*A*
EB	T	1,641	1,653	101	28.7	*C*
	R	31	30	96	17.9	*B*
	Subtotal	1,672	1,683	101	28.5	*C*
WB	L	400	405	101	44.8	*D*
	T	1,739	1,753	101	12.8	*B*
	Subtotal	2,139	2,158	101	18.8	*B*
Total		4,128	4,160	101	21.9	*C*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	71	4.3	*A*
	T	44	45	102	5.7	*A*
	R	296	300	101	4.2	*A*
	Subtotal	344	348	101	4.4	*A*
SB	L	13	12	92	4.7	*A*
	T	62	63	101	4.9	*A*
	R	1	1	100	2.3	*A*
	Subtotal	76	76	100	4.8	*A*
NE	L	4	4	94	3.4	*A*
	T	6	8	128	4.6	*A*
	R	3	3	92	3.5	*A*
	Subtotal	13	15	115	4.1	*A*
SW	L	378	381	101	10.3	*B*
	T	32	33	102	8.1	*A*
	R	30	31	102	10.2	*B*
	Subtotal	440	445	101	10.1	*B*
Total		875	884	101	7.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Existing (2026) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	5	118	3.1	*A*
	T	66	65	99	3.0	*A*
	R	9	10	114	2.9	*A*
	Subtotal	79	80	101	3.0	*A*
SE	L	9	9	103	3.2	*A*
	T	232	244	105	1.6	*A*
	R	28	25	89	3.3	*A*
	Subtotal	269	278	103	1.8	*A*
NE	L	28	30	107	2.1	*A*
	T	4	4	94	2.4	*A*
	R	3	4	123	1.8	*A*
	Subtotal	35	38	109	2.1	*A*
SW	L	13	12	92	2.1	*A*
	T	3	3	92	2.9	*A*
	R	13	13	100	1.9	*A*
	Subtotal	29	28	97	2.1	*A*
Total		412	424	103	2.1	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	2.7	*A*
	T	21	19	90	4.0	*A*
	Subtotal	31	29	94	3.6	*A*
SB	L	79	76	96	4.7	*A*
	T	209	206	99	1.8	*A*
	R	133	140	105	4.6	*A*
	Subtotal	421	422	100	3.3	*A*
EB	L	13	12	92	2.9	*A*
	T	169	170	100	1.2	*A*
	R	7	7	104	2.9	*A*
	Subtotal	189	189	100	1.4	*A*
WB	L	1	1	100	1.2	*A*
	T	33	30	91	2.6	*A*
	R	85	84	99	2.2	*A*
	Subtotal	119	115	97	2.3	*A*
Total		772	766	99	2.7	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	39	98	2.2	*A*
	T	5	5	95	2.8	*A*
	R	60	61	101	2.3	*A*
	Subtotal	105	105	100	2.3	*A*
SB	L	5	5	95	1.8	*A*
	T	5	5	95	2.3	*A*
	R	10	12	117	1.8	*A*
	Subtotal	20	22	110	1.9	*A*
EB	L	5	5	95	2.0	*A*
	T	85	84	99	2.4	*A*
	R	20	21	106	2.0	*A*
	Subtotal	110	110	100	2.3	*A*
WB	L	15	16	108	2.7	*A*
	T	59	57	97	3.2	*A*
	R	5	5	95	3.0	*A*
	Subtotal	79	78	99	3.1	*A*
Total		314	315	100	2.5	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	90	94	104	5.6	*A*
	T	85	83	98	5.6	*A*
	R	5	6	120	4.3	*A*
	Subtotal	180	183	102	5.6	*A*
WB	T	49	47	96	5.4	*A*
	R	55	56	101	5.0	*A*
	Subtotal	104	103	99	5.2	*A*
SE	L	45	41	92	8.3	*A*
	T	65	72	111	2.5	*A*
	R	25	27	107	7.5	*A*
	Subtotal	135	140	104	5.2	*A*
Total		419	426	102	5.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	104	99	109.6	*F*
	T	35	36	103	132.0	*F*
	R	290	284	98	129.0	*F*
	Subtotal	430	424	99	124.5	*F*
SB	L	205	206	100	60.2	*E*
	T	35	37	106	61.9	*E*
	R	35	39	111	26.6	*C*
	Subtotal	275	282	103	55.8	*E*
EB	L	30	29	97	19.5	*B*
	T	1,499	1,498	100	14.3	*B*
	R	35	38	109	8.6	*A*
	Subtotal	1,564	1,565	100	14.3	*B*
WB	L	65	66	102	58.1	*E*
	T	735	724	98	8.4	*A*
	R	70	70	100	8.1	*A*
	Subtotal	870	860	99	12.2	*B*
Total		3,140	3,131	100	33.2	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	51	101	48.8	*D*
	T	125	121	97	46.7	*D*
	R	305	300	98	43.5	*D*
	Subtotal	480	472	98	44.9	*D*
SB	L	300	296	99	123.0	*F*
	T	40	40	100	89.5	*F*
	R	140	141	101	40.4	*D*
	Subtotal	480	477	99	95.8	*F*
EB	L	385	374	97	55.3	*E*
	T	1,588	1,587	100	31.6	*C*
	R	30	30	100	16.3	*B*
	Subtotal	2,003	1,991	99	35.8	*D*
WB	L	60	59	99	51.0	*D*
	T	813	802	99	26.0	*C*
	R	150	147	98	11.5	*B*
	Subtotal	1,023	1,008	99	25.3	*C*
Total		3,986	3,948	99	41.5	*D*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	101	67.4	*E*
	T	5	6	120	72.8	*E*
	R	495	507	102	50.8	*D*
	Subtotal	520	533	103	51.7	*D*
SB	L	24	22	93	327.0	*F*
	T	4	4	100	60.3	*E*
	R	19	20	107	9.5	*A*
	Subtotal	47	46	98	165.8	*F*
EB	L	24	25	105	25.9	*C*
	T	2,140	2,122	99	25.8	*C*
	R	5	5	100	16.8	*B*
	Subtotal	2,169	2,152	99	25.8	*C*
WB	L	205	192	94	197.0	*F*
	T	985	967	98	12.8	*B*
	R	29	31	107	4.2	*A*
	Subtotal	1,219	1,190	98	42.3	*D*
Total		3,954	3,921	99	36.9	*D*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	4.6	*A*
	T	125	126	101	6.0	*A*
	R	302	313	104	4.5	*A*
	Subtotal	432	443	103	4.9	*A*
SB	L	5	5	100	4.9	*A*
	T	105	107	102	5.2	*A*
	Subtotal	110	112	102	5.2	*A*
NE	T	10	9	88	3.0	*A*
	R	5	5	100	3.2	*A*
	Subtotal	15	14	93	3.1	*A*
SW	L	187	174	93	7.8	*A*
	T	14	15	105	7.6	*A*
	R	120	115	96	7.8	*A*
	Subtotal	321	304	95	7.8	*A*
Total		878	873	99	5.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	5	100	3.5	*A*
	T	265	265	100	5.2	*A*
	R	5	5	100	3.5	*A*
	Subtotal	275	275	100	5.1	*A*
SE	L	5	5	100	3.0	*A*
	T	114	114	100	3.5	*A*
	R	10	9	88	3.4	*A*
	Subtotal	129	128	99	3.5	*A*
NE	L	35	32	91	2.2	*A*
	T	5	5	100	2.5	*A*
	R	5	5	100	2.5	*A*
	Subtotal	45	42	93	2.3	*A*
SW	L	5	6	120	2.2	*A*
	T	5	6	120	2.5	*A*
	R	10	12	117	2.3	*A*
	Subtotal	20	24	120	2.3	*A*
Total		470	469	100	4.3	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	114	2.5	*A*
	T	25	26	103	4.5	*A*
	R	5	6	114	2.3	*A*
	Subtotal	35	38	109	3.8	*A*
SB	L	45	44	97	3.6	*A*
	T	162	154	95	1.0	*A*
	R	90	88	98	3.5	*A*
	Subtotal	297	286	96	2.2	*A*
EB	L	175	175	100	2.8	*A*
	T	15	15	98	3.4	*A*
	R	5	5	95	3.0	*A*
	Subtotal	195	195	100	2.9	*A*
WB	T	5	4	76	2.7	*A*
	R	25	25	99	2.2	*A*
	Subtotal	30	29	97	2.3	*A*
Total		559	548	98	2.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	2.3	*A*
	T	5	5	95	2.6	*A*
	R	60	62	103	2.4	*A*
	Subtotal	105	108	103	2.4	*A*
SB	L	5	5	95	1.6	*A*
	T	5	5	95	2.5	*A*
	R	10	12	117	1.9	*A*
	Subtotal	20	22	110	2.0	*A*
EB	L	5	5	95	2.2	*A*
	T	85	87	103	2.4	*A*
	R	20	20	101	2.0	*A*
	Subtotal	110	112	102	2.3	*A*
WB	L	15	14	95	2.7	*A*
	T	59	56	95	3.0	*A*
	R	5	6	114	3.2	*A*
	Subtotal	79	76	96	3.0	*A*
Total		314	318	101	2.5	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	90	89	99	5.5	*A*
	T	85	89	105	5.7	*A*
	R	5	6	120	3.8	*A*
	Subtotal	180	184	102	5.5	*A*
WB	T	49	47	96	5.4	*A*
	R	55	55	100	4.7	*A*
	Subtotal	104	102	98	5.0	*A*
SE	L	45	39	87	8.8	*A*
	T	65	67	103	2.4	*A*
	R	25	26	103	6.4	*A*
	Subtotal	135	132	98	5.1	*A*
Total		419	418	100	5.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	113	108	71.4	*E*
	T	35	32	91	79.2	*E*
	R	290	292	101	42.5	*D*
	Subtotal	430	437	102	52.7	*D*
SB	L	205	198	97	138.9	*F*
	T	35	36	103	106.9	*F*
	R	35	35	100	70.8	*E*
	Subtotal	275	269	98	125.8	*F*
EB	L	30	32	107	14.7	*B*
	T	1,499	1,517	101	9.9	*A*
	R	35	36	103	4.1	*A*
	Subtotal	1,564	1,585	101	9.9	*A*
WB	L	65	62	95	38.7	*D*
	T	735	746	101	7.0	*A*
	R	70	74	106	6.8	*A*
	Subtotal	870	882	101	9.2	*A*
Total		3,140	3,173	101	25.8	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	51	101	43.3	*D*
	T	125	121	97	39.8	*D*
	R	305	324	106	26.9	*C*
	Subtotal	480	496	103	31.7	*C*
SB	L	300	298	99	87.3	*F*
	T	40	38	95	56.1	*E*
	R	140	142	101	22.2	*C*
	Subtotal	480	478	100	65.5	*E*
EB	L	385	394	102	40.5	*D*
	T	1,588	1,598	101	17.7	*B*
	R	30	28	93	5.3	*A*
	Subtotal	2,003	2,020	101	22.0	*C*
WB	L	60	58	97	54.3	*D*
	T	813	818	101	29.4	*C*
	R	150	152	101	13.4	*B*
	Subtotal	1,023	1,028	100	28.4	*C*
Total		3,986	4,022	101	30.0	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	58.1	*E*
	T	5	5	100	65.4	*E*
	R	495	486	98	39.8	*D*
	Subtotal	520	509	98	40.7	*D*
SB	L	24	23	97	61.7	*E*
	T	4	4	100	68.0	*E*
	R	19	20	107	4.8	*A*
	Subtotal	47	47	100	38.0	*D*
EB	L	24	24	101	19.1	*B*
	T	2,140	2,168	101	14.8	*B*
	R	5	6	120	7.4	*A*
	Subtotal	2,169	2,198	101	14.8	*B*
WB	L	205	208	101	51.9	*D*
	T	985	990	101	6.4	*A*
	R	29	31	107	1.6	*A*
	Subtotal	1,219	1,229	101	14.0	*B*
Total		3,954	3,983	101	18.1	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	4.1	*A*
	T	125	130	104	5.9	*A*
	R	302	294	97	4.5	*A*
	Subtotal	432	429	99	4.9	*A*
SB	L	5	5	100	3.8	*A*
	T	105	101	96	5.3	*A*
	Subtotal	110	106	96	5.2	*A*
NE	T	10	10	98	3.1	*A*
	R	5	5	100	2.8	*A*
	Subtotal	15	15	100	3.0	*A*
SW	L	187	186	99	8.0	*A*
	T	14	12	84	6.5	*A*
	R	120	127	106	8.3	*A*
	Subtotal	321	325	101	8.1	*A*
Total		878	875	100	6.1	*A*

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	4.0	*A*
	T	265	278	105	5.2	*A*
	R	5	7	140	3.6	*A*
	Subtotal	275	289	105	5.1	*A*
SE	L	5	4	80	3.1	*A*
	T	114	111	97	3.5	*A*
	R	10	8	78	3.1	*A*
	Subtotal	129	123	95	3.5	*A*
NE	L	35	33	94	2.2	*A*
	T	5	6	120	2.2	*A*
	R	5	6	120	1.8	*A*
	Subtotal	45	45	100	2.1	*A*
SW	L	5	4	80	2.5	*A*
	T	5	4	80	3.3	*A*
	R	10	10	98	2.3	*A*
	Subtotal	20	18	90	2.6	*A*
Total		470	475	101	4.3	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	3.4	*A*
	T	25	24	95	4.5	*A*
	R	5	6	114	3.2	*A*
	Subtotal	35	34	97	4.1	*A*
SB	L	45	40	88	3.5	*A*
	T	162	164	101	0.9	*A*
	R	90	88	98	3.4	*A*
	Subtotal	297	292	98	2.0	*A*
EB	L	175	176	100	2.9	*A*
	T	15	14	92	3.3	*A*
	R	5	5	95	2.9	*A*
	Subtotal	195	195	100	2.9	*A*
WB	T	5	4	76	2.6	*A*
	R	25	25	99	2.3	*A*
	Subtotal	30	29	97	2.3	*A*
Total		559	550	98	2.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	26	87	2.6	*A*
	R	50	54	107	2.4	*A*
	Subtotal	80	80	100	2.5	*A*
SB	L	5	6	120	2.1	*A*
	T	5	4	80	2.7	*A*
	R	5	5	100	2.4	*A*
	Subtotal	15	15	100	2.4	*A*
EB	L	5	4	80	2.1	*A*
	T	135	132	98	2.7	*A*
	R	40	41	102	2.3	*A*
	Subtotal	180	177	98	2.6	*A*
WB	L	65	66	102	3.4	*A*
	T	195	188	97	3.1	*A*
	R	10	9	88	3.5	*A*
	Subtotal	270	263	97	3.2	*A*
Total		545	535	98	2.9	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	110	6.5	*A*
	T	5	5	95	7.9	*A*
	R	5	5	95	5.4	*A*
	Subtotal	20	21	105	6.6	*A*
SB	L	100	97	97	13.5	*B*
	T	105	99	94	4.4	*A*
	R	130	126	97	11.7	*B*
	Subtotal	335	322	96	10.0	*A*
EB	L	100	101	101	7.0	*A*
	T	96	96	100	6.7	*A*
	R	5	6	114	5.3	*A*
	Subtotal	201	203	101	6.8	*A*
WB	L	5	4	76	8.8	*A*
	T	130	128	98	10.7	*B*
	R	95	92	97	8.5	*A*
	Subtotal	230	224	97	9.8	*A*
Total		787	770	98	9.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	115	100	44.5	*D*
	T	80	80	100	47.6	*D*
	R	130	128	99	28.9	*C*
	Subtotal	325	323	99	39.1	*D*
SB	L	205	205	100	54.0	*D*
	T	115	113	98	48.6	*D*
	R	55	54	98	33.1	*C*
	Subtotal	375	372	99	49.3	*D*
EB	L	55	52	95	106.9	*F*
	T	1,662	1,592	96	80.0	*E*
	R	65	62	96	69.4	*E*
	Subtotal	1,782	1,706	96	80.4	*F*
WB	L	155	148	95	118.9	*F*
	T	1,420	1,363	96	36.2	*D*
	R	275	264	96	37.2	*D*
	Subtotal	1,850	1,775	96	43.2	*D*
Total		4,332	4,176	96	59.0	*E*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	52.4	*D*
	T	45	43	95	44.2	*D*
	R	115	119	103	24.8	*C*
	Subtotal	215	217	101	35.6	*D*
SB	L	135	137	101	54.7	*D*
	T	70	70	100	46.0	*D*
	R	290	294	101	32.8	*C*
	Subtotal	495	501	101	40.6	*D*
EB	L	255	241	95	81.2	*F*
	T	1,689	1,614	96	28.2	*C*
	R	60	60	100	17.8	*B*
	Subtotal	2,004	1,915	96	34.5	*C*
WB	L	185	166	90	59.5	*E*
	T	1,587	1,507	95	29.6	*C*
	R	190	172	91	21.4	*C*
	Subtotal	1,962	1,845	94	31.5	*C*
Total		4,676	4,478	96	34.1	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	36	104	65.5	*E*
	T	9	10	111	49.1	*D*
	R	300	295	98	36.0	*D*
	Subtotal	344	341	99	39.5	*D*
SB	L	37	35	95	67.5	*E*
	T	7	6	89	64.3	*E*
	R	32	32	99	30.4	*C*
	Subtotal	76	73	96	51.0	*D*
EB	L	32	25	78	314.0	*F*
	T	1,875	1,792	96	55.7	*E*
	R	35	34	98	34.5	*C*
	Subtotal	1,942	1,851	95	58.8	*E*
WB	L	430	397	92	214.3	*F*
	T	1,895	1,776	94	108.2	*F*
	R	37	33	90	89.3	*F*
	Subtotal	2,362	2,206	93	127.0	*F*
Total		4,724	4,471	95	92.1	*F*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	4.0	*A*
	T	55	56	102	6.0	*A*
	R	318	317	100	4.1	*A*
	Subtotal	378	378	100	4.4	*A*
SB	L	15	13	87	4.7	*A*
	T	105	96	92	4.1	*A*
	R	5	5	95	4.6	*A*
	Subtotal	125	114	91	4.2	*A*
NE	L	5	5	95	3.7	*A*
	T	10	11	113	4.0	*A*
	R	5	4	76	4.8	*A*
	Subtotal	20	20	100	4.1	*A*
SW	L	408	374	92	13.5	*B*
	T	34	33	96	10.3	*B*
	R	35	34	98	13.4	*B*
	Subtotal	477	441	92	13.3	*B*
Total		1,001	953	95	8.5	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	76	3.3	*A*
	T	135	138	102	4.5	*A*
	R	10	10	103	3.1	*A*
	Subtotal	150	152	101	4.4	*A*
SE	L	10	9	92	3.5	*A*
	T	275	260	95	2.2	*A*
	R	30	27	89	3.6	*A*
	Subtotal	315	296	94	2.4	*A*
NE	L	30	28	93	2.1	*A*
	T	5	7	133	2.5	*A*
	R	5	5	95	2.2	*A*
	Subtotal	40	40	100	2.2	*A*
SW	L	15	14	93	2.1	*A*
	T	5	5	95	2.4	*A*
	R	15	16	107	2.4	*A*
	Subtotal	35	35	100	2.3	*A*
Total		541	523	97	2.9	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	2.7	*A*
	T	20	20	101	4.1	*A*
	Subtotal	30	30	100	3.6	*A*
SB	L	85	76	90	5.1	*A*
	T	209	193	92	1.9	*A*
	R	165	157	95	5.0	*A*
	Subtotal	459	426	93	3.6	*A*
EB	L	15	14	92	3.1	*A*
	T	175	175	100	1.5	*A*
	R	10	9	90	2.7	*A*
	Subtotal	200	198	99	1.7	*A*
WB	L	5	4	76	2.5	*A*
	T	30	32	108	2.5	*A*
	R	95	96	101	2.2	*A*
	Subtotal	130	132	102	2.3	*A*
Total		834	798	96	2.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	25	83	2.5	*A*
	R	50	52	103	2.4	*A*
	Subtotal	80	77	96	2.4	*A*
SB	L	5	4	80	2.4	*A*
	T	5	6	120	2.8	*A*
	R	5	5	100	2.2	*A*
	Subtotal	15	15	100	2.5	*A*
EB	L	5	4	80	3.1	*A*
	T	135	129	96	2.7	*A*
	R	40	41	102	2.3	*A*
	Subtotal	180	174	97	2.6	*A*
WB	L	65	61	94	3.3	*A*
	T	195	200	103	3.2	*A*
	R	10	11	107	3.2	*A*
	Subtotal	270	272	101	3.2	*A*
Total		545	538	99	2.9	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	7.1	*A*
	T	5	4	76	6.9	*A*
	R	5	7	133	3.6	*A*
	Subtotal	20	20	100	5.8	*A*
SB	L	100	94	94	13.8	*B*
	T	105	106	101	5.0	*A*
	R	130	131	101	11.4	*B*
	Subtotal	335	331	99	10.0	*A*
EB	L	100	97	97	6.7	*A*
	T	96	96	100	6.5	*A*
	R	5	5	95	5.6	*A*
	Subtotal	201	198	99	6.6	*A*
WB	L	5	4	76	9.8	*A*
	T	130	132	102	11.4	*B*
	R	95	95	100	8.8	*A*
	Subtotal	230	231	100	10.3	*B*
Total		787	780	99	9.1	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	114	99	53.1	*D*
	T	80	78	98	56.4	*E*
	R	130	132	102	17.9	*B*
	Subtotal	325	324	100	39.6	*D*
SB	L	205	206	100	72.8	*E*
	T	115	115	100	65.8	*E*
	R	55	59	107	48.5	*D*
	Subtotal	375	380	101	66.9	*E*
EB	L	55	54	98	65.6	*E*
	T	1,662	1,650	99	30.2	*C*
	R	65	65	100	16.4	*B*
	Subtotal	1,782	1,769	99	30.8	*C*
WB	L	155	154	99	51.0	*D*
	T	1,420	1,437	101	15.8	*B*
	R	275	275	100	18.6	*B*
	Subtotal	1,850	1,866	101	19.1	*B*
Total		4,332	4,339	100	29.6	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	57	104	71.0	*E*
	T	45	49	108	59.5	*E*
	R	115	121	105	20.3	*C*
	Subtotal	215	227	106	41.5	*D*
SB	L	135	138	102	73.8	*E*
	T	70	74	106	57.0	*E*
	R	290	299	103	28.4	*C*
	Subtotal	495	511	103	44.8	*D*
EB	L	255	250	98	39.6	*D*
	T	1,689	1,692	100	12.4	*B*
	R	60	59	98	6.2	*A*
	Subtotal	2,004	2,001	100	15.6	*B*
WB	L	185	181	98	42.4	*D*
	T	1,587	1,594	100	21.9	*C*
	R	190	188	99	12.8	*B*
	Subtotal	1,962	1,963	100	22.9	*C*
Total		4,676	4,702	101	23.1	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	30	86	66.6	*E*
	T	28	26	93	19.2	*B*
	R	280	286	102	25.3	*C*
	Subtotal	343	342	100	28.5	*C*
SB	L	37	36	98	64.7	*E*
	T	7	7	104	55.9	*E*
	R	32	32	99	13.8	*B*
	Subtotal	76	75	99	42.2	*D*
EB	L	32	29	90	195.4	*F*
	T	1,875	1,876	100	27.9	*C*
	R	35	38	109	13.4	*B*
	Subtotal	1,942	1,943	100	30.1	*C*
WB	L	405	409	101	51.4	*D*
	T	1,895	1,908	101	9.6	*A*
	R	37	39	106	2.9	*A*
	Subtotal	2,337	2,356	101	16.7	*B*
Total		4,697	4,716	100	23.6	*C*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	4.7	*A*
	T	55	59	107	5.4	*A*
	R	318	318	100	4.2	*A*
	Subtotal	378	381	101	4.4	*A*
SB	L	15	15	100	6.2	*A*
	T	105	102	97	4.0	*A*
	R	5	4	76	4.0	*A*
	Subtotal	125	121	97	4.3	*A*
NE	L	5	4	76	4.2	*A*
	T	10	10	103	4.4	*A*
	R	5	6	114	4.9	*A*
	Subtotal	20	20	100	4.5	*A*
SW	L	408	417	102	14.3	*B*
	T	33	32	96	10.3	*B*
	R	35	38	109	14.3	*B*
	Subtotal	476	487	102	14.0	*B*
Total		1,000	1,009	101	9.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Background - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.1	*A*
	T	135	142	105	4.6	*A*
	R	10	11	113	3.2	*A*
	Subtotal	150	159	106	4.4	*A*
SE	L	10	11	113	3.5	*A*
	T	275	274	100	2.2	*A*
	R	30	30	99	3.6	*A*
	Subtotal	315	315	100	2.4	*A*
NE	L	30	32	106	2.3	*A*
	T	5	6	114	2.5	*A*
	R	5	5	95	2.3	*A*
	Subtotal	40	43	108	2.3	*A*
SW	L	15	15	100	2.4	*A*
	T	5	6	114	2.3	*A*
	R	15	18	120	2.4	*A*
	Subtotal	35	39	111	2.4	*A*
Total		541	556	103	3.0	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	2.7	*A*
	T	20	21	106	4.1	*A*
	Subtotal	30	29	97	3.7	*A*
SB	L	85	87	103	5.4	*A*
	T	209	211	101	2.1	*A*
	R	165	167	101	5.4	*A*
	Subtotal	459	465	101	3.9	*A*
EB	L	15	14	92	3.1	*A*
	T	175	168	96	1.6	*A*
	R	10	12	120	3.2	*A*
	Subtotal	200	194	97	1.8	*A*
WB	L	5	5	95	2.4	*A*
	T	30	29	97	2.6	*A*
	R	95	101	106	2.2	*A*
	Subtotal	130	135	104	2.3	*A*
Total		834	839	101	3.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	96	2.3	*A*
	T	5	5	95	2.8	*A*
	R	60	65	108	2.3	*A*
	Subtotal	105	108	103	2.3	*A*
SB	L	5	4	76	1.7	*A*
	T	5	6	114	2.0	*A*
	R	10	11	107	1.8	*A*
	Subtotal	20	21	105	1.8	*A*
EB	L	5	5	95	2.1	*A*
	T	90	88	98	2.4	*A*
	R	20	21	106	2.1	*A*
	Subtotal	115	114	99	2.3	*A*
WB	L	15	16	108	3.3	*A*
	T	80	80	100	3.3	*A*
	R	5	5	95	3.0	*A*
	Subtotal	100	101	101	3.3	*A*
Total		341	344	101	2.6	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	50	51	103	5.9	*A*
	T	130	132	101	5.9	*A*
	R	5	6	120	4.8	*A*
	Subtotal	185	189	102	5.9	*A*
WB	T	71	72	101	7.1	*A*
	R	95	101	106	6.0	*A*
	Subtotal	166	173	104	6.5	*A*
SE	L	95	95	100	9.6	*A*
	T	50	51	103	2.1	*A*
	R	20	22	109	6.9	*A*
	Subtotal	165	168	102	7.0	*A*
Total		516	530	103	6.4	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	125	125	100	51.4	*D*
	T	35	36	103	60.2	*E*
	R	285	296	104	35.5	*D*
	Subtotal	445	457	103	41.8	*D*
SB	L	210	217	103	45.4	*D*
	T	35	37	106	49.0	*D*
	R	35	35	100	20.6	*C*
	Subtotal	280	289	103	42.9	*D*
EB	L	30	29	97	17.2	*B*
	T	1,489	1,484	100	12.1	*B*
	R	65	69	106	5.8	*A*
	Subtotal	1,584	1,582	100	11.9	*B*
WB	L	65	60	92	41.1	*D*
	T	757	767	101	9.6	*A*
	R	65	68	105	9.0	*A*
	Subtotal	887	895	101	11.7	*B*
Total		3,196	3,223	101	19.0	*B*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	130	127	98	54.6	*D*
	T	155	158	102	48.6	*D*
	R	305	310	102	23.4	*C*
	Subtotal	590	595	101	36.8	*D*
SB	L	185	186	100	81.5	*F*
	T	55	57	104	49.5	*D*
	R	165	168	102	8.8	*A*
	Subtotal	405	411	101	47.3	*D*
EB	L	460	464	101	32.3	*C*
	T	1,417	1,426	101	15.1	*B*
	R	115	115	100	6.6	*A*
	Subtotal	1,992	2,005	101	18.6	*B*
WB	L	60	59	99	36.9	*D*
	T	719	730	101	21.2	*C*
	R	95	92	97	8.8	*A*
	Subtotal	874	881	101	21.0	*C*
Total		3,861	3,892	101	24.9	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	96	58.2	*E*
	T	5	4	80	59.0	*E*
	R	470	472	100	31.0	*C*
	Subtotal	495	495	100	32.3	*C*
SB	L	24	22	93	62.2	*E*
	T	4	3	75	67.3	*E*
	R	19	20	107	4.7	*A*
	Subtotal	47	45	96	37.0	*D*
EB	L	24	24	101	16.3	*B*
	T	1,860	1,870	101	14.3	*B*
	R	5	5	100	6.1	*A*
	Subtotal	1,889	1,899	101	14.3	*B*
WB	L	220	220	100	40.9	*D*
	T	835	844	101	6.1	*A*
	R	29	31	107	1.3	*A*
	Subtotal	1,084	1,095	101	13.0	*B*
Total		3,514	3,534	101	16.7	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	4.7	*A*
	T	248	253	102	5.0	*A*
	R	317	317	100	5.1	*A*
	Subtotal	570	576	101	5.1	*A*
SB	L	15	14	92	4.3	*A*
	T	205	210	102	5.8	*A*
	Subtotal	220	224	102	5.7	*A*
NE	T	10	11	107	3.9	*A*
	R	5	6	120	3.5	*A*
	Subtotal	15	17	113	3.8	*A*
SW	L	192	190	99	8.7	*A*
	T	11	11	98	6.4	*A*
	R	35	36	103	8.6	*A*
	Subtotal	238	237	100	8.6	*A*
Total		1,044	1,054	101	6.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	5	100	3.3	*A*
	T	300	308	103	5.2	*A*
	R	5	5	100	3.9	*A*
	Subtotal	310	318	103	5.1	*A*
SE	L	5	5	100	2.9	*A*
	T	214	218	102	3.3	*A*
	R	10	9	88	3.6	*A*
	Subtotal	229	232	101	3.3	*A*
NE	L	35	35	100	2.4	*A*
	T	5	6	120	2.7	*A*
	R	5	8	160	2.0	*A*
	Subtotal	45	49	109	2.4	*A*
SW	L	5	4	80	2.9	*A*
	T	5	6	120	2.3	*A*
	R	10	12	117	2.5	*A*
	Subtotal	20	22	110	2.5	*A*
Total		605	621	103	4.2	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	36	102	5.9	*A*
	T	335	340	101	7.5	*A*
	R	15	15	98	5.1	*A*
	Subtotal	385	391	102	7.3	*A*
SB	L	20	22	110	4.7	*A*
	T	266	264	99	3.1	*A*
	R	115	119	103	4.4	*A*
	Subtotal	401	405	101	3.6	*A*
EB	L	220	222	101	5.4	*A*
	T	10	9	90	5.6	*A*
	R	175	178	102	5.6	*A*
	Subtotal	405	409	101	5.5	*A*
WB	L	40	42	105	4.1	*A*
	T	5	6	114	3.6	*A*
	R	15	16	105	4.3	*A*
	Subtotal	60	64	107	4.1	*A*
Total		1,253	1,269	101	5.4	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	39	98	2.3	*A*
	T	5	5	95	2.7	*A*
	R	60	60	100	2.2	*A*
	Subtotal	105	104	99	2.3	*A*
SB	L	5	5	95	2.1	*A*
	T	5	6	114	2.4	*A*
	R	10	10	98	2.0	*A*
	Subtotal	20	21	105	2.1	*A*
EB	L	5	6	114	1.8	*A*
	T	90	89	99	2.4	*A*
	R	20	19	96	1.9	*A*
	Subtotal	115	114	99	2.3	*A*
WB	L	15	13	88	3.0	*A*
	T	80	83	103	3.3	*A*
	R	5	6	114	3.2	*A*
	Subtotal	100	102	102	3.3	*A*
Total		341	341	100	2.6	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	50	49	98	5.7	*A*
	T	130	130	100	5.8	*A*
	R	5	6	120	3.6	*A*
	Subtotal	185	185	100	5.7	*A*
WB	T	71	73	103	6.8	*A*
	R	95	93	98	6.0	*A*
	Subtotal	166	166	100	6.4	*A*
SE	L	95	94	99	9.2	*A*
	T	50	49	99	2.3	*A*
	R	20	22	109	6.4	*A*
	Subtotal	165	165	100	6.8	*A*
Total		516	516	100	6.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	125	128	103	55.5	*E*
	T	35	32	91	66.9	*E*
	R	285	289	101	48.7	*D*
	Subtotal	445	449	101	51.9	*D*
SB	L	210	205	98	46.0	*D*
	T	35	34	97	47.9	*D*
	R	35	40	114	18.8	*B*
	Subtotal	280	279	100	42.3	*D*
EB	L	30	28	93	17.9	*B*
	T	1,489	1,511	101	11.8	*B*
	R	65	72	111	5.2	*A*
	Subtotal	1,584	1,611	102	11.6	*B*
WB	L	65	59	91	44.8	*D*
	T	757	768	101	9.4	*A*
	R	65	66	102	8.3	*A*
	Subtotal	887	893	101	11.7	*B*
Total		3,196	3,232	101	20.1	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	130	129	99	57.0	*E*
	T	155	157	101	49.4	*D*
	R	305	305	100	23.1	*C*
	Subtotal	590	591	100	37.5	*D*
SB	L	185	188	101	76.7	*E*
	T	55	55	100	45.2	*D*
	R	165	170	103	8.5	*A*
	Subtotal	405	413	102	44.4	*D*
EB	L	460	458	100	31.8	*C*
	T	1,417	1,427	101	15.8	*B*
	R	115	122	106	6.1	*A*
	Subtotal	1,992	2,007	101	18.9	*B*
WB	L	60	58	97	36.9	*D*
	T	719	721	100	22.7	*C*
	R	95	93	98	9.6	*A*
	Subtotal	874	872	100	22.2	*C*
Total		3,861	3,883	101	25.2	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	60.8	*E*
	T	5	4	80	79.3	*E*
	R	470	484	103	31.3	*C*
	Subtotal	495	506	102	32.7	*C*
SB	L	24	23	97	54.9	*D*
	T	4	4	100	45.9	*D*
	R	19	19	101	4.8	*A*
	Subtotal	47	46	98	33.4	*C*
EB	L	24	26	109	16.5	*B*
	T	1,860	1,873	101	14.3	*B*
	R	5	6	120	6.2	*A*
	Subtotal	1,889	1,905	101	14.3	*B*
WB	L	220	219	99	38.7	*D*
	T	835	836	100	5.8	*A*
	R	29	30	103	1.5	*A*
	Subtotal	1,084	1,085	100	12.3	*B*
Total		3,514	3,542	101	16.6	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	6.4	*A*
	T	248	254	102	6.4	*A*
	R	317	318	100	6.7	*A*
	Subtotal	570	577	101	6.6	*A*
SB	L	15	15	98	4.9	*A*
	T	205	206	100	5.9	*A*
	Subtotal	220	221	100	5.8	*A*
NE	T	10	12	117	3.4	*A*
	R	5	5	100	3.7	*A*
	Subtotal	15	17	113	3.5	*A*
SW	L	192	190	99	8.5	*A*
	T	11	12	107	6.0	*A*
	R	35	36	103	8.6	*A*
	Subtotal	238	238	100	8.4	*A*
Total		1,044	1,053	101	6.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	3.8	*A*
	T	300	305	102	5.2	*A*
	R	5	5	100	3.6	*A*
	Subtotal	310	314	101	5.2	*A*
SE	L	5	3	60	3.3	*A*
	T	214	221	103	3.3	*A*
	R	10	10	98	3.2	*A*
	Subtotal	229	234	102	3.3	*A*
NE	L	35	34	97	2.3	*A*
	T	5	5	100	2.4	*A*
	R	5	7	140	2.2	*A*
	Subtotal	45	46	102	2.3	*A*
SW	L	5	5	100	2.6	*A*
	T	5	6	120	3.0	*A*
	R	10	11	107	2.8	*A*
	Subtotal	20	22	110	2.8	*A*
Total		605	616	102	4.2	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	32	91	13.3	*B*
	T	335	340	101	8.8	*A*
	R	15	17	111	5.5	*A*
	Subtotal	385	389	101	9.0	*A*
SB	L	20	21	105	15.2	*B*
	T	266	262	98	4.8	*A*
	R	115	116	101	5.0	*A*
	Subtotal	401	399	100	5.4	*A*
EB	L	220	220	100	11.9	*B*
	T	10	8	80	10.8	*B*
	R	175	176	100	5.0	*A*
	Subtotal	405	404	100	8.9	*A*
WB	L	40	38	95	12.1	*B*
	T	5	5	95	8.9	*A*
	R	15	16	105	4.2	*A*
	Subtotal	60	59	98	9.7	*A*
Total		1,253	1,251	100	7.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	103	2.7	*A*
	R	50	49	98	2.8	*A*
	Subtotal	80	80	100	2.8	*A*
SB	L	5	4	80	2.8	*A*
	T	5	4	80	2.6	*A*
	R	5	6	120	2.3	*A*
	Subtotal	15	14	93	2.5	*A*
EB	L	5	6	120	2.9	*A*
	T	150	150	100	2.9	*A*
	R	40	42	105	2.6	*A*
	Subtotal	195	198	102	2.8	*A*
WB	L	70	68	97	3.6	*A*
	T	220	217	99	3.4	*A*
	R	10	9	88	3.7	*A*
	Subtotal	300	294	98	3.5	*A*
Total		590	586	99	3.1	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	8.2	*A*
	T	5	5	95	7.8	*A*
	R	5	5	95	4.2	*A*
	Subtotal	15	15	100	6.7	*A*
SB	L	155	155	100	14.3	*B*
	T	105	102	97	4.5	*A*
	R	85	87	102	11.2	*B*
	Subtotal	345	344	100	10.6	*B*
EB	L	60	59	98	7.9	*A*
	T	152	151	99	7.3	*A*
	R	5	5	95	5.3	*A*
	Subtotal	217	215	99	7.4	*A*
WB	L	5	4	76	14.4	*B*
	T	210	202	96	12.0	*B*
	R	165	164	100	9.6	*A*
	Subtotal	380	370	97	11.0	*B*
Total		958	944	99	9.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	131	97	49.7	*D*
	T	75	76	101	48.4	*D*
	R	135	135	100	19.9	*B*
	Subtotal	345	342	99	37.6	*D*
SB	L	210	214	102	90.1	*F*
	T	115	110	95	73.5	*E*
	R	55	59	107	58.0	*E*
	Subtotal	380	383	101	80.4	*F*
EB	L	55	57	104	51.4	*D*
	T	1,647	1,656	101	25.0	*C*
	R	80	82	102	16.9	*B*
	Subtotal	1,782	1,795	101	25.5	*C*
WB	L	150	151	101	58.8	*E*
	T	1,387	1,402	101	19.5	*B*
	R	275	273	99	23.0	*C*
	Subtotal	1,812	1,826	101	23.3	*C*
Total		4,319	4,346	101	30.5	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	141	104	77.9	*E*
	T	80	85	106	16.3	*B*
	R	75	76	101	14.0	*B*
	Subtotal	290	302	104	44.5	*D*
SB	L	70	68	97	65.9	*E*
	T	30	30	99	61.9	*E*
	R	345	348	101	32.1	*C*
	Subtotal	445	446	100	39.3	*D*
EB	L	300	297	99	46.5	*D*
	T	1,441	1,452	101	18.4	*B*
	R	260	261	100	10.1	*B*
	Subtotal	2,001	2,010	100	21.5	*C*
WB	L	185	185	100	36.8	*D*
	T	1,463	1,476	101	15.3	*B*
	R	105	105	100	8.7	*A*
	Subtotal	1,753	1,766	101	17.2	*B*
Total		4,489	4,524	101	23.1	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	102	63.9	*E*
	T	34	32	93	11.0	*B*
	R	300	309	103	19.0	*B*
	Subtotal	364	372	102	22.1	*C*
SB	L	37	35	95	63.9	*E*
	T	7	8	119	52.7	*D*
	R	32	33	102	10.6	*B*
	Subtotal	76	76	100	39.6	*D*
EB	L	32	31	96	36.3	*D*
	T	1,595	1,609	101	21.5	*C*
	R	30	30	99	11.0	*B*
	Subtotal	1,657	1,670	101	21.6	*C*
WB	L	415	411	99	38.7	*D*
	T	1,690	1,701	101	8.3	*A*
	R	37	38	103	2.4	*A*
	Subtotal	2,142	2,150	100	14.0	*B*
Total		4,240	4,268	101	18.1	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	7.7	*A*
	T	250	260	104	8.4	*A*
	R	325	333	103	6.8	*A*
	Subtotal	580	598	103	7.5	*A*
SB	L	35	33	95	7.6	*A*
	T	340	341	100	7.7	*A*
	R	5	5	95	6.2	*A*
	Subtotal	380	379	100	7.7	*A*
NE	L	10	10	103	4.4	*A*
	T	5	6	114	4.6	*A*
	R	5	7	133	5.2	*A*
	Subtotal	20	23	115	4.7	*A*
SW	L	395	387	98	16.2	*C*
	T	23	24	105	9.1	*A*
	R	35	37	106	16.2	*C*
	Subtotal	453	448	99	15.8	*C*
Total		1,434	1,448	101	10.1	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	5	95	4.0	*A*
	T	280	294	105	5.1	*A*
	R	10	9	92	4.0	*A*
	Subtotal	295	308	104	5.1	*A*
SE	L	10	9	92	4.3	*A*
	T	435	433	100	5.2	*A*
	R	30	33	109	4.7	*A*
	Subtotal	475	475	100	5.1	*A*
NE	L	30	32	106	3.2	*A*
	T	5	6	114	3.5	*A*
	R	5	7	133	2.9	*A*
	Subtotal	40	45	113	3.2	*A*
SW	L	15	13	87	2.8	*A*
	T	5	6	114	2.7	*A*
	R	15	16	107	2.4	*A*
	Subtotal	35	35	100	2.6	*A*
Total		846	863	102	4.9	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	210	202	96	7.2	*A*
	T	315	332	105	8.7	*A*
	R	4	4	94	7.1	*A*
	Subtotal	529	538	102	8.1	*A*
SB	L	80	74	92	19.8	*C*
	T	520	522	100	18.5	*C*
	R	80	79	99	21.5	*C*
	Subtotal	680	675	99	19.0	*C*
EB	L	15	16	105	6.9	*A*
	T	141	138	98	3.0	*A*
	R	155	155	100	6.8	*A*
	Subtotal	311	309	99	5.1	*A*
WB	L	30	31	104	4.9	*A*
	T	30	28	94	5.1	*A*
	R	80	82	102	4.5	*A*
	Subtotal	140	141	101	4.7	*A*
Total		1,674	1,675	100	11.8	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	103	2.6	*A*
	R	50	54	107	2.5	*A*
	Subtotal	80	85	106	2.5	*A*
SB	L	5	4	80	2.6	*A*
	T	5	5	100	3.0	*A*
	R	5	6	120	2.2	*A*
	Subtotal	15	15	100	2.6	*A*
EB	L	5	4	80	1.8	*A*
	T	150	154	102	2.8	*A*
	R	40	44	110	2.4	*A*
	Subtotal	195	202	104	2.7	*A*
WB	L	70	68	97	3.5	*A*
	T	220	213	97	3.4	*A*
	R	10	12	117	3.6	*A*
	Subtotal	300	293	98	3.4	*A*
Total		590	595	101	3.0	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	57	7.9	*A*
	T	5	5	95	8.2	*A*
	R	5	7	133	5.1	*A*
	Subtotal	15	15	100	6.7	*A*
SB	L	155	156	101	14.5	*B*
	T	105	107	102	4.4	*A*
	R	85	83	98	10.7	*B*
	Subtotal	345	346	100	10.5	*B*
EB	L	60	61	102	7.6	*A*
	T	152	157	103	7.2	*A*
	R	5	6	114	5.3	*A*
	Subtotal	217	224	103	7.3	*A*
WB	L	5	5	95	12.2	*B*
	T	210	208	99	12.3	*B*
	R	165	166	101	10.3	*B*
	Subtotal	380	379	100	11.4	*B*
Total		958	964	101	10.1	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	141	104	49.2	*D*
	T	75	74	98	47.3	*D*
	R	135	133	99	20.4	*C*
	Subtotal	345	348	101	37.8	*D*
SB	L	210	213	101	67.6	*E*
	T	115	115	100	63.3	*E*
	R	55	57	104	46.9	*D*
	Subtotal	380	385	101	63.3	*E*
EB	L	55	54	98	51.3	*D*
	T	1,647	1,649	100	25.0	*C*
	R	80	82	102	16.8	*B*
	Subtotal	1,782	1,785	100	25.4	*C*
WB	L	150	149	99	51.7	*D*
	T	1,387	1,401	101	20.0	*B*
	R	275	269	98	22.4	*C*
	Subtotal	1,812	1,819	100	23.0	*C*
Total		4,319	4,337	100	28.8	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	130	96	68.0	*E*
	T	80	85	106	12.9	*B*
	R	75	74	98	11.6	*B*
	Subtotal	290	289	100	37.4	*D*
SB	L	70	70	100	65.7	*E*
	T	30	29	96	59.5	*E*
	R	345	348	101	29.5	*C*
	Subtotal	445	447	100	37.1	*D*
EB	L	300	298	99	38.7	*D*
	T	1,441	1,434	100	17.1	*B*
	R	260	267	103	9.7	*A*
	Subtotal	2,001	1,999	100	19.3	*B*
WB	L	185	175	95	41.1	*D*
	T	1,463	1,467	100	17.6	*B*
	R	105	109	104	8.9	*A*
	Subtotal	1,753	1,751	100	19.4	*B*
Total		4,489	4,486	100	22.3	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	32	106	64.6	*E*
	T	34	32	93	13.1	*B*
	R	300	304	101	20.7	*C*
	Subtotal	364	368	101	23.9	*C*
SB	L	37	34	93	60.2	*E*
	T	7	7	104	52.0	*D*
	R	32	33	102	9.7	*A*
	Subtotal	76	74	97	36.9	*D*
EB	L	32	32	99	61.6	*E*
	T	1,595	1,591	100	26.7	*C*
	R	30	31	102	13.4	*B*
	Subtotal	1,657	1,654	100	27.1	*C*
WB	L	415	418	101	45.5	*D*
	T	1,690	1,686	100	8.2	*A*
	R	37	35	95	2.3	*A*
	Subtotal	2,142	2,139	100	15.4	*B*
Total		4,240	4,235	100	21.1	*C*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	6.6	*A*
	T	250	247	99	9.6	*A*
	R	325	326	100	7.9	*A*
	Subtotal	580	578	100	8.6	*A*
SB	L	35	34	98	8.2	*A*
	T	340	343	101	8.5	*A*
	R	5	6	114	8.4	*A*
	Subtotal	380	383	101	8.5	*A*
NE	L	10	11	113	5.2	*A*
	T	5	6	114	5.8	*A*
	R	5	6	114	4.2	*A*
	Subtotal	20	23	115	5.1	*A*
SW	L	395	398	101	20.7	*C*
	T	23	25	110	10.0	*A*
	R	35	33	95	21.5	*C*
	Subtotal	453	456	101	20.2	*C*
Total		1,434	1,440	100	12.2	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2035) Silverlake Parkway Connection - Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.8	*A*
	T	280	277	99	5.1	*A*
	R	10	8	82	3.9	*A*
	Subtotal	295	291	99	5.0	*A*
SE	L	10	10	103	4.0	*A*
	T	435	435	100	5.0	*A*
	R	30	29	96	4.5	*A*
	Subtotal	475	474	100	4.9	*A*
NE	L	30	29	96	3.3	*A*
	T	5	7	133	3.4	*A*
	R	5	6	114	3.0	*A*
	Subtotal	40	42	105	3.3	*A*
SW	L	15	15	100	2.8	*A*
	T	5	5	95	2.6	*A*
	R	15	18	120	2.3	*A*
	Subtotal	35	38	109	2.5	*A*
Total		846	845	100	4.8	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	210	210	100	23.1	*C*
	T	315	317	101	6.9	*A*
	R	4	5	118	3.0	*A*
	Subtotal	529	532	101	13.3	*B*
SB	L	80	82	102	14.6	*B*
	T	520	516	99	9.6	*A*
	R	80	82	102	7.9	*A*
	Subtotal	680	680	100	10.0	*A*
EB	L	15	14	92	20.9	*C*
	T	141	145	103	7.7	*A*
	R	155	160	103	12.4	*B*
	Subtotal	311	319	103	10.6	*B*
WB	L	30	30	101	21.9	*C*
	T	30	31	104	18.1	*B*
	R	80	85	106	7.3	*A*
	Subtotal	140	146	104	12.6	*B*
Total		1,674	1,692	101	11.4	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	2.2	*A*
	T	5	4	76	2.7	*A*
	R	60	64	106	2.3	*A*
	Subtotal	105	109	104	2.3	*A*
SB	L	5	5	95	1.9	*A*
	T	5	6	114	2.4	*A*
	R	10	11	107	2.0	*A*
	Subtotal	20	22	110	2.1	*A*
EB	L	5	6	114	1.9	*A*
	T	95	96	101	2.4	*A*
	R	20	21	106	2.1	*A*
	Subtotal	120	123	103	2.3	*A*
WB	L	15	16	108	3.1	*A*
	T	80	80	99	3.5	*A*
	R	5	7	133	3.0	*A*
	Subtotal	100	103	103	3.4	*A*
Total		346	357	103	2.6	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	40	42	105	5.6	*A*
	T	145	150	103	5.7	*A*
	R	5	6	120	4.3	*A*
	Subtotal	190	198	104	5.6	*A*
WB	T	86	89	104	6.3	*A*
	R	80	85	107	6.0	*A*
	Subtotal	166	174	105	6.2	*A*
SE	L	65	66	102	9.2	*A*
	T	50	55	110	2.3	*A*
	R	15	15	102	7.3	*A*
	Subtotal	130	136	105	6.2	*A*
Total		485	508	105	6.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	80	100	62.6	*E*
	T	45	48	106	71.9	*E*
	R	280	283	101	18.2	*B*
	Subtotal	405	411	101	33.1	*C*
SB	L	195	198	102	69.0	*E*
	T	40	45	112	68.2	*E*
	R	30	31	103	33.4	*C*
	Subtotal	265	274	103	64.8	*E*
EB	L	30	32	107	12.6	*B*
	T	1,015	1,037	102	9.1	*A*
	R	30	30	100	3.3	*A*
	Subtotal	1,075	1,099	102	9.0	*A*
WB	L	60	60	100	25.6	*C*
	T	545	559	103	6.0	*A*
	R	65	64	98	5.3	*A*
	Subtotal	670	683	102	7.7	*A*
Total		2,415	2,467	102	19.0	*B*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	48.3	*D*
	T	100	102	102	44.0	*D*
	R	345	347	101	20.3	*C*
	Subtotal	500	504	101	28.2	*C*
SB	L	225	226	101	63.5	*E*
	T	30	30	100	47.1	*D*
	R	90	91	101	7.0	*A*
	Subtotal	345	347	101	47.3	*D*
EB	L	280	276	99	32.1	*C*
	T	1,178	1,200	102	13.1	*B*
	R	45	50	110	4.2	*A*
	Subtotal	1,503	1,526	102	16.2	*B*
WB	L	70	70	100	34.2	*C*
	T	735	750	102	11.6	*B*
	R	115	119	103	5.0	*A*
	Subtotal	920	939	102	12.4	*B*
Total		3,268	3,316	101	20.2	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	159	102	65.1	*E*
	T	10	11	107	53.0	*D*
	R	415	422	102	26.0	*C*
	Subtotal	580	592	102	37.0	*D*
SB	L	50	50	100	58.9	*E*
	T	10	10	98	53.5	*D*
	R	40	40	100	4.9	*A*
	Subtotal	100	100	100	36.8	*D*
EB	L	60	59	99	19.4	*B*
	T	1,641	1,660	101	11.6	*B*
	R	5	5	100	5.2	*A*
	Subtotal	1,706	1,724	101	11.8	*B*
WB	L	175	176	101	31.9	*C*
	T	725	737	102	6.9	*A*
	R	60	60	100	1.8	*A*
	Subtotal	960	973	101	11.1	*B*
Total		3,346	3,389	101	16.8	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	3.6	*A*
	T	110	111	101	6.1	*A*
	R	295	298	101	4.4	*A*
	Subtotal	410	413	101	4.8	*A*
SB	L	35	37	106	4.9	*A*
	T	130	130	100	6.2	*A*
	R	5	6	120	4.2	*A*
	Subtotal	170	173	102	5.9	*A*
NE	L	5	4	80	4.8	*A*
	T	10	11	107	3.8	*A*
	R	5	6	120	3.4	*A*
	Subtotal	20	21	105	3.9	*A*
SW	L	375	385	103	7.4	*A*
	T	16	19	119	7.9	*A*
	R	75	74	98	7.8	*A*
	Subtotal	466	478	103	7.5	*A*
Total		1,066	1,085	102	6.2	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	4.3	*A*
	T	205	206	100	4.9	*A*
	R	5	6	120	3.2	*A*
	Subtotal	215	216	100	4.8	*A*
SE	L	5	6	120	3.0	*A*
	T	130	133	102	2.8	*A*
	R	10	10	98	2.6	*A*
	Subtotal	145	149	103	2.8	*A*
NE	L	35	36	103	2.2	*A*
	T	5	5	100	2.4	*A*
	R	5	5	100	1.9	*A*
	Subtotal	45	46	102	2.2	*A*
SW	L	5	5	100	3.0	*A*
	T	5	5	100	3.1	*A*
	R	10	12	117	2.4	*A*
	Subtotal	20	22	110	2.7	*A*
Total		426	433	102	3.8	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	3.2	*A*
	T	5	6	114	4.6	*A*
	R	5	6	114	2.9	*A*
	Subtotal	15	16	107	3.6	*A*
SB	L	60	58	97	3.9	*A*
	T	340	344	101	1.2	*A*
	R	110	119	108	3.9	*A*
	Subtotal	510	521	102	2.1	*A*
EB	L	220	221	100	3.8	*A*
	T	180	179	99	4.2	*A*
	R	5	6	114	4.0	*A*
	Subtotal	405	406	100	4.0	*A*
WB	L	5	6	114	3.2	*A*
	T	45	47	104	3.1	*A*
	R	40	39	98	2.8	*A*
	Subtotal	90	92	102	3.0	*A*
Total		1,021	1,035	101	2.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	97	2.5	*A*
	R	50	46	92	2.4	*A*
	Subtotal	80	75	94	2.4	*A*
SB	L	5	4	80	2.5	*A*
	T	5	5	100	2.7	*A*
	R	5	5	100	2.1	*A*
	Subtotal	15	14	93	2.4	*A*
EB	L	5	5	100	2.3	*A*
	T	160	160	100	2.8	*A*
	R	40	41	102	2.6	*A*
	Subtotal	205	206	100	2.7	*A*
WB	L	65	63	97	3.7	*A*
	T	215	213	99	3.7	*A*
	R	10	10	98	3.8	*A*
	Subtotal	290	286	99	3.7	*A*
Total		590	581	98	3.2	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	8.2	*A*
	R	5	5	95	5.7	*A*
	Subtotal	10	9	90	6.8	*A*
SB	L	145	142	98	15.5	*C*
	T	130	134	103	4.0	*A*
	R	60	61	102	11.8	*B*
	Subtotal	335	337	101	10.3	*B*
EB	L	55	53	97	8.7	*A*
	T	167	164	98	7.8	*A*
	R	5	5	95	6.4	*A*
	Subtotal	227	222	98	8.0	*A*
WB	L	5	5	95	12.3	*B*
	T	225	220	98	14.7	*B*
	R	145	148	102	11.8	*B*
	Subtotal	375	373	99	13.5	*B*
Total		947	941	99	11.0	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	75	94	59.9	*E*
	T	95	98	103	62.2	*E*
	R	130	133	103	14.5	*B*
	Subtotal	305	306	100	40.9	*D*
SB	L	200	198	99	65.1	*E*
	T	140	136	97	58.7	*E*
	R	45	48	106	43.6	*D*
	Subtotal	385	382	99	60.1	*E*
EB	L	45	45	99	33.9	*C*
	T	1,150	1,158	101	18.8	*B*
	R	50	52	105	10.6	*B*
	Subtotal	1,245	1,255	101	19.0	*B*
WB	L	145	147	102	44.7	*D*
	T	1,008	1,029	102	15.5	*B*
	R	260	270	104	17.6	*B*
	Subtotal	1,413	1,446	102	18.9	*B*
Total		3,348	3,389	101	25.6	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	53	96	67.1	*E*
	T	35	35	101	56.4	*E*
	R	130	126	97	13.3	*B*
	Subtotal	220	214	97	33.7	*C*
SB	L	110	112	102	68.4	*E*
	T	55	52	95	57.2	*E*
	R	195	204	104	16.0	*B*
	Subtotal	360	368	102	37.8	*D*
EB	L	170	171	100	32.0	*C*
	T	1,250	1,251	100	17.4	*B*
	R	105	106	101	8.0	*A*
	Subtotal	1,525	1,528	100	18.4	*B*
WB	L	325	326	100	40.0	*D*
	T	1,160	1,178	102	11.6	*B*
	R	155	159	102	5.8	*A*
	Subtotal	1,640	1,663	101	16.6	*B*
Total		3,745	3,773	101	20.3	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	100	101	101	69.1	*E*
	T	15	16	107	57.1	*E*
	R	260	261	100	18.5	*B*
	Subtotal	375	378	101	33.7	*C*
SB	L	80	79	99	65.0	*E*
	T	15	13	87	53.0	*D*
	R	70	76	109	11.2	*B*
	Subtotal	165	168	102	39.7	*D*
EB	L	65	63	97	32.8	*C*
	T	1,380	1,381	100	12.1	*B*
	R	100	100	100	6.2	*A*
	Subtotal	1,545	1,544	100	12.6	*B*
WB	L	365	364	100	43.4	*D*
	T	1,455	1,478	102	8.6	*A*
	R	80	80	100	2.5	*A*
	Subtotal	1,900	1,922	101	14.9	*B*
Total		3,985	4,012	101	16.9	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	5.2	*A*
	T	110	111	101	6.4	*A*
	R	300	300	100	4.8	*A*
	Subtotal	415	416	100	5.2	*A*
SB	L	35	37	106	6.2	*A*
	T	255	250	98	3.5	*A*
	R	5	4	76	4.0	*A*
	Subtotal	295	291	99	3.9	*A*
NE	L	5	5	95	3.3	*A*
	T	10	11	113	4.3	*A*
	R	5	6	114	4.4	*A*
	Subtotal	20	22	110	4.1	*A*
SW	L	380	379	100	10.7	*B*
	T	30	30	101	7.8	*A*
	R	75	72	96	10.4	*B*
	Subtotal	485	481	99	10.5	*B*
Total		1,216	1,210	100	7.0	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	76	3.8	*A*
	T	176	173	99	4.3	*A*
	R	10	9	92	3.2	*A*
	Subtotal	191	186	97	4.2	*A*
SE	L	10	10	103	4.7	*A*
	T	444	441	99	4.1	*A*
	R	30	31	102	4.9	*A*
	Subtotal	484	482	100	4.2	*A*
NE	L	30	28	93	3.0	*A*
	T	5	5	95	3.5	*A*
	R	5	5	95	2.9	*A*
	Subtotal	40	38	95	3.1	*A*
SW	L	15	13	87	2.4	*A*
	T	5	5	95	2.4	*A*
	R	15	15	100	2.3	*A*
	Subtotal	35	33	94	2.4	*A*
Total		751	739	98	4.1	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	3.9	*A*
	T	5	5	95	5.0	*A*
	Subtotal	20	21	105	4.2	*A*
SB	L	210	206	98	5.7	*A*
	T	255	253	99	1.5	*A*
	R	35	34	97	5.7	*A*
	Subtotal	500	493	99	3.5	*A*
EB	L	10	10	100	6.8	*A*
	T	315	309	98	6.1	*A*
	R	10	9	90	6.1	*A*
	Subtotal	335	328	98	6.1	*A*
WB	L	25	23	91	3.1	*A*
	T	185	183	99	3.5	*A*
	R	215	216	100	3.0	*A*
	Subtotal	425	422	99	3.2	*A*
Total		1,296	1,279	99	4.1	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	36	91	2.4	*A*
	T	5	4	76	3.0	*A*
	R	60	59	98	2.3	*A*
	Subtotal	105	99	94	2.4	*A*
SB	L	5	5	95	2.1	*A*
	T	5	6	114	1.9	*A*
	R	10	12	117	2.1	*A*
	Subtotal	20	23	115	2.0	*A*
EB	L	5	4	76	2.1	*A*
	T	110	107	97	2.5	*A*
	R	20	20	101	2.2	*A*
	Subtotal	135	131	97	2.4	*A*
WB	L	15	15	102	3.6	*A*
	T	80	80	99	3.6	*A*
	R	5	5	95	3.5	*A*
	Subtotal	100	100	100	3.6	*A*
Total		361	353	98	2.7	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	105	105	100	9.3	*A*
	T	42	47	111	2.0	*A*
	R	10	10	103	6.0	*A*
	Subtotal	157	162	103	7.0	*A*
EB	L	25	22	87	6.4	*A*
	T	175	172	98	6.4	*A*
	R	5	5	100	3.6	*A*
	Subtotal	205	199	97	6.3	*A*
WB	T	81	82	101	7.9	*A*
	R	95	100	105	6.0	*A*
	Subtotal	176	182	103	6.9	*A*
Total		538	543	101	6.7	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	85	100	57.2	*E*
	T	40	38	95	65.5	*E*
	R	270	277	103	21.6	*C*
	Subtotal	395	400	101	33.3	*C*
SB	L	205	201	98	59.8	*E*
	T	40	41	102	62.1	*E*
	R	30	32	107	28.6	*C*
	Subtotal	275	274	100	56.5	*E*
EB	L	25	24	97	12.2	*B*
	T	1,005	1,032	103	9.4	*A*
	R	60	63	105	3.7	*A*
	Subtotal	1,090	1,119	103	9.1	*A*
WB	L	55	56	102	20.7	*C*
	T	552	549	100	5.2	*A*
	R	70	75	107	4.4	*A*
	Subtotal	677	680	100	6.4	*A*
Total		2,436	2,473	102	17.6	*B*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	74	98	49.6	*D*
	T	110	108	98	44.6	*D*
	R	365	364	100	23.9	*C*
	Subtotal	550	546	99	31.5	*C*
SB	L	220	228	104	63.8	*E*
	T	35	33	94	45.4	*D*
	R	100	103	103	6.9	*A*
	Subtotal	355	364	103	46.0	*D*
EB	L	310	318	103	31.9	*C*
	T	1,128	1,145	101	13.5	*B*
	R	55	52	95	4.5	*A*
	Subtotal	1,493	1,515	101	17.1	*B*
WB	L	70	65	93	35.5	*D*
	T	710	702	99	13.9	*B*
	R	120	116	96	6.0	*A*
	Subtotal	900	883	98	14.5	*B*
Total		3,298	3,308	100	21.9	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	147	98	64.9	*E*
	T	10	10	98	60.3	*E*
	R	440	448	102	29.3	*C*
	Subtotal	600	605	101	38.5	*D*
SB	L	50	52	103	60.4	*E*
	T	8	8	97	44.0	*D*
	R	40	37	92	4.8	*A*
	Subtotal	98	97	99	37.8	*D*
EB	L	50	49	98	17.6	*B*
	T	1,627	1,656	102	13.5	*B*
	R	5	5	100	7.5	*A*
	Subtotal	1,682	1,710	102	13.6	*B*
WB	L	205	203	99	35.9	*D*
	T	710	703	99	6.7	*A*
	R	60	60	100	1.8	*A*
	Subtotal	975	966	99	12.5	*B*
Total		3,356	3,378	101	18.5	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	6.4	*A*
	T	166	161	97	7.0	*A*
	R	345	356	103	6.4	*A*
	Subtotal	516	521	101	6.6	*A*
SB	L	20	18	91	5.4	*A*
	T	160	154	96	6.6	*A*
	R	5	5	100	5.2	*A*
	Subtotal	185	177	96	6.4	*A*
NE	L	5	4	80	4.5	*A*
	T	10	10	98	4.8	*A*
	R	5	5	100	4.3	*A*
	Subtotal	20	19	95	4.6	*A*
SW	L	400	391	98	7.9	*A*
	T	6	7	117	8.4	*A*
	R	55	55	100	7.8	*A*
	Subtotal	461	453	98	7.9	*A*
Total		1,182	1,170	99	7.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	3.0	*A*
	T	190	183	96	3.9	*A*
	R	5	6	120	3.1	*A*
	Subtotal	200	193	97	3.9	*A*
SE	L	5	5	100	2.7	*A*
	T	174	165	95	4.6	*A*
	R	10	9	88	3.2	*A*
	Subtotal	189	179	95	4.5	*A*
NE	L	35	33	94	2.3	*A*
	T	5	5	100	2.9	*A*
	R	5	5	100	2.3	*A*
	Subtotal	45	43	96	2.4	*A*
SW	L	5	5	100	2.2	*A*
	T	5	5	100	2.4	*A*
	R	10	10	98	2.3	*A*
	Subtotal	20	20	100	2.3	*A*
Total		454	435	96	3.9	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	62	103	14.3	*B*
	T	270	273	101	10.3	*B*
	R	30	31	103	5.8	*A*
	Subtotal	360	366	102	10.6	*B*
SB	L	40	39	98	15.6	*B*
	T	424	415	98	3.2	*A*
	R	100	97	97	4.9	*A*
	Subtotal	564	551	98	4.4	*A*
EB	L	190	188	99	11.6	*B*
	T	35	37	105	10.1	*B*
	R	290	283	98	6.0	*A*
	Subtotal	515	508	99	8.4	*A*
WB	L	10	9	90	12.7	*B*
	T	5	6	114	6.3	*A*
	R	30	35	117	3.8	*A*
	Subtotal	45	50	111	5.7	*A*
Total		1,485	1,475	99	7.4	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	27	90	2.4	*A*
	R	50	53	105	2.5	*A*
	Subtotal	80	80	100	2.5	*A*
SB	L	5	5	100	2.6	*A*
	T	5	5	100	2.9	*A*
	R	5	5	100	1.9	*A*
	Subtotal	15	15	100	2.5	*A*
EB	L	5	6	120	2.2	*A*
	T	160	160	100	2.9	*A*
	R	40	39	98	2.5	*A*
	Subtotal	205	205	100	2.8	*A*
WB	L	70	70	100	3.9	*A*
	T	240	233	97	3.8	*A*
	R	10	9	88	4.0	*A*
	Subtotal	320	312	98	3.8	*A*
Total		620	612	99	3.3	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	9.3	*A*
	R	5	6	114	4.9	*A*
	Subtotal	10	10	100	6.7	*A*
SB	L	165	160	97	16.6	*C*
	T	124	129	104	3.9	*A*
	R	40	36	89	10.3	*B*
	Subtotal	329	325	99	10.9	*B*
EB	L	30	28	92	9.6	*A*
	T	192	196	102	8.3	*A*
	R	5	5	95	6.2	*A*
	Subtotal	227	229	101	8.4	*A*
WB	L	5	4	76	17.3	*C*
	T	275	270	98	18.8	*C*
	R	175	177	101	15.7	*C*
	Subtotal	455	451	99	17.6	*C*
Total		1,022	1,015	99	13.3	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	90	86	96	57.7	*E*
	T	90	89	99	62.5	*E*
	R	120	123	103	14.9	*B*
	Subtotal	300	298	99	41.5	*D*
SB	L	210	203	97	54.9	*D*
	T	130	132	102	54.5	*D*
	R	45	45	99	43.4	*D*
	Subtotal	385	380	99	53.4	*D*
EB	L	49	50	103	40.5	*D*
	T	1,355	1,338	99	21.5	*C*
	R	65	64	99	15.3	*B*
	Subtotal	1,469	1,452	99	21.9	*C*
WB	L	135	129	96	46.7	*D*
	T	994	999	101	14.0	*B*
	R	275	280	102	16.1	*B*
	Subtotal	1,404	1,408	100	17.4	*B*
Total		3,556	3,538	99	25.1	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	58	96	66.8	*E*
	T	70	69	99	31.8	*C*
	R	135	137	101	13.7	*B*
	Subtotal	265	264	100	30.1	*C*
SB	L	110	112	102	71.3	*E*
	T	60	61	101	59.3	*E*
	R	215	212	99	15.5	*B*
	Subtotal	385	385	100	38.7	*D*
EB	L	190	193	102	33.2	*C*
	T	1,372	1,344	98	14.6	*B*
	R	125	125	100	9.6	*A*
	Subtotal	1,687	1,662	99	16.4	*B*
WB	L	360	366	102	42.1	*D*
	T	1,125	1,132	101	15.7	*B*
	R	155	160	103	8.5	*A*
	Subtotal	1,640	1,658	101	20.8	*C*
Total		3,978	3,969	100	21.3	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	95	99	104	68.7	*E*
	T	35	36	102	28.9	*C*
	R	285	284	100	18.7	*B*
	Subtotal	415	419	101	31.4	*C*
SB	L	80	81	101	62.4	*E*
	T	15	14	93	58.5	*E*
	R	65	68	105	10.3	*B*
	Subtotal	160	163	102	40.3	*D*
EB	L	65	65	100	33.8	*C*
	T	1,350	1,335	99	18.1	*B*
	R	95	94	99	9.0	*A*
	Subtotal	1,510	1,494	99	18.2	*B*
WB	L	385	388	101	42.0	*D*
	T	1,435	1,442	100	9.0	*A*
	R	80	78	98	2.9	*A*
	Subtotal	1,900	1,908	100	15.5	*B*
Total		3,985	3,984	100	19.2	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	114	7.5	*A*
	T	150	150	100	9.2	*A*
	R	375	382	102	7.7	*A*
	Subtotal	530	538	102	8.1	*A*
SB	L	35	31	89	6.4	*A*
	T	315	327	104	5.2	*A*
	R	5	6	114	6.2	*A*
	Subtotal	355	364	103	5.3	*A*
NE	L	10	9	92	5.1	*A*
	T	5	5	95	5.5	*A*
	R	5	4	76	5.3	*A*
	Subtotal	20	18	90	5.3	*A*
SW	L	450	454	101	15.1	*C*
	T	23	26	113	9.4	*A*
	R	95	96	101	15.0	*B*
	Subtotal	568	576	101	14.8	*B*
Total		1,474	1,496	102	10.0	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Silverlake Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.5	*A*
	T	240	238	99	5.0	*A*
	R	10	10	103	3.9	*A*
	Subtotal	255	254	100	4.9	*A*
SE	L	10	9	92	4.9	*A*
	T	506	512	101	4.5	*A*
	R	30	30	99	4.9	*A*
	Subtotal	546	551	101	4.5	*A*
NE	L	30	30	99	3.1	*A*
	T	5	4	76	3.9	*A*
	R	5	6	114	3.2	*A*
	Subtotal	40	40	100	3.2	*A*
SW	L	15	15	100	2.5	*A*
	T	5	6	114	2.9	*A*
	R	15	15	100	2.6	*A*
	Subtotal	35	36	103	2.6	*A*
Total		876	881	101	4.5	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	289	98	24.1	*C*
	T	275	282	102	10.2	*B*
	R	5	5	95	5.7	*A*
	Subtotal	575	576	100	17.1	*B*
SB	L	60	65	108	16.4	*B*
	T	533	537	101	7.6	*A*
	R	40	40	101	7.5	*A*
	Subtotal	633	642	101	8.5	*A*
EB	L	10	10	100	17.0	*B*
	T	145	143	99	10.0	*A*
	R	205	209	102	12.6	*B*
	Subtotal	360	362	101	11.7	*B*
WB	L	110	115	105	29.2	*C*
	T	40	41	103	15.0	*B*
	R	60	59	98	6.2	*A*
	Subtotal	210	215	102	20.2	*C*
Total		1,790	1,807	101	13.4	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	43	108	2.3	*A*
	T	1	1	100	4.2	*A*
	R	60	64	106	2.4	*A*
	Subtotal	101	108	107	2.4	*A*
SB	L	5	5	95	1.9	*A*
	T	5	6	114	2.5	*A*
	R	10	10	98	1.8	*A*
	Subtotal	20	21	105	2.0	*A*
EB	L	5	4	76	2.3	*A*
	T	110	106	97	2.5	*A*
	R	20	20	101	2.0	*A*
	Subtotal	135	130	96	2.4	*A*
WB	L	15	15	102	3.3	*A*
	T	80	76	94	3.5	*A*
	R	5	5	95	3.3	*A*
	Subtotal	100	96	96	3.5	*A*
Total		357	355	99	2.6	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	75	76	101	9.4	*A*
	T	40	41	102	2.1	*A*
	R	10	10	103	7.5	*A*
	Subtotal	125	127	102	6.9	*A*
EB	L	25	25	99	6.7	*A*
	T	175	175	100	6.1	*A*
	R	5	6	120	3.9	*A*
	Subtotal	205	206	100	6.1	*A*
WB	T	88	84	96	6.5	*A*
	R	80	81	102	5.4	*A*
	Subtotal	168	165	98	6.0	*A*
Total		498	498	100	6.3	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	71	101	57.8	*E*
	T	40	37	92	73.1	*E*
	R	270	269	100	17.3	*B*
	Subtotal	380	377	99	30.4	*C*
SB	L	205	210	102	59.9	*E*
	T	40	42	105	57.7	*E*
	R	30	32	107	25.4	*C*
	Subtotal	275	284	103	55.7	*E*
EB	L	25	27	109	12.3	*B*
	T	1,010	1,007	100	8.8	*A*
	R	30	30	100	2.2	*A*
	Subtotal	1,065	1,064	100	8.7	*A*
WB	L	55	56	102	21.1	*C*
	T	552	559	101	5.5	*A*
	R	70	71	101	4.5	*A*
	Subtotal	677	686	101	6.7	*A*
Total		2,396	2,411	101	17.1	*B*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	77	102	49.4	*D*
	T	110	105	95	44.9	*D*
	R	365	370	101	22.1	*C*
	Subtotal	550	552	100	30.2	*C*
SB	L	220	229	104	64.9	*E*
	T	35	35	100	43.7	*D*
	R	100	101	101	7.1	*A*
	Subtotal	355	365	103	46.9	*D*
EB	L	310	312	101	31.3	*C*
	T	1,134	1,131	100	13.5	*B*
	R	55	55	100	4.1	*A*
	Subtotal	1,499	1,498	100	16.9	*B*
WB	L	70	73	104	35.5	*D*
	T	710	717	101	12.5	*B*
	R	120	122	101	5.5	*A*
	Subtotal	900	912	101	13.4	*B*
Total		3,304	3,327	101	21.4	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	152	101	64.3	*E*
	T	10	10	98	60.2	*E*
	R	425	431	101	25.3	*C*
	Subtotal	585	593	101	35.9	*D*
SB	L	50	49	98	56.1	*E*
	T	4	4	100	57.5	*E*
	R	40	39	98	4.7	*A*
	Subtotal	94	92	98	34.4	*C*
EB	L	50	52	103	16.8	*B*
	T	1,627	1,640	101	11.8	*B*
	R	5	5	100	4.6	*A*
	Subtotal	1,682	1,697	101	11.9	*B*
WB	L	175	168	96	30.9	*C*
	T	710	721	102	6.6	*A*
	R	60	59	99	1.7	*A*
	Subtotal	945	948	100	10.6	*B*
Total		3,307	3,330	101	16.4	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	4.4	*A*
	T	122	124	102	4.3	*A*
	R	335	336	100	4.5	*A*
	Subtotal	462	464	100	4.4	*A*
SB	L	20	19	96	4.0	*A*
	T	125	122	98	5.3	*A*
	Subtotal	145	141	97	5.1	*A*
NE	T	5	4	80	3.0	*A*
	R	5	5	100	3.4	*A*
	Subtotal	10	9	90	3.2	*A*
SW	L	210	207	99	5.7	*A*
	T	9	9	100	5.5	*A*
	R	55	51	93	6.1	*A*
	Subtotal	274	267	97	5.8	*A*
Total		890	881	99	4.9	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	2.6	*A*
	T	150	147	98	4.5	*A*
	R	5	4	80	3.7	*A*
	Subtotal	160	155	97	4.4	*A*
SE	L	5	5	100	2.7	*A*
	T	144	148	102	3.0	*A*
	R	10	10	98	2.9	*A*
	Subtotal	159	163	103	3.0	*A*
NE	L	35	34	97	2.3	*A*
	T	5	6	120	2.8	*A*
	R	5	5	100	1.9	*A*
	Subtotal	45	45	100	2.3	*A*
SW	L	5	5	100	2.5	*A*
	T	5	5	100	2.8	*A*
	R	10	10	98	2.4	*A*
	Subtotal	20	20	100	2.5	*A*
Total		385	383	99	3.5	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	43	95	4.9	*A*
	T	255	262	103	6.5	*A*
	R	25	26	103	5.2	*A*
	Subtotal	325	331	102	6.2	*A*
SB	L	20	18	90	3.6	*A*
	T	220	217	99	2.1	*A*
	R	100	99	99	3.7	*A*
	Subtotal	340	334	98	2.7	*A*
EB	L	190	184	97	4.6	*A*
	T	35	34	96	5.0	*A*
	R	260	268	103	4.7	*A*
	Subtotal	485	486	100	4.7	*A*
WB	T	15	15	98	3.8	*A*
	R	15	18	118	3.5	*A*
	Subtotal	30	33	110	3.6	*A*
Total		1,181	1,184	100	4.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	30	100	2.5	*A*
	R	50	51	101	2.2	*A*
	Subtotal	80	81	101	2.3	*A*
SB	L	5	5	100	2.3	*A*
	T	5	5	100	2.8	*A*
	R	5	6	120	2.1	*A*
	Subtotal	15	16	107	2.4	*A*
EB	L	5	6	120	2.0	*A*
	T	115	113	98	2.6	*A*
	R	40	40	100	2.2	*A*
	Subtotal	160	159	99	2.5	*A*
WB	L	65	63	97	3.5	*A*
	T	180	177	99	3.2	*A*
	R	10	10	98	3.3	*A*
	Subtotal	255	250	98	3.3	*A*
Total		510	506	99	2.9	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	107	97	25.6	*D*
	T	60	62	103	25.6	*D*
	R	135	136	101	21.6	*C*
	Subtotal	305	305	100	23.8	*C*
SB	L	90	86	96	16.0	*C*
	T	210	213	101	12.0	*B*
	R	55	56	102	17.2	*C*
	Subtotal	355	355	100	13.8	*B*
EB	L	40	42	104	11.2	*B*
	T	65	64	98	11.6	*B*
	R	75	76	101	8.1	*A*
	Subtotal	180	182	101	10.0	*A*
WB	L	70	64	91	16.7	*C*
	T	90	86	96	17.0	*C*
	R	90	93	104	13.1	*B*
	Subtotal	250	243	97	15.4	*C*
Total		1,091	1,085	99	16.3	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	81	108	64.5	*E*
	T	105	107	102	62.1	*E*
	R	130	134	103	14.9	*B*
	Subtotal	310	322	104	43.1	*D*
SB	L	195	188	96	64.3	*E*
	T	150	155	103	62.7	*E*
	R	45	47	104	52.5	*D*
	Subtotal	390	390	100	62.2	*E*
EB	L	49	53	109	26.4	*C*
	T	1,120	1,138	102	18.4	*B*
	R	55	55	100	11.4	*B*
	Subtotal	1,224	1,246	102	18.4	*B*
WB	L	150	148	99	42.2	*D*
	T	1,105	1,096	99	12.6	*B*
	R	150	150	100	15.2	*B*
	Subtotal	1,405	1,394	99	16.0	*B*
Total		3,329	3,352	101	24.9	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	68.2	*E*
	T	35	34	98	61.4	*E*
	R	130	133	103	13.8	*B*
	Subtotal	220	222	101	34.6	*C*
SB	L	110	116	105	68.9	*E*
	T	55	50	91	57.2	*E*
	R	195	192	98	14.4	*B*
	Subtotal	360	358	99	38.0	*D*
EB	L	170	166	98	29.4	*C*
	T	1,240	1,253	101	16.1	*B*
	R	95	104	109	7.2	*A*
	Subtotal	1,505	1,523	101	16.9	*B*
WB	L	310	303	98	39.3	*D*
	T	1,155	1,151	100	10.7	*B*
	R	150	156	104	5.8	*A*
	Subtotal	1,615	1,610	100	15.6	*B*
Total		3,699	3,713	100	19.4	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	85	100	66.8	*E*
	T	15	16	107	61.5	*E*
	R	270	268	99	18.7	*B*
	Subtotal	370	369	100	31.6	*C*
SB	L	75	77	102	65.2	*E*
	T	15	18	120	61.4	*E*
	R	65	58	90	8.7	*A*
	Subtotal	155	153	99	43.3	*D*
EB	L	65	68	105	26.0	*C*
	T	1,350	1,364	101	12.1	*B*
	R	85	87	102	6.1	*A*
	Subtotal	1,500	1,519	101	12.4	*B*
WB	L	380	376	99	41.6	*D*
	T	1,415	1,409	100	8.4	*A*
	R	75	82	109	2.6	*A*
	Subtotal	1,870	1,867	100	14.8	*B*
Total		3,894	3,908	100	16.6	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	5.9	*A*
	T	100	101	101	6.1	*A*
	R	295	291	99	4.6	*A*
	Subtotal	400	397	99	5.0	*A*
SB	L	30	32	106	4.8	*A*
	T	235	236	100	3.3	*A*
	R	5	7	133	4.7	*A*
	Subtotal	270	275	102	3.5	*A*
NE	L	10	10	103	4.2	*A*
	T	10	9	92	4.0	*A*
	R	5	6	114	4.4	*A*
	Subtotal	25	25	100	4.2	*A*
SW	L	363	360	99	10.6	*B*
	T	42	42	100	6.4	*A*
	R	75	77	102	10.5	*B*
	Subtotal	480	479	100	10.2	*B*
Total		1,176	1,176	100	6.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Porters Crossing Parkway Connection*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	76	2.6	*A*
	T	170	172	101	4.1	*A*
	R	10	11	113	3.4	*A*
	Subtotal	185	187	101	4.0	*A*
SE	L	10	9	92	4.1	*A*
	T	420	416	99	4.0	*A*
	R	30	31	102	4.5	*A*
	Subtotal	460	456	99	4.0	*A*
NE	L	30	30	99	2.9	*A*
	T	5	6	114	3.5	*A*
	R	5	5	95	2.8	*A*
	Subtotal	40	41	103	3.0	*A*
SW	L	15	15	100	2.5	*A*
	T	5	5	95	3.1	*A*
	R	15	17	113	2.3	*A*
	Subtotal	35	37	106	2.5	*A*
Total		721	721	100	3.9	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	4.0	*A*
	T	10	10	100	5.0	*A*
	Subtotal	20	18	90	4.6	*A*
SB	L	185	194	105	5.1	*A*
	T	228	221	97	1.5	*A*
	R	55	52	95	5.3	*A*
	Subtotal	468	467	100	3.4	*A*
EB	L	5	4	76	3.7	*A*
	T	275	275	100	3.9	*A*
	R	10	8	80	4.7	*A*
	Subtotal	290	287	99	3.9	*A*
WB	L	15	16	105	2.9	*A*
	T	115	117	102	3.0	*A*
	R	180	176	98	2.7	*A*
	Subtotal	310	309	100	2.8	*A*
Total		1,104	1,095	99	3.4	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	40	101	2.1	*A*
	T	5	5	95	2.7	*A*
	R	60	65	108	2.0	*A*
	Subtotal	105	110	105	2.1	*A*
SB	L	5	6	114	1.9	*A*
	T	5	5	95	2.1	*A*
	R	10	11	107	2.1	*A*
	Subtotal	20	22	110	2.0	*A*
EB	L	5	5	95	1.9	*A*
	T	20	21	106	2.3	*A*
	R	20	22	111	1.9	*A*
	Subtotal	45	48	107	2.1	*A*
WB	L	15	14	95	2.7	*A*
	T	85	81	96	2.9	*A*
	R	5	6	114	2.3	*A*
	Subtotal	105	101	96	2.8	*A*
Total		276	281	102	2.3	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	65	66	102	8.2	*A*
	T	80	83	104	2.2	*A*
	R	10	9	92	4.8	*A*
	Subtotal	155	158	102	4.9	*A*
EB	L	25	26	103	5.1	*A*
	T	65	72	111	5.4	*A*
	R	20	20	99	3.0	*A*
	Subtotal	110	118	107	4.9	*A*
WB	T	90	86	95	3.0	*A*
	R	60	60	100	4.6	*A*
	Subtotal	150	146	97	3.7	*A*
Total		416	422	102	4.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	86	101	56.3	*E*
	T	45	43	95	70.9	*E*
	R	280	286	102	18.0	*B*
	Subtotal	410	415	101	31.4	*C*
SB	L	200	201	101	61.6	*E*
	T	40	41	102	55.8	*E*
	R	30	27	90	24.2	*C*
	Subtotal	270	269	100	57.0	*E*
EB	L	25	25	101	10.8	*B*
	T	1,005	1,017	101	9.1	*A*
	R	60	65	109	3.1	*A*
	Subtotal	1,090	1,107	102	8.8	*A*
WB	L	55	52	95	21.1	*C*
	T	560	555	99	5.3	*A*
	R	70	71	101	4.9	*A*
	Subtotal	685	678	99	6.5	*A*
Total		2,455	2,469	101	17.3	*B*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	61	94	49.2	*D*
	T	115	115	100	46.0	*D*
	R	355	369	104	22.2	*C*
	Subtotal	535	545	102	30.2	*C*
SB	L	230	228	99	65.3	*E*
	T	30	27	90	42.3	*D*
	R	110	117	106	7.3	*A*
	Subtotal	370	372	101	45.4	*D*
EB	L	295	296	100	30.2	*C*
	T	1,150	1,166	101	12.8	*B*
	R	50	54	107	4.0	*A*
	Subtotal	1,495	1,516	101	15.9	*B*
WB	L	65	65	100	34.9	*C*
	T	715	701	98	13.2	*B*
	R	115	111	96	5.6	*A*
	Subtotal	895	877	98	13.8	*B*
Total		3,296	3,310	100	21.0	*C*

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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	145	93	63.5	*E*
	T	10	12	117	56.3	*E*
	R	425	428	101	27.7	*C*
	Subtotal	590	585	99	37.2	*D*
SB	L	50	51	101	61.2	*E*
	T	10	10	98	50.1	*D*
	R	40	39	98	4.7	*A*
	Subtotal	100	100	100	38.1	*D*
EB	L	50	52	103	17.6	*B*
	T	1,623	1,643	101	13.5	*B*
	R	5	5	100	6.0	*A*
	Subtotal	1,678	1,700	101	13.6	*B*
WB	L	215	211	98	35.9	*D*
	T	700	692	99	6.4	*A*
	R	60	58	97	1.6	*A*
	Subtotal	975	961	99	12.6	*B*
Total		3,344	3,346	100	18.2	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	5.2	*A*
	T	121	119	99	5.1	*A*
	R	335	335	100	5.8	*A*
	Subtotal	461	460	100	5.6	*A*
SB	L	20	22	111	3.5	*A*
	T	120	117	97	5.2	*A*
	Subtotal	140	139	99	4.9	*A*
NE	T	5	3	60	3.6	*A*
	R	5	6	120	3.6	*A*
	Subtotal	10	9	90	3.6	*A*
SW	L	210	204	97	6.8	*A*
	T	10	11	107	5.2	*A*
	R	50	52	103	6.9	*A*
	Subtotal	270	267	99	6.8	*A*
Total		881	875	99	5.8	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	2.9	*A*
	T	140	139	99	4.5	*A*
	R	5	6	120	3.1	*A*
	Subtotal	150	149	99	4.4	*A*
SE	L	5	5	100	3.0	*A*
	T	130	130	100	2.8	*A*
	R	10	11	107	2.8	*A*
	Subtotal	145	146	101	2.8	*A*
NE	L	35	33	94	2.1	*A*
	T	5	4	80	2.4	*A*
	R	5	5	100	1.9	*A*
	Subtotal	45	42	93	2.1	*A*
SW	L	5	5	100	2.0	*A*
	T	5	4	80	2.5	*A*
	R	10	11	107	2.3	*A*
	Subtotal	20	20	100	2.3	*A*
Total		360	357	99	3.4	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	54	98	12.8	*B*
	T	275	268	97	8.0	*A*
	R	30	31	103	4.9	*A*
	Subtotal	360	353	98	8.5	*A*
SB	L	25	22	87	13.6	*B*
	T	220	221	100	4.4	*A*
	R	90	87	97	4.0	*A*
	Subtotal	335	330	99	4.9	*A*
EB	L	165	168	102	10.3	*B*
	T	30	31	103	8.0	*A*
	R	175	186	106	4.6	*A*
	Subtotal	370	385	104	7.4	*A*
WB	L	10	9	90	11.9	*B*
	T	5	6	114	7.5	*A*
	R	20	21	105	4.1	*A*
	Subtotal	35	36	103	6.6	*A*
Total		1,102	1,104	100	7.0	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Kiowa Parkway & Golden Eagle Rd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	28	93	2.4	*A*
	R	50	52	103	2.4	*A*
	Subtotal	80	80	100	2.4	*A*
SB	L	5	4	80	2.1	*A*
	T	5	6	120	2.5	*A*
	R	5	5	100	2.3	*A*
	Subtotal	15	15	100	2.3	*A*
EB	L	5	4	80	2.1	*A*
	T	115	116	101	2.7	*A*
	R	40	40	100	2.4	*A*
	Subtotal	160	160	100	2.6	*A*
WB	L	65	64	98	3.7	*A*
	T	175	183	105	3.5	*A*
	R	10	11	107	3.5	*A*
	Subtotal	250	258	103	3.5	*A*
Total		506	513	101	3.0	*A*

Intersection: Porters Crossing Pkwy & Golden Eagle Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	68	97	13.9	*B*
	T	25	25	100	13.5	*B*
	R	105	103	98	10.9	*B*
	Subtotal	200	196	98	12.3	*B*
SB	L	120	119	99	17.2	*C*
	T	170	174	102	7.7	*A*
	R	40	42	104	11.4	*B*
	Subtotal	330	335	102	11.5	*B*
EB	L	35	33	94	10.3	*B*
	T	102	103	101	10.8	*B*
	R	45	46	103	6.9	*A*
	Subtotal	182	182	100	9.7	*A*
WB	L	45	46	103	19.1	*C*
	T	140	148	106	18.7	*C*
	R	130	129	99	15.2	*C*
	Subtotal	315	323	103	17.4	*C*
Total		1,026	1,036	101	13.1	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Porters Crossing Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	90	85	95	59.9	*E*
	T	90	84	94	61.8	*E*
	R	125	132	106	14.5	*B*
	Subtotal	305	301	99	40.5	*D*
SB	L	205	211	103	64.8	*E*
	T	130	128	99	64.7	*E*
	R	45	47	104	49.0	*D*
	Subtotal	380	386	102	62.8	*E*
EB	L	45	46	102	30.2	*C*
	T	1,120	1,131	101	18.3	*B*
	R	60	61	101	10.5	*B*
	Subtotal	1,225	1,238	101	18.4	*B*
WB	L	140	146	104	41.6	*D*
	T	990	997	101	15.4	*B*
	R	270	268	99	18.1	*B*
	Subtotal	1,400	1,411	101	18.6	*B*
Total		3,310	3,336	101	25.7	*C*

Intersection: Silverlake Pkwy & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	63	105	69.8	*E*
	T	44	47	106	46.5	*D*
	R	140	150	107	14.4	*B*
	Subtotal	244	260	107	33.6	*C*
SB	L	110	108	98	68.6	*E*
	T	60	61	101	60.8	*E*
	R	210	214	102	16.1	*B*
	Subtotal	380	383	101	38.0	*D*
EB	L	185	189	102	33.9	*C*
	T	1,205	1,222	101	18.8	*B*
	R	110	110	100	9.0	*A*
	Subtotal	1,500	1,521	101	20.0	*B*
WB	L	335	331	99	39.7	*D*
	T	1,125	1,120	100	12.0	*B*
	R	160	160	100	6.5	*A*
	Subtotal	1,620	1,611	99	17.1	*B*
Total		3,745	3,775	101	21.5	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Woodhaven Blvd & Pony Express Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	100	96	96	67.8	*E*
	T	15	16	105	61.3	*E*
	R	285	283	99	19.7	*B*
	Subtotal	400	395	99	33.1	*C*
SB	L	75	79	105	64.9	*E*
	T	15	16	107	58.5	*E*
	R	65	62	96	9.6	*A*
	Subtotal	155	157	101	42.4	*D*
EB	L	65	64	99	30.3	*C*
	T	1,345	1,370	102	12.5	*B*
	R	100	103	103	7.1	*A*
	Subtotal	1,510	1,537	102	12.9	*B*
WB	L	390	393	101	47.4	*D*
	T	1,420	1,424	100	8.6	*A*
	R	75	78	104	2.5	*A*
	Subtotal	1,885	1,895	101	16.4	*B*
Total		3,951	3,984	101	17.8	*B*

Intersection: Silverlake Pkwy & Woodhaven Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	76	9.2	*A*
	T	140	149	106	8.5	*A*
	R	350	346	99	7.0	*A*
	Subtotal	495	499	101	7.5	*A*
SB	L	35	33	95	6.5	*A*
	T	275	272	99	5.2	*A*
	R	5	5	95	5.8	*A*
	Subtotal	315	310	98	5.3	*A*
NE	L	10	10	103	3.9	*A*
	T	10	10	103	5.8	*A*
	R	5	5	95	4.3	*A*
	Subtotal	25	25	100	4.7	*A*
SW	L	450	452	100	15.3	*C*
	T	24	26	109	8.6	*A*
	R	90	97	108	15.2	*C*
	Subtotal	564	575	102	15.0	*B*
Total		1,398	1,409	101	10.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Silverlake TS
Analysis Period: *Future (2050) Both Connections*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3173*

Intersection: Silver Creek Wy & Silverlake Pkwy
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	114	3.7	*A*
	T	225	240	107	4.8	*A*
	R	10	10	103	4.2	*A*
	Subtotal	240	256	107	4.8	*A*
SE	L	10	10	103	4.6	*A*
	T	465	463	100	4.2	*A*
	R	30	31	102	4.5	*A*
	Subtotal	505	504	100	4.2	*A*
NE	L	30	32	106	3.0	*A*
	T	5	5	95	3.5	*A*
	R	5	4	76	3.2	*A*
	Subtotal	40	41	103	3.1	*A*
SW	L	15	15	100	2.5	*A*
	T	5	5	95	2.5	*A*
	R	15	18	120	2.3	*A*
	Subtotal	35	38	109	2.4	*A*
Total		821	839	102	4.2	*A*

Intersection: Silverlake Pkwy & Golden Eagle Rd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	205	206	100	17.6	*B*
	T	260	258	99	8.2	*A*
	R	5	5	95	4.6	*A*
	Subtotal	470	469	100	12.3	*B*
SB	L	75	77	103	14.4	*B*
	T	510	511	100	6.2	*A*
	R	30	32	108	7.0	*A*
	Subtotal	615	620	101	7.3	*A*
EB	L	10	10	100	12.0	*B*
	T	180	176	98	5.7	*A*
	R	135	138	102	9.0	*A*
	Subtotal	325	324	100	7.3	*A*
WB	L	95	92	97	17.1	*B*
	T	40	43	108	11.9	*B*
	R	60	64	106	5.8	*A*
	Subtotal	195	199	102	12.3	*B*
Total		1,620	1,625	100	9.4	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Existing (2026) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE		SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																							
02: Porters Crossing Pkwy & Golden Eagle Rd													50	50			75					75			
03: Porters Crossing Pkwy & Pony Express Pkwy	125		225	275				225				225				75			300	250	100			175	200
04: Silverlake Pkwy & Pony Express Pkwy	100				250			200		50	100					125		50	325		75		75	150	
05: Woodhaven Blvd & Pony Express Pkwy	175		2,100																250		200			100	
06: Silverlake Pkwy & Woodhaven Blvd		50							50						50										
07: Silver Creek Wy & Silverlake Pkwy																									
08: Silverlake Pkwy & Golden Eagle Rd																	50								

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Existing (2026) Background - Mitigated

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE		SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd																									
02: Porters Crossing Pkwy & Golden Eagle Rd													50	50			75					75			
03: Porters Crossing Pkwy & Pony Express Pkwy	125		225	250				225				200				100			325	250	100			175	200
04: Silverlake Pkwy & Pony Express Pkwy	100				225			175		50	75					125		75	325		100		75	175	
05: Woodhaven Blvd & Pony Express Pkwy	50																		250		175			75	
06: Silverlake Pkwy & Woodhaven Blvd		75							50						50										
07: Silver Creek Wy & Silverlake Pkwy																									
08: Silverlake Pkwy & Golden Eagle Rd																	50								

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Existing (2026) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE			SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																	50								
02: Porters Crossing Pkwy & Golden Eagle Rd														75		75			75					125			
03: Porters Crossing Pkwy & Pony Express Pkwy	125		150	150				225				275						225			1,025	950	225			475	475
04: Silverlake Pkwy & Pony Express Pkwy	75				100			125		100	75							275		175	550		225		125	350	
05: Woodhaven Blvd & Pony Express Pkwy	125		250																	175	700		400			525	
06: Silverlake Pkwy & Woodhaven Blvd		75							50								150										
07: Silver Creek Wy & Silverlake Pkwy																											
08: Silverlake Pkwy & Golden Eagle Rd													50						50								

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Existing (2026) Background - Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50								
02: Porters Crossing Pkwy & Golden Eagle Rd								75				75					75					125			
03: Porters Crossing Pkwy & Pony Express Pkwy	125		150	175				225				275				225			925	875	225			575	575
04: Silverlake Pkwy & Pony Express Pkwy	75				100			100		100	75					225		200	525		225		125	375	
05: Woodhaven Blvd & Pony Express Pkwy	75																	125	750		375			400	
06: Silverlake Pkwy & Woodhaven Blvd		75							50						150										
07: Silver Creek Wy & Silverlake Pkwy																									
08: Silverlake Pkwy & Golden Eagle Rd													50				25					50			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE			SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																								
02: Porters Crossing Pkwy & Golden Eagle Rd													50		50			75					75			
03: Porters Crossing Pkwy & Pony Express Pkwy	175		250	950				250				275					100			425	350	125			100	100
04: Silverlake Pkwy & Pony Express Pkwy	100		225	325				225		375	775						375		200	675		125		100	225	
05: Woodhaven Blvd & Pony Express Pkwy	100		275		325			150		50	125						125		100	575		500			775	
06: Silverlake Pkwy & Woodhaven Blvd		75							75							125										
07: Silver Creek Wy & Silverlake Pkwy							50																			
08: Silverlake Pkwy & Golden Eagle Rd																		50								

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Background - Mitigated

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE			SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																								
02: Porters Crossing Pkwy & Golden Eagle Rd													50		50			75					75			
03: Porters Crossing Pkwy & Pony Express Pkwy	175		225	400				250				625					75			325	150	100			75	100
04: Silverlake Pkwy & Pony Express Pkwy	100		225	225				225		300	600						325			325		100		125	225	
05: Woodhaven Blvd & Pony Express Pkwy	50		225		250			75		50							50			325		250			125	
06: Silverlake Pkwy & Woodhaven Blvd		75							50							125										
07: Silver Creek Wy & Silverlake Pkwy							50																			
08: Silverlake Pkwy & Golden Eagle Rd		50																50								

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50								
02: Porters Crossing Pkwy & Golden Eagle Rd		50						75				100					100					125			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		150	150				225				300				275			1,400	1,375	275			675	675
04: Silverlake Pkwy & Pony Express Pkwy	100		125	75				175		250	150					325		175	650		300		275	575	
05: Woodhaven Blvd & Pony Express Pkwy	100		150		150			75		75						250		275	1,075		500		150	3,325	
06: Silverlake Pkwy & Woodhaven Blvd		75				25			50						175										
07: Silver Creek Wy & Silverlake Pkwy																									
08: Silverlake Pkwy & Golden Eagle Rd													50				50								

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Background - Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50					25			
02: Porters Crossing Pkwy & Golden Eagle Rd		50						75				75					75					125			
03: Porters Crossing Pkwy & Pony Express Pkwy	175		125	150				250				450				250			700	375	200			250	250
04: Silverlake Pkwy & Pony Express Pkwy	125		125	100				200		250	200					225			200		225		225	400	
05: Woodhaven Blvd & Pony Express Pkwy	75		125		125			75		50						200		125	450		450		50	375	
06: Silverlake Pkwy & Woodhaven Blvd		75				50			75						225										
07: Silver Creek Wy & Silverlake Pkwy															25										
08: Silverlake Pkwy & Golden Eagle Rd													50				50					50			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Silverlake Parkway Connection

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE			SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																								
02: Porters Crossing Pkwy & Golden Eagle Rd													75		50			75					100			
03: Porters Crossing Pkwy & Pony Express Pkwy	175		225	300				225				200					75			350	175	100			125	150
04: Silverlake Pkwy & Pony Express Pkwy	175		200	275				225		175	325						325		75	325		100		75	200	
05: Woodhaven Blvd & Pony Express Pkwy	75		200		200			75		50							50			300		225			125	
06: Silverlake Pkwy & Woodhaven Blvd		75				50			75							100										
07: Silver Creek Wy & Silverlake Pkwy						50	50																			
08: Silverlake Pkwy & Golden Eagle Rd		125							50									125					75			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Silverlake Parkway Connection - Mitigated

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE			SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																								
02: Porters Crossing Pkwy & Golden Eagle Rd													75		50			75					100			
03: Porters Crossing Pkwy & Pony Express Pkwy	175		225	475				225				225					100			350	175	100			125	150
04: Silverlake Pkwy & Pony Express Pkwy	200		200	300				225		200	300						325		75	350		100		75	200	
05: Woodhaven Blvd & Pony Express Pkwy	50		200		225			75		50							50			300		225			125	
06: Silverlake Pkwy & Woodhaven Blvd		100							75							100										
07: Silver Creek Wy & Silverlake Pkwy						50	50									50										
08: Silverlake Pkwy & Golden Eagle Rd	50				150			50				125					125				100	50				50

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Silverlake Parkway Connection

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50					50			
02: Porters Crossing Pkwy & Golden Eagle Rd		25						100				75					100					150			
03: Porters Crossing Pkwy & Pony Express Pkwy	175		125	150				250				550				225			550	350	200			375	400
04: Silverlake Pkwy & Pony Express Pkwy	200		75	225				125		275	250					300		150	350		200		125	300	
05: Woodhaven Blvd & Pony Express Pkwy	75		100		125			75		50						75		75	350		375			275	
06: Silverlake Pkwy & Woodhaven Blvd		150				50			125						225										
07: Silver Creek Wy & Silverlake Pkwy						50	50							75	50										
08: Silverlake Pkwy & Golden Eagle Rd		150											375				100					75			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2035) Silverlake Parkway Connection - Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	UL	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50					50			
02: Porters Crossing Pkwy & Golden Eagle Rd		50						100				75					100					150			
03: Porters Crossing Pkwy & Pony Express Pkwy	175		125	150				250				425				200			550	325	200			400	425
04: Silverlake Pkwy & Pony Express Pkwy	200		75	125				125		275	200					275		150	300		200		150	325	
05: Woodhaven Blvd & Pony Express Pkwy	75		125		125			75		50	25					100		125	375		425			300	
06: Silverlake Pkwy & Woodhaven Blvd		150				50			150						300										
07: Silver Creek Wy & Silverlake Pkwy						50	50							50	50										
08: Silverlake Pkwy & Golden Eagle Rd	150				150							175	100			50				150	75				100

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE			SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	TR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																								
02: Porters Crossing Pkwy & Golden Eagle Rd													75		50			75					100			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	150				250				325					75			250	100	75			75	75
04: Silverlake Pkwy & Pony Express Pkwy	100		200	200				225		150	325						250		50	200		100		50	125	
05: Woodhaven Blvd & Pony Express Pkwy	225		175		200			100		50	50						75			350		175		50	125	
06: Silverlake Pkwy & Woodhaven Blvd		75				50			75							150										
07: Silver Creek Wy & Silverlake Pkwy							50																			
08: Silverlake Pkwy & Golden Eagle Rd									50									100					50			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50					50			
02: Porters Crossing Pkwy & Golden Eagle Rd								100				75					100					200			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	175				250				350				150			400	225	200			275	300
04: Silverlake Pkwy & Pony Express Pkwy	100		100	75				175		150	125					200		75	225		325		75	325	
05: Woodhaven Blvd & Pony Express Pkwy	175		125		125			150		75	50					100		50	175		375		50	300	
06: Silverlake Pkwy & Woodhaven Blvd		100				50			75						175										
07: Silver Creek Wy & Silverlake Pkwy						50	25							50											
08: Silverlake Pkwy & Golden Eagle Rd		50											75				125					75			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Silverlake Parkway Connection

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																						
02: Porters Crossing Pkwy & Golden Eagle Rd								75								75					100			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	200				225				225			50			225	125	75			50	75
04: Silverlake Pkwy & Pony Express Pkwy	125		200	250				225		175	300				250		50	200		100		50	125	
05: Woodhaven Blvd & Pony Express Pkwy	200		200		225			100		50	50				75			250		200		50	100	
06: Silverlake Pkwy & Woodhaven Blvd		75				50			75					125										
07: Silver Creek Wy & Silverlake Pkwy																								
08: Silverlake Pkwy & Golden Eagle Rd	75				150			75				100			125				125	50				50

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Silverlake Parkway Connection

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	UL	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50					50			
02: Porters Crossing Pkwy & Golden Eagle Rd								125				50					100					250			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	175				225				325				150			425	300	175			200	225
04: Silverlake Pkwy & Pony Express Pkwy	100		100	100				175		125	150					175		75	200		350		100	275	
05: Woodhaven Blvd & Pony Express Pkwy	150		125		125			125		50	75					100		50	250		375		50	325	
06: Silverlake Pkwy & Woodhaven Blvd		150				50			100						250										
07: Silver Creek Wy & Silverlake Pkwy						50	50							50	50										
08: Silverlake Pkwy & Golden Eagle Rd	200				200							175	75			50				175	125				125

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Porters Crossing Parkway Connection

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50																						
02: Porters Crossing Pkwy & Golden Eagle Rd								75								75					75			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	125				225				275			50			250	100	75			50	75
04: Silverlake Pkwy & Pony Express Pkwy	125		200	225				225		175	325				250		50	225		125		50	125	
05: Woodhaven Blvd & Pony Express Pkwy	225		175		200			100		50					75			250		150		25	125	
06: Silverlake Pkwy & Woodhaven Blvd		75							75					75										
07: Silver Creek Wy & Silverlake Pkwy																								
08: Silverlake Pkwy & Golden Eagle Rd		100							50							125					50			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Porters Crossing Parkway Connection

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	ULTR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50								
02: Porters Crossing Pkwy & Golden Eagle Rd		250						100				125					100					150			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	200				250				425				150			375	225	175			200	250
04: Silverlake Pkwy & Pony Express Pkwy	100		100	75				200		125	125					175		50	200		325		75	200	
05: Woodhaven Blvd & Pony Express Pkwy	150		100		125			150		50	50					100		50	200		375		50	300	
06: Silverlake Pkwy & Woodhaven Blvd		100				50			75						175										
07: Silver Creek Wy & Silverlake Pkwy						50								50	25										
08: Silverlake Pkwy & Golden Eagle Rd													75				75					50			

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Both Connections

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB					SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd																								
02: Porters Crossing Pkwy & Golden Eagle Rd								75								50					75			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		175	150				250				250			50			250	100	75			50	75
04: Silverlake Pkwy & Pony Express Pkwy	100		200	250				225		175	325				250		50	200		100		75	125	
05: Woodhaven Blvd & Pony Express Pkwy	225		175		200			100		50	50				75			275		225		50	125	
06: Silverlake Pkwy & Woodhaven Blvd		75							75					75										
07: Silver Creek Wy & Silverlake Pkwy																								
08: Silverlake Pkwy & Golden Eagle Rd	75				125			50				100			125				100	50				50

SimTraffic Queueing Report

Project: Eagle Mountain Silverlake TS

Analysis: Future (2050) Both Connections

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

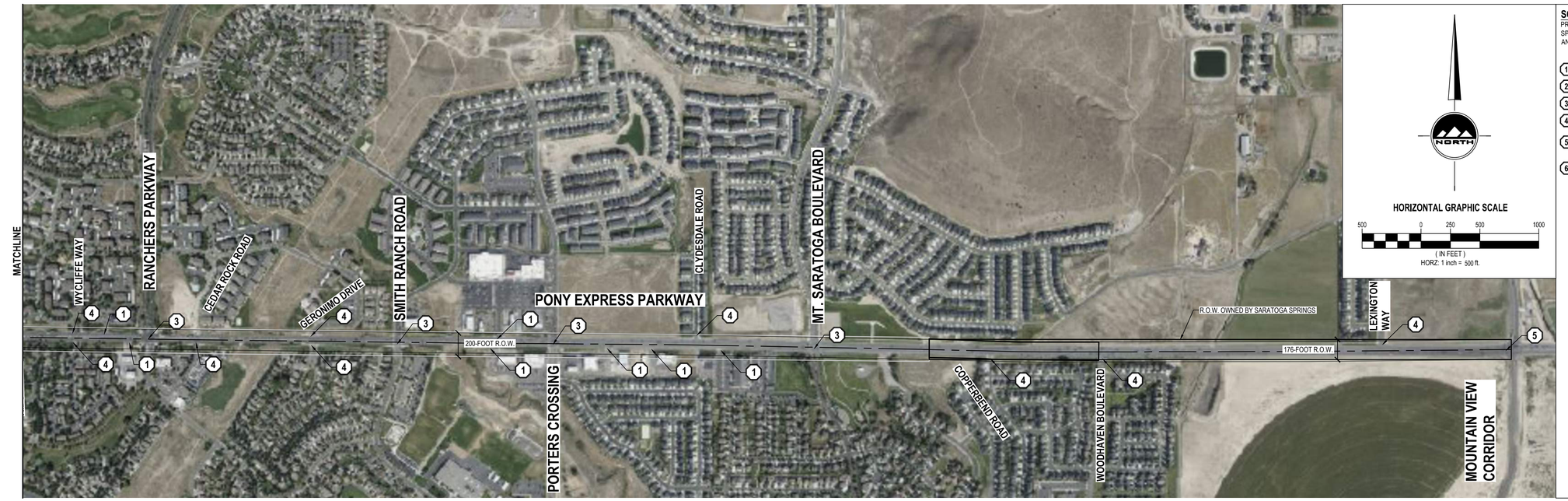
HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3173

Intersection	NB					NE	NW	SB						SE	SW	EB					WB				
	L	LTR	R	T	TR	LTR	LTR	L	LTR	R	T	TR	UL	LTR	LTR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: Kiowa Parkway & Golden Eagle Rd		50															50					50			
02: Porters Crossing Pkwy & Golden Eagle Rd		125						100				75					100					200			
03: Porters Crossing Pkwy & Pony Express Pkwy	150		125	175				250				425				150			375	225	175			250	275
04: Silverlake Pkwy & Pony Express Pkwy	125		100	75				175		150	125					200		75	225		350		75	200	
05: Woodhaven Blvd & Pony Express Pkwy	175		125		125			150		50	50					100		50	200		400		50	350	
06: Silverlake Pkwy & Woodhaven Blvd		125				50			100						250										
07: Silver Creek Wy & Silverlake Pkwy						50	50							50	50										
08: Silverlake Pkwy & Golden Eagle Rd	150				125							125	75			50				125	100				100

APPENDIX E

Project Concepts and Cost Estimates



SCOPE OF WORK:
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. ACCESS
2. THREE WAY INTERSECTION
3. FOUR WAY INTERSECTION
4. STOP CONTROLLED INTERSECTION
5. PONY EXPRESS AND MOUNTAINVIEW CORRIDOR INTERSECTION
6. PONY EXPRESS AND MIDVALLEY ROAD INTERSECTION

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FOR:
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1220 N 500 W, #202
LEHI CITY, UT 84043

CONTACT:
JOSEPH BROWNING
PHONE: 801.766.4343

EAGLE MOUNTAIN SILVERLAKE TRAFFIC STUDY - CONCERPT PLANS

EAGLE MOUNTAIN, UTAH

PONY EXPRESS PARKWAY 7-LANE EXPANSION

PROJECT NUMBER 15058
PRINT DATE 2026-06-09
PROJECT MANAGER R. ROUSSELLE
DESIGNED BY

EX-03

ENGINEERS ESTIMATE OF PROBABLE COSTS

These costs are opinions only and should not be considered as a formal construction estimate. These quantities and costs are based on information derived from the design drawings and are therefore subject to change. Ensign has no control over costs of labor, materials, bidding procedures, unidentified field conditions, or other factors. Ensign cannot and does not make any warranty, promise, or guarantee as to the accuracy of this estimate.

ENSIGN
THE STANDARD IN ENGINEERING

Project: Pony Express Expansion
By: M. Nelsen
Date: 6/9/2026 12:00 AM

Project No.: 15058
Checked By: Robert Rousselle

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
CONSTRUCTION BASE BID					
1	Roadway Section Full Depth Removal (24-inches)	1,698,701	S.F.	$4.00	$6,794,804.47
2	Earthwork Widening	1,019,221	S.F.	$4.00	$4,076,882.68
3	Curb and Gutter Remove and Replace	56,623	L.F.	$30.00	$1,698,701.12
4	Total additional lane Asphalt @ 5."	1,076,986	S.F.	$8.75	$9,423,631.36
5	10" Depth Untreated Base Course	1,076,986	S.F.	$2.00	$2,153,972.88
6	4' Path Removal	23,593	S.F.	$10.00	$235,930.71
7	Three-Way Intersection Reconstruction	3	E.A.	$117,904.00	$353,712.00
8	Four-Way Intersection Reconstruction	6	E. A.	$224,840.00	$1,349,040.00
9	Accesses Reconstruction	6	E. A.	$7,553.84	$45,323.04
10	Stop Controlled Intersection Reconstruction	30	E. A.	$8,420.73	$252,621.81
11	Pony Express and Mountain View Intersection Reconstruction	1	E. A.	$58,845.00	$58,845.00
12	Pony Express and Midvalley Intersection Reconstruction	1	E. A.	$58,839.00	$58,839.00
13	Stop Controlled Access	6	E.A.	$5,000.00	$30,000.00
14	Striping	1	L.S.	$50,000.00	$50,000.00
15	Signing	1	L.S.	$75,000.00	$75,000.00
16	Utility Adjustments	1	L.S.	$283,116.85	$283,116.85
17	Storm Drainage	1	L.S.	$601,700.00	$601,700.00
				Sub Total	**$27,542,120.93**
MISCELLANEOUS ITEMS					
1	Mobilization	1	L.S.	$1,377,000.00	$1,377,000.00
2	Permitting Coordination	1	L.S.	$275,400.00	$275,400.00
3	ROW Acquisition	-	S.F.	$4.50	$0.00
4	Traffic Control	1	L.S.	$566,200.00	$566,200.00
				Sub Total	**$2,218,600.00**
				Total Construction Base Bid	**$29,760,720.93**
ADMINISTRATIVE					
1	Survey, Design, and Construction Management (5.84%)	1	L.S.	$1,738,030.00	$1,738,030.00
2	Administrative, Bonding, and Legal (2.5%)	1	L.S.	$744,020.00	$744,020.00
3	Contingency (20%)	1	L.S.	$5,952,140.00	$5,952,140.00
				Sub Total	**$8,434,190.00**
				Total Base Bid	**$38,194,910.93**

Note: 849,505 sq. ft of R.O.W. from N Cooperbend Road to Mountain View Corridor is owned by Saratoga Springs, and not included in an acquisition on this bid.

LEGEND

- ROCKCRESS DEVELOPMENT INC, 41,596 SF
- PRIVATELY OWNED/HOA, 4,626 SF
- ALPINE SCHOOL DISTRICT, 6,064 SF

NORTH

HORIZONTAL GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
HORZ: 1 inch = 40 ft.

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EAGLE MOUNTAIN SILVERLAKE TRAFFIC STUDY - CONCEPT PLANS

EAGLE MOUNTAIN, UTAH

SILVERLAKE PARKWAY AND GOLDEN EAGLE SIGNALIZED INTERSECTION

PROJECT NUMBER 15058
PRINT DATE 2026-06-11
PROJECT MANAGER R. ROUSSELLE
DESIGNED BY

EX-01

ENGINEERS ESTIMATE OF PROBABLE COSTS

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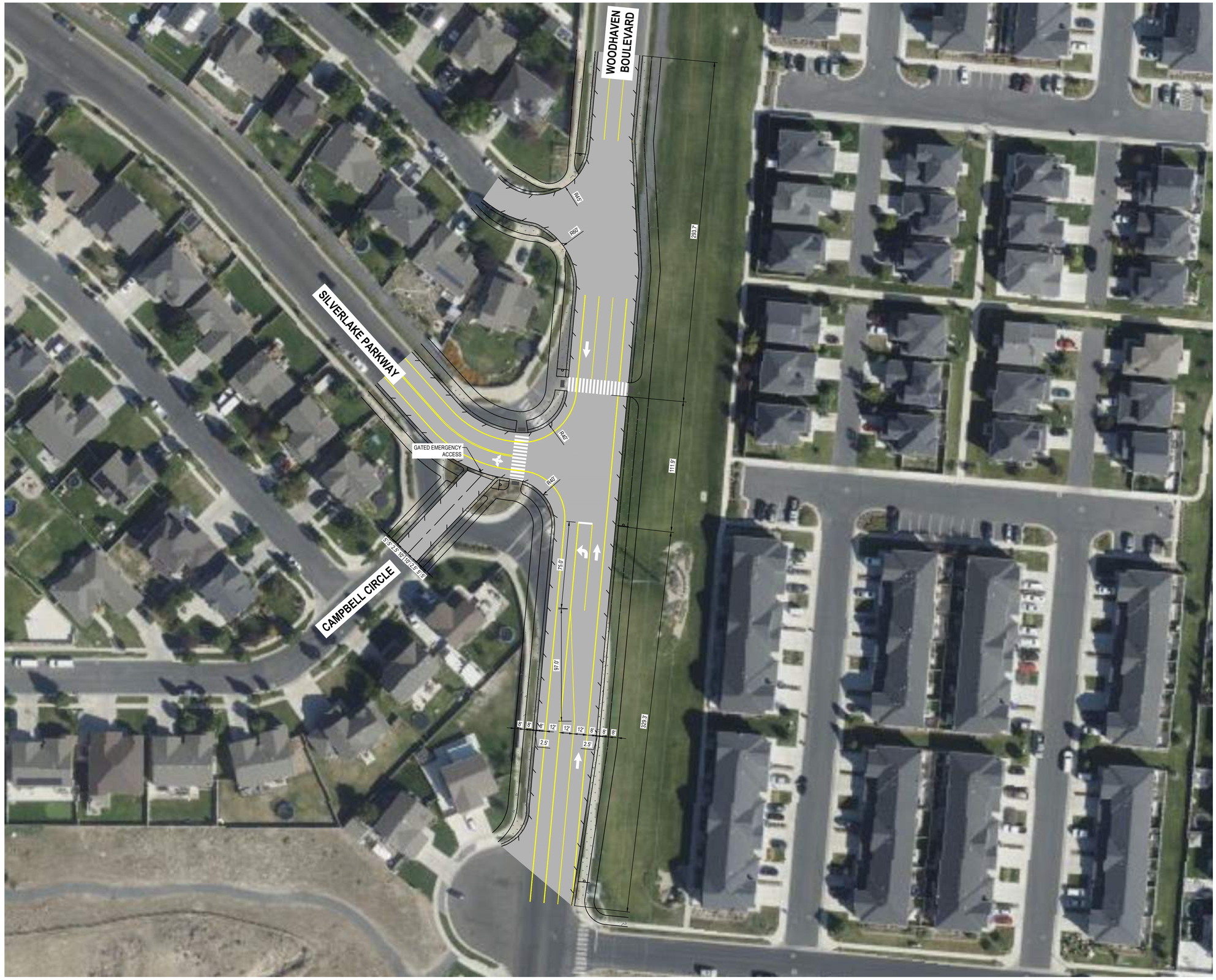
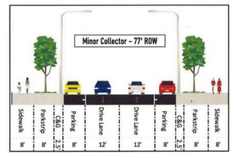
ENSIGN
THE STANDARD IN ENGINEERING

Project: Eagle Mountain Silverlake Improvements - Silverlake Parkway and Golden Eagle Road
By: M. Stratton
Date: 6/11/2026 12:00 AM

Project No.: 15058
Checked By: R. Rousselle

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
CONSTRUCTION BASE BID					
1	Roadway Section Full Depth Removal (13-inches)	48,687	S.F.	$4.00	$194,747.96
2	Earthwork Widening	42,820	S.F.	$4.00	$171,281.55
3	Curb and Gutter	7,213	L.F.	$45.00	$324,585.00
4	3" Depth Asphalt	71,330	S.F.	$5.25	$374,482.50
5	10" Depth Untreated Base Course	71,330	S.F.	$1.50	$106,995.00
6	ADA Ramp and Crosswalk	2	E. A.	$5,000.00	$10,000.00
7	Sidewalk Concrete	22,015	S.F.	$10.00	$220,150.00
8	Concrete Driveway	880	S.F.	$25.00	$22,000.00
9	Traffic Signal Poles, Section, Signals, Sensors, Controller and Cabinet	4	E. A.	$50,000.00	$200,000.00
10	Signage	1	L.S.	$5,000.00	$5,000.00
11	Striping	8,340	L.F.	$5.00	$41,700.00
12	Thermoplastic markings	1,018	L.F.	$12.00	$12,216.00
13	Intersection Conduits	4	E.A.	$9,000.00	$36,000.00
14	Utility Adjustments	1	L.S.	$12,860.00	$12,860.00
15	Storm Drainage	1	L.S.	$27,400.00	$27,400.00
				Sub Total	**$1,759,418.01**
MISCELLANEOUS ITEMS					
1	Mobilization	1	L.S.	$88,000.00	$88,000.00
2	Landscaping and Revegetation	1	L.S.	$20,000.00	$20,000.00
3	Permitting Coordination	1	L.S.	$17,600.00	$17,600.00
4	Traffic Control	1	L.S.	$25,700.00	$25,700.00
				Sub Total	**$151,300.00**
				Total Construction Base Bid	**$1,910,718.01**
RIGHT OF WAY ACQUISITION					
1	Right of Way Acquisition, Rockcress Development Inc.	41,596	S.F.	$8.00	$332,768.00
2	Right of Way Acquisition, Privately Owned/HOA	4,626	S.F.	$8.00	$37,008.00
3	Right of Way Acquisition, Alpine School District	6,064	S.F.	$8.00	$48,512.00
				Sub Total	**$418,288.00**
ADMINISTRATIVE					
1	Survey, Design, and Construction Management (7.52%)	1	L.S.	$143,690.00	$143,690.00
2	Administrative, Bonding, and Legal (2.5%)	1	L.S.	$47,770.00	$47,770.00
3	Contingency (20%)	1	L.S.	$382,140.00	$382,140.00
				Sub Total	**$573,600.00**
				Total Base Bid	**$2,484,318.01**





HORIZONTAL GRAPHIC SCALE

10 0 5 10 20

(IN FEET)

HORZ: 1 inch = 10 ft.

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EAGLE MOUNTAIN SILVERLAKE TRAFFIC STUDY - CONCERPT PLANS

EAGLE MOUNTAIN, UTAH

SILVERLAKE PARKWAY AND WOODHAVEN BOULEVARD SIGNALIZED INTERSECTION

PROJECT NUMBER 15058
PRINT DATE 2026-06-09
PROJECT MANAGER R. ROUSSELLE
DESIGNED BY

EX-02

ENGINEERS ESTIMATE OF PROBABLE COSTS

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ENSIGN
THE STANDARD IN ENGINEERING

Project: Eagle Mountain Silverlake Improvements - Silverlake Parkway and Woodhaven Boulevard
By: D. COOPER
Date: 6/9/2026 12:00 AM

Project No.: 15058
Checked By: R. Rousselle

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
CONSTRUCTION BASE BID					
1	Roadway Section Full Depth Removal (13-inches)	31,665	S.F.	$4.00	$126,660.00
2	Earthwork Widening	15,812	S.F.	$4.00	$63,248.00
3	Curb and Gutter	4,785	L.F.	$45.00	$215,325.00
4	3" Depth Asphalt	47,930	S.F.	$5.25	$251,632.50
5	10" Depth Untreated Base Course	47,930	S.F.	$1.50	$71,895.00
6	ADA Ramp and Crosswalk	1	E. A.	$15,000.00	$15,000.00
7	Sidewalk Concrete	14,779	S.F.	$10.00	$147,790.00
8	Stop Controlled Access	1	E.A.	$5,000.00	$5,000.00
9	Striping	2,587	L.F.	$1.00	$2,587.00
10	Thermoplastic Markings for Striping	408	L.F.	$12.00	$4,896.00
11	Intersection Conduits	4	E.A.	$9,000.00	$36,000.00
12	Utility Adjustments	1	L.S.	$12,860.00	$12,860.00
13	Storm Drainage	1	L.S.	$27,400.00	$27,400.00
14	Emergency Access Gate With Knox Box	1	E.A.	$20,000.00	$20,000.00
15	Concrete Pavement At Emergency Driveway	74	S.F.	$25.00	$1,850.00
				Sub Total	**$1,002,143.50**
MISCELLANEOUS ITEMS					
1	Mobilization	1	L.S.	$50,000.00	$50,000.00
2	Revegetation	13,632	S.F	$1.28	$17,380.80
3	Permitting Coordination	1	L.S.	$10,000.00	$10,000.00
4	Traffic Control	1	L.S.	$25,700.00	$25,700.00
				Sub Total	**$103,080.80**
				Total Construction Base Bid	**$1,105,224.30**
ADMINISTRATIVE					
1	Survey, Design, and Construction Management (7.52%)	1	L.S.	$83,110.00	$83,110.00
2	Administrative, Bonding, and Legal (2.5%)	1	L.S.	$27,630.00	$27,630.00
3	Contingency (20%)	1	L.S.	$221,040.00	$221,040.00
				Sub Total	**$331,780.00**
				Total Base Bid	**$1,437,004.30**

ENGINEER'S ESTIMATE
Woodhaven - Mailbox Relocation

Bid Item	Quantity	Units	Price	Cost
Traffic Control	1	LS	$ 400.00	$ 400.00
Concrete Pad	126	SQ FT	$ 4.50	$ 567.00
Labor	1	LS	$ 4,800.00	$ 4,800.00
Contingency (25%)	1	LS	$ 1,900.00	$ 1,900.00
			ROUNDED TOTAL	**$ 7,700.00**

Assumptions:

3 laborers doing 8 hours of work over 2 days

$100.00 assumed hourly cost for labor

Contingency should include materials needed for mounting boxes

Transportation Master Plan and IFFP Updates

David Salazar, PE

Assistant City Engineer

Purpose of the Updates

The Transportation Master Plan and Impact Fee Facilities Plan were reviewed to ensure they reflect:

- Current transportation priorities and planned projects.
- Updated roadway names and functional classifications.
- Revised roadway cross-sections and mapping.
- Updated level-of-service analyses.
- Current project cost and contribution assumptions.
- Consistent information between the TMP and IFFP.

Update 1: Project Priority List

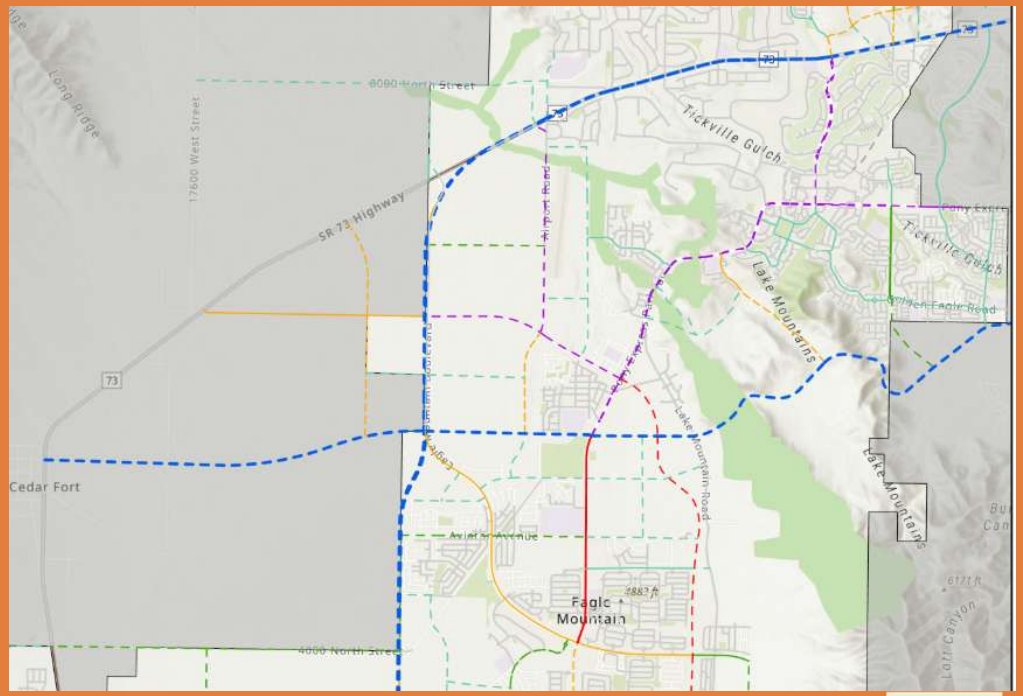
- Project descriptions and priorities were reviewed and revised.
- Better reflects the City's current transportation needs and planned growth.
- Helps guide project sequencing, budgeting, grant applications, and coordination with regional partners.

Table 1: Project Priority List

Ranking	Project #	Project Description
1	80	SR-73 & Ranches Pkwy Improvements and Campus High T Connection
2	126, 105, 128	Ranches Parkway Widening, Braxton Dr & Ranches – New Signal, Half Mile Rd & Ranches Pkwy – New Signal
3	96	Trailhead Traffic Signal
4	45.1, 45.2	New Road (Silverlake Pkwy): Golden Eagle Rd to Bonneville Dr, Woodhaven Blvd and Silverlake Pkwy – New Signals
5	65, 77, 98	Pony Express Parkway Widening (Eagle Mountain Blvd to Pole Canyon Blvd), Signal at Pole Canyon Blvd & Pony Express Pkwy, Signal at Parkway Fields & Pony Express Pkwy
6	134	New Road – North Ranches Parkway
7	8	Pony Express Parkway Widening (Lake Mountain Corridor to Ranches Pkwy)
8	140	Pony Express Parkway Widening (Ranches Pkwy to the eastern boundary)
9	144	New Road (East Expressway): Pony Express Parkway to Lake Mountain Corridor
10	141	New Road (Lake Mountain Corridor): Pony Express Parkway to East Expressway

Update 2: Lake Mountain Corridor

- Mid Valley Road was renamed Lake Mountain Corridor and identified as a future UDOT facility.
- Lake Mountain Corridor is expected to serve a significant regional transportation function.
- The future UDOT designation was incorporated into the applicable criteria, maps, tables, and project descriptions.



Update 3: Document Corrections

Typographical and formatting corrections were made throughout both documents.

- Spelling, labels, cross-references, and formatting were reviewed and corrected.
- Inconsistent roadway and project references were updated.
- Map, figure, and table references were reviewed for consistency.
- These are primarily administrative corrections and are not intended to establish new transportation policy.

Update 4: Freeway and Expressway Criteria

The freeway and expressway criteria were updated to include Lake Mountain Corridor.

- The criteria now recognize the addition of Lake Mountain Corridor to the planned transportation network.
- The update clarifies how a high-capacity regional facility fits within the City's roadway hierarchy.
- It provides a consistent basis for future decisions involving access, roadway connections, and adjacent facilities.

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	2-4 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 35-45 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

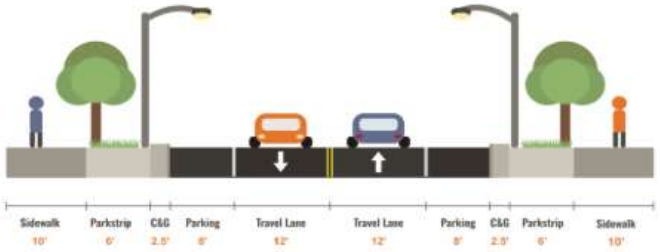
**Fully Developed Areas*

Update 5: Roadway Cross-Sections

Raised, landscaped medians were removed from the major collector, minor arterial, and major arterial cross-sections.

- Improves U-turn flexibility for emergency vehicles.
- Eliminates hazards created by median landscaping and maintenance vehicles.
- Reduces blind spots near intersections and access points.
- Provides flexibility for additional travel lanes, center turn lanes, turn pockets, access management, and future improvements.
- Additional trees and shrubs are planned within the park strips to maintain Eagle Mountain's landscaped appearance.

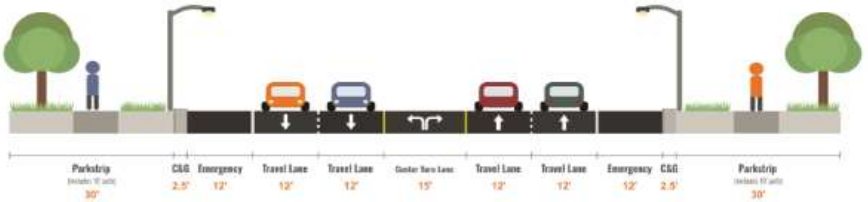
MINOR COLLECTOR STREET – TWO LANES (77’ RIGHT OF WAY)



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

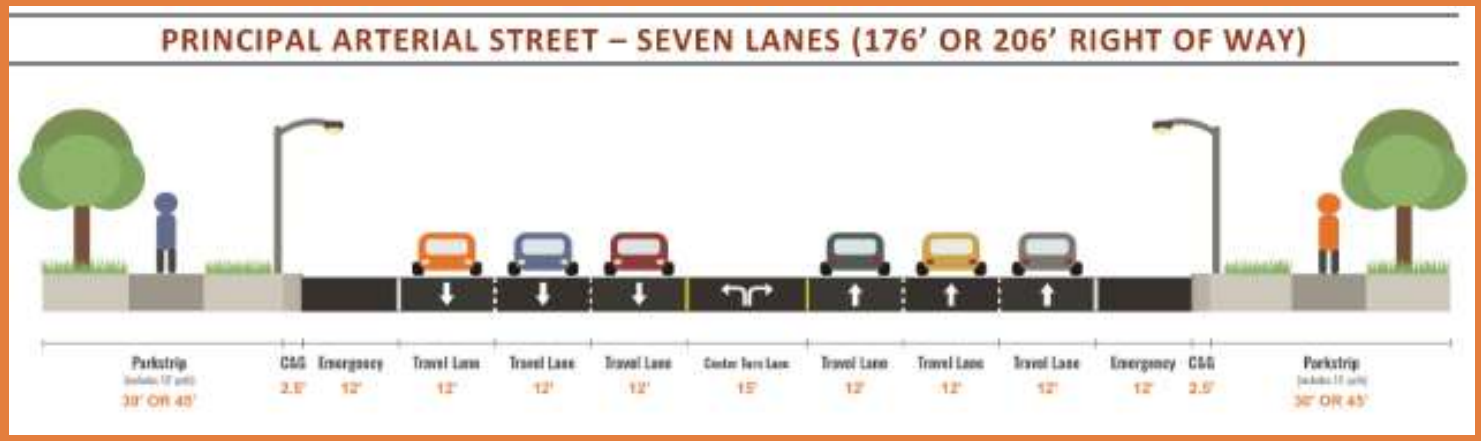
MINOR ARTERIAL STREET – FIVE LANES (122’ RIGHT OF WAY)

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



Update 6: Principal Arterial Cross-Section

- The parkway cross-section was removed and replaced with a principal arterial cross-section.
- The change provides clearer roadway classification terminology.
- It also better distinguishes principal arterials from major and minor arterials.



Ranches Parkway Medians

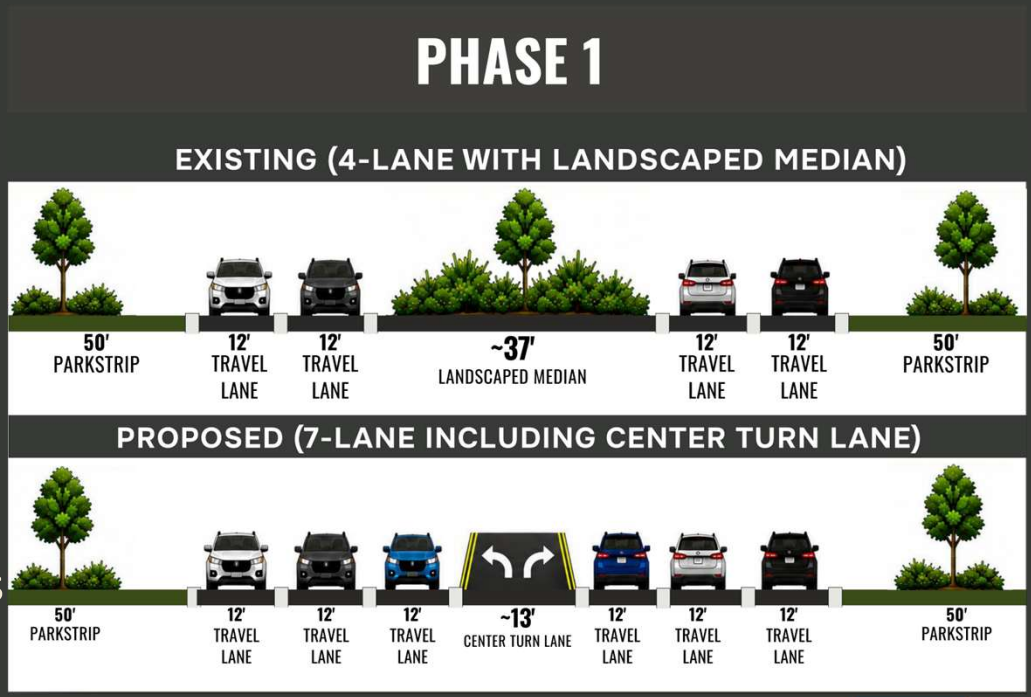
Current challenges:

- Traffic congestion and delays during busy times
- Turning movements can be difficult and unsafe
- Large landscaped medians limit turning opportunities
- Limited pedestrian crossing opportunities
- Multiple crashes have occurred along the corridor
- Limited emergency vehicle access

Ranches Parkway Medians

Phase 1 Improvements:

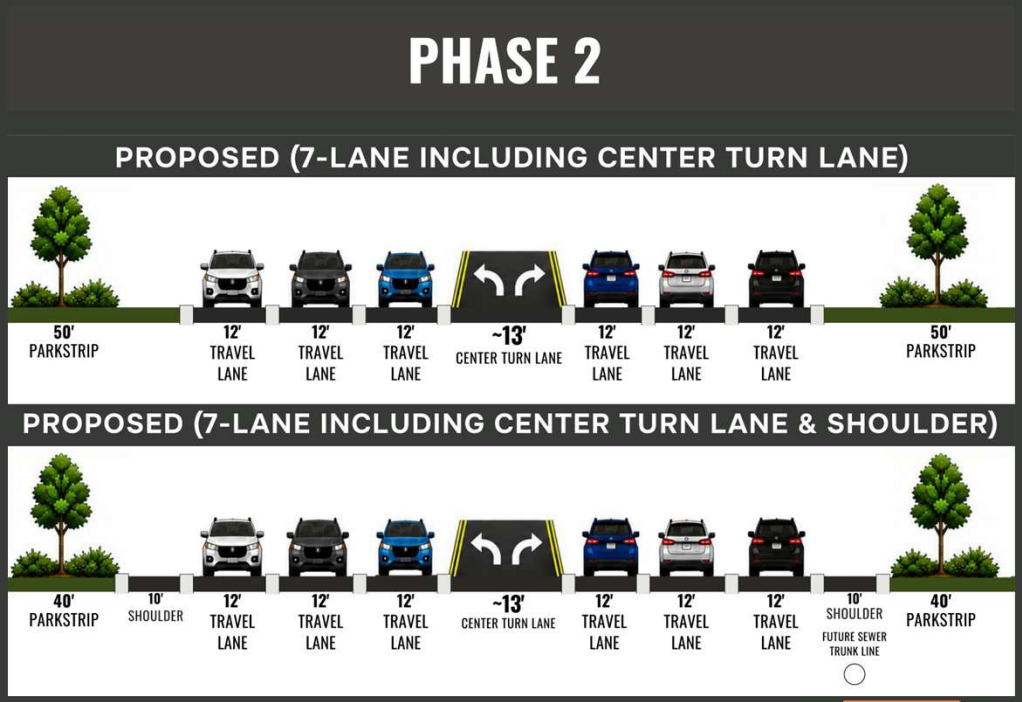
- Remove landscaped medians and add one travel lane in each direction and a center turn lane
- Add 2 new traffic signals for safer left turns and pedestrian crossings at Half Mile and Braxton
- Limit access at other intersections
- Add additional parkstrip trees and shrubs
- Improve the Pony Express intersection with additional and longer turn lanes
- Separate SR-73 & Ranches intersection improvements planned for Summer 2026



Ranches Parkway Medians

Phase 2 Improvements:

- Future curb widening within existing City property
- Add roadway shoulders
- Install future sewer pipeline
- Adjust sections of trail where needed

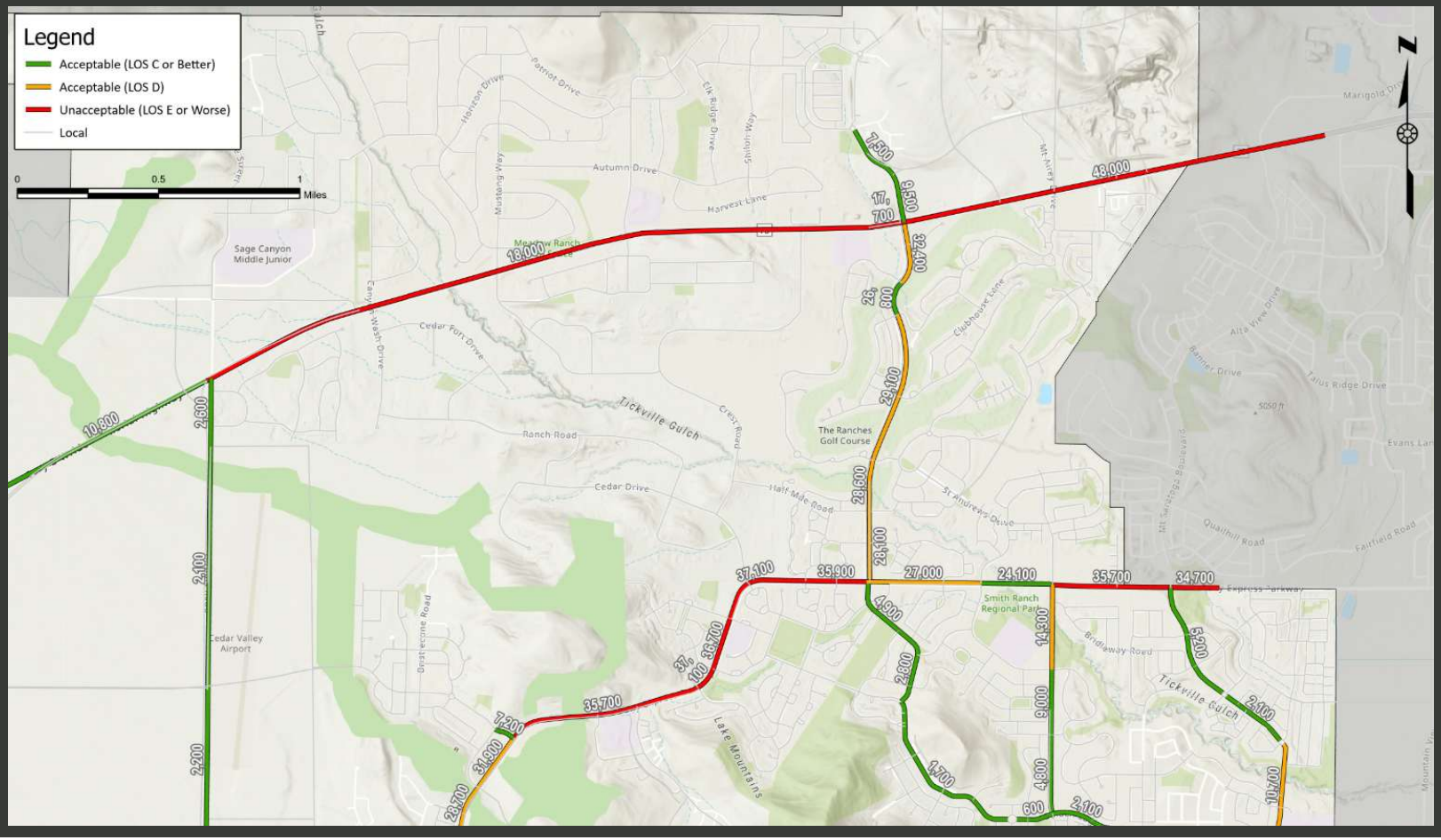


Ranches Parkway 2026 MAG TIP Selection (Funding 2029-2030)

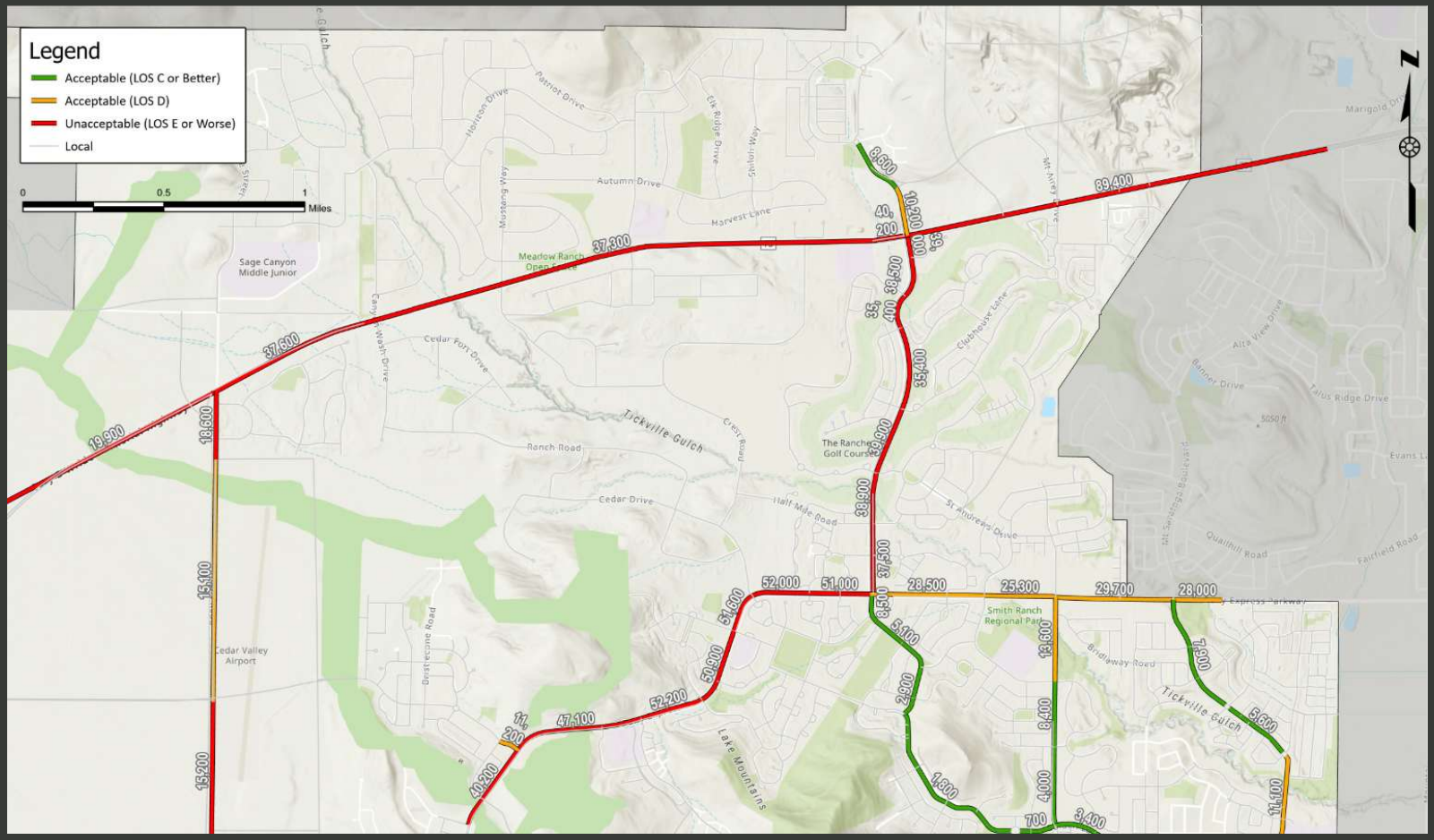
Potential Funding Scenario

Type	Agency	Title	Combined Score	2030 Inflated Cost (4%)	Federal	Non Federal	Mode Total	%
Active Trans.	Lehi	Lehi SR-92 Trail Bridge	173.1	$5,465,014		$4,645,262		
Active Trans.	Saratoga Springs	Jordan River Trail - Market Street Connection	159.55	$2,769,055		$2,353,697		
Active Trans.	Utah County	Highline Canal Trail Phase 2	152.79	$17,874,269	$17,874,269		$24,873,228	20.9%
Active Trans.	Mapleton	Mapleton - South US-89 Trail	128.02	$2,456,703				19.90%
Active Trans.	Woodland Hills	Woodland Hills Trail	115.79	$3,500,217				
Active Trans.	Elk Ridge	Payson Canyon Trail Phase 2 | ROW Funding	109.38	$1,169,859				
Active Trans.	Santaquin	Santaquin Highland Drive Trail	100.67	$1,178,048				
Active Trans.	Santaquin	Santaquin Frontage Road/200 West Trail	97.95	$2,900,079				
Other	Spanish Fork	Taxiway Bravo - Spanish Fork Airport	124.69	$2,164,238		$1,839,603	$1,839,603	1.5%
Roads	Orem	800 S Orem Blvd Intersection Improvements	144.79	$5,495,996		$4,671,596		8.1%
Roads	Lindon	Lindon 400 W - State St to 200 S	140.26	$3,433,535		$2,918,505		
Roads	Saratoga Springs	Pony Express Completion Project	136.19	$13,875,224		$11,793,941		
Roads	Eagle Mountain	Ranches Parkway (Cory B Wride Highway to Pony Express Parkway)	133.83	$13,803,161		$11,732,687		
Roads	Lehi	Lehi 700 South Roadway Extension to 850 E & Phase III Cycle Track	133.07	$9,629,106		$8,184,740		
Roads	Spanish Fork	Spanish Fork Parkway / US-6 Intersection	131.29	$3,394,930		$2,885,690		
Roads	Springville	SR 51 Widening - Dry Creek Parkway to Spanish Fork Parkway	130.05	$11,435,367		$9,720,062		
Roads	American Fork	Pony Express Extension - Phase 2	128.21	$25,484,199		$21,661,569		
Roads	Utah County	Loafer Mountain Parkway Phase 2	125.9	$15,775,543		$13,409,211	$86,978,001	73.05%
Roads	Highland	North County Blvd SR 92 intersection improvements	123.76	$3,453,422				67.5%
Roads	Provo	Provo City - Independence Avenue Extension	123.1	$10,584,880				
Roads	Provo	Provo City - 2230 North 250 East Road Realignment	120.43	$1,982,910				
Roads	Pleasant Grove	Pleasant Grove 700 South Industrial Corridor Safety Upgrades	115.58	$10,159,052				
Roads	Salem	750 North Extension to Loafer Mountain Parkway	109.29	$5,424,634				
Roads	Alpine	Canyon Crest and Ridge Drive Roundabout	108.6	$2,290,583				
Roads	Orem	2000 S. Widening and Pedestrian Facilities with Safety Modifications	101.6	$16,120,651				
Roads	American Fork	American Fork 620 South Connection	96.88	$9,833,831				
Roads	Eagle Mountain	Wild Blossom Boulevard Corridor Extension	95.19	$9,559,111				
Roads	American Fork	American Fork 700 West Connection	91.31	$11,480,992				
Roads	Santaquin	Santaquin 500 South/Frontage Road Intersection Improvements	83.5	$196,536				
Transit	UTA	Mt. Timpanogos Bus Canopies	121.5	$6,317,236		$5,369,651	$5,369,651	4.5%
				$229,208,381	$17,874,269	$101,186,214	$119,060,483	4.50%

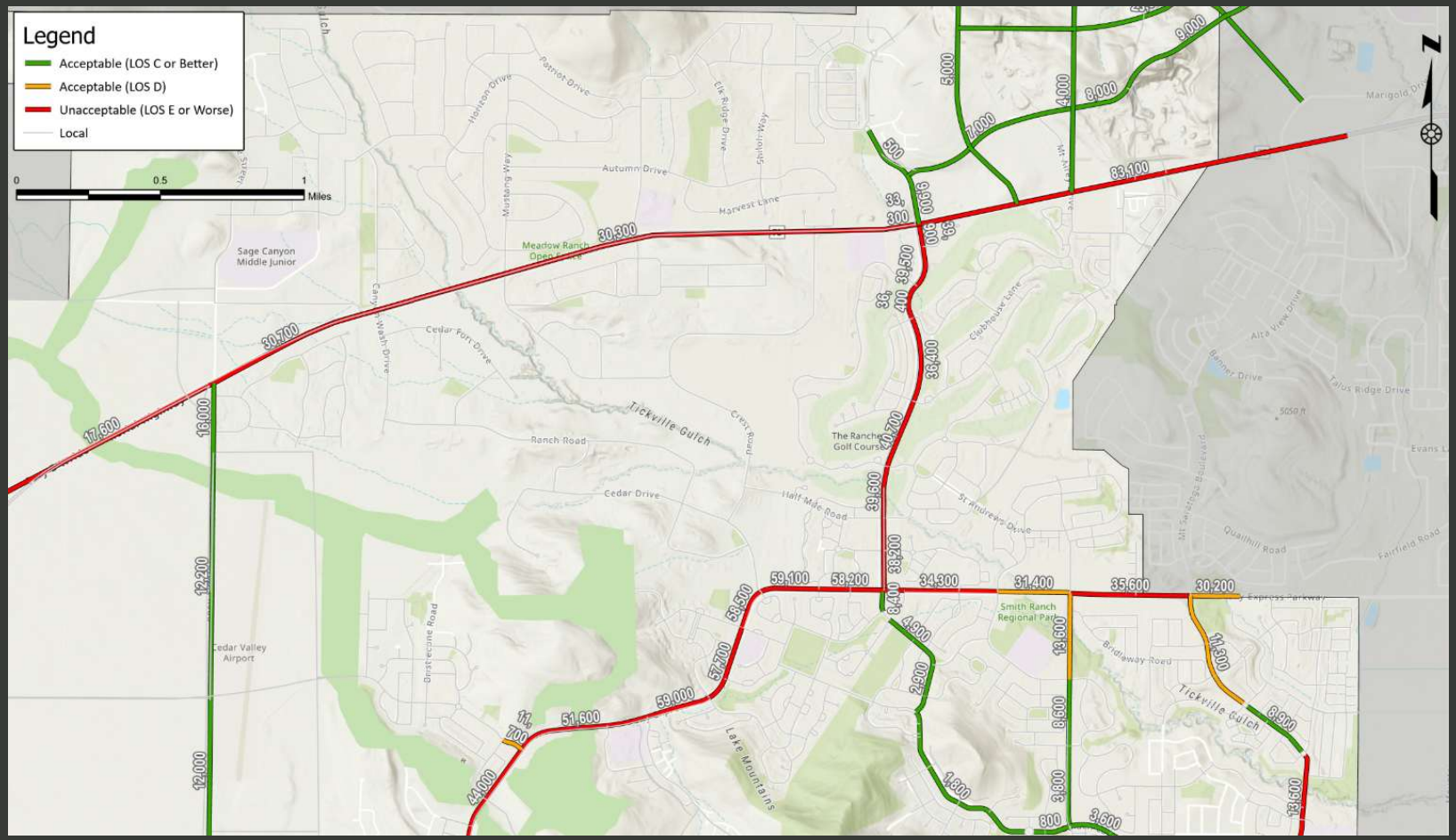
Update 7: Existing 2026 Level of Service



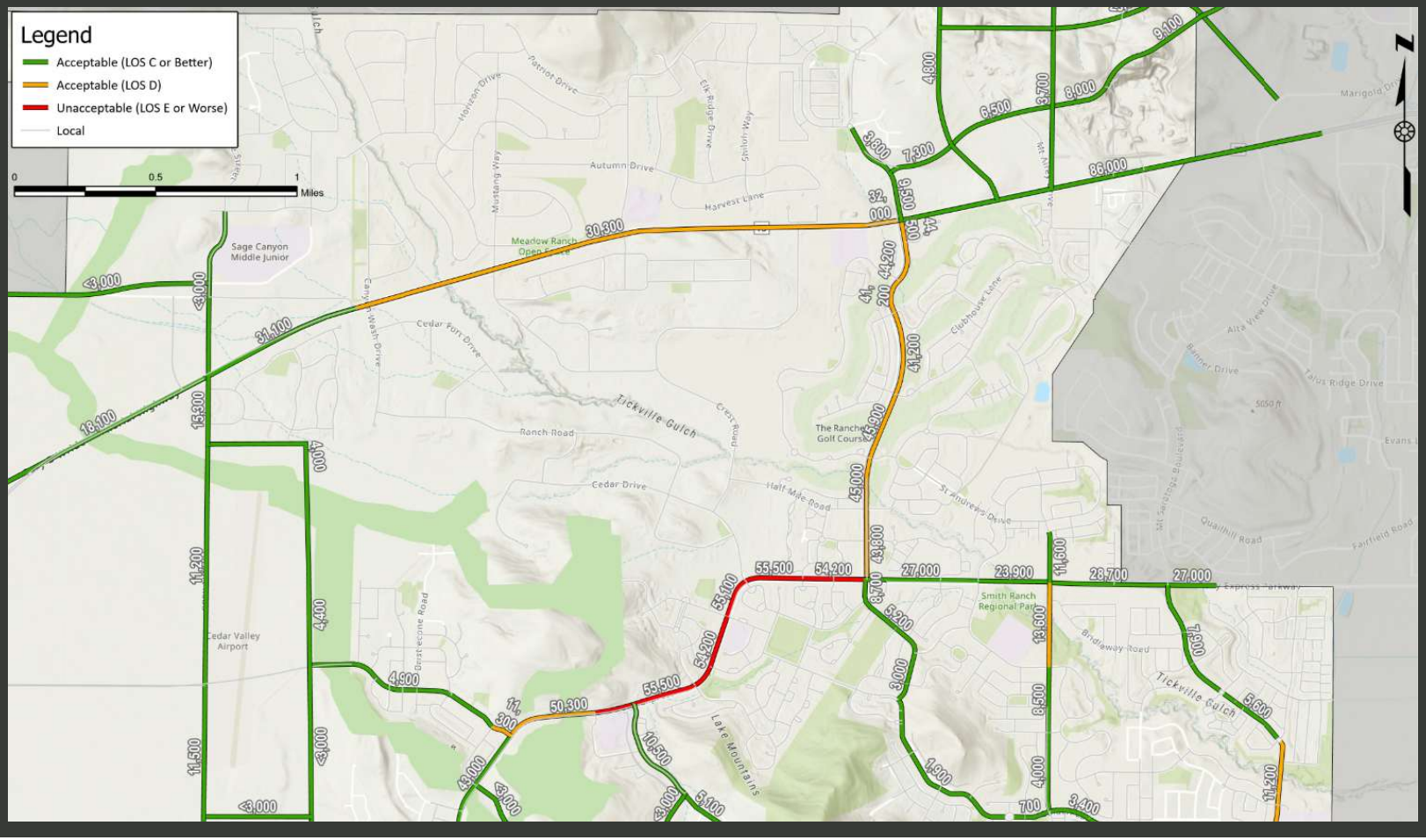
2035 Airport 2 Lanes, Ranches 4 Lanes



2035 Airport 5 Lanes, Ranches 4 Lanes



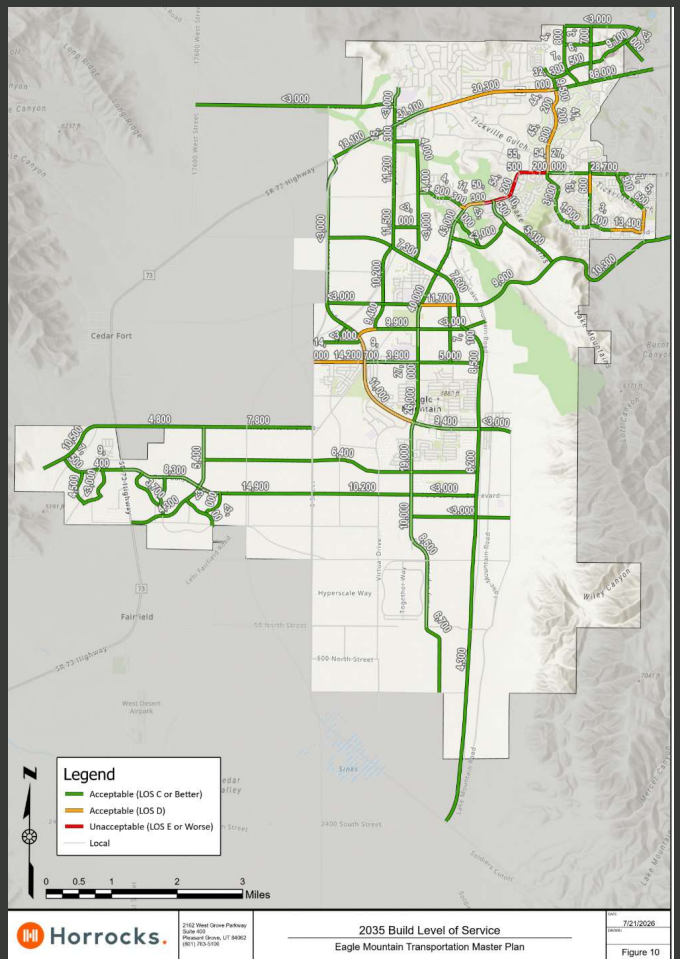
2035 Airport 5 Lanes, Ranches 7 Lanes

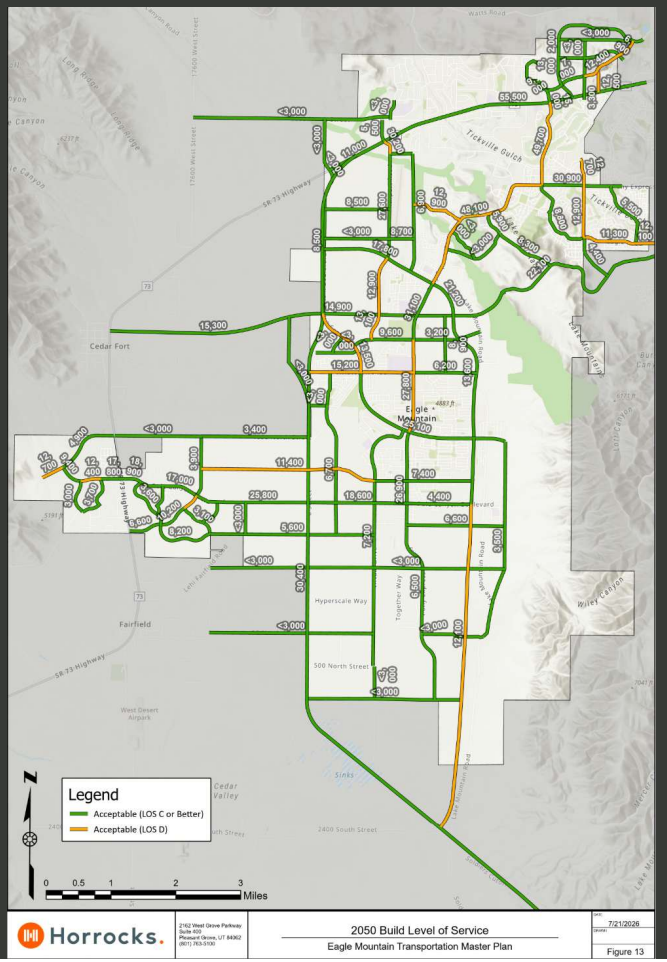


Update 8: Spring Run Area Mapping

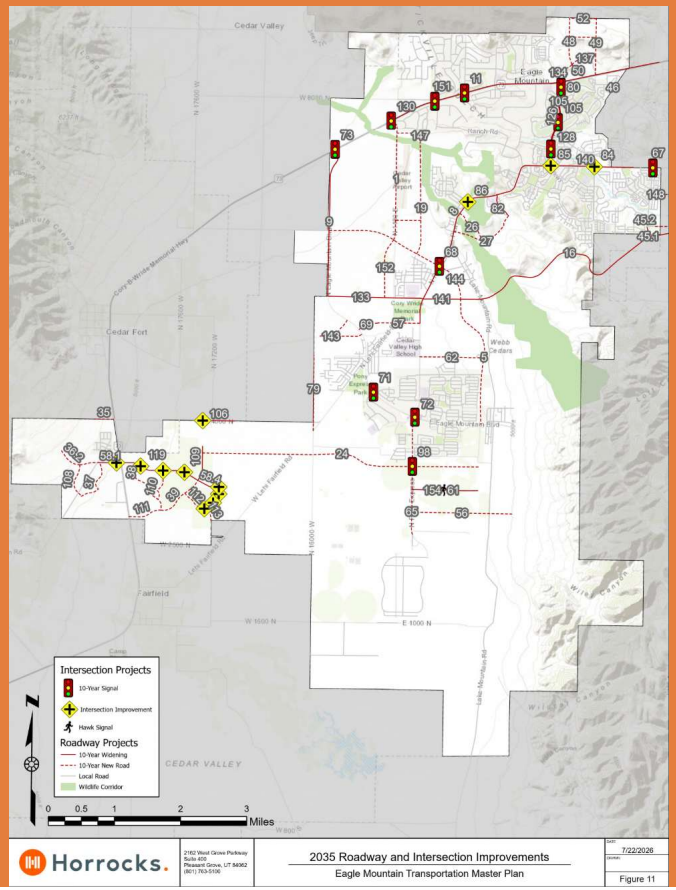
- The planned roadway network in the Spring Run area was reviewed and revised.
- Roadway locations and future connections were updated to reflect current planning assumptions.
- The revised mapping was coordinated with the project lists and functional classification map.
- This ensures that the TMP and IFFP consistently represent the planned transportation network in this area.

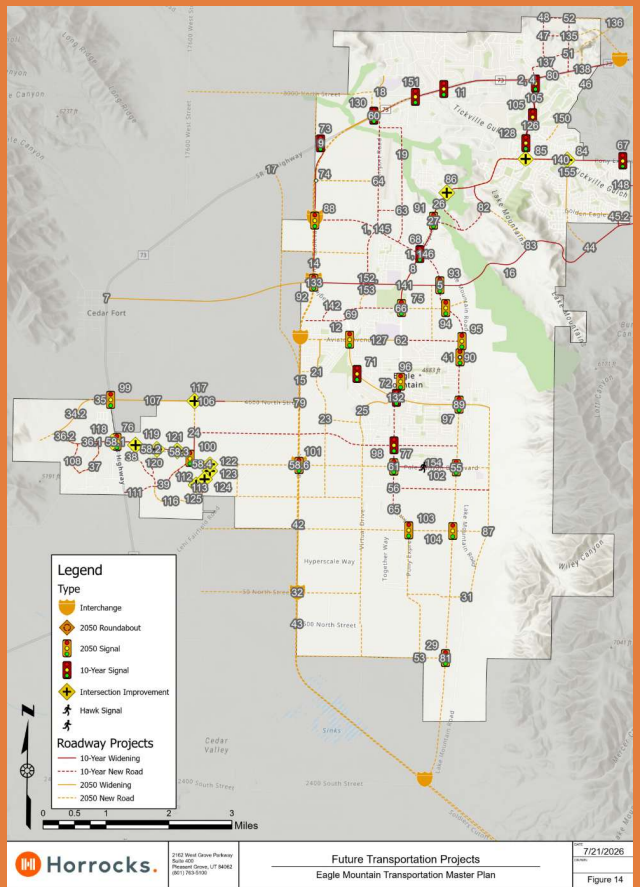
Update 9: Future Level of Service





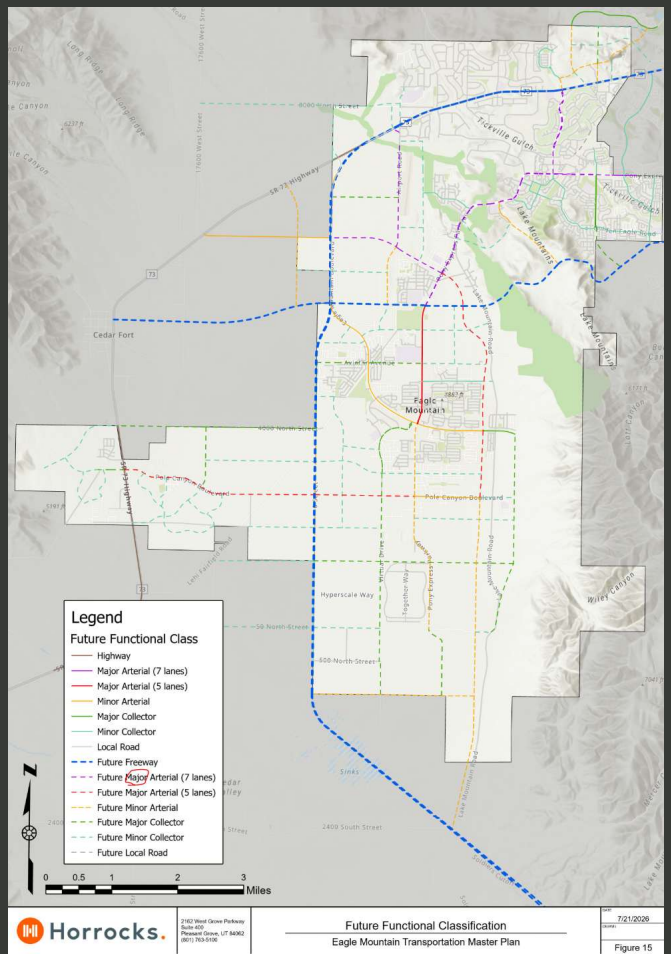
Update 10 and 11: 2035 and Future Projects





Update 12: Functional Classification Map

- Revised line types make roadway classifications easier to distinguish.
- The updated map provides clearer separation between collectors, arterials, expressways, and other roadway types.
- The revised map is also easier to use during development review and project planning.



Update 13 and 14: Table 7 and Table 8 — 2035 and 2050 Costs

Tables 7 and 8 were updated with revised project estimates and percentage contributions.

- **Table 7:** Updated 2035 project costs and contribution assumptions.
- **Table 8:** Updated 2050 project costs and contribution assumptions.
- Both tables were coordinated with the revised project lists and transportation network.
- Estimates remain planning-level and will be refined as projects move through design.

Overall Effect of the Updates

The proposed revisions:

- Align the TMP and IFFP with the City's current transportation planning.
- Improve consistency between project lists, maps, analyses, and financial tables.
- Clarify the planned roadway hierarchy and cross-sections.
- Incorporate Lake Mountain Corridor as a future UDOT facility.
- Provide updated information more accurate for capital planning, development review, and impact-fee calculations.

Recommendation

Staff recommends that the Planning Commission review the proposed updates and forward a favorable recommendation to the City Council for final approval, subject to any revisions recommended by the Planning Commission and final review by City staff.

Questions?

Upcoming Staff Agenda Items for City Council Information (Tentative)

Development Projects

- PH Sunset Mountain Property Rezone
- PH Pinnacles Master Development Plan

Code Amendments

- PH Enacting Section on Addressing and Street Naming (WS DISC 1/20)
- PH Amending EMMC 17.60.120.C – Barbed Wire Fencing
- PH Amending EMMC 17.25.040A – Residential Standards Table

Other Items

- PH Future Land Use Map – General Plan Amendment
- WS DISC – E-bikes/motorcycles on Trails
- WS DISC - Eagle Mountain Properties Phase 2, Part 1 - Rezone of 31 Properties (2/3)
- PH Pole Canyon Lot Split

Redevelopment Agency

- PH Mid-Valley CRA Project Area Plan & Budget

Please note all items are tentative and are subject to change.

Updated 07/29/2026 - LM