



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

I certify that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid; or
 - d. existing deficiencies documented as such and not meant for inclusion in impact analysis.

2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and

3. Complies in each relevant respect with the Impact Fees Act

This certification is made with the following limitations:

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 If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.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

Shane Eller, P.E.



Transportation Impact Fee Facilities Plan Summary

Introduction

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

Existing Level of Service

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

Future Demand

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

Project Cost Attributable to Future Demand

Utilizing the TMP growth projections, a 10-year Capital Facilities Plan was created outlining the projects necessary to maintain adequate LOS throughout the City. This includes existing improvements as well as new roadways based on projected new development. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2025-2035 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic. Of the **\$316,793,000** required from Eagle Mountain to build the expected roadway projects from 2025-2035, **\$83,231,000** is eligible to be paid using impact fees. All project costs included in the IFFP are based on 2025 costs.



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Impact Fee Facilities Plan

Introduction

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

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

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

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

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

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



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

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

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

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

Intersection Standards

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

Trips

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

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



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

System Improvements and Project Improvements

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

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

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

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

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

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

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

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



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

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

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

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

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

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

Existing Roadway Network Conditions

Conversions of Growth and Development Projections to Trip Generations

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



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

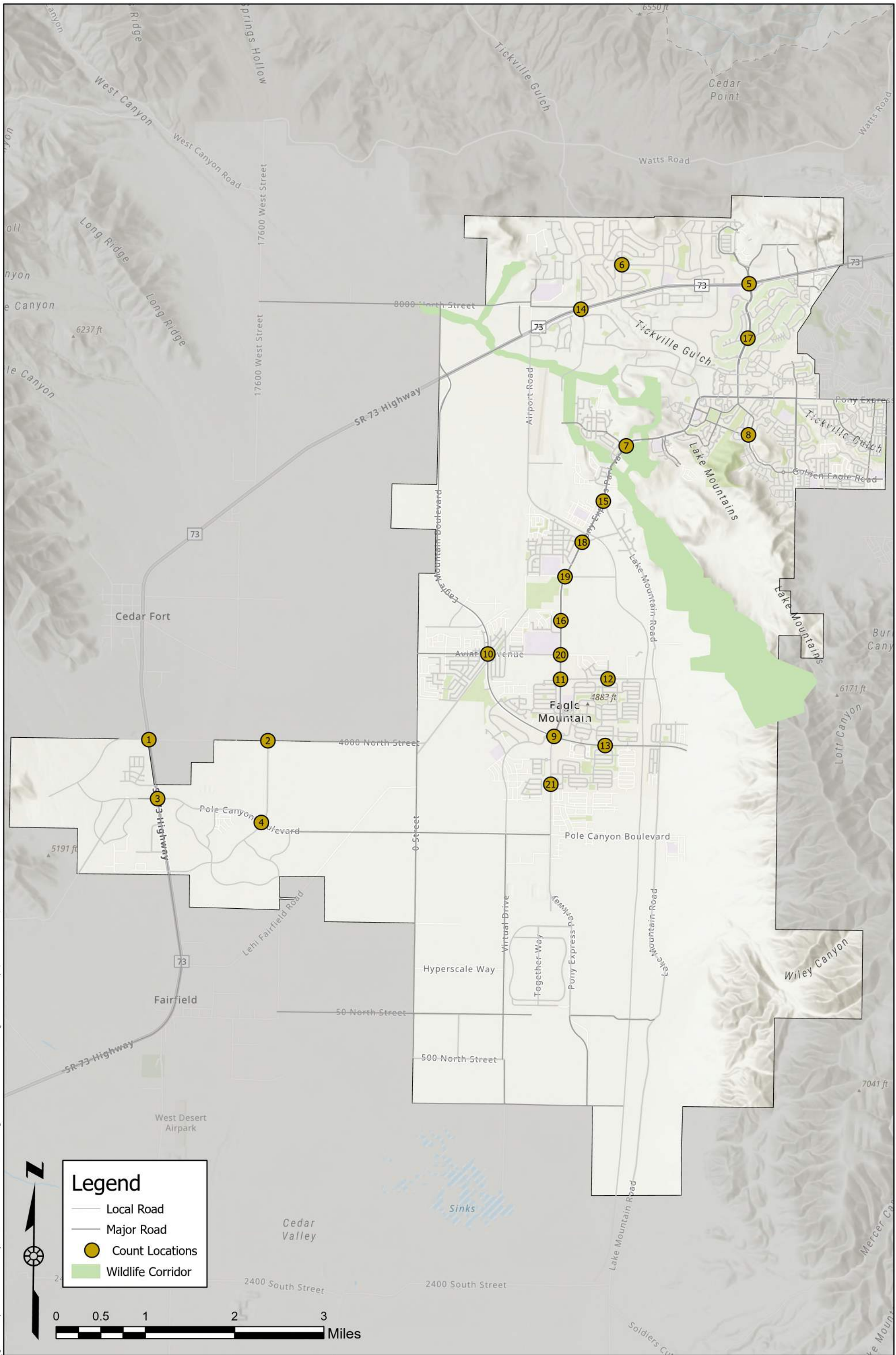
The MAD TDM was calibrated to fit existing traffic conditions in Eagle Mountain City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and included annual average daily traffic (AADT) volumes as defined in Traffic on Utah Highways. On City owned roadways,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

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

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

Existing Functional Classification and Level of Service

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



Legend

- Local Road
- Major Road
- Count Locations
- Wildlife Corridor



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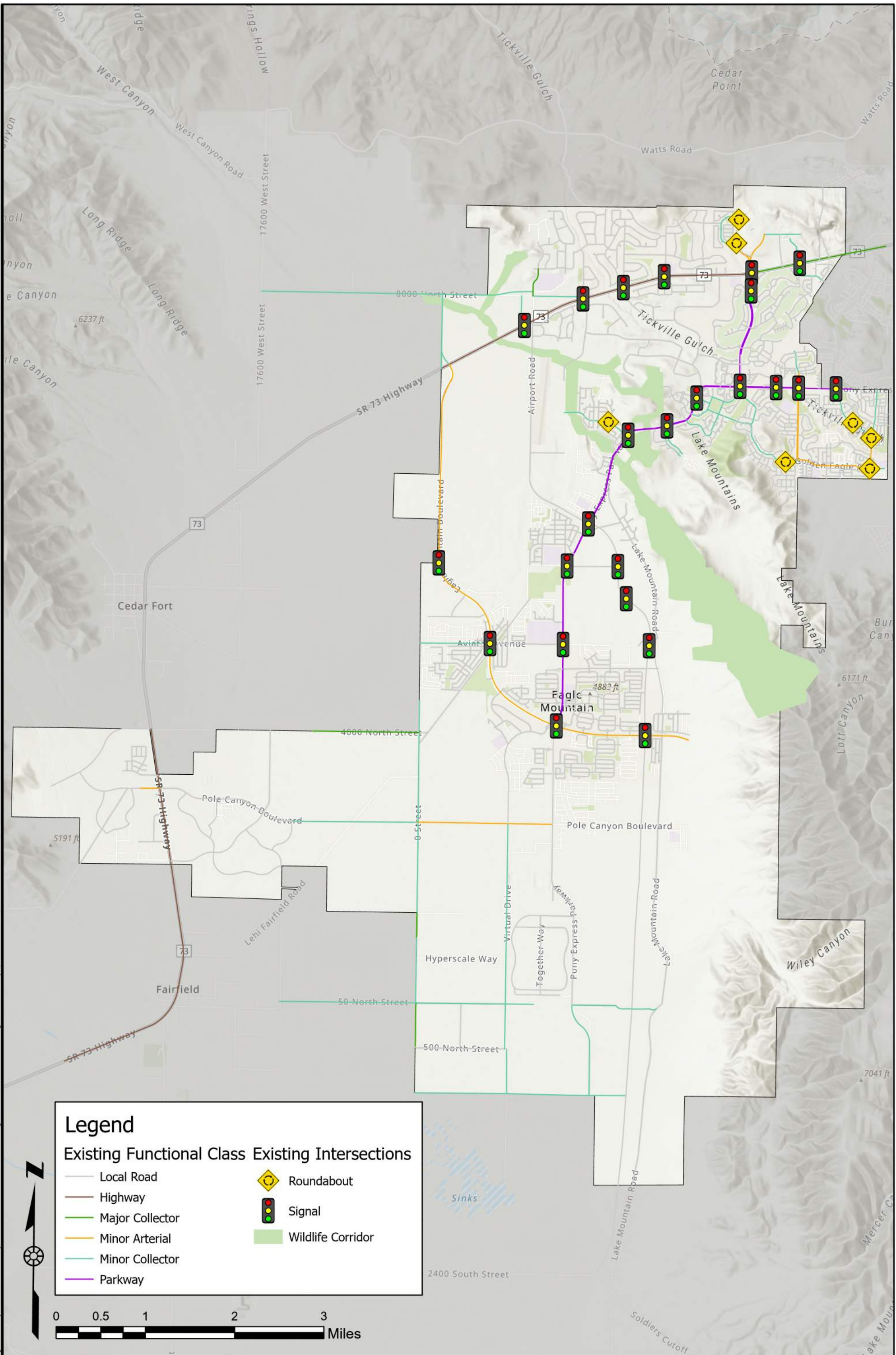


2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 763-5100

Count Location Map
Eagle Mountain Impact Fee Facilities Plan

DATE	6/17/2025
DRAWN	
Figure 1	

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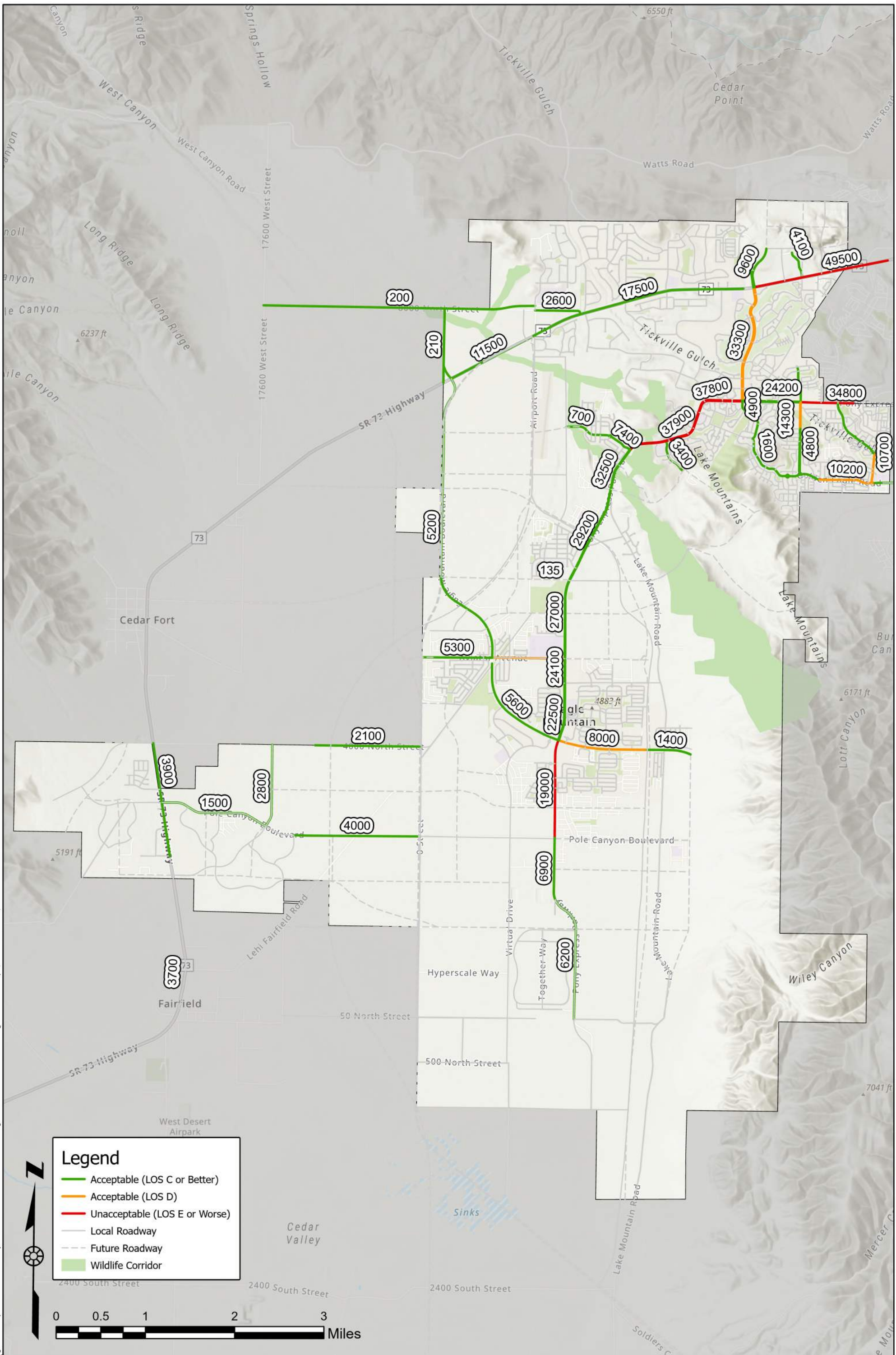


Legend

Existing Functional Class		Existing Intersections	
	Local Road		Roundabout
	Highway		Signal
	Major Collector		Wildlife Corridor
	Minor Arterial		
	Minor Collector		
	Parkway		



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Legend

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



2162 West Grove Parkway
Suite 400
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Existing Level of Service
Eagle Mountain Impact Fee Facilities Plan

DATE	7/30/2025
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Figure 3	



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Mitigations to Existing Capacity Deficiencies

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

Roadway Segments at or below LOS E:

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

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

Future Roadway Network Conditions

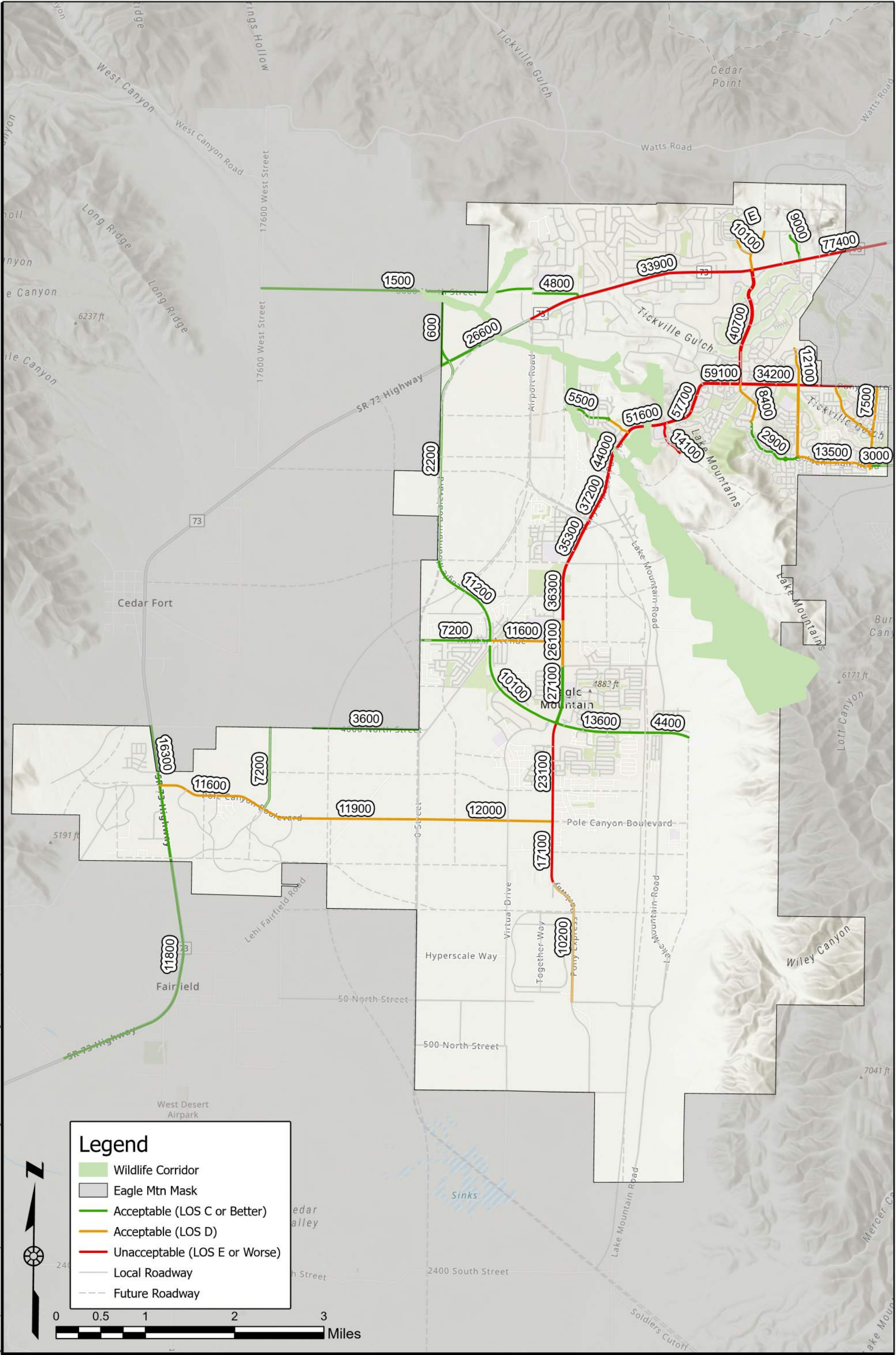
By calibrating the MAG Travel Demand Model to fit the existing traffic conditions in Eagle Mountain, the model is prepared to project traffic volumes into the future. Two future models will be used for this TMP. The first model used was to identify potential capacity deficiencies, called the 2035 No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

No Build Level of Service

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

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

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Legend

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





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

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

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

Table 3: Impact Fee Facilities Plan Project Funding Sources

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



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



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



Impact Fee Facilities Plan

August 20, 2025

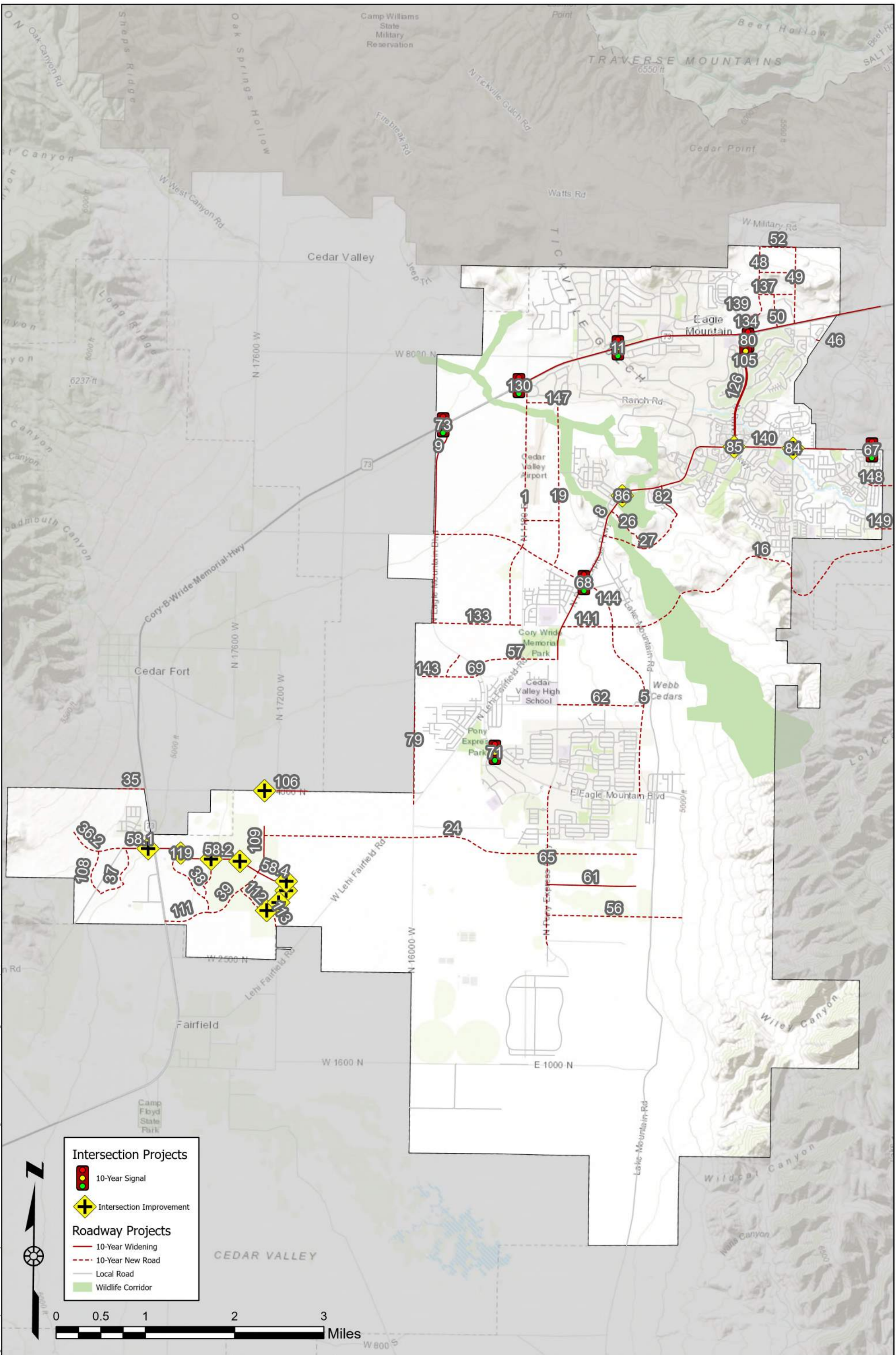
2025 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length	Eagle Mountain %	Eagle Mountain Total
106	4000 North Widen: Tyson Parkway to IPA 2 Border	\$3,142,000	Firefly	2035	2572	0%	\$-
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	Firefly	2035	2665	0%	\$-
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road	\$2,555,000	Firefly	2035	2802	0%	\$-
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	Firefly	2035	2467	0%	\$-
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	Firefly	2035	2629	0%	\$-
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	Firefly	2035	2007	0%	\$-
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	Firefly	2035	1112	0%	\$-
114	NPA 12 & CPA 2 Road: Pole Canyon Blvd to Project 126	\$1,876,000	Firefly	2035	1371	0%	\$-
115	NPA 12 & CPA 2 Road: Project 126 to Project 127	\$1,232,000	Firefly	2035	900	0%	\$-
119	Intersection Improvement: Pole Canyon Blvd & East Loop Road	\$775,000	Eagle Mountain	2035	NA	100%	\$775,000
126	Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy	\$13,236,000	Eagle Mountain	2035	6984	100%	\$13,236,000
128	New Road (Arnot Peak): Project 19 to Canyon Wash Dr.	\$8,299,000	Eagle Mountain	2050	5500	100%	\$8,299,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	Eagle Mountain	Complete	2327	100%	\$4,285,921
130	Airport Rd & Cory B Wride Memorial Hwy - New Signal	\$620,000	Eagle Mountain	2035	NA	100%	\$620,000
131	Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd	\$11,050,334	Eagle Mountain	Complete	6276	100%	\$11,050,334
133	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	\$21,910,000	Eagle Mountain	2035	8401	100%	\$21,910,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	Eagle Mountain	2035	2497	100%	\$5,350,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	Eagle Mountain	2035	2136	100%	\$4,577,000
139	New Road (Spring Run Parkway): Realignment	\$940,000	Eagle Mountain	2035	687	100%	\$940,000
140	Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary	\$4,708,000	Eagle Mountain	2035	2002	100%	\$4,708,000
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	\$6,407,000	MAG	2035	2990	7%	\$434,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	Eagle Mountain	2027	1496	100%	\$2,047,000
143	Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road	\$4,601,000	Eagle Mountain	2027	3363	100%	\$4,601,000



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



C:\2025\UT-10591-25 Eagle Mtn Transportation Master Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 8/20/2025 3:41 PM, shane calder



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

2035 Roadway and Intersection Improvements
Eagle Mountain Impact Fee Facilities Plan

DATE	8/20/2025
DRAWN	SEE
	Figure 5



Impact Fee Facilities Plan

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Project Cost Attributable to 10-Year Growth

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

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

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

Pass-Through Reduction

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

Table 4: Pass-Through Traffic Cost Reduction Calculation

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



Impact Fee Facilities Plan

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



Impact Fee Facilities Plan

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Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
80	New High-T Signal: Ranches Pkwy & Campus Drive	-	-	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	-	-	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	-	-	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	-	-	0%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	12,100	40	1%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	30	1%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	12,100	40	1%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	40	1%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	10	1%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	10	1%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	10	1%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	12,100	70	1%
115	NPA 12 & CPA Road: Project 126 to Project 127	12,100	70	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	-	-	0%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	19,300	310	2%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	12,100	170	2%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	1,300	-	0%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	-	-	0%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	20,700	-	0%
133	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	12,100	20	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	100	1%
137	New Road (unknown E/W road): Project 48 to Project 49	15,100	-	0%
139	New Road (Spring Run Parkway): Realignment	12,100	10	1%
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	17,700	10	1%
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	15,100	-	0%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	15,100	-	0%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	-	0%
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	13,400	70	1%
147	New Road (Arnot Peak): Project 19 to Airport Road	38,400	40	1%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	13,400	20	1%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	10	1%

Excess Capacity Reduction 12,100

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



Impact Fee Facilities Plan

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Table 5: Excess Capacity Cost Reduction Calculations

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	32,800	32,800	11,900	20,900	64%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	12,100	3,610	8,490	70%
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	32,800	19,400	31,000	1,800	9%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	32,800	32,800	15,910	16,890	51%
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	50,500	17,700	50,000	500	3%
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	32,800	20,700	2,200	30,600	100%
11	Cory B Wride & Mustang Way - New Signal	-	-	-	-	0%
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	12,100	12,100	2,200	9,900	82%
16	New Road (Mid Valley Road): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	32,800	10,200	22,600	69%
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	12,100	12,100	5,100	7,000	58%
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	12,100	12,100	6,300	5,800	48%
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	12,100	1,000	11,100	92%
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Pkwy – New 2-lane road	12,100	12,100	3,800	8,300	69%
35	NPA 1 & 34.2: Project 34.2 to SR-73	12,100	12,100	10,720	1,380	11%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	12,100	4,450	7,650	63%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	12,100	4,450	7,650	63%
37	NPA 4 & 5 Road: Project 36.1 to Project 109	12,100	12,100	2,000	10,100	83%
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	12,100	12,100	2,200	9,900	82%
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	12,100	12,100	360	11,740	97%
41	Bobby Wren Extension: Existing to East Expressway	12,100	12,100	1,600	10,500	87%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	12,100	12,100	5,000	7,100	59%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	12,100	800	11,300	93%
48	New Road (unknown N/S road): Project 134 to northern boundary	15,100	15,100	9,900	5,200	34%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	13,400	9,200	4,200	31%
50	New Road (unknown N/S road): SR-73 to Project 137	12,100	12,100	1,000	11,100	92%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	12,100	1,000	11,100	92%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	12,100	12,100	1,400	10,700	88%
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	12,100	12,100	2,080	10,020	83%
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	31,200	23,700	9,300	21,900	92%
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	31,200	23,700	9,300	21,900	92%
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	31,200	23,700	9,300	21,900	92%



Impact Fee Facilities Plan

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Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	31,200	23,700	8,300	22,900	97%
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	12,100	12,100	5,500	6,600	55%
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	13,400	13,400	4,400	9,000	67%
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	13,400	13,400	4,500	8,900	66%
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	13,400	1,300	10,200	3,200	100%
68	Pony Express Pkwy & East Expressway - New signal	-	-	-	-	0%
69	Eagle Mountain Blvd & Project 57 - New signal	-	-	-	-	0%
71	Eagle Mountain Blvd & Major Street - New signal	-	-	-	-	0%
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	-	-	-	-	0%
73	Eagle Mountain Blvd and SR-73 - New signal	-	-	-	-	0%
77	Pole Canyon Boulevard & Pony Express Parkway – New Signal	-	-	-	-	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	13,400	1,300	2,800	10,600	100%
80	New High-T Signal: Ranches Pkwy & Campus Drive	-	-	-	-	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	-	-	-	-	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	-	-	-	-	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	-	-	-	-	0%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	12,100	12,100	3,610	8,490	70%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	12,100	3,000	9,100	75%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	12,100	12,100	3,720	8,380	69%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	12,100	4,320	7,780	64%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	12,100	1,480	10,620	88%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	12,100	1,460	10,640	88%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	12,100	1,460	10,640	88%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	12,100	12,100	6,500	5,600	46%
115	NPA 12 & CPA Road: Project 126 to Project 127	12,100	12,100	6,500	5,600	46%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	-	-	-	-	0%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	50,500	19,300	40,700	9,800	51%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	12,100	12,100	5,100	7,000	58%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	13,400	1,300	11,900	1,500	100%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	-	-	-	-	0%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	32,800	20,700	11,200	21,600	100%
133	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	12,100	12,100	1,800	10,300	85%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	15,100	10,000	5,100	34%



Impact Fee Facilities Plan

August 20, 2025

Project	Location	Future Capacity	Added Capacity	2035 Traffic Volume	2035 Excess Capacity	Cost Reduction %
137	New Road (unknown E/W road): Project 48 to Project 49	15,100	15,100	200	14,900	99%
139	New Road (Spring Run Parkway): Realignment	12,100	12,100	800	11,300	93%
140	Pony Express Pkwy Widen: Porter’s Crossing to eastern boundary	50,500	17,700	30,500	20,000	93%
141	Mid Valley Rd: Eagle Mountain Blvd to East Expressway	15,100	15,100	6,500	8,600	57%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	12,100	100	12,000	99%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	12,100	100	12,000	99%
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	13,400	13,400	7,300	6,100	46%
147	New Road (Arnot Peak): Project 19 to Airport Road	13,400	13,400	4,300	9,100	68%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	12,100	12,100	2,200	9,900	82%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	12,100	1,000	11,100	92%

Existing User Share for New Construction Projects

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

Table 6: Existing User Share Cost Reduction Calculation

Project	Location	Added Capacity	Existing User Volume	Existing User %
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	32,800	328	1%
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	12,100	121	1%
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	19,400	194	1%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	32,800	328	1%
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	17,700	177	1%
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	20,700	207	1%
11	Cory B Wride & Mustang Way - New Signal	0	0	0%
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	0	0	0%
16	New Road (Mid Valley Road): East Expressway to Eagle Mountain Corridor - New 5-lane road	32,800	0	0%
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	12,100	121	1%
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	12,100	121	1%
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	12,100	121	1%
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Pkwy – New 2-lane road	12,100	121	1%



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Project	Location	Added Capacity	Existing User Volume	Existing User %
35	NPA 1 & 34.2: Project 34.2 to SR-73	12,100	121	1%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	12,100	121	1%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	12,100	121	1%
37	NPA 4 & 5 Road: Project 36.1 to Project 109	12,100	121	1%
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	12,100	121	1%
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	12,100	121	1%
41	Bobby Wren Extension: Existing to East Expressway	12,100	121	1%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	12,100	121	1%
47	New Road (unknown E/W road): Project 48 to Project 49	12,100	12	1%
48	New Road (unknown N/S road): Project 134 to northern boundary	15,100	151	1%
49	New Road (unknown N/S road): SR-73 to northern border	13,400	134	1%
50	New Road (unknown N/S road): SR-73 to Project 137	12,100	121	1%
52	New Road (unknown E/W road): Project 48 to Project 136	12,100	121	1%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	12,100	121	1%
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	12,100	121	1%
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	23,700	237	1%
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	23,700	237	1%
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	23,700	237	1%
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	23,700	237	1%
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	12,100	121	1%
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	13,400	134	1%
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	13,400	134	1%
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	1,300	13	1%
68	Pony Express Pkwy & East Expressway - New signal	0	0	0%
69	Eagle Mountain Blvd & Project 57 - New signal	0	0	0%
71	Eagle Mountain Blvd & Major Street - New signal	0	0	0%
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	0	0	0%
73	Eagle Mountain Blvd and SR-73 - New signal	0	0	0%
77	Pole Canyon Boulevard & Pony Express Parkway – New Signal	0	0	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	13,400	134	1%
80	New High-T Signal: Ranches Pkwy & Campus Drive	0	0	0%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	0	0	0%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	0	0	0%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	0	0	0%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	12,100	121	1%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	12,100	121	1%



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Project	Location	Added Capacity	Existing User Volume	Existing User %
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	12,100	121	1%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	12,100	121	1%
111	Tyson Parkway: SR-73 to East Loop Road	12,100	121	1%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	12,100	121	1%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	12,100	121	1%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	12,100	121	1%
115	NPA 12 & CPA Road: Project 126 to Project 127	12,100	121	1%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	0	0	0%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	19,300	193	1%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	12,100	121	1%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	1,300	13	1%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	0	0	0%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	20,700	207	1%
133	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	15,100	151	1%
134	New Road (unknown N/S road): SR-73 to Project 137	15,100	151	1%
137	New Road (unknown E/W road): Project 48 to Project 49	12,100	121	1%
139	New Road (Spring Run Parkway): Realignment	32,800	328	1%
140	Pony Express Pkwy Widen: Porter’s Crossing to eastern boundary	17,700	177	1%
141	New Road (Mid Valley Rd): Pony Express Parkway to East Expressway	15,100	151	1%
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	12,100	121	1%
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	12,100	121	1%
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	13,400	134	1%
147	New Road (Arnot Peak): Project 19 to Airport Road	13,400	134	1%
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	12,100	121	1%
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	12,100	121	1%

Proportion Attributable to Growth Summary and Costs

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

Table 7: Proportion of Projects Attributed to New Development

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	1%	2%	64%	33%



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Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	1%	1%	70%	28%
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	22%	1%	9%	68%
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	1%	1%	51%	47%
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	21%	1%	3%	75%
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	1%	0%	100%	0%
11	Cory B Wride & Mustang Way - New Signal	1%	0%	0%	99%
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	1%	1%	82%	16%
16	New Road (Mid Valley Road): East Expressway to Eagle Mountain Corridor - New 5-lane road	0%	18%	69%	13%
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	1%	1%	58%	40%
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	1%	0%	48%	51%
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	1%	0%	92%	7%
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Pkwy – New 2-lane road	1%	0%	69%	30%
35	NPA 1 & 34.2: Project 34.2 to SR-73	1%	1%	11%	87%
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	1%	1%	63%	35%
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	1%	1%	63%	35%
37	NPA 4 & 5 Road: Project 36.1 to Project 109	1%	1%	83%	15%
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	1%	1%	82%	16%
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	1%	0%	97%	2%
41	Bobby Wren Extension: Existing to East Expressway	1%	0%	87%	12%
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	1%	0%	59%	40%
47	New Road (unknown E/W road): Project 48 to Project 49	1%	1%	93%	5%
48	New Road (unknown N/S road): Project 134 to northern boundary	1%	0%	34%	65%
49	New Road (unknown N/S road): SR-73 to northern border	1%	0%	31%	68%
50	New Road (unknown N/S road): SR-73 to Project 137	1%	0%	92%	7%
52	New Road (unknown E/W road): Project 48 to Project 136	1%	0%	92%	7%
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	1%	0%	88%	11%
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	1%	0%	83%	16%
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	1%	1%	92%	6%
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	1%	1%	92%	6%
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	1%	0%	92%	7%
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	1%	0%	97%	2%
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	0%	0%	55%	44%
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	1%	0%	67%	32%



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Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	1%	0%	66%	33%
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	1%	0%	100%	0%
68	Pony Express Pkwy & East Expressway - New signal	1%	0%	0%	99%
69	Eagle Mountain Blvd & Project 57 - New signal	1%	0%	0%	99%
71	Eagle Mountain Blvd & Major Street - New signal	1%	0%	0%	99%
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	1%	0%	0%	99%
73	Eagle Mountain Blvd and SR-73 - New signal	1%	0%	0%	99%
77	Pole Canyon Boulevard & Pony Express Parkway – New Signal	1%	0%	0%	99%
79	New Road (1600 West): Aviator Avenue to 4000 North	1%	0%	100%	0%
80	New High-T Signal: Ranches Pkwy & Campus Drive	1%	0%	0%	99%
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	1%	0%	0%	99%
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	1%	0%	0%	99%
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	1%	0%	0%	99%
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	1%	0%	70%	28%
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	1%	1%	75%	23%
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	1%	1%	69%	29%
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	1%	1%	64%	34%
111	Tyson Parkway: SR-73 to East Loop Road	1%	1%	88%	10%
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	1%	1%	88%	10%
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	1%	1%	88%	10%
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	1%	1%	46%	52%
115	NPA 12 & CPA Road: Project 126 to Project 127	1%	1%	46%	52%
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	1%	1%	0%	99%
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	1%	0%	51%	46%
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	1%	2%	58%	39%
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	1%	2%	100%	0%
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	1%	0%	0%	99%
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	1%	0%	100%	0%
133	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	0%	0%	85%	13%
134	New Road (unknown N/S road): SR-73 to Project 137	1%	1%	34%	64%
137	New Road (unknown E/W road): Project 48 to Project 49	1%	1%	99%	0%
139	New Road (Spring Run Parkway): Realignment	1%	1%	93%	5%
140	Pony Express Pkwy Widen: Porter's Crossing to eastern boundary	17%	0%	83%	5%
141	New Road (Mid Valley Rd): Pony Express Parkway to East Expressway	1%	1%	57%	41%



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

Using the proportion attributed to future growth in [Table 7](#), the cost attributable to future growth is calculated in [Table 8](#). Of the **\$316,793,000** required by Eagle Mountain for roadway improvements, **\$83,231,000** is eligible to be paid using impact fees. All project costs in [Table 8](#) are the 2025 project costs. All assumptions, rates, and specific project costs are found in [IFFP Cost Estimates](#).

Table 8: Cost Attributable to Growth

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5-lane road	\$36,000,000	\$2,438,000	33%	\$805,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	\$459,000,000	\$0	28%	\$0
4	Cory Wride Freeway: Airport Rd to Ranches Parkway – New Freeway	\$475,000,000	\$0	68%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3-lane road	\$69,400,000	\$4,699,000	47%	\$2,209,000
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 7 lanes	\$13,387,000	\$13,387,000	75%	\$10,040,000
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	\$51,292,000	\$51,292,000	0%	\$0
11	Cory B Wride & Mustang Way - New Signal	\$620,000	\$620,000	99%	\$614,000
12	Eagle Mountain Boulevard & Aviator Ave – New Signal	\$367,238	\$367,238	16%	\$59,000
16	New Road (Mid Valley Road): East Expressway to Eagle Mountain Corridor - New 5-lane road	\$86,200,000	\$5,836,000	13%	\$759,000
19	New Road (Arnot Peak): Project 128 to East Expressway (project 5)	\$10,194,000	\$10,194,000	40%	\$4,078,000
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2-lane road (Portion Built)	\$30,521,000	\$30,521,000	51%	\$15,566,000
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	\$4,080,000	\$4,080,000	7%	\$286,000
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Pkwy – New 2-lane road	\$7,574,000	\$7,574,000	30%	\$2,272,000
35	NPA 1 & 34.2: Project 34.2 to SR-73	\$1,647,000	\$0	87%	\$0
36.1	Pole Canyon Blvd: Project 36.2 to Project 58.1	\$1,736,000	\$0	35%	\$0



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Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
36.2	Pole Canyon Blvd: Project 34.1 to Project 36.1	\$2,040,000	\$0	35%	\$0
37	NPA 4 & 5 Road: Project 36.1 to Project 109	\$4,039,000	\$0	15%	\$0
38	East Loop Rd: Pole Canyon Blvd to Tyson Pkwy	\$4,746,000	\$0	16%	\$0
39	Tyson Pkwy: Pole Canyon Blvd to East Loop Rd	\$4,104,000	\$0	2%	\$0
41	Bobby Wren Extension: Existing to East Expressway	\$2,113,000	\$2,113,000	12%	\$254,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	\$3,348,000	\$3,348,000	40%	\$1,339,000
47	New Road (unknown E/W road): Project 48 to Project 49	\$2,916,000	\$2,916,000	5%	\$146,000
48	New Road (unknown N/S road): Project 134 to northern boundary	\$3,922,000	\$3,922,000	65%	\$2,549,000
49	New Road (unknown N/S road): SR-73 to northern border	\$9,686,000	\$9,686,000	68%	\$6,586,000
50	New Road (unknown N/S road): SR-73 to Project 137	\$2,056,000	\$2,056,000	7%	\$144,000
52	New Road (unknown E/W road): Project 48 to Project 136	\$2,260,000	\$2,260,000	7%	\$158,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31	\$10,933,000	\$10,933,000	11%	\$1,203,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	\$6,796,000	\$6,796,000	16%	\$1,087,000
58.1	Pole Canyon Blvd widening: Project 36.1 to Project 58.2	\$3,510,000	\$0	6%	\$0
58.2	Pole Canyon Blvd widening: Project 58.1 to Project 58.3	\$10,935,000	\$0	6%	\$0
58.3	Pole Canyon Blvd widening: Project 58.2 to Project 58.4	\$2,639,000	\$0	7%	\$0
58.4	Pole Canyon Blvd widening: Project 58.3 to Project 58.5	\$8,112,000	\$0	2%	\$0
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway (partially built)	\$10,565,000	\$10,565,000	44%	\$4,649,000
62	New Road (Aviator Avenue): Pony Express Pkwy. to East Expressway - New 3-lane road	\$9,248,000	\$9,248,000	32%	\$2,959,000
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$3,785,000	\$3,785,000	33%	\$1,249,000
65	Pony Express Pkwy Widening: Eagle Mountain Blvd. to Eagle Mountain Public Works	\$20,257,000	\$20,257,000	0%	\$0
68	Pony Express Pkwy & East Expressway - New signal	\$620,000	\$620,000	99%	\$614,000
69	Eagle Mountain Blvd & Project 57 - New signal	\$620,000	\$620,000	99%	\$614,000
71	Eagle Mountain Blvd & Major Street - New signal	\$354,769	\$354,769	99%	\$351,000
72	Pony Express Pkwy & Eagle Mountain Blvd - New signal	\$3,012,029	\$3,012,029	99%	\$2,982,000
73	Eagle Mountain Blvd and SR-73 - New signal	\$620,000	\$0	99%	\$0
77	Pole Canyon Boulevard & Pony Express Parkway – New Signal	\$620,000	\$620,000	100%	\$614,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$8,983,000	\$8,983,000	0%	\$0
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$3,320,000	\$3,320,000	99%	\$3,287,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$930,000	\$930,000	99%	\$921,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$348,000	\$348,000	99%	\$345,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$110,100	\$110,100	99%	\$109,000
106	4000 North Widening: Tyson Pkwy to IPA 2 Border	\$3,142,000	\$0	28%	\$0
108	NPA 4 & 6 Road: Pole Canyon Blvd to Project 37	\$2,832,000	\$0	23%	\$0



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Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
109	Tyson Parkway: Pole Canyon Blvd to Existing 3-lane Road	\$2,555,000	\$0	29%	\$0
110	Firefly Drive: Pole Canyon Blvd to East Loop Road	\$2,622,000	\$0	34%	\$0
111	Tyson Parkway: SR-73 to East Loop Road	\$2,793,000	\$0	10%	\$0
112	NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road	\$2,133,000	\$0	10%	\$0
113	NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road	\$1,182,000	\$0	10%	\$0
114	NPA 12 & CPA Road: Pole Canyon Blvd to Project 126	\$1,876,000	\$0	52%	\$0
115	NPA 12 & CPA Road: Project 126 to Project 127	\$1,232,000	\$0	52%	\$0
119	Intersection Improvement: Pole Canyon Blvd & East Loop Rd	\$775,000	\$775,000	99%	\$767,000
126	Ranches Pkwy Road Widening: SR-73 to Pony Express	\$13,236,000	\$13,236,000	46%	\$6,089,000
128	New Road (Arnot Peak): Project 19 to Canyon Wash Drive	\$8,299,000	\$8,299,000	39%	\$3,237,000
129	Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd	\$4,285,921	\$4,285,921	0%	\$0
130	Airport Rd & Cory B Wride Memorial Hwy – New Signal	\$620,000	\$620,000	99%	\$614,000
131	Eagle Mountain Blvd Widening – Pony Express Pkwy to Mid Valley Rd (partially complete)	\$11,050,334	\$11,050,334	0%	\$0
133	Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes	\$21,910,000	\$21,910,000	13%	\$2,848,000
134	New Road (unknown N/S road): SR-73 to Project 137	\$5,350,000	\$5,350,000	64%	\$3,424,000
137	New Road (unknown E/W road): Project 48 to Project 49	\$4,577,000	\$4,577,000	0%	\$0
139	New Road (Spring Run Parkway): Realignment	\$940,000	\$940,000	5%	\$47,000
140	Pony Express Pkwy Widen: Porter’s Crossing to eastern boundary	\$4,708,000	\$4,708,000	5%	\$235,000
141	New Road (Mid Valley Rd): Pony Express Parkway to East Expressway	\$32,500,000	\$434,000	41%	\$178,000
142	New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive	\$2,047,000	\$2,047,000	0%	\$0
143	Desert Willow Drive: Eagle Mountain Blvd to Red Creek Road	\$4,601,000	\$4,601,000	0%	\$0
144	New Road (East Expressway): Pony Express Pkwy to Mid Valley Road	\$8,620,000	\$584,000	52%	\$304,000
147	New Road (Arnot Peak): Project 19 to Airport Road	\$1,697,000	\$1,697,000	30%	\$509,000
148	Brookwood Drive Extension: East City Limit to Mountain View Corridor	\$3,010,000	\$3,010,000	16%	\$482,000
149	Golden Eagle Road Extension: East City Limit to Mountain View Corridor	\$2,285,000	\$2,285,000	6%	\$137,000
Total		\$1,507,924,000	\$316,793,000		\$83,231,000

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

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



Impact Fee Facilities Plan

August 20, 2025

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

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

Federal Funding

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

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

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

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

State/County Funding

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



Impact Fee Facilities Plan

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

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

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

City Funding

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

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

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

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



Impact Fee Facilities Plan

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Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Interfund Loans

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

Developer Dedications and Exactions

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

Developer Impact Fees

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

Necessity of Improvements to Maintain Level of Service

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



10 Year Capital Facilities Plan Cost Summary

PROJECT SUMMARY (IFFP PROJECTS)								
#	PROJECT NAME	PROJECT TYPE	FUNDING	YEAR	LENGTH	FUNDING %	TOTAL PROJECT COST	EAGLE MOUNTAIN RESPONSIBILITY
1	New Road (Old Airport Rd): Cory B Wride Hwy to East Expressway - New 5-lane road	New Road	MAG	2035	8,005	7%	\$ 36,000,000	\$ 2,438,000
2	Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	New Road	UDOT	2035	131,727	0%	\$ 459,000,000	\$ -
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway	Capacity Improvement	UDOT	2035	181,602	0%	\$ 475,000,000	\$ -
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 5 lane road	New Road	MAG	2035	23,232	7%	\$ 69,400,000	\$ 4,699,000
8	Pony Express Parkway Widening: Ranches Pkwy to Project 57 - Widen to 7 lanes	Capacity Improvement	Eagle Mountain	Complete	5,693	100%	\$ 13,387,000	\$ 13,387,000
9	Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes	Capacity Improvement	Eagle Mountain	2035	24,431	100%	\$ 51,292,000	\$ 51,292,000
11	Cory B Wride & Mustang Way - New Signal	Traffic Signal	Eagle Mountain	2035	NA	100%	\$ 620,000	\$ 620,000
12	Eagle Mountain Blvd & Aviator Ave - New Signal	Traffic Signal	Eagle Mountain	Complete	NA	100%	\$ 367,238	\$ 367,238
16	New Road (Mid Valley Road): East Expressway to Eagle Mountain Corridor - New 5 lane road	New Road	MAG	2035	24,170	7%	\$ 86,200,000	\$ 5,836,000
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
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	New Road	Eagle Mountain	2035	160	100%	\$ 219,000	\$ 219,000
47	New Road (unknown E/W road): Project 48 to Project 49	New Road	Eagle Mountain	2035	2,132	100%	\$ 2,916,000	\$ 2,916,000
48	New Road (unknown N/S road): Project 134 to northern Boundary	New Road	Eagle Mountain	2035	2,867	100%	\$ 3,922,000	\$ 3,922,000
49	New Road (unknown N/S road): SR-73 to northern border	New Road	Eagle Mountain	2035	4,521	100%	\$ 9,686,000	\$ 9,686,000
50	New Road (unknown N/S road): SR-73 to Project 137	New Road	Eagle Mountain	2035	1,935	100%	\$ 2,056,000	\$ 2,056,000
52	New Road (unknown E/W road): Project 48 to Project 136	New Road	Eagle Mountain	2035	2,127	100%	\$ 2,260,000	\$ 2,260,000
56	New Road (Ault Blvd): Pony Express Pkwy to Project 31 above	New Road	Eagle Mountain	2035	7,992	100%	\$ 10,933,000	\$ 10,933,000
57	New Road (unknown E/W road): Eagle Mountain Blvd to Pony Express Parkway	New Road	Eagle Mountain	2035	4,968	100%	\$ 6,796,000	\$ 6,796,000
58.1	Pole Canyon Blvd Widen: Project 36.1 to Project 58.2	Capacity Improvement	Firefly	2035	1,673	0%	\$ 3,510,000	\$ -
58.2	Pole Canyon Blvd Widen: Project 58.1 to Project 58.3	Capacity Improvement	Firefly	2035	5,213	0%	\$ 10,935,000	\$ -
58.3	Pole Canyon Blvd Widen: Project 58.2 to Project 58.4	Capacity Improvement	Firefly	2035	1,258	0%	\$ 2,639,000	\$ -
58.4	Pole Canyon Blvd Widen: Project 58.3 to Project 58.5	Capacity Improvement	Firefly	2035	3,867	0%	\$ 8,112,000	\$ -
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)	New Road	Eagle Mountain	Complete	6,223	100%	\$ 10,565,000	\$ 10,565,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	New Road	Eagle Mountain	2035	5,524	100%	\$ 9,248,000	\$ 9,248,000

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



IFFP Cost Estimates

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	1.52
Untreated Base Course Thickness (in) =	9		
Granular Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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

Overall Assumptions:

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

Other Funding Sources: **UDOT**
Length (miles) **24.95**

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	34.39
Untreated Base Course Thickness (in) =	9		
Granular Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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

Overall Assumptions:

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

Other Funding Sources: **MAG**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 1.08

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 4.63

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.00

Eagle Mountain CFP/IFFP

Project No. 16

Improvement Type: New Road

New Road (Mid Valley Road): 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			25%	\$13,903,225
Right of Way (\$8/sf)			3,673,815	\$29,390,518
Mobilization			10%	\$5,561,290
Engineering & Administration			10%	\$5,561,290
Total Project Costs				\$86,200,000
Eagle Mountain's Responsibility				6.77%
				\$5,836,000

Overall Assumptions:

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

Other Funding Sources: **MAG**
Length (miles) **4.58**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 1.41

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 4.23

Eagle Mountain CFP/IFFP				
Project No. 26				
Improvement Type: New Road				
New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 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
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.56

Eagle Mountain CFP/IFFP				
Project No. 27				
Improvement Type: New Road				
New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley 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
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: **Eagle Mountain**
Length (miles) 1.05

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

Overall Assumptions:

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

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.31
Untreated Base Course Thickness (in) =	6		
Granular Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.36
Untreated Base Course Thickness (in) =	6		
Granular 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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.72
Untreated Base Course Thickness (in) =	6		
Granular Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.85
Untreated Base Course Thickness (in) =	6		
Granular Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.73
Untreated Base Course Thickness (in) =	6		
Granular Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.32

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **0.46**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.54

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.86

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **0.37**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **1.51**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.94

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	5	Length (miles)	0.32
Untreated Base Course Thickness (in) =	9		
Granular Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

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

Overall Assumptions:

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

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.73

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **1.18**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **1.05**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.52

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **1.77**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) = 0.00

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **0.00**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) = 0.00

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 1.02

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.24

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **0.11**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **0.04**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) **0.03**

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.49
Untreated Base Course Thickness (in) =	9		
Granular 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
HMA Thickness (in) = 3
Untreated Base Course Thickness (in) = 6
Granular Borrow Thickness (in) = 9
Roadway Excavation Depth (ft) = 1.5

Other Funding Sources: Firefly
Length (miles) 0.50

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

Overall Assumptions:

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

Other Funding Sources: Firefly
Length (miles) 0.53

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.47
Untreated Base Course Thickness (in) =	6		
Granular Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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

Other Funding Sources: **Firefly**
Length (miles) **0.38**

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.21
Untreated Base Course Thickness (in) =	6		
Granular Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

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

Overall Assumptions:

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

Other Funding Sources: **Firefly**
Length (miles) **0.26**

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

Overall Assumptions:

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

Other Funding Sources: **Firefly**
Length (miles) **0.17**

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.00

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 1.32

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.44

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) = 0.00

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 1.19

Eagle Mountain CFP/IFFP				
Project No. 133				
Improvement Type: New Road				
Mid Valley Road Widening: Eagle Mountain Blvd to East Expressway Widen to 5-Lanes				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	495,680	\$4,956,800
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	17.7	\$35,488
Roadway Excavation	C.Y.	\$ 39.00	67,133	\$2,618,189
HMA Concrete	Ton	\$ 114.00	15,464	\$1,762,867
Untreated Base Course	C.Y.	\$ 52.00	17,970	\$934,417
Granular Borrow	C.Y.	\$ 38.00	35,939	\$1,365,687
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	16,803	\$756,122
Sidewalk (5' width)	L.F.	\$ 54.00	16,803	\$907,346
Drainage	L.F.	\$ 45.00	8,401	\$378,061
Street Lighting	L.F.	\$ 50.00	8,401	\$420,068
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$14,135,045
Construction Contingency			25%	\$3,533,761
Right of Way (\$8/sf)			772,925	\$6,183,397
Mobilization			10%	\$1,413,504
Engineering & Administration			10%	\$1,413,504
Total Project Costs				\$21,910,000
Eagle Mountain's Responsibility				100.00%
				\$21,910,000

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.47

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.40

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.13

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.38

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	0.57
Untreated Base Course Thickness (in) =	9		
Granular 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
Granular Borrow Thickness (in) = 12
Roadway Excavation Depth (ft) = 2.1

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.28

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

Overall Assumptions:

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.64

Eagle Mountain CFP/IFFP				
Project No. 144				
Improvement Type: New Road				
New Road (East Expressway): Pony Express Pkwy to Mid Valley Road				
Major Arterial - 152' - Five Lanes				
Costs				
Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$ 10.00	194,700	\$1,947,000
Removal of Existing Asphalt	S.Y.	\$ 8.00	0	\$0
Clearing and Grubbing	Acre	\$ 2,000.00	11.5	\$23,030
Roadway Excavation	C.Y.	\$ 39.00	26,369	\$1,028,408
HMA Concrete	Ton	\$ 114.00	6,074	\$692,443
Untreated Base Course	C.Y.	\$ 52.00	7,058	\$367,033
Granular Borrow	C.Y.	\$ 38.00	14,117	\$536,433
Curb and Gutter (2.5' width)	L.F.	\$ 45.00	6,600	\$297,000
Sidewalk (5' width)	L.F.	\$ 54.00	6,600	\$356,400
Drainage	L.F.	\$ 45.00	3,300	\$148,500
Street Lighting	L.F.	\$ 50.00	3,300	\$165,000
Bridge/Culvert	S.F.	\$ 225.00	0	\$0
Traffic Signal	Each	\$ 400,000	0	\$0
Roundabout	Each	\$ 500,000	0	\$0
Subtotal				\$5,561,248
Construction Contingency			25%	\$1,390,312
Right of Way (\$8/sf)			501,600	\$4,012,800
Mobilization			10%	\$556,125
Engineering & Administration			10%	\$556,125
Total Project Costs				\$8,620,000
Eagle Mountain's Responsibility				6.77%
				\$584,000

Overall Assumptions:

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

Other Funding Sources: MAG
Length (miles) 0.63

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

Other Funding Sources: **Eagle Mountain**
Length (miles) 0.32