EXECUTIVE SUMMARY

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

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

2025 Update

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

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

Public Involvement

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

Roadway Network Conditions

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

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

Functional Classification and Level of Service (LOS)

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

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

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

Existing and Future Traffic Projections

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

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

Roadway Improvements

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

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

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

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

Table 1: Project Priority List

Ranking	Project #	Project Description
1	16	Mid Valley Road (East Expressway to Mountain View Corridor)
2	80, 126	Ranches Parkway Widening and the Ranches & Campus High T Connection
3	96	Trail Head Traffic Signal
4	134	New Road - North Ranches Parkway
5	19	New Road - Arnot Peak (Lone Tree to Airport Road to Lone Tree)
6	8	Pony Express Parkway Widening (Aviator Ave to Ranches Pkwy)
7	140	Pony Express Parkway Widening (Ranches Pkwy to the eastern boundary)
8	65, 77	Pony Express Parkway Widening (Eagle Mountain Blvd to Eagle Mountain Public Works), Pole Canyon Boulevard & Pony Express Parkway
9	144	New Road (East Expressway): Pony Express Parkway to Mid Valley Road
10	141	New Road (Mid Valley Road): Pony Express Parkway to East Expressway

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

10-Year Roadway Improvements (2025-2035)

Of the **$316,793,000** required from Eagle Mountain to build the expected roadway projects from 2025 to 2035, **$83,231,000** can be paid using impact fees. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2025 to 2035 are eligible for impact fees. For all impact fee-eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic.

2050 Roadway Improvements

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

must accommodate projected 2050 traffic volumes. The total cost estimate to improve the transportation system by 2050 is **$2,636,787,000,** with Eagle Mountain financially responsible for **$756,025,000**.

Alternative Transportation Modes

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

Transit

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

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

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

Bicycle and Pedestrians

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

Other Policies and Guidelines

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

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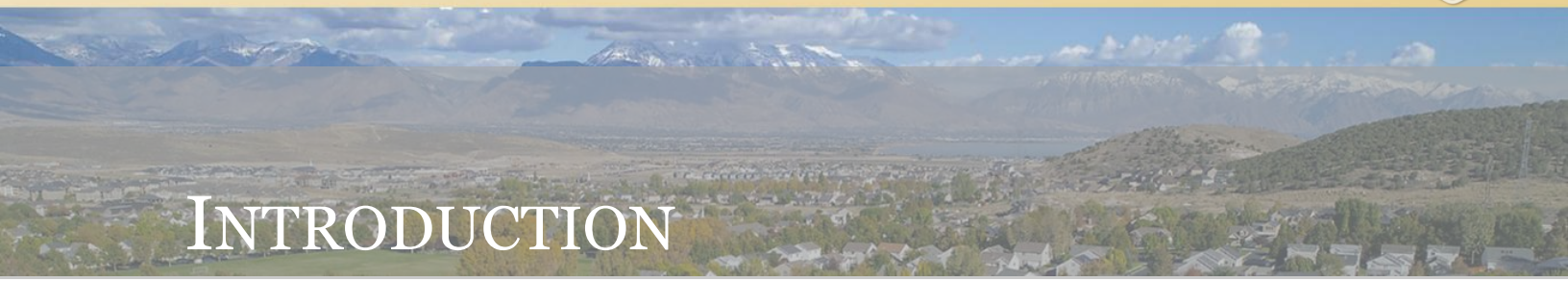
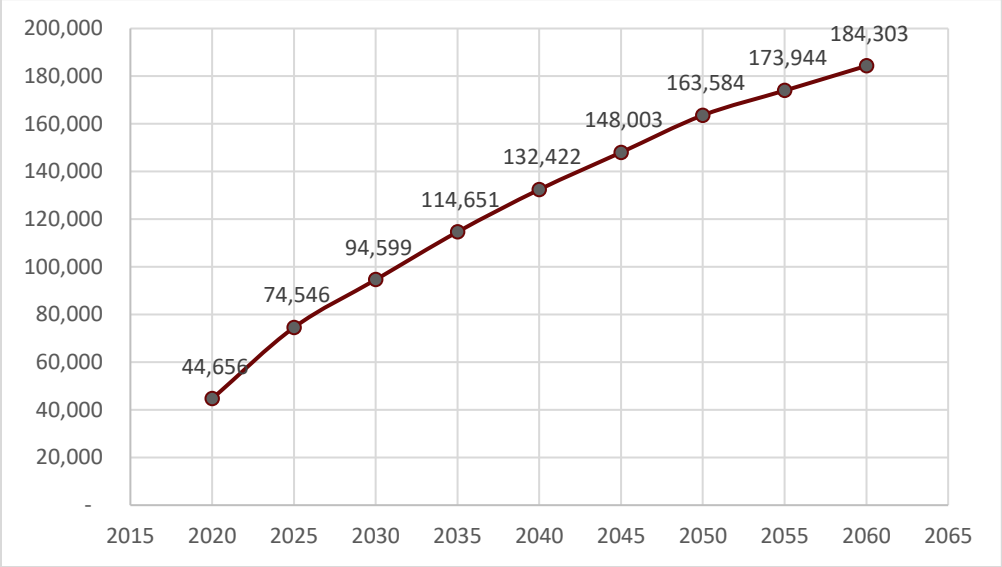


INTRODUCTION

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

Figure 1: Eagle Mountain Population



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

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

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

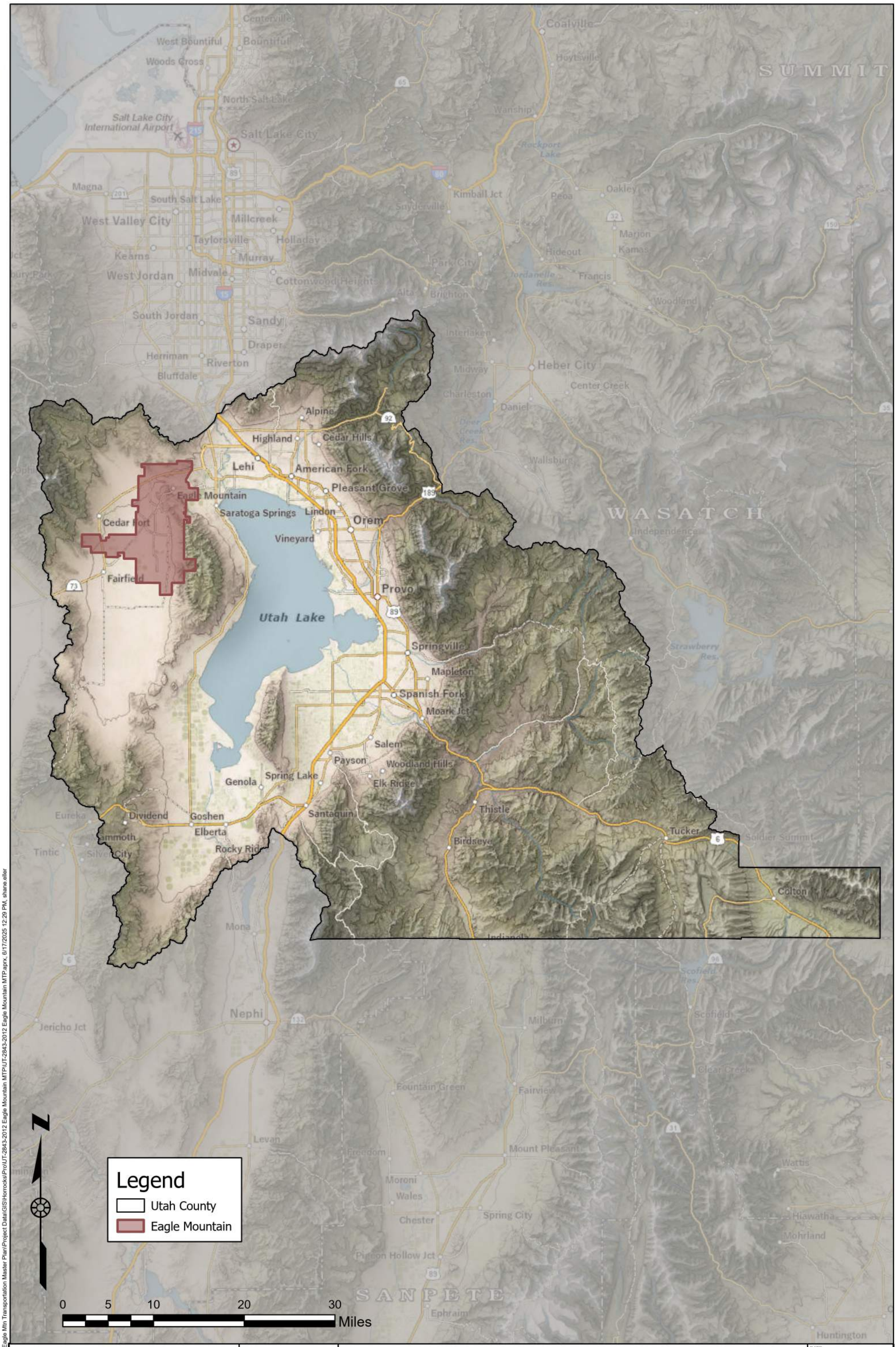
Eagle Mountain as a City

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

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

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

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



Horrocks.

2162 West Grove Parkway
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Eagle Mountain Area Map

Eagle Mountain Transportation Master Plan

DATE 6/17/2025

DRAWN

Figure 2

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

Public Involvement

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

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

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

Roadway Network Conditions

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

Travel Demand Modeling

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

Land Use and Zoning

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

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

Socioeconomic Conditions

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

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

Trip Generation

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

Travel Demand Model Precautions

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

Functional Classification

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

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

Figure 3: Mobility vs. Land Access Representation

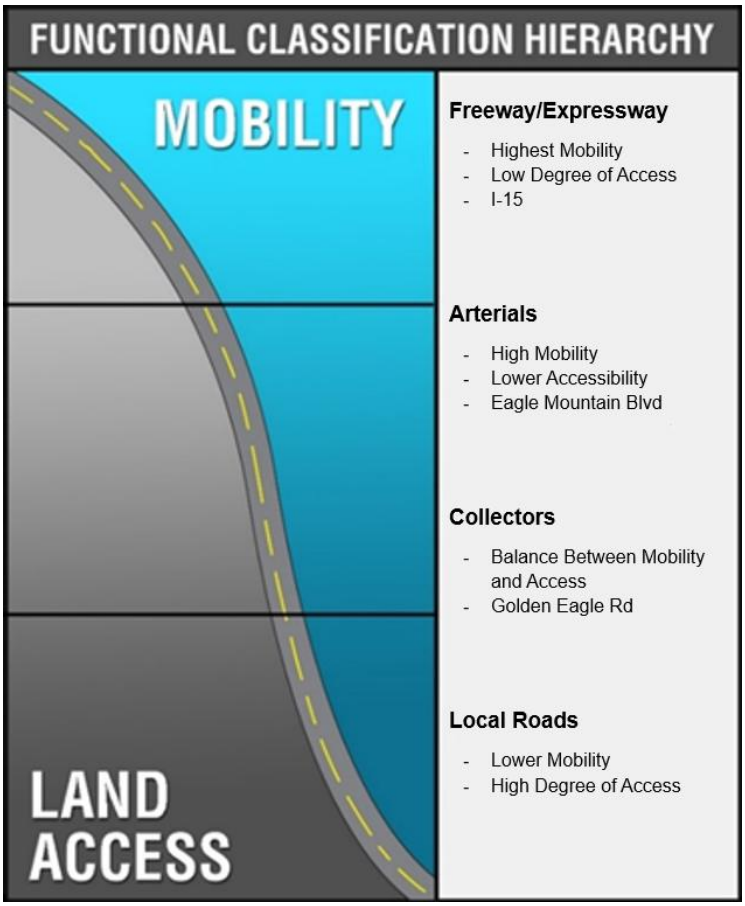


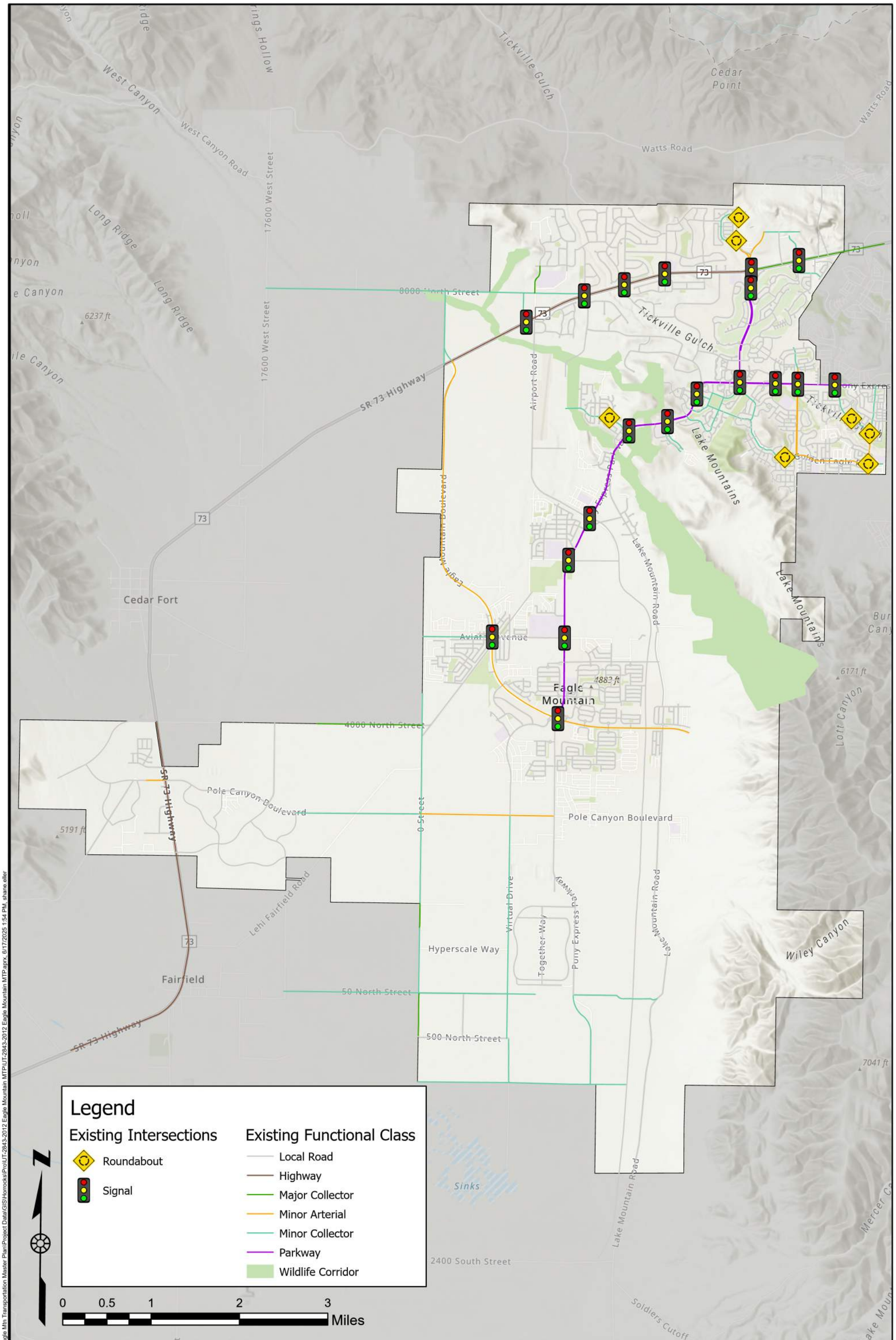
Table 2: Street Functional Classification

Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	4 miles	¼-2 miles	¼-1 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not applicable	40-65%	10-20%	10-25 %
Direct Land Access	None	Limited: major generators only	Restricted: some movements prohibited; number and spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	1 mile	½ mile	300 feet-¼ mile	300 feet
Speed Limit	55-80 mph	40-55 mph in fully developed areas	30-40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Permitted
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of street system		Through traffic should be discouraged, subject to traffic calming

In Eagle Mountain, the roadways are split into six functional classifications: Parkway, Major Arterial, Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. Currently, Parkway/Expressways have 4 travel lanes, Major Arterials range from 5 to 7 lanes, Minor Arterials have 5 lanes, Major Collectors have 3 lanes, Minor Collectors, and Local roadways have 2 lanes. A map showing the Average Daily Traffic (ADT) in Eagle Mountain is shown in **Figure 8**.

Table 3: Functional Classifications

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



Horrocks.

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Existing Functional Classification

Eagle Mountain Transportation Master Plan

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Figure 4

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Typical Roadway Cross-Sections

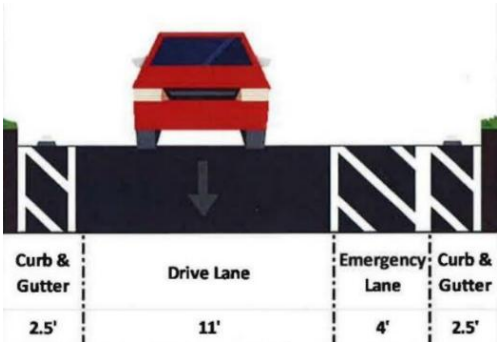
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain City standards, ranges for Right-of-Way (ROW) width and pavement width for each functional classification are described. Each cross-section in Eagle Mountain requires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

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

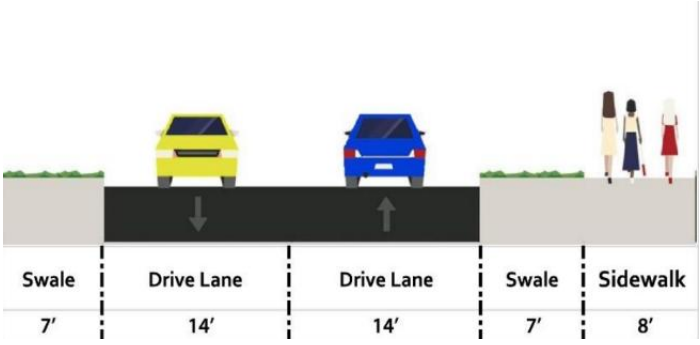
The City has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROWs. The City has two types of arterials; the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four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

Figure 5: Typical Cross-Sections

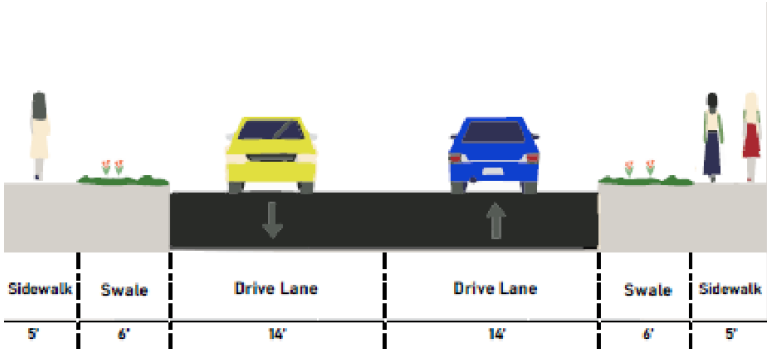
ALLEY (20’ RIGHT OF WAY)



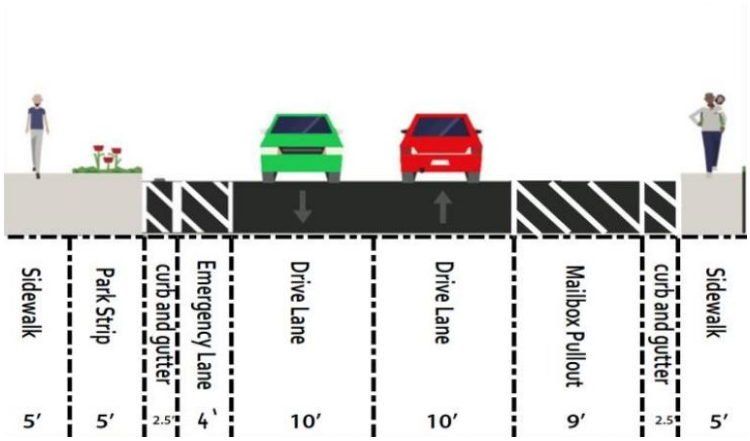
RURAL STREET (50’ RIGHT OF WAY)



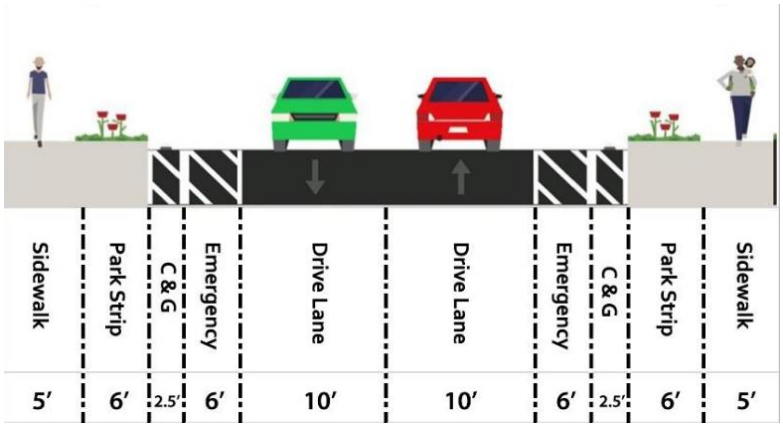
RURAL STREET WITH ALTERNATE (50’ RIGHT OF WAY)



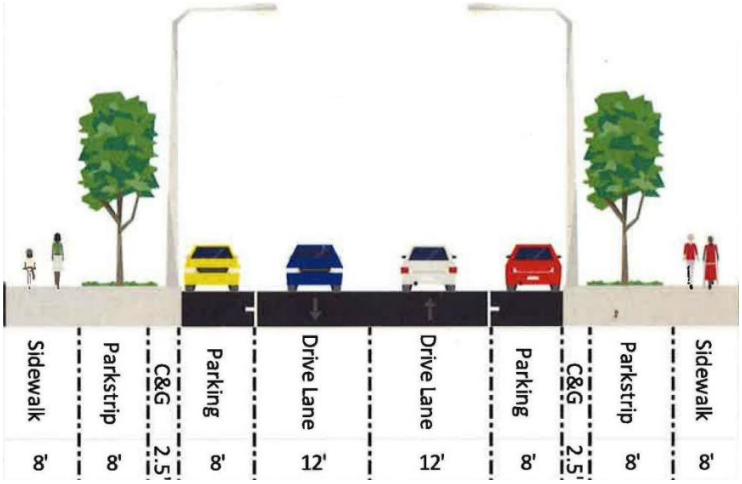
MODIFIED PULLOUT (53’ RIGHT OF WAY)



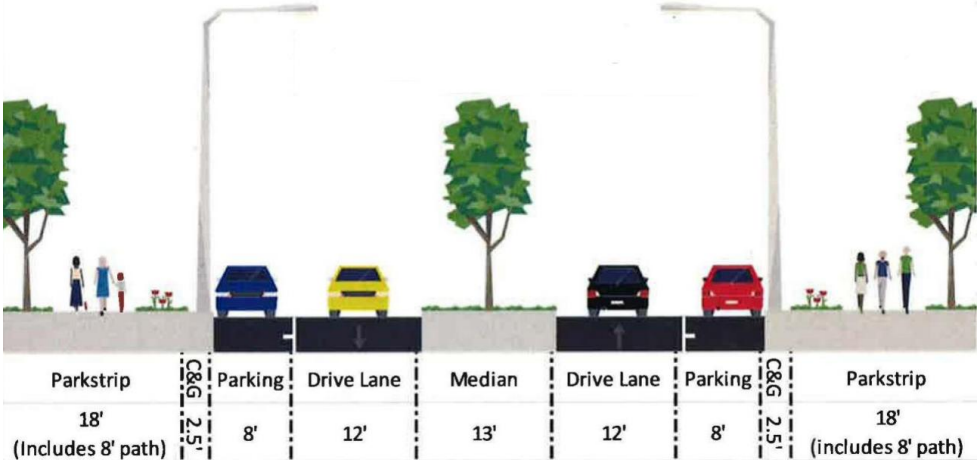
LOCAL (59’ RIGHT OF WAY)



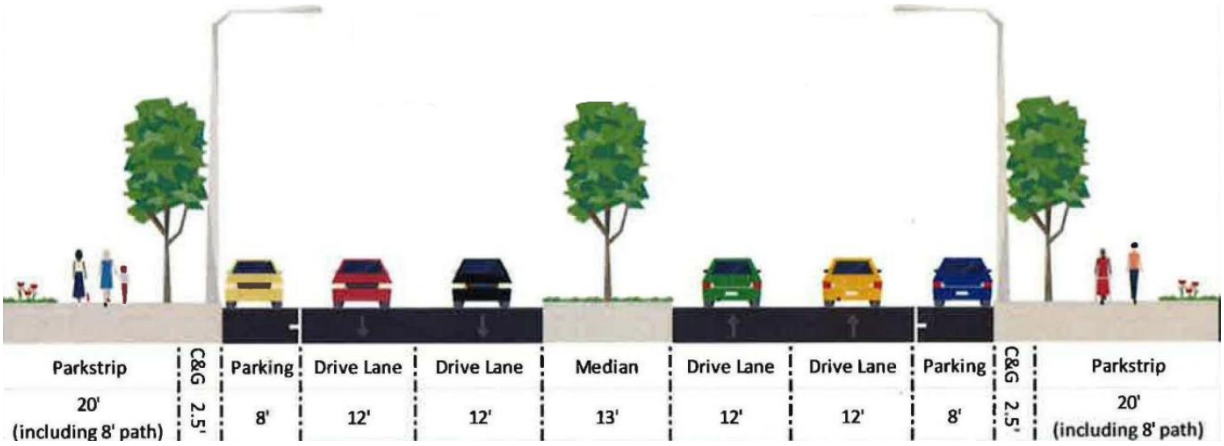
MINOR COLLECTOR STREET – TWO LANES (77’ RIGHT OF WAY)



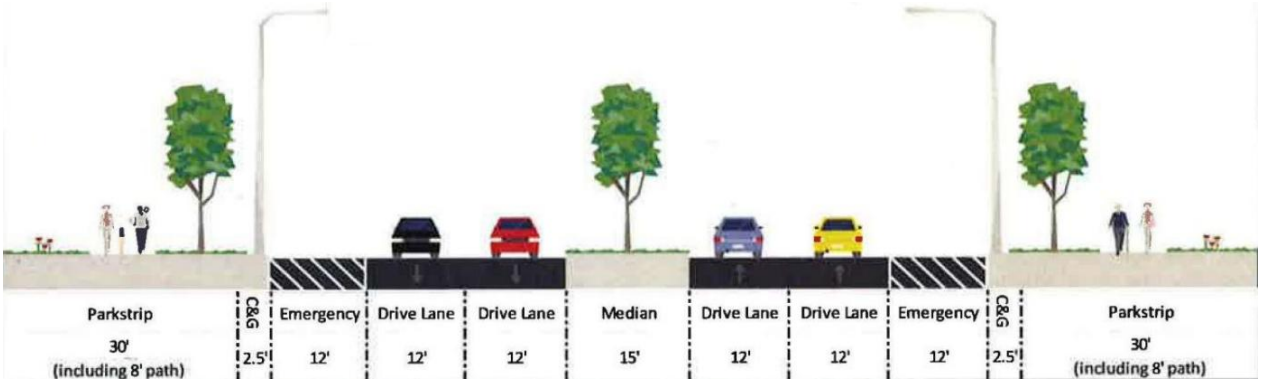
MAJOR COLLECTOR STREET – THREE LANES (94’ RIGHT OF WAY)



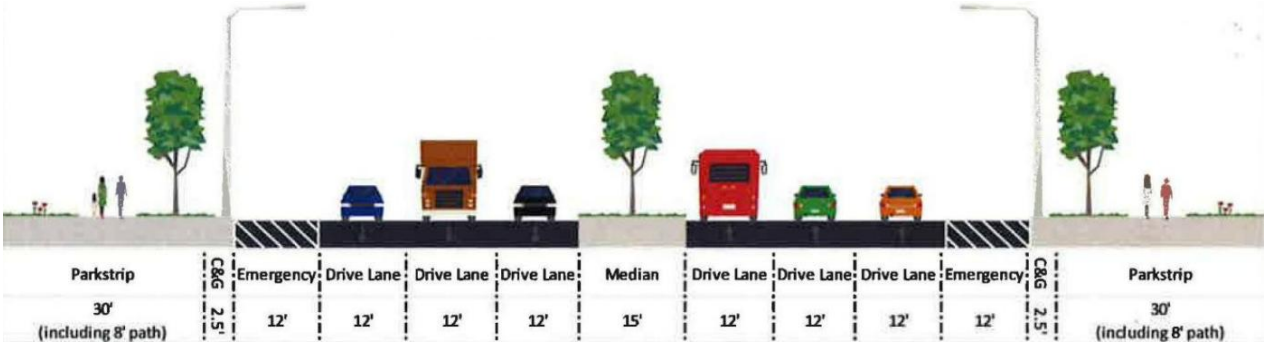
MINOR ARTERIAL STREET – FIVE LANES (122’ RIGHT OF WAY)



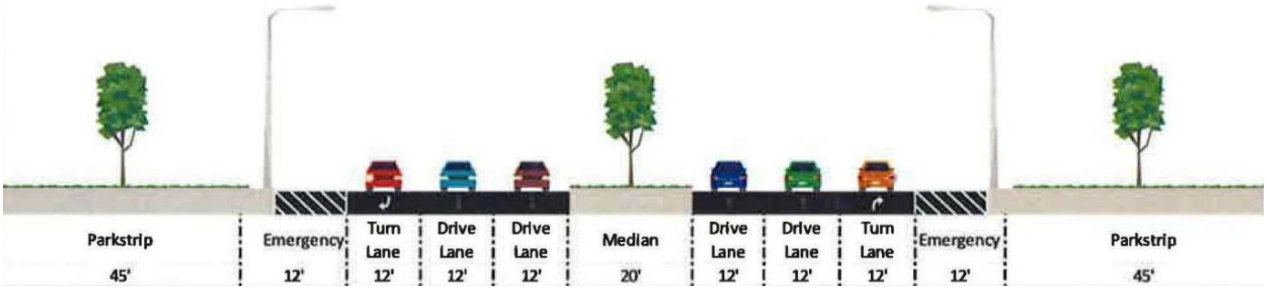
MAJOR ARTERIAL STREET – FIVE LANES (152’ RIGHT OF WAY)



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



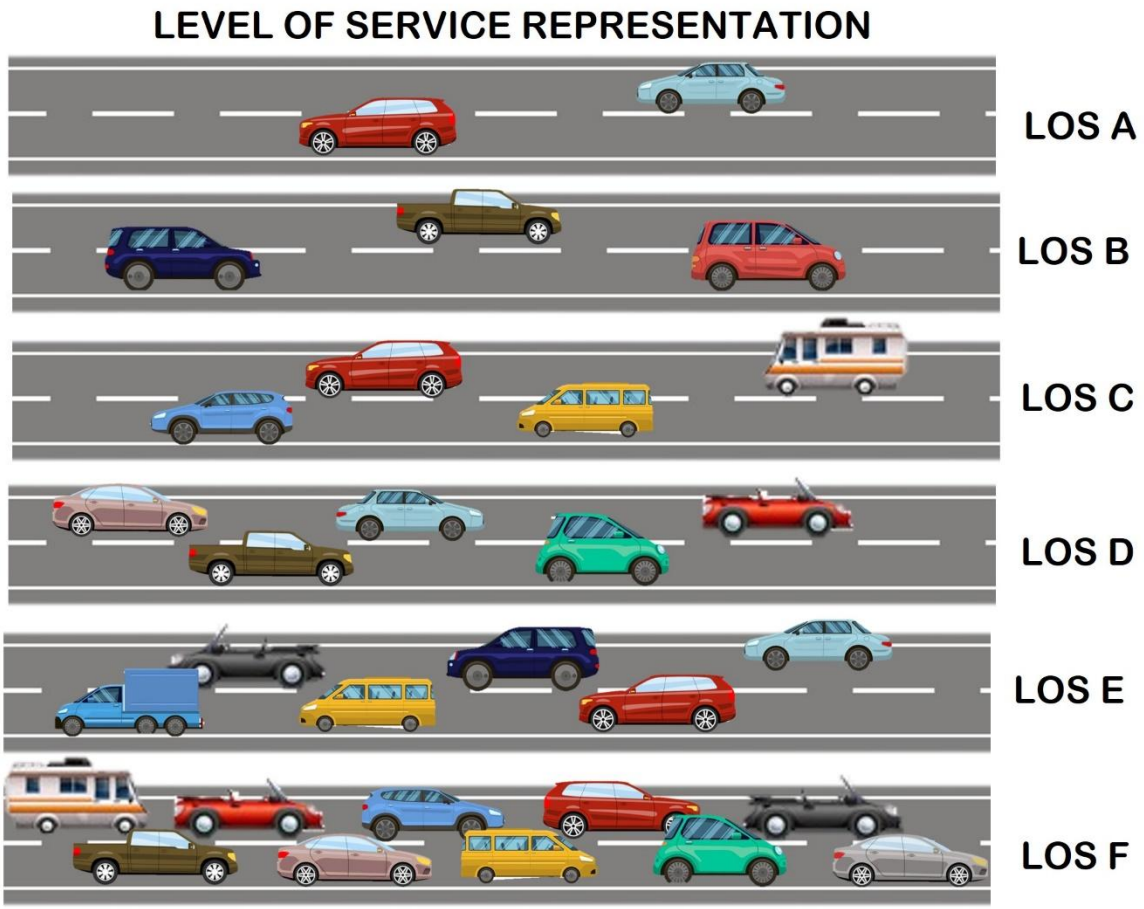
PARKWAY - FIVE LANES (206’ RIGHT OF WAY)



Level of Service

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

Figure 6: Level of Service Representation



Roadway Level of Service

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

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

Table 4: Estimated LOS based on ADT on Arterial Streets

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

Table 5: Estimated LOS based on ADT on Collector Streets

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

Intersection Level of Service

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

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

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

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

Table 6: Intersection Level of Service

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

*LOS F when traffic volumes exceed capacity

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

Site Development Transportation Impacts (Traffic Impact Studies)

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

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

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

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

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

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

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

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

Existing Roadway Network Conditions

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

Travel Demand Model Calibration

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

Existing Roadway and Intersection Level of Service

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

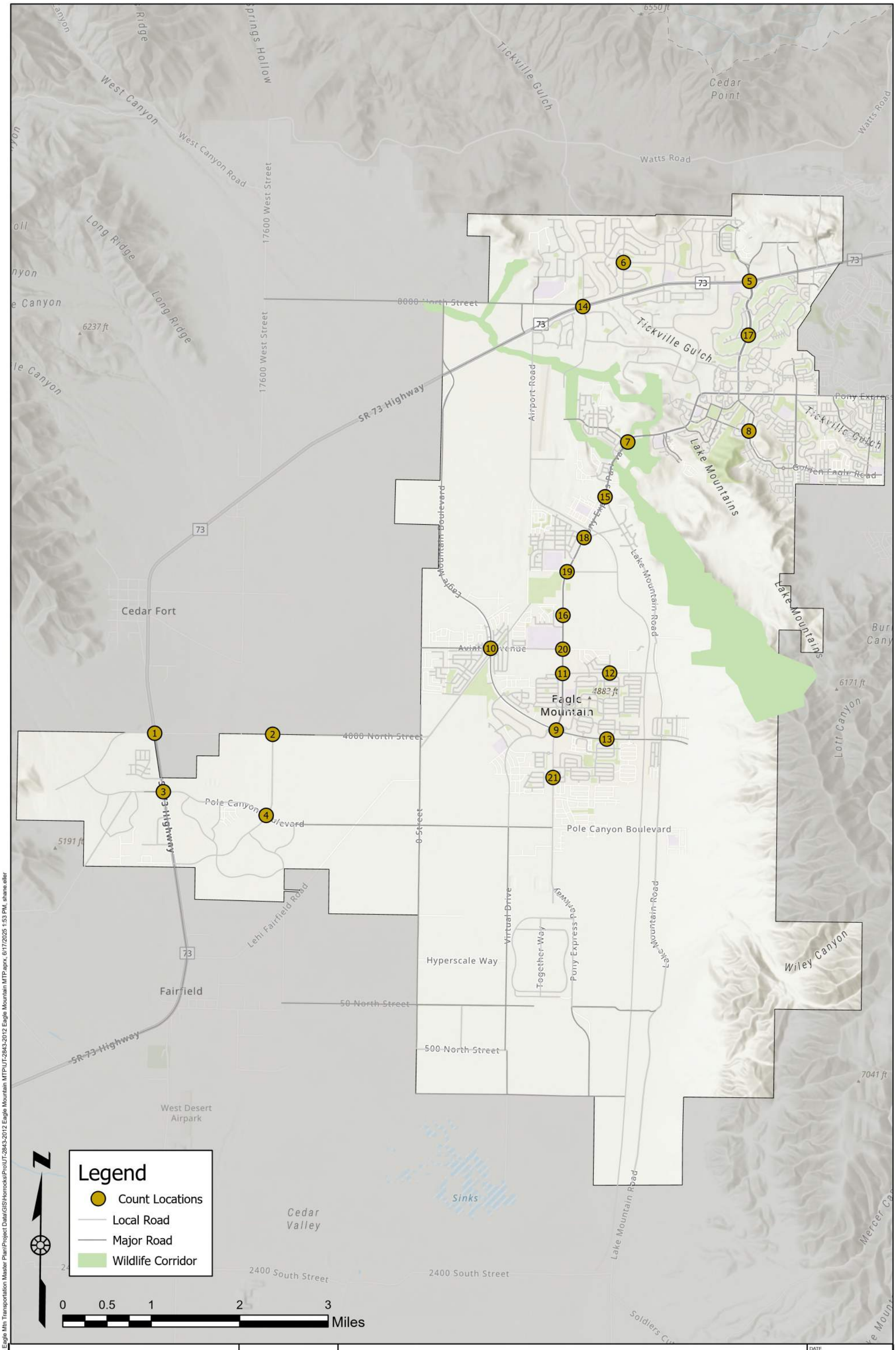
Roadway Segments

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

Mitigations to Existing Capacity Deficiencies

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

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



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Count Location Map

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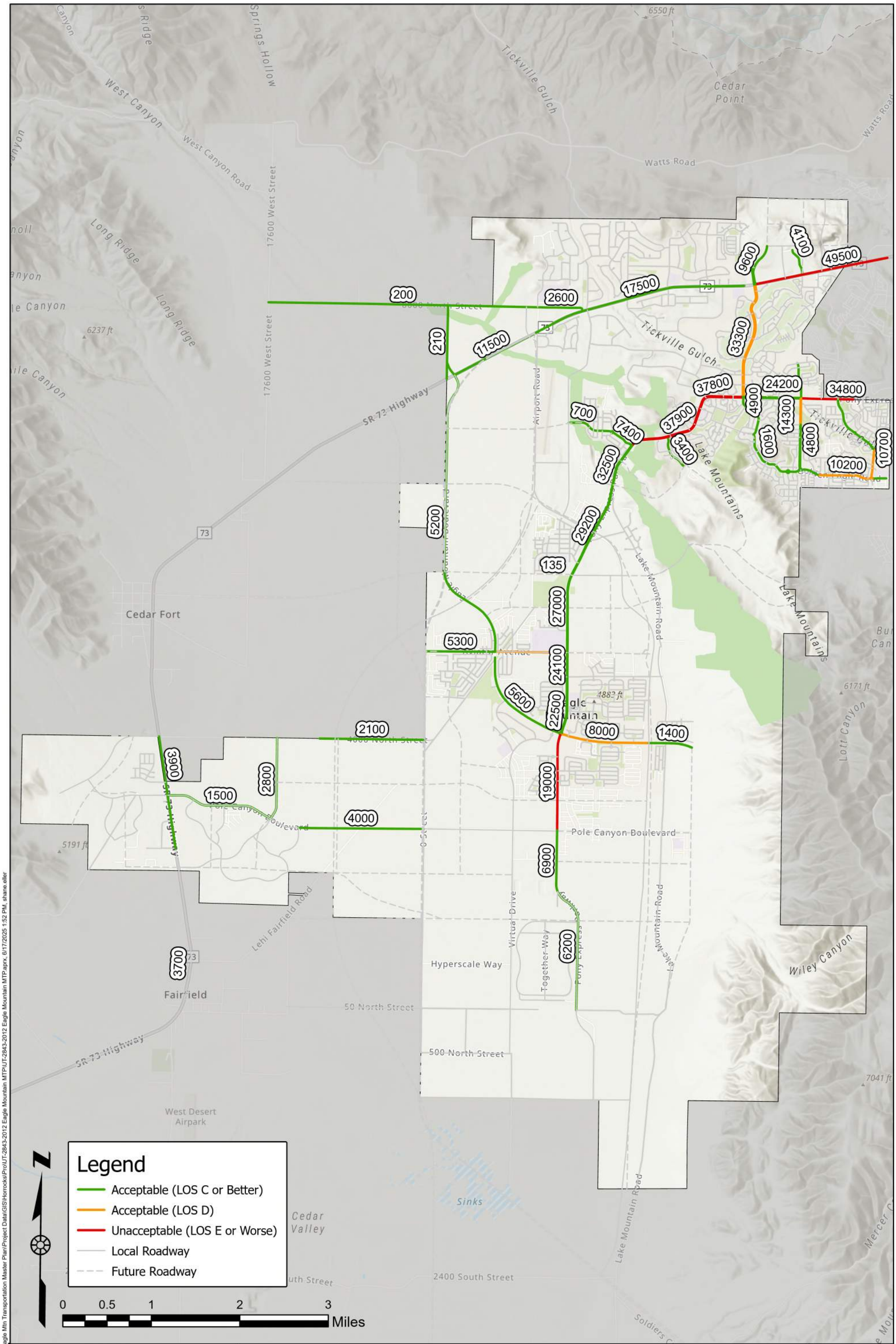
Figure 7



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Existing Level of Service

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Figure 8

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Future Roadway Network Conditions

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

Wildlife Corridor

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

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

2035 Capital Facilities Plan

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

No Build Level of Service

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

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

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

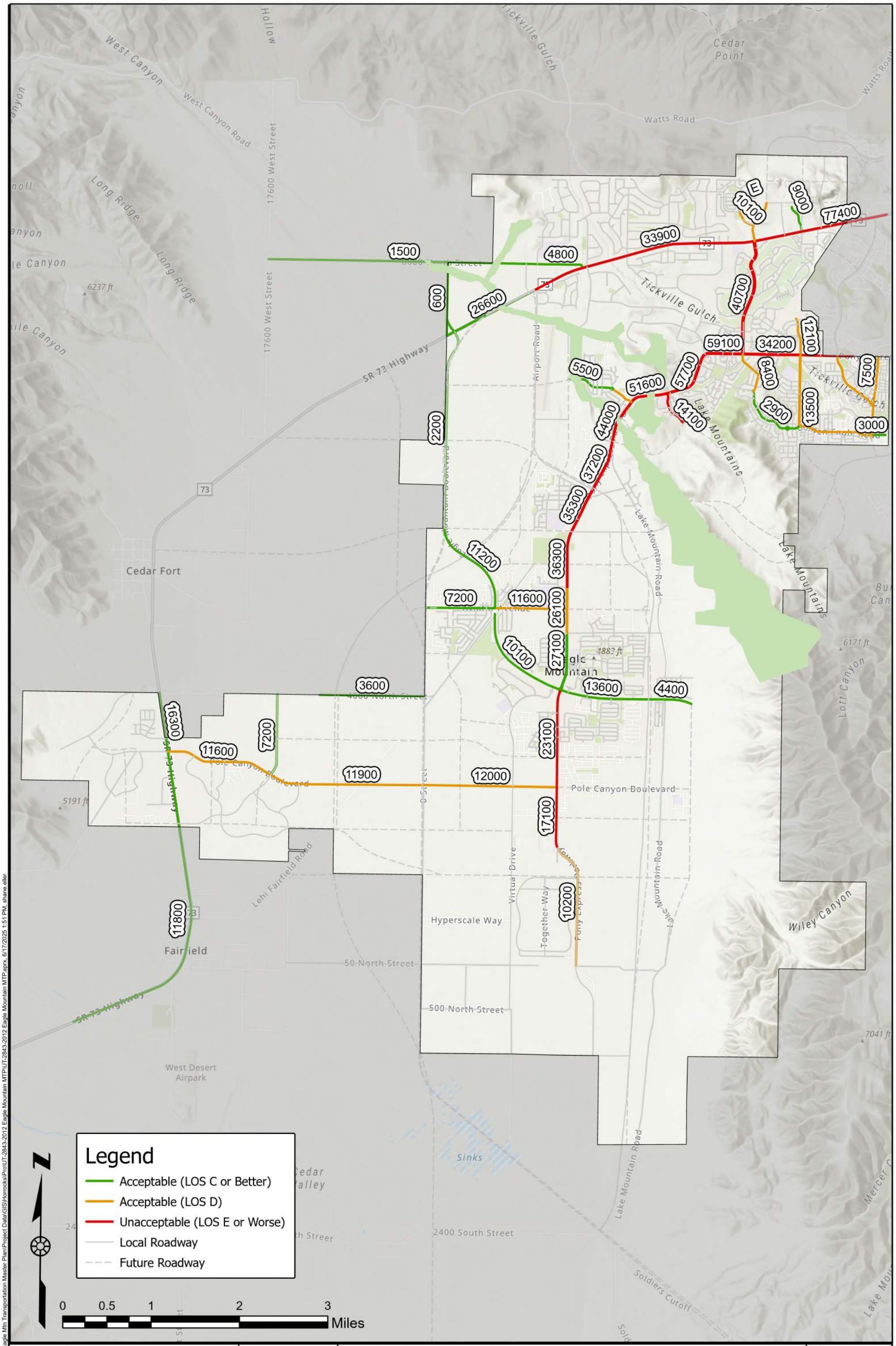
2035 Roadway Improvements

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

Phase 1: 2025-2035

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

Although the improvements on the RTP will improve congestion in the specific project areas, there are other areas of the City where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in **Figure 10**. Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements, and intersection improvements to be completed by 2035, also shown in **Figure 10**. A map indicating the level of service of major roadways when all 2035 projects have been complete is shown in **Figure 11** . A description of all projects can be found in **Appendix B: Cost Estimates.** The costs to implement these projects are found in **Cost to Implement 2035 and 2050 Projects**.



Legend

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

N

0 0.5 1 2 3 Miles

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2035 No-Build Level of Service

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Figure 9

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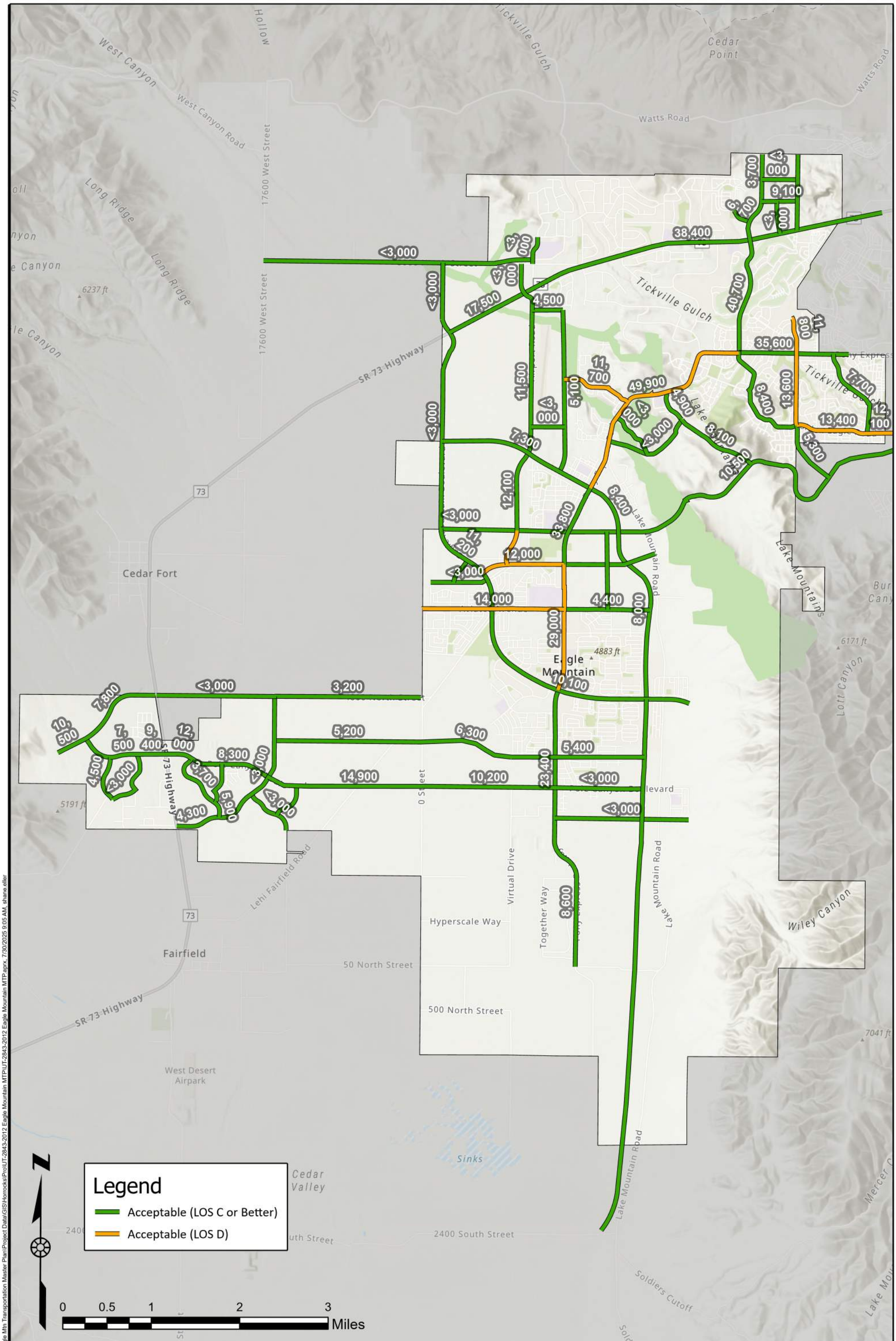

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2035 Build Level of Service

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Figure 10

2035 Roadway and Intersection Improvements

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Figure 11

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Intersection Projects

- 10-Year Signal
- Intersection Improvement

Roadway Projects

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

0 0.5 1 2 3 Miles

N

Cedar Valley
Cedar Fort
Fairfield
CEDAR VALLEY
Eagle Mountain
TRAVERSE MOUNTAINS
Camp Williams State Military Reservation
Cedar Point
Beet Hollow
Oak Springs Hollow
Sheps Ridge
Long Ridge
Tickville Gulch
Firebreak Rd
Watts Rd
W West Canyon Rd
W Military Rd
Jeep Trl
N 17600 W
N 17200 W
W 8000 N
W 2500 N
W 1600 N
E 1000 N
N 16000 W
Cory B Wride Memorial Hwy
W Lehi Fairfield Rd
Lehi Fairfield Rd
N Lehi Fairfield Rd
Eagle Mountain Blvd
Ranch Rd
Cedar Valley Airport
Cedar Valley High School
Cory Wride Memorial Park
Pony Express Park
Webb Cedars
Lake Mountain Rd
N Pony Express Pkwy
Wiley Canyon
Wildcat Canyon
Ivans Canyon
Camp Floyd State Park
Broadmouth Canyon
Oak Canyon Rd
6237 ft
6550 ft

2050 Roadway Improvements

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

No Build Level of Service

As used for the 2035 roadway conditions, the no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the City roadway network. Using the travel demand model, **Figure 12** shows the 2050 No Build LOS. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

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

2050 No-Build Level of Service

Eagle Mountain Transportation Master Plan

Legend

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

N

0 0.5 1 2 3 Miles

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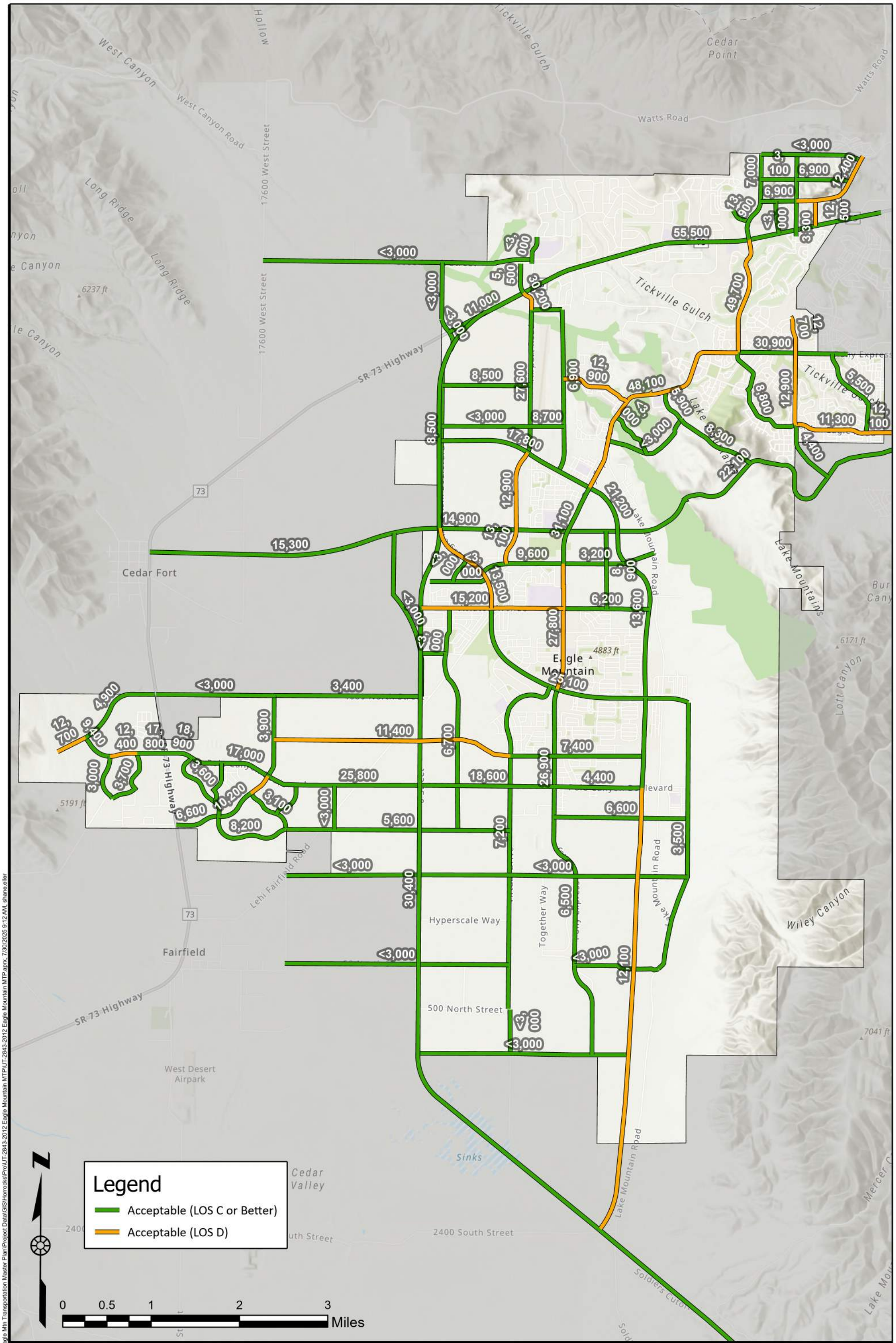
Figure 12



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2050 Build Level of Service

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Figure 13

2050 Roadway Improvements

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

Phase 1: 2025-2035

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

Phase 2: 2031-2040

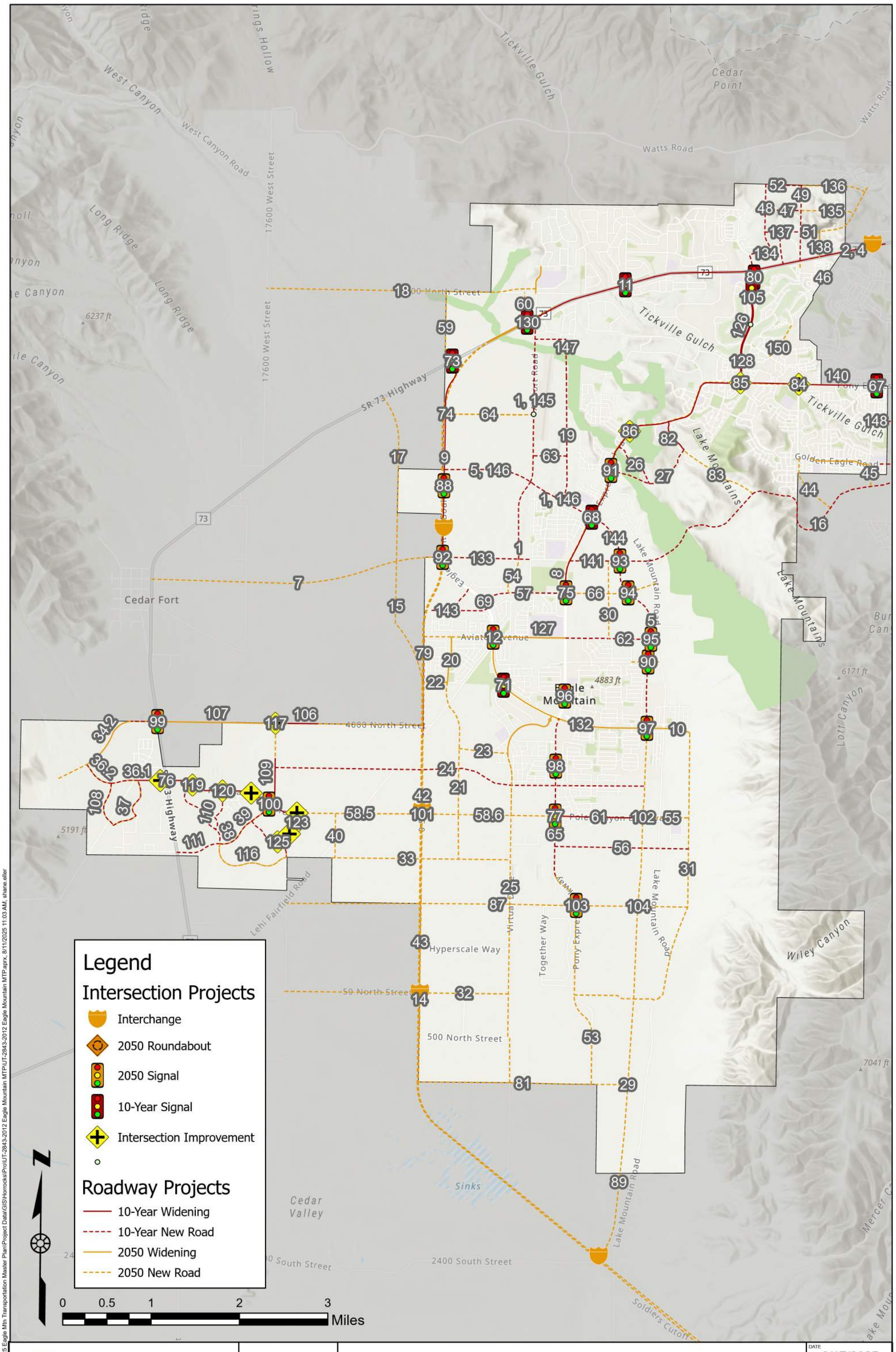
- **Cedar Valley Expressway** (Airport Road to Eagle Mountain City Boundary) –*New Expressway*
- **East Expressway** (Eagle Mountain Blvd to SE Eagle Mountain Blvd) – *Widen to 5 lanes*

Phase 3: 2040-2050

- **Cedar Valley Fwy** (Airport Road to Eagle Mountain City Boundary) – *New Freeway*
- **Mid Valley Rd** (East Expressway to Redwood Rd) – *New 5-lane Road*
- **Mid Valley Rd** (Eagle Mountain Blvd west to SR-73) – *New 3-lane road*
- **UC 8000 N** (SR-73 to UC 17600 W) – *New 3-lane road*
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – *Widen to 7 lanes*
- **Airport Rd** (Cory B Wride HWY to East Expressway) –*Widen 7-lanes*
- **Ranches Pkwy** (Pony Express Pkwy to HWY to Cory B Wride HWY) –*Widen 7-lanes*

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

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



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Future Transportation Projects

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Figure 14

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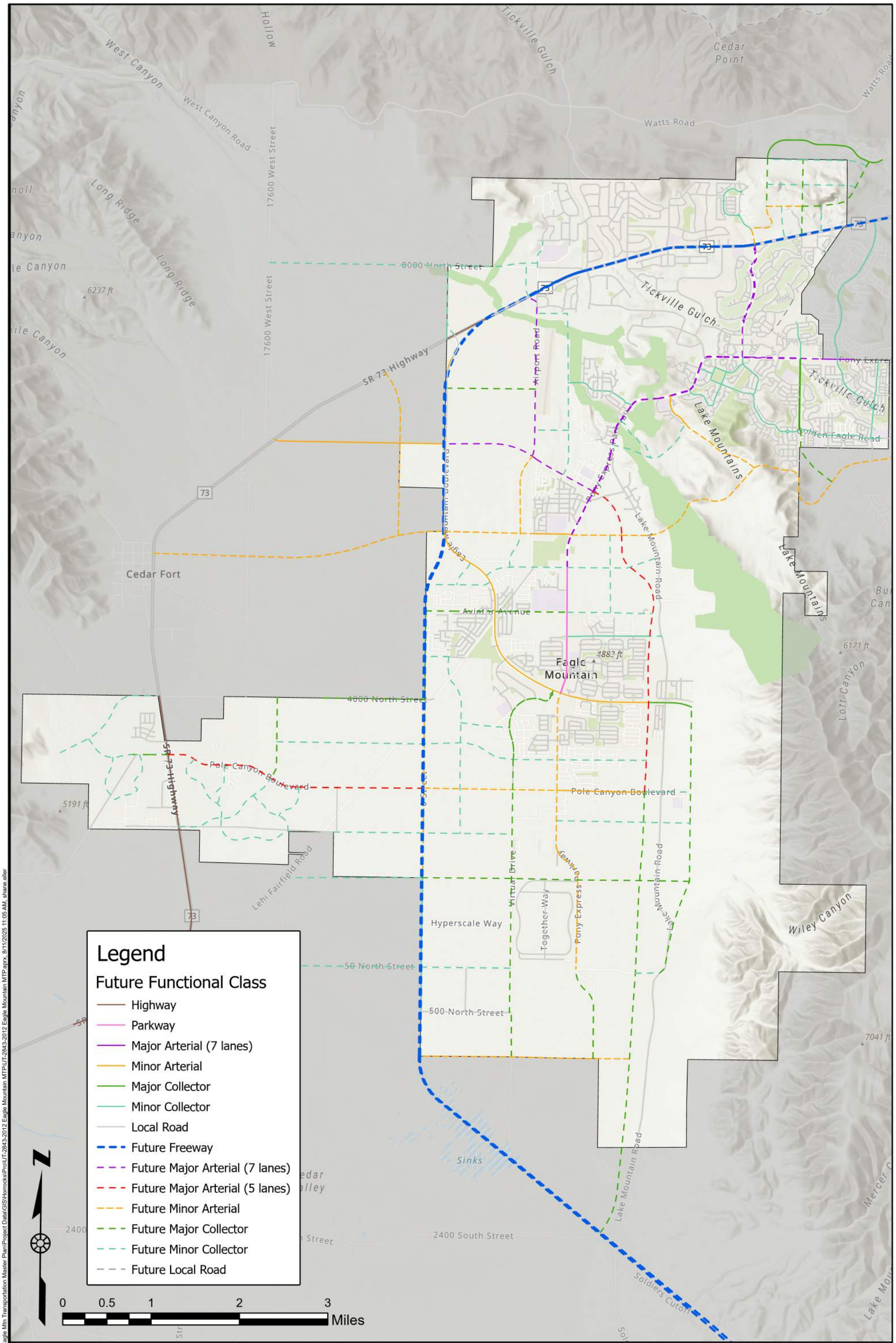

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Future Functional Classification

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Figure 15

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Funding for Roadway Network Improvements

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

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

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

Federal Funding

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

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

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

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

State/County Funding

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

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

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

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

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

City Funding

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

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

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

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

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

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

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

Impact Fees

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

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

Cost to Implement 2035 and 2050 Projects

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

The total cost for the 2035 CFP projects is **$1,507,924,000.** Eagle Mountain is financially responsible for **$316,793,000,** with **$83,231,000** eligible to be paid by impact fees. A detailed description of each project is included in **Table 7** and are ordered based on the project priority for each year.

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

Also included are all projects necessary for the roadway network for 2050. Although this TMP should be regularly updated, all roadway improvements must accommodate projected 2050 traffic volumes. All projects included for the horizon year 2050 are listed in **Appendix B: Cost Estimates**. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **$2.636 billion,** with Eagle Mountain financially responsible for **$756.03 million**.

Table 7: 2035 Projects

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

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

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

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

Table 8: 2050 Projects

2050 Capital Facilities Plan – Eagle Mountain City Responsibility							
Ref. No.	Location	Total Price	Funding Source	Year	Length of Project	Eagle Mountain %	Eagle Mountain Total
7	New Road (Mid Valley Road): Eagle Mountain Blvd to SR-73 - New 3 lane road	$37,300,000	MAG	2050	22281	7%	$2,526,000
10	Eagle Mountain Blvd Widening: East Expressway to Project 31	$3,477,000	Eagle Mountain	2050	2600	100%	$3,477,000
13	New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road	$8,562,000	MAG	2050	5114	7%	$580,000
14	New Road (Cedar Valley Freeway): Airport Rd to Eagle Mountain City Boundary - New freeway	$359,500,000	UDOT	2050	103171	0%	$-
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	$16,969,000	MAG	2050	10136	7%	$1,149,000
17	New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road	$13,691,000	MAG	2050	9980	7%	$927,000
18	New Road (UC 8000 N): SR-73 to UC 17200 W - New 3 lane road	$42,000,000	MAG	2050	25088	7%	$2,844,000
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	$2,265,000	Eagle Mountain	2050	2765	100%	$2,265,000
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	$15,399,000	Eagle Mountain	2050	10691	100%	$15,399,000
22	New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road	$1,966,000	Eagle Mountain	2050	1437	100%	$1,966,000
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	$3,634,000	Eagle Mountain	2050	2921	100%	$3,634,000
25	New Road (Virtual Drive): N Wood Rd to E 500 N St - New 3 lane road	$30,256,000	Eagle Mountain	2050	18073	100%	$30,256,000
29	East Expressway & Project 81 - New Signal	$620,000	Eagle Mountain	2050	NA	100%	$620,000
30	New Road (unknown n/s road): Project 16 to Project 62	$6,345,000	Eagle Mountain	2050	4638	100%	$6,345,000
31	New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St	$22,237,000	Eagle Mountain	2050	16256	100%	$22,237,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	$7,308,000	Eagle Mountain	2050	5342	100%	$7,308,000
33	New Road (unknown): Wood Road to Project 40	$14,596,000	Eagle Mountain	2050	10670	100%	$14,596,000

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

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

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

Alternative Transportation Modes

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

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

Bicycle and Pedestrians

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

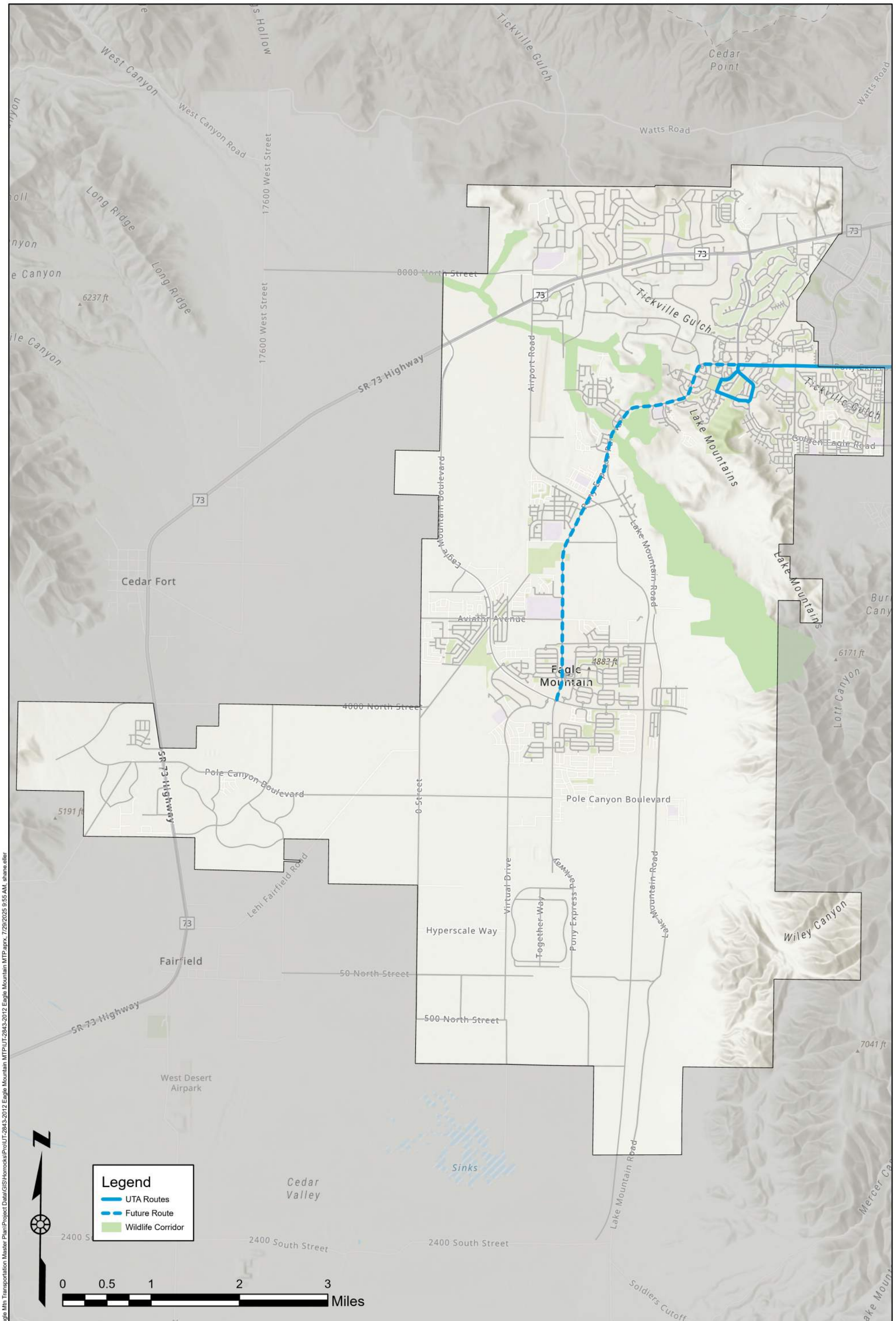
Transit

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

In 2008, the Utah Transit Authority (UTA) began Route 806, the first bus route to serve Eagle Mountain, which currently runs between Nolen Park in Eagle Mountain (western terminus) and the Lehi (FrontRunner) station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain are included in **Figure 16** (UTA maintains up-to-date route information at www.rideuta.com). The combined efforts of the Utah Transit Authority (UTA), UDOT, MAG, and Eagle Mountain will dictate the nature of a future expanded transit system. In the spring of 2026, UTA will begin servicing 860, which

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

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



Horrocks.

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

UTA Transit Routes

Eagle Mountain Transportation Master Plan

DATE 7/29/2025
DRAWN

Figure 16

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

APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES

Traffic Impact Study Requirements

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL I

PROJECT ADT < 100 TRIPS

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

1. ***Study Area***
   - The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary.
   - The study area may be limited to or include property frontage and neighboring and adjacent parcels. Identify site, cross, and next adjacent up and downstream access points within the access category distance of property boundaries.
2. ***Design Year***
   - Opening Day of the Project
3. ***Analysis Conditions and Period***
   - Identify site traffic volumes and characteristics.
   - Identify adjacent street(s) traffic volume and characteristics.
4. ***Identify right-of-way, geometric boundaries, and physical conflicts***
   - Investigate the existence of a federal or state, no-access, or limited-access control line.
5. ***Generate access point capacity analysis as necessary***
   - Analyze site and adjacent road traffic for the following periods: weekday A.M. and P.M. peak hours, including Saturday peak hours if required by the City Engineer. Identify special event peak hours as necessary (per roadway peak and site peak).
6. ***Design and Mitigation***
   - Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.

PERMIT LEVEL / TRAFFIC STUDY LEVEL II

PROJECT ADT 100 TO 500 TRIPS

1. ***Study Area***
   - The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary.
   - Intersection of site access drives with state highways and any signalized and unsignalized intersection within the access category distance of the property line. Include any identified queuing distance at the site and study intersections
2. ***Design Year***
   - Opening Day of the Project
3. ***Analysis Period***
   - Identify site and adjacent road traffic for weekday A.M. and P.M. peak hours (Saturdays if required by the City Engineer).
4. ***Data Collection***
   - Identify site and adjacent street roadway and intersection geometries.
   - Identify adjacent street(s) traffic volume and characteristics.
5. ***Conflict / Capacity Analysis***
   - Diagram flow of traffic at access point(s) for site and adjacent development.
   - Perform capacity analysis as determined by the City Engineer.
6. ***Right-of-Way Access***
   - Identify right-of-way, geometric boundaries, and physical conflicts.
   - Investigate the existence of a federal or state, no-access, or limited-access control line.
7. ***Design and Mitigation***
   - Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation according to the appropriate state highway access category.

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

1. ***Study Area***
   - The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary. An acceptable traffic study boundary is 1/4-1/2 mile on each side of the project site per the City Engineer.
   - Intersection of site access drives with state highways and any signalized and unsignalized intersection within the access category distance of the property line. Include any identified queuing distance at the site and study intersections.
2. ***Design Year***
   - Opening Day of the Project
   - Five (5) Years after Project Completion
   - Document and include all phases of development (including out pad parcels)

3. *Analysis Period*

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

4. *Data Collection*

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

5. *Trip Generation*

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

6. *Trip Distribution and Assignment*

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

7. *Conflict/Capacity Analysis*

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

8. *Traffic Signal Impacts*

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

9. *Design and Mitigation.*

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL III

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

1. ***Study Area***
   - The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence, or reasonable travel time boundary.
   - An acceptable traffic study boundary should be based on travel time or by market area influence. Intersection of site access drives with state highways and any intersection within 1/2 mile of the property line on each side of the project site.
2. ***Design Year***
   - Opening Day of the Project
   - Five (5) Years After Opening
   - Twenty (20) Years After Opening
   - Document and include all phases of development (including out pad parcels).
3. ***Analysis period***
   - For each design year, analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours, including Saturday peak hours if identified as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).
4. ***Data Collection***
   - Daily and turning movement counts.
   - Identify site and adjacent street roadway and intersection geometries.
   - Traffic control devices, including traffic signals and regulatory signs.
   - Automatic continuous traffic counts for at least 48 hours.
   - Traffic accident data.
5. ***Trip Generation***
   - Use equations or rates available in the latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform a trip rate study and estimation following ITE procedures, or develop a justified trip rate agreed to by the Department.
6. ***Trip Distributions and Assignment***
   - Document distribution and assignment of existing, site, background, and future traffic volumes on the surrounding network of the study area.
7. ***Capacity Analysis***
   - Level of Service (LOS) for all intersections.
   - LOS for existing conditions, design year without project, and design year with project.

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

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

1. ***Study Area***
   - The study area, depending on the size and intensity of the development, will include the surrounding roadways ½ mile from the parcel boundary or a reasonable travel time boundary.
2. ***Design Year***
   - Opening Day of the Project
   - Five (5) Years After Opening
   - Twenty (20) Years After Opening
   - Document and include all phases of development (including out pad parcels).
3. ***Analysis Period***
   - For each design year, analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours, including Saturday peak hours as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).
4. ***Data Collection***
   - Daily and turning movement counts.
   - Identify site and adjacent street roadway and intersection geometries.
   - Traffic control devices, including traffic signals and regulatory signs.
   - Automatic continuous traffic counts for at least 24 hours, or obtain ADT from local or state agencies
   - Traffic accident data.
5. ***Trip Generation***
   - Use equations or rates available in the latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform a trip rate study and estimation following ITE procedures, or develop a justified trip rate agreed to by the Department.
6. ***Trip Distributions and Assignment***
   - Document distribution and assignment of existing, site, background, and future traffic volumes on the surrounding network of the study area.
7. ***Capacity Analysis***
   - Level of Service (LOS) for all intersections.
   - LOS for existing conditions, design year without project, and design year with project.

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

APPENDIX B: COST ESTIMATES

Eagle Mountain
CFP/IFFP

Project No. 1

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	1.52

Eagle Mountain
CFP/IFFP

Project No. 2.00

Improvement Type: New Road

Cory Wride Freeway: Mountain View Corridor to Ranches Parkway - New freeway, frontage roads

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	11,723,675	$117,236,749
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	622.9	$1,245,900
Roadway Excavation	C.Y.	$ 39.00	1,345,320	$52,467,470
HMA Concrete	Ton	$ 114.00	344,548	$39,278,428
Untreated Base Course	C.Y.	$ 52.00	369,567	$19,217,460
Granular Borrow	C.Y.	$ 38.00	739,133	$28,087,056
Curb and Gutter (2.5' width)	L.F.	$ 45.00	263,453	$11,855,402
Sidewalk (5' width)	L.F.	$ 54.00	263,453	$14,226,482
Drainage	L.F.	$ 45.00	131,727	$5,927,701
Street Lighting	L.F.	$ 50.00	131,727	$6,586,334
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$296,128,982**
		Construction Contingency	**25%**	**$74,032,245**
		Right of Way ($8/sf)	27,135,697	**$217,085,577**
		Mobilization	**10%**	**$29,612,898**
		Engineering & Administration	**10%**	**$29,612,898**
			Total Project Costs	**$459,000,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	UDOT
HMA Thickness (in) =	5	Length (miles)	24.95
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 4

Improvement Type: Capacity Improvement

Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - New Freeway

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	16,162,554	$161,625,535
Removal of Existing Asphalt	S.Y.	$ 8.00	1,109,788	$8,878,307
Clearing and Grubbing	Acre	$ 2,000.00	433.6	$867,152
Roadway Excavation	C.Y.	$ 39.00	792,108	$30,892,208
HMA Concrete	Ton	$ 114.00	202,865	$23,126,660
Untreated Base Course	C.Y.	$ 52.00	217,596	$11,315,007
Granular Borrow	C.Y.	$ 38.00	435,193	$16,537,317
Curb and Gutter (2.5' width)	L.F.	$ 45.00	363,203	$16,344,155
Sidewalk (5' width)	L.F.	$ 54.00	363,203	$19,612,986
Drainage	L.F.	$ 45.00	181,602	$8,172,078
Street Lighting	L.F.	$ 50.00	181,602	$9,080,086
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$306,451,493**
			Construction Contingency	**25%**	**$76,612,873**
			Right of Way ($8/sf)	142,643	**$1,141,144**
			Mobilization	**10%**	**$30,645,149**
			Engineering & Administration	**10%**	**$30,645,149**
			Total Project Costs	**$475,000,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	34.39

Eagle Mountain
CFP/IFFP

Project No. 5

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	1,370,688	$13,706,880
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	16.5	$33,012
Roadway Excavation	C.Y.	$ 39.00	185,641	$7,239,995
HMA Concrete	Ton	$ 114.00	42,761	$4,874,800
Untreated Base Course	C.Y.	$ 52.00	49,691	$2,583,915
Granular Borrow	C.Y.	$ 38.00	99,381	$3,776,491
Curb and Gutter (2.5' width)	L.F.	$ 45.00	46,464	$2,090,880
Sidewalk (5' width)	L.F.	$ 54.00	46,464	$2,509,056
Drainage	L.F.	$ 45.00	23,232	$1,045,440
Right of Way	S.F.	$ 8.00	718,991	$5,751,930
Street Lighting	L.F.	$ 50.00	23,232	$1,161,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$44,773,998**
			Contingency	**25%**	**$11,193,499**
			Mobilization	**10%**	**$4,477,400**
			Preconstruction Engineering	**20%**	**$8,954,800**
			Construction Engineering	**0%**	**$0**
			Total Project Costs	**$69,400,000**
			Eagle Mountain's Responsibility	**6.77%**
				$4,699,000

Overall Assumptions:

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

Other Funding Sources: MAG

Eagle Mountain
CFP/IFFP

Project No. 7

Improvement Type: New Road

New Road (Mid Valley Road): Eagle Mountain Blvd to SR-73 - New 3 lane road

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	802,105	$8,021,051
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	48.1	$96,161
Roadway Excavation	C.Y.	$ 39.00	100,882	$3,934,400
HMA Concrete	Ton	$ 114.00	23,023	$2,624,666
Untreated Base Course	C.Y.	$ 52.00	27,851	$1,448,245
Granular Borrow	C.Y.	$ 38.00	37,134	$1,411,111
Curb and Gutter (2.5' width)	L.F.	$ 45.00	44,561	$2,005,263
Sidewalk (5' width)	L.F.	$ 54.00	44,561	$2,406,315
Drainage	L.F.	$ 45.00	22,281	$1,002,631
Street Lighting	L.F.	$ 50.00	22,281	$1,114,035
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$24,063,880**
		Construction Contingency	**25%**	**$6,015,970**
		Right of Way ($8/sf)	2,094,386	**$16,755,085**
		Mobilization	**10%**	**$2,406,388**
		Engineering & Administration	**10%**	**$2,406,388**
			Total Project Costs	**$37,300,000**
			Eagle Mountain's Responsibility	**6.77%**
				$2,526,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	4.22
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 8

Improvement Type: Capacity Improvement

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

Principal Arterial - 206' Seven Lanes

Costs

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

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.08

Eagle Mountain
CFP/IFFP

Project No. 9

Improvement Type: Capacity Improvement

Eagle Mountain Blvd Widening: SR-73 to Mid Valley Rd - Widen to 5 lanes

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	1,441,429	$14,414,290
Removal of Existing Asphalt	S.Y.	$ 8.00	86,866	$694,926
Clearing and Grubbing	Acre	$ 2,000.00	15.1	$30,286
Roadway Excavation	C.Y.	$ 39.00	108,457	$4,229,805
HMA Concrete	Ton	$ 114.00	24,982	$2,847,993
Untreated Base Course	C.Y.	$ 52.00	29,031	$1,509,595
Granular Borrow	C.Y.	$ 38.00	58,061	$2,206,330
Curb and Gutter (2.5' width)	L.F.	$ 45.00	48,862	$2,198,790
Sidewalk (5' width)	L.F.	$ 54.00	48,862	$2,638,548
Drainage	L.F.	$ 45.00	24,431	$1,099,395
Street Lighting	L.F.	$ 50.00	24,431	$1,221,550
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$33,091,509**
		Construction Contingency	**25%**	**$8,272,877**
		Right of Way ($8/sf)	659,637	**$5,277,096**
		Mobilization	**10%**	**$3,309,151**
		Engineering & Administration	**10%**	**$3,309,151**
			Total Project Costs	**$51,292,000**
			Eagle Mountain's Responsibility	**100.00%**
				$51,292,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	4.63

Eagle Mountain
CFP/IFFP

Project No. 10

Improvement Type: Capacity Improvement

Eagle Mountain Blvd Widening: East Expressway to Project 31

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	93,600	$936,000
Removal of Existing Asphalt	S.Y.	$ 8.00	6,356	$50,844
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	5,298	$206,603
HMA Concrete	Ton	$ 114.00	1,209	$137,826
Untreated Base Course	C.Y.	$ 52.00	1,463	$76,050
Granular Borrow	C.Y.	$ 38.00	1,950	$74,100
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,200	$234,000
Sidewalk (5' width)	L.F.	$ 54.00	5,200	$280,800
Drainage	L.F.	$ 45.00	2,600	$117,000
Street Lighting	L.F.	$ 50.00	2,600	$130,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,243,223**
			Construction Contingency	**25%**	**$560,806**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$224,322**
			Engineering & Administration	**10%**	**$224,322**
			Total Project Costs	**$3,477,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,477,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.49

Eagle Mountain
CFP/IFFP

Project No. 11

Improvement Type: Traffic Signal

Cory B Wride & Mustang Way - New Signal

Principal Arterial - 206' Seven Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 12

Improvement Type: Traffic Signal

Eagle Mountain Blvd & Aviator Ave - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$236,928
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$236,928**
			Construction Contingency	**25%**	**$59,232**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$23,693**
			Engineering & Administration	**10%**	**$23,693**
			Total Project Costs	**$367,238**
			Eagle Mountain's Responsibility	**100.00%**
				$367,238

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 13

Improvement Type: New Road

New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	184,104	$1,841,040
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	11.0	$22,071
Roadway Excavation	C.Y.	$ 39.00	23,155	$903,047
HMA Concrete	Ton	$ 114.00	5,284	$602,429
Untreated Base Course	C.Y.	$ 52.00	6,393	$332,410
Granular Borrow	C.Y.	$ 38.00	8,523	$323,887
Curb and Gutter (2.5' width)	L.F.	$ 45.00	10,228	$460,260
Sidewalk (5' width)	L.F.	$ 54.00	10,228	$552,312
Drainage	L.F.	$ 45.00	5,114	$230,130
Street Lighting	L.F.	$ 50.00	5,114	$255,700
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,523,286**
		Construction Contingency	**25%**	**$1,380,822**
		Right of Way ($8/sf)	480,716	**$3,845,728**
		Mobilization	**10%**	**$552,329**
		Engineering & Administration	**10%**	**$552,329**
			Total Project Costs	**$8,562,000**
			Eagle Mountain's Responsibility	**6.77%**
				$580,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	0.97
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 14

Improvement Type: New Road

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

Principal Arterial - 206' Seven Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	UDOT
Length (miles)	19.54

Eagle Mountain
CFP/IFFP

Project No. 15

Improvement Type: New Road

New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	364,896	$3,648,960
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	21.9	$43,746
Roadway Excavation	C.Y.	$ 39.00	45,894	$1,789,849
HMA Concrete	Ton	$ 114.00	10,474	$1,194,021
Untreated Base Course	C.Y.	$ 52.00	12,670	$658,840
Granular Borrow	C.Y.	$ 38.00	16,893	$641,947
Curb and Gutter (2.5' width)	L.F.	$ 45.00	20,272	$912,240
Sidewalk (5' width)	L.F.	$ 54.00	20,272	$1,094,688
Drainage	L.F.	$ 45.00	10,136	$456,120
Street Lighting	L.F.	$ 50.00	10,136	$506,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$10,947,210**
		Construction Contingency	**25%**	**$2,736,802**
		Right of Way ($8/sf)	952,784	**$7,622,272**
		Mobilization	**10%**	**$1,094,721**
		Engineering & Administration	**10%**	**$1,094,721**
			Total Project Costs	**$16,969,000**
			Eagle Mountain's Responsibility	**6.77%**
				$1,149,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	1.92
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 16

Improvement Type: New Road

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

Eagle Mountain
CFP/IFFP

Project No. 17

Improvement Type: New Road

New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	164,670	$1,646,700
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	21.5	$43,073
Roadway Excavation	C.Y.	$ 39.00	45,187	$1,762,302
HMA Concrete	Ton	$ 114.00	10,313	$1,175,644
Untreated Base Course	C.Y.	$ 52.00	12,475	$648,700
Granular Borrow	C.Y.	$ 38.00	16,633	$632,067
Curb and Gutter (2.5' width)	L.F.	$ 45.00	19,960	$898,200
Sidewalk (5' width)	L.F.	$ 54.00	19,960	$1,077,840
Drainage	L.F.	$ 45.00	9,980	$449,100
Street Lighting	L.F.	$ 50.00	9,980	$499,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$8,832,625**
		Construction Contingency	**25%**	**$2,208,156**
		Right of Way ($8/sf)	938,120	**$7,504,960**
		Mobilization	**10%**	**$883,262**
		Engineering & Administration	**10%**	**$883,262**
			Total Project Costs	**$13,691,000**
			Eagle Mountain's Responsibility	**6.77%**
				$927,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	1.89
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 18

Improvement Type: New Road

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

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	903,182	$9,031,821
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	54.1	$108,279
Roadway Excavation	C.Y.	$ 39.00	113,595	$4,430,192
HMA Concrete	Ton	$ 114.00	25,925	$2,955,412
Untreated Base Course	C.Y.	$ 52.00	31,360	$1,630,745
Granular Borrow	C.Y.	$ 38.00	41,814	$1,588,931
Curb and Gutter (2.5' width)	L.F.	$ 45.00	50,177	$2,257,955
Sidewalk (5' width)	L.F.	$ 54.00	50,177	$2,709,546
Drainage	L.F.	$ 45.00	25,088	$1,128,978
Street Lighting	L.F.	$ 50.00	25,088	$1,254,420
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$27,096,279**
		Construction Contingency	**25%**	**$6,774,070**
		Right of Way ($8/sf)	2,358,309	**$18,866,470**
		Mobilization	**10%**	**$2,709,628**
		Engineering & Administration	**10%**	**$2,709,628**
			Total Project Costs	**$42,000,000**
			Eagle Mountain's Responsibility	**6.77%**
				$2,844,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	4	Length (miles)	4.75
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 19

Improvement Type: New Road

New Road (Arnot Peak): Project 128 to East Expressway (project 5)

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.41

Eagle Mountain
CFP/IFFP

Project No. 20.00

Improvement Type: Capacity Improvement

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.52

Eagle Mountain
CFP/IFFP

Project No. 21

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	2.02

Eagle Mountain
CFP/IFFP

Project No. 22

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.27

Eagle Mountain
CFP/IFFP

Project No. 23

Improvement Type: New Road

New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	23,368	$233,680
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.2	$10,327
Roadway Excavation	C.Y.	$ 39.00	13,469	$525,293
HMA Concrete	Ton	$ 114.00	3,018	$344,094
Untreated Base Course	C.Y.	$ 52.00	3,651	$189,865
Granular Borrow	C.Y.	$ 38.00	4,868	$184,997
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,842	$262,890
Sidewalk (5' width)	L.F.	$ 54.00	5,842	$315,468
Drainage	L.F.	$ 45.00	2,921	$131,445
Street Lighting	L.F.	$ 50.00	2,921	$146,050
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,344,108**
			Construction Contingency	**25%**	**$586,027**
			Right of Way ($8/sf)	224,917	**$1,799,336**
			Mobilization	**10%**	**$234,411**
			Engineering & Administration	**10%**	**$234,411**
			Total Project Costs	**$3,634,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,634,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.55

Eagle Mountain
CFP/IFFP

Project No. 24

Improvement Type: New Road

New Road (possibly W 3500 N St?): Tyson Parkway to Lake Mountain Rd - New 2 lane road (partially built

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	356,992	$3,569,920
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	39.4	$78,881
Roadway Excavation	C.Y.	$ 39.00	102,883	$4,012,441
HMA Concrete	Ton	$ 114.00	23,056	$2,628,354
Untreated Base Course	C.Y.	$ 52.00	27,890	$1,450,280
Granular Borrow	C.Y.	$ 38.00	37,187	$1,413,093
Curb and Gutter (2.5' width)	L.F.	$ 45.00	44,624	$2,008,080
Sidewalk (5' width)	L.F.	$ 54.00	44,624	$2,409,696
Drainage	L.F.	$ 45.00	22,312	$1,004,040
Street Lighting	L.F.	$ 50.00	22,312	$1,115,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$19,690,385**
		Construction Contingency	**25%**	**$4,922,596**
		Right of Way ($8/sf)	1,718,024	**$13,744,192**
		Mobilization	**10%**	**$1,969,039**
		Engineering & Administration	**10%**	**$1,969,039**
			Total Project Costs	**$30,521,000**
			Eagle Mountain's Responsibility	**100.00%**
				$30,521,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Eagle Mountain
HMA Thickness (in) =	4	Length (miles)	4.23
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 25

Improvement Type: New Road

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

Major Collector - 94'

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	3.42

Eagle Mountain
CFP/IFFP

Project No. 26

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	47,712	$477,120
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.3	$10,542
Roadway Excavation	C.Y.	$ 39.00	13,750	$536,263
HMA Concrete	Ton	$ 114.00	3,081	$351,280
Untreated Base Course	C.Y.	$ 52.00	3,728	$193,830
Granular Borrow	C.Y.	$ 38.00	4,970	$188,860
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,964	$268,380
Sidewalk (5' width)	L.F.	$ 54.00	5,964	$322,056
Drainage	L.F.	$ 45.00	2,982	$134,190
Street Lighting	L.F.	$ 50.00	2,982	$149,100
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,631,621**
			Construction Contingency	**25%**	**$657,905**
			Right of Way ($8/sf)	229,614	**$1,836,912**
			Mobilization	**10%**	**$263,162**
			Engineering & Administration	**10%**	**$263,162**
			Total Project Costs	**$4,080,000**
			Eagle Mountain's Responsibility	**100.00%**
				$4,080,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.56

Eagle Mountain
CFP/IFFP

Project No. 27

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 29

Improvement Type: Traffic Signal

East Expressway & Project 81 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 30

Improvement Type: New Road

New Road (unknown n/s road): Project 16 to Project 62

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	74,208	$742,080
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	8.2	$16,397
Roadway Excavation	C.Y.	$ 39.00	21,386	$834,067
HMA Concrete	Ton	$ 114.00	4,793	$546,356
Untreated Base Course	C.Y.	$ 52.00	5,798	$301,470
Granular Borrow	C.Y.	$ 38.00	7,730	$293,740
Curb and Gutter (2.5' width)	L.F.	$ 45.00	9,276	$417,420
Sidewalk (5' width)	L.F.	$ 54.00	9,276	$500,904
Drainage	L.F.	$ 45.00	4,638	$208,710
Street Lighting	L.F.	$ 50.00	4,638	$231,900
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,093,044**
			Construction Contingency 25%	**$1,023,261**
			Right of Way ($8/sf) 357,126	**$2,857,008**
			Mobilization 10%	**$409,304**
			Engineering & Administration 10%	**$409,304**
			Total Project Costs	**$6,345,000**
			Eagle Mountain's Responsibility	**100.00%**
				$6,345,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.88

Eagle Mountain
CFP/IFFP

Project No. 31

Improvement Type: New Road

New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	260,096	$2,600,960
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	28.7	$57,471
Roadway Excavation	C.Y.	$ 39.00	74,958	$2,923,371
HMA Concrete	Ton	$ 114.00	16,798	$1,914,957
Untreated Base Course	C.Y.	$ 52.00	20,320	$1,056,640
Granular Borrow	C.Y.	$ 38.00	27,093	$1,029,547
Curb and Gutter (2.5' width)	L.F.	$ 45.00	32,512	$1,463,040
Sidewalk (5' width)	L.F.	$ 54.00	32,512	$1,755,648
Drainage	L.F.	$ 45.00	16,256	$731,520
Street Lighting	L.F.	$ 50.00	16,256	$812,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$14,345,953**
			Construction Contingency	**25%**	**$3,586,488**
			Right of Way ($8/sf)	1,251,712	**$10,013,696**
			Mobilization	**10%**	**$1,434,595**
			Engineering & Administration	**10%**	**$1,434,595**
			Total Project Costs	**$22,237,000**
			Eagle Mountain's Responsibility	**100.00%**
				$22,237,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	3.08

Eagle Mountain
CFP/IFFP

Project No. 32

Improvement Type: New Road

New Road (1000 North St): 2000 East St to N Wood Rd

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	85,472	$854,720
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	9.4	$18,886
Roadway Excavation	C.Y.	$ 39.00	24,633	$960,670
HMA Concrete	Ton	$ 114.00	5,520	$629,288
Untreated Base Course	C.Y.	$ 52.00	6,678	$347,230
Granular Borrow	C.Y.	$ 38.00	8,903	$338,327
Curb and Gutter (2.5' width)	L.F.	$ 45.00	10,684	$480,780
Sidewalk (5' width)	L.F.	$ 54.00	10,684	$576,936
Drainage	L.F.	$ 45.00	5,342	$240,390
Street Lighting	L.F.	$ 50.00	5,342	$267,100
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,714,326**
		Construction Contingency	**25%**	**$1,178,581**
		Right of Way ($8/sf)	411,334	**$3,290,672**
		Mobilization	**10%**	**$471,433**
		Engineering & Administration	**10%**	**$471,433**
			Total Project Costs	**$7,308,000**
			Eagle Mountain's Responsibility	**100.00%**
				$7,308,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.01

Eagle Mountain
CFP/IFFP

Project No. 33

Improvement Type: New Road

New Road (unknown): Wood Road to Project 40

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	170,720	$1,707,200
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	18.9	$37,722
Roadway Excavation	C.Y.	$ 39.00	49,201	$1,918,822
HMA Concrete	Ton	$ 114.00	11,026	$1,256,926
Untreated Base Course	C.Y.	$ 52.00	13,338	$693,550
Granular Borrow	C.Y.	$ 38.00	17,783	$675,767
Curb and Gutter (2.5' width)	L.F.	$ 45.00	21,340	$960,300
Sidewalk (5' width)	L.F.	$ 54.00	21,340	$1,152,360
Drainage	L.F.	$ 45.00	10,670	$480,150
Street Lighting	L.F.	$ 50.00	10,670	$533,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$9,416,297**
		Construction Contingency	**25%**	**$2,354,074**
		Right of Way ($8/sf)	821,590	**$6,572,720**
		Mobilization	**10%**	**$941,630**
		Engineering & Administration	**10%**	**$941,630**
			Total Project Costs	**$14,596,000**
			Eagle Mountain's Responsibility	**100.00%**
				$14,596,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	2.02

Eagle Mountain
CFP/IFFP

Project No. 34.1

Improvement Type: New Road

NPA 1 & 3 Road: Pole Canyon Blvd to end of road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	18,705	$187,049
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.4	$4,895
Roadway Excavation	C.Y.	$ 39.00	6,928	$270,182
HMA Concrete	Ton	$ 114.00	1,160	$132,206
Untreated Base Course	C.Y.	$ 52.00	1,282	$66,645
Granular Borrow	C.Y.	$ 38.00	1,922	$73,053
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,741	$168,344
Sidewalk (5' width)	L.F.	$ 54.00	3,741	$202,013
Drainage	L.F.	$ 45.00	1,870	$84,172
Street Lighting	L.F.	$ 50.00	1,870	$93,525
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,282,084**
		Construction Contingency	**25%**	**$320,521**
		Right of Way ($8/sf)	106,618	**$852,943**
		Mobilization	**10%**	**$128,208**
		Engineering & Administration	**10%**	**$128,208**
			Total Project Costs	**$1,988,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.35

Eagle Mountain
CFP/IFFP

Project No. 34.2

Improvement Type: New Road

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

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.70

Eagle Mountain
CFP/IFFP

Project No. 35

Improvement Type: New Road

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

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 36.1

Improvement Type: New Road

Pole Canyon Blvd: Project 36.2 to Project 58.1

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	16,340	$163,400
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.1	$4,276
Roadway Excavation	C.Y.	$ 39.00	6,052	$236,022
HMA Concrete	Ton	$ 114.00	1,013	$115,491
Untreated Base Course	C.Y.	$ 52.00	1,120	$58,219
Granular Borrow	C.Y.	$ 38.00	1,679	$63,817
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,268	$147,060
Sidewalk (5' width)	L.F.	$ 54.00	3,268	$176,472
Drainage	L.F.	$ 45.00	1,634	$73,530
Street Lighting	L.F.	$ 50.00	1,634	$81,700
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,119,987**
		Construction Contingency	**25%**	**$279,997**
		Right of Way ($8/sf)	93,138	**$745,104**
		Mobilization	**10%**	**$111,999**
		Engineering & Administration	**10%**	**$111,999**
			Total Project Costs	**$1,736,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.31

Eagle Mountain
CFP/IFFP

Project No. 36.2

Improvement Type: New Road

Pole Canyon Blvd: Project 34.1 to Project 36.1

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 37

Improvement Type: New Road

NPA 4 & 5 Road: Project 36.1 to Project 108

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	38,017	$380,165
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.0	$9,949
Roadway Excavation	C.Y.	$ 39.00	14,080	$549,127
HMA Concrete	Ton	$ 114.00	2,357	$268,701
Untreated Base Course	C.Y.	$ 52.00	2,605	$135,451
Granular Borrow	C.Y.	$ 38.00	3,907	$148,476
Curb and Gutter (2.5' width)	L.F.	$ 45.00	7,603	$342,149
Sidewalk (5' width)	L.F.	$ 54.00	7,603	$410,578
Drainage	L.F.	$ 45.00	3,802	$171,074
Street Lighting	L.F.	$ 50.00	3,802	$190,083
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,605,752**
		Construction Contingency	**25%**	**$651,438**
		Right of Way ($8/sf)	216,694	**$1,733,552**
		Mobilization	**10%**	**$260,575**
		Engineering & Administration	**10%**	**$260,575**
			Total Project Costs	**$4,039,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.72

Eagle Mountain
CFP/IFFP

Project No. 38

Improvement Type: New Road

East Loop Road: Pole Canyon Blvd to Tyson Parkway

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	44,664	$446,636
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.8	$11,689
Roadway Excavation	C.Y.	$ 39.00	16,542	$645,141
HMA Concrete	Ton	$ 114.00	2,769	$315,682
Untreated Base Course	C.Y.	$ 52.00	3,060	$159,135
Granular Borrow	C.Y.	$ 38.00	4,590	$174,436
Curb and Gutter (2.5' width)	L.F.	$ 45.00	8,933	$401,972
Sidewalk (5' width)	L.F.	$ 54.00	8,933	$482,367
Drainage	L.F.	$ 45.00	4,466	$200,986
Street Lighting	L.F.	$ 50.00	4,466	$223,318
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,061,362**
			Construction Contingency 25%	**$765,341**
			Right of Way ($8/sf) 254,583	**$2,036,660**
			Mobilization 10%	**$306,136**
			Engineering & Administration 10%	**$306,136**
			Total Project Costs	**$4,746,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.85

Eagle Mountain
CFP/IFFP

Project No. 39

Improvement Type: New Road

Tyson Parkway: East Loop Road to Pole Canyon Blvd

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	38,625	$386,254
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.1	$10,109
Roadway Excavation	C.Y.	$ 39.00	14,306	$557,922
HMA Concrete	Ton	$ 114.00	2,395	$273,004
Untreated Base Course	C.Y.	$ 52.00	2,647	$137,621
Granular Borrow	C.Y.	$ 38.00	3,970	$150,854
Curb and Gutter (2.5' width)	L.F.	$ 45.00	7,725	$347,629
Sidewalk (5' width)	L.F.	$ 54.00	7,725	$417,154
Drainage	L.F.	$ 45.00	3,863	$173,814
Street Lighting	L.F.	$ 50.00	3,863	$193,127
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,647,488**
			Construction Contingency	**25%**	**$661,872**
			Right of Way ($8/sf)	220,165	**$1,761,318**
			Mobilization	**10%**	**$264,749**
			Engineering & Administration	**10%**	**$264,749**
			Total Project Costs	**$4,104,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.73

Eagle Mountain
CFP/IFFP

Project No. 40

Improvement Type: New Road

New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	17.2	$34,480
Roadway Excavation	C.Y.	$ 39.00	36,172	$1,410,724
HMA Concrete	Ton	$ 114.00	8,255	$941,104
Untreated Base Course	C.Y.	$ 52.00	9,986	$519,285
Granular Borrow	C.Y.	$ 38.00	13,315	$505,970
Curb and Gutter (2.5' width)	L.F.	$ 45.00	15,978	$719,010
Sidewalk (5' width)	L.F.	$ 54.00	15,978	$862,812
Drainage	L.F.	$ 45.00	7,989	$359,505
Street Lighting	L.F.	$ 50.00	7,989	$399,450
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,752,340**
			Construction Contingency	**25%**	**$1,438,085**
			Right of Way ($8/sf)	750,966	**$6,007,728**
			Mobilization	**10%**	**$575,234**
			Engineering & Administration	**10%**	**$575,234**
			Total Project Costs	**$8,917,000**
			Eagle Mountain's Responsibility	**100.00%**
				$8,917,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.51

Eagle Mountain
CFP/IFFP

Project No. 41

Improvement Type: New Road

Bobby Wren Blvd Extention: Existing to East Expressway

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	13,584	$135,840
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.0	$6,003
Roadway Excavation	C.Y.	$ 39.00	7,830	$305,357
HMA Concrete	Ton	$ 114.00	1,755	$200,024
Untreated Base Course	C.Y.	$ 52.00	2,123	$110,370
Granular Borrow	C.Y.	$ 38.00	2,830	$107,540
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,396	$152,820
Sidewalk (5' width)	L.F.	$ 54.00	3,396	$183,384
Drainage	L.F.	$ 45.00	1,698	$76,410
Street Lighting	L.F.	$ 50.00	1,698	$84,900
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,362,648**
			Construction Contingency	**25%**	**$340,662**
			Right of Way ($8/sf)	130,746	**$1,045,968**
			Mobilization	**10%**	**$136,265**
			Engineering & Administration	**10%**	**$136,265**
			Total Project Costs	**$2,113,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,113,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.32

Eagle Mountain
CFP/IFFP

Project No. 42

Improvement Type: New Road

New Road (0 St): Cory Wride Hwy to Project 33 above

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	438,336	$4,383,360
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	26.3	$52,550
Roadway Excavation	C.Y.	$ 39.00	55,130	$2,150,079
HMA Concrete	Ton	$ 114.00	12,582	$1,434,333
Untreated Base Course	C.Y.	$ 52.00	15,220	$791,440
Granular Borrow	C.Y.	$ 38.00	20,293	$771,147
Curb and Gutter (2.5' width)	L.F.	$ 45.00	24,352	$1,095,840
Sidewalk (5' width)	L.F.	$ 54.00	24,352	$1,315,008
Drainage	L.F.	$ 45.00	12,176	$547,920
Street Lighting	L.F.	$ 50.00	12,176	$608,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$13,150,476**
		Construction Contingency	**25%**	**$3,287,619**
		Right of Way ($8/sf)	1,144,544	**$9,156,352**
		Mobilization	**10%**	**$1,315,048**
		Engineering & Administration	**10%**	**$1,315,048**
			Total Project Costs	**$20,384,000**
			Eagle Mountain's Responsibility	**100.00%**
				$20,384,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	2.31

Eagle Mountain
CFP/IFFP

Project No. 43

Improvement Type: New Road

New Road (2000 East St): Project 33 above to 500 North St

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	138,432	$1,384,320
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	15.3	$30,588
Roadway Excavation	C.Y.	$ 39.00	39,895	$1,555,918
HMA Concrete	Ton	$ 114.00	8,940	$1,019,206
Untreated Base Course	C.Y.	$ 52.00	10,815	$562,380
Granular Borrow	C.Y.	$ 38.00	14,420	$547,960
Curb and Gutter (2.5' width)	L.F.	$ 45.00	17,304	$778,680
Sidewalk (5' width)	L.F.	$ 54.00	17,304	$934,416
Drainage	L.F.	$ 45.00	8,652	$389,340
Street Lighting	L.F.	$ 50.00	8,652	$432,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$7,635,407**
		Construction Contingency	**25%**	**$1,908,852**
		Right of Way ($8/sf)	666,204	**$5,329,632**
		Mobilization	**10%**	**$763,541**
		Engineering & Administration	**10%**	**$763,541**
			Total Project Costs	**$11,835,000**
			Eagle Mountain's Responsibility	**100.00%**
				$11,835,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.64

Eagle Mountain
CFP/IFFP

Project No. 44

Improvement Type: New Road

New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	64,160	$641,600
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	7.1	$14,177
Roadway Excavation	C.Y.	$ 39.00	18,491	$721,132
HMA Concrete	Ton	$ 114.00	4,144	$472,378
Untreated Base Course	C.Y.	$ 52.00	5,013	$260,650
Granular Borrow	C.Y.	$ 38.00	6,683	$253,967
Curb and Gutter (2.5' width)	L.F.	$ 45.00	8,020	$360,900
Sidewalk (5' width)	L.F.	$ 54.00	8,020	$433,080
Drainage	L.F.	$ 45.00	4,010	$180,450
Street Lighting	L.F.	$ 50.00	4,010	$200,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,538,833**
			Construction Contingency	**25%**	**$884,708**
			Right of Way ($8/sf)	308,770	**$2,470,160**
			Mobilization	**10%**	**$353,883**
			Engineering & Administration	**10%**	**$353,883**
			Total Project Costs	**$5,486,000**
			Eagle Mountain's Responsibility	**100.00%**
				$5,486,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.76

Eagle Mountain
CFP/IFFP

Project No. 45

Improvement Type: New Road

New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	21,184	$211,840
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.3	$4,681
Roadway Excavation	C.Y.	$ 39.00	6,105	$238,099
HMA Concrete	Ton	$ 114.00	1,368	$155,967
Untreated Base Course	C.Y.	$ 52.00	1,655	$86,060
Granular Borrow	C.Y.	$ 38.00	2,207	$83,853
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,648	$119,160
Sidewalk (5' width)	L.F.	$ 54.00	2,648	$142,992
Drainage	L.F.	$ 45.00	1,324	$59,580
Street Lighting	L.F.	$ 50.00	1,324	$66,200
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,168,433**
		Construction Contingency	**25%**	**$292,108**
		Right of Way ($8/sf)	101,948	**$815,584**
		Mobilization	**10%**	**$116,843**
		Engineering & Administration	**10%**	**$116,843**
			Total Project Costs	**$1,812,000**
			Eagle Mountain's Responsibility	**100.00%**
				$1,812,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.25

Eagle Mountain
CFP/IFFP

Project No. 46

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	39,152	$391,520
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	4.3	$8,651
Roadway Excavation	C.Y.	$ 39.00	11,283	$440,052
HMA Concrete	Ton	$ 114.00	2,529	$288,257
Untreated Base Course	C.Y.	$ 52.00	3,059	$159,055
Granular Borrow	C.Y.	$ 38.00	4,078	$154,977
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,894	$220,230
Sidewalk (5' width)	L.F.	$ 54.00	4,894	$264,276
Drainage	L.F.	$ 45.00	2,447	$110,115
Street Lighting	L.F.	$ 50.00	2,447	$122,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,159,482**
			Construction Contingency	**25%**	**$539,871**
			Right of Way ($8/sf)	188,419	**$1,507,352**
			Mobilization	**10%**	**$215,948**
			Engineering & Administration	**10%**	**$215,948**
			Total Project Costs	**$3,348,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,348,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.46

Eagle Mountain
CFP/IFFP

Project No. 47

Improvement Type: New Road

New Road (unknown E/W road): Project 48 to Project 49

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	34,105	$341,050
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.8	$7,536
Roadway Excavation	C.Y.	$ 39.00	9,829	$383,326
HMA Concrete	Ton	$ 114.00	2,203	$251,098
Untreated Base Course	C.Y.	$ 52.00	2,664	$138,551
Granular Borrow	C.Y.	$ 38.00	3,553	$134,999
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,263	$191,840
Sidewalk (5' width)	L.F.	$ 54.00	4,263	$230,208
Drainage	L.F.	$ 45.00	2,132	$95,920
Street Lighting	L.F.	$ 50.00	2,132	$106,578
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,881,106**
			Construction Contingency	**25%**	**$470,277**
			Right of Way ($8/sf)	164,130	**$1,313,041**
			Mobilization	**10%**	**$188,111**
			Engineering & Administration	**10%**	**$188,111**
			Total Project Costs	**$2,916,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,916,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.40

Eagle Mountain
CFP/IFFP

Project No. 48

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.54

Eagle Mountain
CFP/IFFP

Project No. 49

Improvement Type: New Road

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

Minor Arterial - 122'

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.86

Eagle Mountain
CFP/IFFP

Project No. 50

Improvement Type: New Road

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

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	19,351	$193,513
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.5	$5,064
Roadway Excavation	C.Y.	$ 39.00	7,167	$279,519
HMA Concrete	Ton	$ 114.00	1,200	$136,775
Untreated Base Course	C.Y.	$ 52.00	1,326	$68,948
Granular Borrow	C.Y.	$ 38.00	1,989	$75,578
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,870	$174,162
Sidewalk (5' width)	L.F.	$ 54.00	3,870	$208,994
Drainage	L.F.	$ 45.00	1,935	$87,081
Street Lighting	L.F.	$ 50.00	1,935	$96,757
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,326,390**
		Construction Contingency	**25%**	**$331,597**
		Right of Way ($8/sf)	110,302	**$882,419**
		Mobilization	**10%**	**$132,639**
		Engineering & Administration	**10%**	**$132,639**
			Total Project Costs	**$2,056,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,056,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.37

Eagle Mountain
CFP/IFFP

Project No. 51

Improvement Type: New Road

New Road (unknown E/W road): Project 49 to eastern border

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	42,852	$428,515
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	4.7	$9,468
Roadway Excavation	C.Y.	$ 39.00	12,350	$481,633
HMA Concrete	Ton	$ 114.00	2,767	$315,494
Untreated Base Course	C.Y.	$ 52.00	3,348	$174,084
Granular Borrow	C.Y.	$ 38.00	4,464	$169,621
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,356	$241,040
Sidewalk (5' width)	L.F.	$ 54.00	5,356	$289,248
Drainage	L.F.	$ 45.00	2,678	$120,520
Street Lighting	L.F.	$ 50.00	2,678	$133,911
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,363,535**
			Construction Contingency	**25%**	**$590,884**
			Right of Way ($8/sf)	206,223	**$1,649,784**
			Mobilization	**10%**	**$236,353**
			Engineering & Administration	**10%**	**$236,353**
			Total Project Costs	**$3,664,000**
			Eagle Mountain's Responsibility	**39.00%**
				$1,429,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.51

Eagle Mountain
CFP/IFFP

Project No. 52

Improvement Type: New Road

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

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.40

Eagle Mountain
CFP/IFFP

Project No. 53

Improvement Type: New Road

New Road (Pony Express Parkway) : 1000 N to southern border

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	217,190	$2,171,900
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	16.4	$32,881
Roadway Excavation	C.Y.	$ 39.00	42,231	$1,647,024
HMA Concrete	Ton	$ 114.00	9,667	$1,102,056
Untreated Base Course	C.Y.	$ 52.00	11,251	$585,043
Granular Borrow	C.Y.	$ 38.00	22,502	$855,063
Curb and Gutter (2.5' width)	L.F.	$ 45.00	11,740	$528,300
Sidewalk (5' width)	L.F.	$ 54.00	11,740	$633,960
Drainage	L.F.	$ 45.00	5,870	$264,150
Street Lighting	L.F.	$ 50.00	5,870	$293,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$8,113,877**
		Construction Contingency	**25%**	**$2,028,469**
		Right of Way ($8/sf)	716,140	**$5,729,120**
		Mobilization	**10%**	**$811,388**
		Engineering & Administration	**10%**	**$811,388**
			Total Project Costs	**$12,577,000**
			Eagle Mountain's Responsibility	**100.00%**
				$12,577,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.11

Eagle Mountain
CFP/IFFP

Project No. 54

Improvement Type: New Road

New Road (unknown N/S road): Mid Valley Road to Project 57

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	39,040	$390,400
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	4.3	$8,626
Roadway Excavation	C.Y.	$ 39.00	11,251	$438,793
HMA Concrete	Ton	$ 114.00	2,521	$287,432
Untreated Base Course	C.Y.	$ 52.00	3,050	$158,600
Granular Borrow	C.Y.	$ 38.00	4,067	$154,533
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,880	$219,600
Sidewalk (5' width)	L.F.	$ 54.00	4,880	$263,520
Drainage	L.F.	$ 45.00	2,440	$109,800
Street Lighting	L.F.	$ 50.00	2,440	$122,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,153,305**
		Construction Contingency	**25%**	**$538,326**
		Right of Way ($8/sf)	187,880	**$1,503,040**
		Mobilization	**10%**	**$215,330**
		Engineering & Administration	**10%**	**$215,330**
			Total Project Costs	**$3,338,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,338,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.46

Eagle Mountain
CFP/IFFP

Project No. 55

Improvement Type: New Road

New Road (Pole Canyon Boulevard): East Expressway to Project 31 above

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	103,309	$1,033,090
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	6.1	$12,220
Roadway Excavation	C.Y.	$ 39.00	13,992	$545,680
HMA Concrete	Ton	$ 114.00	3,223	$367,415
Untreated Base Course	C.Y.	$ 52.00	3,745	$194,750
Granular Borrow	C.Y.	$ 38.00	7,490	$284,635
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,502	$157,590
Sidewalk (5' width)	L.F.	$ 54.00	3,502	$189,108
Drainage	L.F.	$ 45.00	1,751	$78,795
Street Lighting	L.F.	$ 50.00	1,751	$87,550
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,950,832**
			Construction Contingency	**25%**	**$737,708**
			Right of Way ($8/sf)	266,152	**$2,129,216**
			Mobilization	**10%**	**$295,083**
			Engineering & Administration	**10%**	**$295,083**
			Total Project Costs	**$4,574,000**
			Eagle Mountain's Responsibility	**100.00%**
				$4,574,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.33

Eagle Mountain
CFP/IFFP

Project No. 56

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.51

Eagle Mountain
CFP/IFFP

Project No. 57

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.94

Eagle Mountain
CFP/IFFP

Project No. 58.1

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 36.1 to Project 58.2

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	98,707	$987,070
Removal of Existing Asphalt	S.Y.	$ 8.00	5,948	$47,588
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	7,427	$289,651
HMA Concrete	Ton	$ 114.00	1,711	$195,026
Untreated Base Course	C.Y.	$ 52.00	1,988	$103,375
Granular Borrow	C.Y.	$ 38.00	3,976	$151,086
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,346	$150,570
Sidewalk (5' width)	L.F.	$ 54.00	3,346	$180,684
Drainage	L.F.	$ 45.00	1,673	$75,285
Street Lighting	L.F.	$ 50.00	1,673	$83,650
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,263,985**
		Construction Contingency	**25%**	**$565,996**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$226,399**
		Engineering & Administration	**10%**	**$226,399**
			Total Project Costs	**$3,510,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.32

Eagle Mountain
CFP/IFFP

Project No. 58.2

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 58.1 to Project 58.3

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	307,567	$3,075,670
Removal of Existing Asphalt	S.Y.	$ 8.00	18,535	$148,281
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	23,142	$902,541
HMA Concrete	Ton	$ 114.00	5,331	$607,695
Untreated Base Course	C.Y.	$ 52.00	6,194	$322,112
Granular Borrow	C.Y.	$ 38.00	12,389	$470,779
Curb and Gutter (2.5' width)	L.F.	$ 45.00	10,426	$469,170
Sidewalk (5' width)	L.F.	$ 54.00	10,426	$563,004
Drainage	L.F.	$ 45.00	5,213	$234,585
Street Lighting	L.F.	$ 50.00	5,213	$260,650
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$7,054,486**
		Construction Contingency	**25%**	**$1,763,622**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$705,449**
		Engineering & Administration	**10%**	**$705,449**
			Total Project Costs	**$10,935,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.99

Eagle Mountain
CFP/IFFP

Project No. 58.3

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 58.2 to Project 58.4

Major Arterial - 152' - Five Lanes

Costs

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

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 58.4

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 58.3 to Project 58.5

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	228,153	$2,281,530
Removal of Existing Asphalt	S.Y.	$ 8.00	13,749	$109,995
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	17,167	$669,504
HMA Concrete	Ton	$ 114.00	3,954	$450,787
Untreated Base Course	C.Y.	$ 52.00	4,595	$238,942
Granular Borrow	C.Y.	$ 38.00	9,190	$349,224
Curb and Gutter (2.5' width)	L.F.	$ 45.00	7,734	$348,030
Sidewalk (5' width)	L.F.	$ 54.00	7,734	$417,636
Drainage	L.F.	$ 45.00	3,867	$174,015
Street Lighting	L.F.	$ 50.00	3,867	$193,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,233,013**
		Construction Contingency	**25%**	**$1,308,253**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$523,301**
		Engineering & Administration	**10%**	**$523,301**
			Total Project Costs	**$8,112,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.73

Eagle Mountain
CFP/IFFP

Project No. 58.5

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 58.4 to Project 42

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	468,460	$4,684,600
Removal of Existing Asphalt	S.Y.	$ 8.00	28,231	$225,849
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	35,248	$1,374,674
HMA Concrete	Ton	$ 114.00	8,119	$925,589
Untreated Base Course	C.Y.	$ 52.00	9,435	$490,614
Granular Borrow	C.Y.	$ 38.00	18,870	$717,051
Curb and Gutter (2.5' width)	L.F.	$ 45.00	15,880	$714,600
Sidewalk (5' width)	L.F.	$ 54.00	15,880	$857,520
Drainage	L.F.	$ 45.00	7,940	$357,300
Street Lighting	L.F.	$ 50.00	7,940	$397,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$10,744,796**
		Construction Contingency	**25%**	**$2,686,199**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$1,074,480**
		Engineering & Administration	**10%**	**$1,074,480**
			Total Project Costs	**$16,655,000**
			Eagle Mountain's Responsibility	**100.00%**
				$16,655,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.50

Eagle Mountain
CFP/IFFP

Project No. 58.6

Improvement Type: Capacity Improvement

Pole Canyon Blvd Widen: Project 58.5 to Pony Express Pkwy

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	441,320	$4,413,200
Removal of Existing Asphalt	S.Y.	$ 8.00	26,596	$212,764
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	33,206	$1,295,033
HMA Concrete	Ton	$ 114.00	7,649	$871,965
Untreated Base Course	C.Y.	$ 52.00	8,888	$462,190
Granular Borrow	C.Y.	$ 38.00	17,777	$675,509
Curb and Gutter (2.5' width)	L.F.	$ 45.00	14,960	$673,200
Sidewalk (5' width)	L.F.	$ 54.00	14,960	$807,840
Drainage	L.F.	$ 45.00	7,480	$336,600
Street Lighting	L.F.	$ 50.00	7,480	$374,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$10,122,301**
		Construction Contingency	**25%**	**$2,530,575**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$1,012,230**
		Engineering & Administration	**10%**	**$1,012,230**
			Total Project Costs	**$15,690,000**
			Eagle Mountain's Responsibility	**100.00%**
				$15,690,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.42

Eagle Mountain
CFP/IFFP

Project No. 59

Improvement Type: New Road

New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	68,320	$683,200
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	7.5	$15,096
Roadway Excavation	C.Y.	$ 39.00	19,689	$767,888
HMA Concrete	Ton	$ 114.00	4,412	$503,006
Untreated Base Course	C.Y.	$ 52.00	5,338	$277,550
Granular Borrow	C.Y.	$ 38.00	7,117	$270,433
Curb and Gutter (2.5' width)	L.F.	$ 45.00	8,540	$384,300
Sidewalk (5' width)	L.F.	$ 54.00	8,540	$461,160
Drainage	L.F.	$ 45.00	4,270	$192,150
Street Lighting	L.F.	$ 50.00	4,270	$213,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,768,284**
		Construction Contingency	**25%**	**$942,071**
		Right of Way ($8/sf)	328,790	**$2,630,320**
		Mobilization	**10%**	**$376,828**
		Engineering & Administration	**10%**	**$376,828**
			Total Project Costs	**$5,841,000**
			Eagle Mountain's Responsibility	**100.00%**
				$5,841,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.81

Eagle Mountain
CFP/IFFP

Project No. 60

Improvement Type: Capacity Improvement

Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	50,368	$503,680
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.6	$11,129
Roadway Excavation	C.Y.	$ 39.00	14,516	$566,115
HMA Concrete	Ton	$ 114.00	3,253	$370,834
Untreated Base Course	C.Y.	$ 52.00	3,935	$204,620
Granular Borrow	C.Y.	$ 38.00	5,247	$199,373
Curb and Gutter (2.5' width)	L.F.	$ 45.00	6,296	$283,320
Sidewalk (5' width)	L.F.	$ 54.00	6,296	$339,984
Drainage	L.F.	$ 45.00	3,148	$141,660
Street Lighting	L.F.	$ 50.00	3,148	$157,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,778,116**
			Construction Contingency 25%	**$694,529**
			Right of Way ($8/sf) 242,396	**$1,939,168**
			Mobilization 10%	**$277,812**
			Engineering & Administration 10%	**$277,812**
			Total Project Costs	**$4,307,000**
			Eagle Mountain's Responsibility	**100.00%**
				$4,307,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.60

Eagle Mountain
CFP/IFFP

Project No. 61

Improvement Type: New Road

New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway (partially built)

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	21.7	$43,430
Roadway Excavation	C.Y.	$ 39.00	49,726	$1,939,329
HMA Concrete	Ton	$ 114.00	11,454	$1,305,780
Untreated Base Course	C.Y.	$ 52.00	13,310	$692,136
Granular Borrow	C.Y.	$ 38.00	26,621	$1,011,583
Curb and Gutter (2.5' width)	L.F.	$ 45.00	12,446	$560,070
Sidewalk (5' width)	L.F.	$ 54.00	12,446	$672,084
Drainage	L.F.	$ 45.00	6,223	$280,035
Street Lighting	L.F.	$ 50.00	6,223	$311,150
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,815,596**
		Construction Contingency	**25%**	**$1,703,899**
		Right of Way ($8/sf)	945,896	**$7,567,168**
		Mobilization	**10%**	**$681,560**
		Engineering & Administration	**10%**	**$681,560**
			Total Project Costs	**$10,565,000**
			Eagle Mountain's Responsibility	**100.00%**
				$10,565,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.18

Eagle Mountain
CFP/IFFP

Project No. 62

Improvement Type: New Road

New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	198,864	$1,988,640
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	11.9	$23,841
Roadway Excavation	C.Y.	$ 39.00	25,011	$975,446
HMA Concrete	Ton	$ 114.00	5,708	$650,727
Untreated Base Course	C.Y.	$ 52.00	6,905	$359,060
Granular Borrow	C.Y.	$ 38.00	9,207	$349,853
Curb and Gutter (2.5' width)	L.F.	$ 45.00	11,048	$497,160
Sidewalk (5' width)	L.F.	$ 54.00	11,048	$596,592
Drainage	L.F.	$ 45.00	5,524	$248,580
Street Lighting	L.F.	$ 50.00	5,524	$276,200
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,966,100**
		Construction Contingency	**25%**	**$1,491,525**
		Right of Way ($8/sf)	519,256	**$4,154,048**
		Mobilization	**10%**	**$596,610**
		Engineering & Administration	**10%**	**$596,610**
			Total Project Costs	**$9,248,000**
			Eagle Mountain's Responsibility	**100.00%**
				$9,248,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 63

Improvement Type: New Road

New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	44,272	$442,720
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	4.9	$9,782
Roadway Excavation	C.Y.	$ 39.00	12,759	$497,599
HMA Concrete	Ton	$ 114.00	2,859	$325,953
Untreated Base Course	C.Y.	$ 52.00	3,459	$179,855
Granular Borrow	C.Y.	$ 38.00	4,612	$175,243
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,534	$249,030
Sidewalk (5' width)	L.F.	$ 54.00	5,534	$298,836
Drainage	L.F.	$ 45.00	2,767	$124,515
Street Lighting	L.F.	$ 50.00	2,767	$138,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,441,883**
			Construction Contingency	**25%**	**$610,471**
			Right of Way ($8/sf)	213,059	**$1,704,472**
			Mobilization	**10%**	**$244,188**
			Engineering & Administration	**10%**	**$244,188**
			Total Project Costs	**$3,785,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,785,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.52

Eagle Mountain
CFP/IFFP

Project No. 64

Improvement Type: New Road

New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	297,036	$2,970,360
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	22.5	$44,969
Roadway Excavation	C.Y.	$ 39.00	57,757	$2,252,523
HMA Concrete	Ton	$ 114.00	13,221	$1,507,207
Untreated Base Course	C.Y.	$ 52.00	15,387	$800,124
Granular Borrow	C.Y.	$ 38.00	30,774	$1,169,412
Curb and Gutter (2.5' width)	L.F.	$ 45.00	16,056	$722,520
Sidewalk (5' width)	L.F.	$ 54.00	16,056	$867,024
Drainage	L.F.	$ 45.00	8,028	$361,260
Street Lighting	L.F.	$ 50.00	8,028	$401,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$11,096,798**
			Construction Contingency	**25%**	**$2,774,200**
			Right of Way ($8/sf)	979,416	**$7,835,328**
			Mobilization	**10%**	**$1,109,680**
			Engineering & Administration	**10%**	**$1,109,680**
			Total Project Costs	**$17,201,000**
			Eagle Mountain's Responsibility	**100.00%**
				$17,201,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.52

Eagle Mountain
CFP/IFFP

Project No. 65

Improvement Type: Capacity Improvement

Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	551,355	$5,513,550
Removal of Existing Asphalt	S.Y.	$ 8.00	29,073	$232,587
Clearing and Grubbing	Acre	$ 2,000.00	21.5	$42,906
Roadway Excavation	C.Y.	$ 39.00	45,634	$1,779,718
HMA Concrete	Ton	$ 114.00	10,512	$1,198,311
Untreated Base Course	C.Y.	$ 52.00	12,215	$635,172
Granular Borrow	C.Y.	$ 38.00	24,430	$928,328
Curb and Gutter (2.5' width)	L.F.	$ 45.00	18,690	$841,050
Sidewalk (5' width)	L.F.	$ 54.00	18,690	$1,009,260
Drainage	L.F.	$ 45.00	9,345	$420,525
Street Lighting	L.F.	$ 50.00	9,345	$467,250
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$13,068,656**
			Construction Contingency	**25%**	**$3,267,164**
			Right of Way ($8/sf)	934,500	**$7,476,000**
			Mobilization	**10%**	**$1,306,866**
			Engineering & Administration	**10%**	**$1,306,866**
			Total Project Costs	**$20,257,000**
			Eagle Mountain's Responsibility	**100.00%**
				$20,257,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.77

Eagle Mountain
CFP/IFFP

Project No. 66

Improvement Type: New Road

New Road (unknown W/E road): Pony Express Parkway to East Expressway

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	88,880	$888,800
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	9.8	$19,639
Roadway Excavation	C.Y.	$ 39.00	25,615	$998,974
HMA Concrete	Ton	$ 114.00	5,740	$654,379
Untreated Base Course	C.Y.	$ 52.00	6,944	$361,075
Granular Borrow	C.Y.	$ 38.00	9,258	$351,817
Curb and Gutter (2.5' width)	L.F.	$ 45.00	11,110	$499,950
Sidewalk (5' width)	L.F.	$ 54.00	11,110	$599,940
Drainage	L.F.	$ 45.00	5,555	$249,975
Street Lighting	L.F.	$ 50.00	5,555	$277,750
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,902,299**
		Construction Contingency	**25%**	**$1,225,575**
		Right of Way ($8/sf)	427,735	**$3,421,880**
		Mobilization	**10%**	**$490,230**
		Engineering & Administration	**10%**	**$490,230**
			Total Project Costs	**$7,599,000**
			Eagle Mountain's Responsibility	**100.00%**
				$7,599,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.05

Eagle Mountain
CFP/IFFP

Project No. 67

Improvement Type: #N/A

#N/A

#N/A

Costs

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

Overall Assumptions:

HMA Pavement Density (pcf) =	#N/A	Other Funding Sources:	#N/A
HMA Thickness (in) =	#N/A	Length (miles)	#N/A
Untreated Base Course Thickness (in) =	#N/A		
Granual Borrow Thickness (in) =	#N/A		
Roadway Excavation Depth (ft) =	#N/A		

Eagle Mountain
CFP/IFFP

Project No. 68

Improvement Type: Traffic Signal

Pony Express Pkwy & East Expressway - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 69

Improvement Type: Traffic Signal

Eagle Mountain Boulevard & Project 57 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 71

Improvement Type: Traffic Signal

Eagle Mountain Boulevard & Major Street - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 72.0

Improvement Type: Traffic Signal

Pony Express Pkwy & Eagle Mountain Boulevard - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 73.0

Improvement Type: Traffic Signal

Eagle Mountain Boulevard and SR-73 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	**0**	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 74.0

Improvement Type: Traffic Signal

Lone Tree Parkway & Eagle Mountain Blvd - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 75.0

Improvement Type: Traffic Signal

Pony Express Parkway & Project 57 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 76

Improvement Type: Traffic Signal

Pole Canyon Boulevard & SR-73 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 77

Improvement Type: Traffic Signal

Pole Canyon Boulevard & Pony Express Parkway

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 78

Improvement Type: New Road

New Road (Cory Wride Freeway):Ranches Parkway to East Expressway- New freeway, frontage roads

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	319.2	$638,491
Roadway Excavation	C.Y.	$ 39.00	731,065	$28,511,530
HMA Concrete	Ton	$ 114.00	168,397	$19,197,251
Untreated Base Course	C.Y.	$ 52.00	195,685	$10,175,610
Granular Borrow	C.Y.	$ 38.00	391,370	$14,872,045
Curb and Gutter (2.5' width)	L.F.	$ 45.00	182,978	$8,234,010
Sidewalk (5' width)	L.F.	$ 54.00	182,978	$9,880,812
Drainage	L.F.	$ 45.00	91,489	$4,117,005
Street Lighting	L.F.	$ 50.00	91,489	$4,574,450
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$100,201,204**
		Construction Contingency	**25%**	**$25,050,301**
		Right of Way ($8/sf)	13,906,328	**$111,250,624**
		Mobilization	**10%**	**$10,020,120**
		Engineering & Administration	**10%**	**$10,020,120**
			Total Project Costs	**$155,312,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 79

Improvement Type: New Road

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

Major Collector - 94'

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.02

Eagle Mountain
CFP/IFFP

Project No. 80

Improvement Type: Capacity Improvement

New High-T Signal: Ranches Parkway & Campus Drive

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	74,989	$749,890
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	4.4	$8,870
Roadway Excavation	C.Y.	$ 39.00	10,156	$396,093
HMA Concrete	Ton	$ 114.00	2,339	$266,696
Untreated Base Course	C.Y.	$ 52.00	2,719	$141,363
Granular Borrow	C.Y.	$ 38.00	5,437	$206,608
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,542	$114,390
Sidewalk (5' width)	L.F.	$ 54.00	2,542	$137,268
Drainage	L.F.	$ 45.00	1,271	$57,195
Street Lighting	L.F.	$ 50.00	1,271	$63,550
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,141,923**
			Construction Contingency	**25%**	**$535,481**
			Right of Way ($8/sf)	193,192	**$1,545,536**
			Mobilization	**10%**	**$214,192**
			Engineering & Administration	**10%**	**$214,192**
			Total Project Costs	**$3,320,000**
			Eagle Mountain's Responsibility	**100.00%**
				$3,320,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.24

Eagle Mountain
CFP/IFFP

Project No. 81

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	2.37

Eagle Mountain
CFP/IFFP

Project No. 82

Improvement Type: Capacity Improvement

Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.38

Eagle Mountain
CFP/IFFP

Project No. 83

Improvement Type: New Road

New Road (Hidden Valley Pkwy): Locust Ave to Mid Valley Road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	111,488	$1,114,880
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	12.3	$24,634
Roadway Excavation	C.Y.	$ 39.00	32,130	$1,253,079
HMA Concrete	Ton	$ 114.00	7,200	$820,830
Untreated Base Course	C.Y.	$ 52.00	8,710	$452,920
Granular Borrow	C.Y.	$ 38.00	11,613	$441,307
Curb and Gutter (2.5' width)	L.F.	$ 45.00	13,936	$627,120
Sidewalk (5' width)	L.F.	$ 54.00	13,936	$752,544
Drainage	L.F.	$ 45.00	6,968	$313,560
Street Lighting	L.F.	$ 50.00	6,968	$348,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,149,274**
		Construction Contingency	**25%**	**$1,537,319**
		Right of Way ($8/sf)	536,536	**$4,292,288**
		Mobilization	**10%**	**$614,927**
		Engineering & Administration	**10%**	**$614,927**
			Total Project Costs	**$9,532,000**
			Eagle Mountain's Responsibility	**100.00%**
				$9,532,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.32

Eagle Mountain
CFP/IFFP

Project No. 84

Improvement Type: Capacity Improvement

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

Major Arterial - 152' - Five Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.11

Eagle Mountain
CFP/IFFP

Project No. 85

Improvement Type: Capacity Improvement

Intersection Improvement: Ranches Pkwy/Pony Express Pkwy

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	11,800	$118,000
Removal of Existing Asphalt	S.Y.	$ 8.00	1,222	$9,778
Clearing and Grubbing	Acre	$ 2,000.00	0.2	$459
Roadway Excavation	C.Y.	$ 39.00	377	$14,716
HMA Concrete	Ton	$ 114.00	87	$9,909
Untreated Base Course	C.Y.	$ 52.00	101	$5,252
Granular Borrow	C.Y.	$ 38.00	202	$7,676
Curb and Gutter (2.5' width)	L.F.	$ 45.00	400	$18,000
Sidewalk (5' width)	L.F.	$ 54.00	400	$21,600
Drainage	L.F.	$ 45.00	200	$9,000
Street Lighting	L.F.	$ 50.00	200	$10,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$224,390**
		Construction Contingency	**25%**	**$56,098**
		Right of Way ($8/sf)	10,000	**$80,000**
		Mobilization	**10%**	**$22,439**
		Engineering & Administration	**10%**	**$22,439**
			Total Project Costs	**$348,000**
			Eagle Mountain's Responsibility	**100.00%**
				$348,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.04

Eagle Mountain
CFP/IFFP

Project No. 86

Improvement Type: Capacity Improvement

Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	1,689	$16,888
Removal of Existing Asphalt	S.Y.	$ 8.00	600	$4,804
Clearing and Grubbing	Acre	$ 2,000.00	-0.1	-$140
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	338	$15,199
Sidewalk (5' width)	L.F.	$ 54.00	338	$18,239
Drainage	L.F.	$ 45.00	169	$7,599
Street Lighting	L.F.	$ 50.00	169	$8,444
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$71,032**
		Construction Contingency	**25%**	**$17,758**
		Right of Way ($8/sf)	-3,040	**-$24,318**
		Mobilization	**10%**	**$7,103**
		Engineering & Administration	**10%**	**$7,103**
			Total Project Costs	**$110,100**
			Eagle Mountain's Responsibility	**100.00%**
				$110,100

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.03

Eagle Mountain
CFP/IFFP

Project No. 87

Improvement Type: New Road

New Road (unknown W/E road): Cedar Valley Freeway to Project 31

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	574,812	$5,748,120
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	34.5	$68,912
Roadway Excavation	C.Y.	$ 39.00	72,295	$2,819,506
HMA Concrete	Ton	$ 114.00	16,499	$1,880,913
Untreated Base Course	C.Y.	$ 52.00	19,959	$1,037,855
Granular Borrow	C.Y.	$ 38.00	26,612	$1,011,243
Curb and Gutter (2.5' width)	L.F.	$ 45.00	31,934	$1,437,030
Sidewalk (5' width)	L.F.	$ 54.00	31,934	$1,724,436
Drainage	L.F.	$ 45.00	15,967	$718,515
Street Lighting	L.F.	$ 50.00	15,967	$798,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$17,244,880**
		Construction Contingency	**25%**	**$4,311,220**
		Right of Way ($8/sf)	1,500,898	**$12,007,184**
		Mobilization	**10%**	**$1,724,488**
		Engineering & Administration	**10%**	**$1,724,488**
			Total Project Costs	**$26,730,000**
			Eagle Mountain's Responsibility	**100.00%**
				$26,730,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	3.02

Eagle Mountain
CFP/IFFP

Project No. 88

Improvement Type: Traffic Signal

East Expressway & Eagle Mountain Blvd - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 89

Improvement Type: New Road

New Road (East Expressway): Eagle Mountain Blvd to Southern Border

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	1,452,916	$14,529,160
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	110.0	$219,958
Roadway Excavation	C.Y.	$ 39.00	282,511	$11,017,946
HMA Concrete	Ton	$ 114.00	64,669	$7,372,322
Untreated Base Course	C.Y.	$ 52.00	75,264	$3,913,711
Granular Borrow	C.Y.	$ 38.00	150,527	$5,720,039
Curb and Gutter (2.5' width)	L.F.	$ 45.00	78,536	$3,534,120
Sidewalk (5' width)	L.F.	$ 54.00	78,536	$4,240,944
Drainage	L.F.	$ 45.00	39,268	$1,767,060
Street Lighting	L.F.	$ 50.00	39,268	$1,963,400
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$54,278,660**
		Construction Contingency	**25%**	**$13,569,665**
		Right of Way ($8/sf)	4,790,696	**$38,325,568**
		Mobilization	**10%**	**$5,427,866**
		Engineering & Administration	**10%**	**$5,427,866**
			Total Project Costs	**$84,132,000**
			Eagle Mountain's Responsibility	**100.00%**
				$84,132,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	7.44

Eagle Mountain
CFP/IFFP

Project No. 90

Improvement Type: Traffic Signal

East Expressway & Bobby Wren Blvd - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 91

Improvement Type: Traffic Signal

Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 92

Improvement Type: Traffic Signal

Eagle Mountain Blvd & Mid Valley Road - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 93

Improvement Type: Traffic Signal

Mid Valley Road & East Expressway - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 94

Improvement Type: Traffic Signal

East Expressway & Project 66 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 95

Improvement Type: Traffic Signal

East Expressway & 5000 North - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 96

Improvement Type: Traffic Signal

Pony Express Pkwy & Eagle Park Entry Road

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 97

Improvement Type: Traffic Signal

Eagle Mountain Blvd & East Expressway - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 98

Improvement Type: Traffic Signal

Pony Express Pkwy & Rachel Way - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 99

Improvement Type: Traffic Signal

4000 North & SR-73 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 100

Improvement Type: Traffic Signal

Pole Canyon Rd & Tyson Pkwy - New Signal

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	1	$400,000
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$400,000**
			Construction Contingency	**25%**	**$100,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$40,000**
			Engineering & Administration	**10%**	**$40,000**
			Total Project Costs	**$620,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 101

Improvement Type: Traffic Signal

Pole Canyon Rd & 0 St - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 102

Improvement Type: Traffic Signal

Pole Canyon Rd & East Expressway - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 103

Improvement Type: Traffic Signal

Pony Express Pkwy & Project 87 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 104

Improvement Type: Traffic Signal

East Expressway & Project 87 - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 105

Improvement Type: #N/A

#N/A

#N/A

Costs

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

Overall Assumptions:

HMA Pavement Density (pcf) =	#N/A	Other Funding Sources:	#N/A
HMA Thickness (in) =	#N/A	Length (miles)	#N/A
Untreated Base Course Thickness (in) =	#N/A		
Granual Borrow Thickness (in) =	#N/A		
Roadway Excavation Depth (ft) =	#N/A		

Eagle Mountain
CFP/IFFP

Project No. 106

Improvement Type: Capacity Improvement

4000 North Widen: Tyson Parkway to IPA 2 Border

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	92,592	$925,920
Removal of Existing Asphalt	S.Y.	$ 8.00	8,573	$68,587
Clearing and Grubbing	Acre	$ 2,000.00	3.5	$6,967
Roadway Excavation	C.Y.	$ 39.00	2,911	$113,543
HMA Concrete	Ton	$ 114.00	664	$75,745
Untreated Base Course	C.Y.	$ 52.00	804	$41,795
Granular Borrow	C.Y.	$ 38.00	1,072	$40,723
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,144	$231,480
Sidewalk (5' width)	L.F.	$ 54.00	5,144	$277,776
Drainage	L.F.	$ 45.00	2,572	$115,740
Street Lighting	L.F.	$ 50.00	2,572	$128,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,026,877**
			Construction Contingency	**25%**	**$506,719**
			Right of Way ($8/sf)	151,748	**$1,213,984**
			Mobilization	**10%**	**$202,688**
			Engineering & Administration	**10%**	**$202,688**
			Total Project Costs	**$3,142,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.49
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 107

Improvement Type: Capacity Improvement

4000 North Widen: SR-73 to Tyson Parkway

Major Collector - 94'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	254,088	$2,540,880
Removal of Existing Asphalt	S.Y.	$ 8.00	23,527	$188,213
Clearing and Grubbing	Acre	$ 2,000.00	9.6	$19,119
Roadway Excavation	C.Y.	$ 39.00	7,989	$311,581
HMA Concrete	Ton	$ 114.00	1,823	$207,858
Untreated Base Course	C.Y.	$ 52.00	2,206	$114,693
Granular Borrow	C.Y.	$ 38.00	2,941	$111,752
Curb and Gutter (2.5' width)	L.F.	$ 45.00	14,116	$635,220
Sidewalk (5' width)	L.F.	$ 54.00	14,116	$762,264
Drainage	L.F.	$ 45.00	7,058	$317,610
Street Lighting	L.F.	$ 50.00	7,058	$352,900
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$5,562,090**
			Construction Contingency	**25%**	**$1,390,523**
			Right of Way ($8/sf)	416,422	**$3,331,376**
			Mobilization	**10%**	**$556,209**
			Engineering & Administration	**10%**	**$556,209**
			Total Project Costs	**$8,622,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	1.34
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 108

Improvement Type: New Road

NPA 4 & 6 Road: Pole Canyon Blvd to Project 37

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	26,653	$266,526
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.5	$6,975
Roadway Excavation	C.Y.	$ 39.00	9,871	$384,982
HMA Concrete	Ton	$ 114.00	1,652	$188,381
Untreated Base Course	C.Y.	$ 52.00	1,826	$94,962
Granular Borrow	C.Y.	$ 38.00	2,739	$104,093
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,331	$239,873
Sidewalk (5' width)	L.F.	$ 54.00	5,331	$287,848
Drainage	L.F.	$ 45.00	2,665	$119,937
Street Lighting	L.F.	$ 50.00	2,665	$133,263
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,826,840**
			Construction Contingency	**25%**	**$456,710**
			Right of Way ($8/sf)	151,920	**$1,215,359**
			Mobilization	**10%**	**$182,684**
			Engineering & Administration	**10%**	**$182,684**
			Total Project Costs	**$2,832,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 109

Improvement Type: Capacity Improvement

Tyson Parkway: Pole Canyon Blvd to Existing 3-Lane Road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	44,832	$448,320
Removal of Existing Asphalt	S.Y.	$ 8.00	9,340	$74,720
Clearing and Grubbing	Acre	$ 2,000.00	2.7	$5,403
Roadway Excavation	C.Y.	$ 39.00	3,230	$125,973
HMA Concrete	Ton	$ 114.00	724	$82,519
Untreated Base Course	C.Y.	$ 52.00	876	$45,533
Granular Borrow	C.Y.	$ 38.00	1,168	$44,365
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,604	$252,180
Sidewalk (5' width)	L.F.	$ 54.00	5,604	$302,616
Drainage	L.F.	$ 45.00	2,802	$126,090
Street Lighting	L.F.	$ 50.00	2,802	$140,100
Bridge/Culvert	S.F.	$ 225	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,647,819**
		Construction Contingency	**25%**	**$411,955**
		Right of Way ($8/sf)	117,684	**$941,472**
		Mobilization	**10%**	**$164,782**
		Engineering & Administration	**10%**	**$164,782**
			Total Project Costs	**$2,555,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.53

Eagle Mountain
CFP/IFFP

Project No. 110

Improvement Type: New Road

Firefly Drive: Pole Canyon Blvd to East Loop Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	24,674	$246,738
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	3.2	$6,457
Roadway Excavation	C.Y.	$ 39.00	9,138	$356,399
HMA Concrete	Ton	$ 114.00	1,530	$174,394
Untreated Base Course	C.Y.	$ 52.00	1,691	$87,912
Granular Borrow	C.Y.	$ 38.00	2,536	$96,365
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,935	$222,064
Sidewalk (5' width)	L.F.	$ 54.00	4,935	$266,477
Drainage	L.F.	$ 45.00	2,467	$111,032
Street Lighting	L.F.	$ 50.00	2,467	$123,369
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,691,208**
			Construction Contingency	**25%**	**$422,802**
			Right of Way ($8/sf)	140,641	**$1,125,125**
			Mobilization	**10%**	**$169,121**
			Engineering & Administration	**10%**	**$169,121**
			Total Project Costs	**$2,622,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.47

Eagle Mountain
CFP/IFFP

Project No. 111

Improvement Type: New Road

Tyson Parkway: SR-73 to East Loop Road

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 112

Improvement Type: New Road

NPA 10 & 12 Road: Tyson Parkway to NPA 12 & CPA 2 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	20,070	$200,700
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.6	$5,252
Roadway Excavation	C.Y.	$ 39.00	7,433	$289,900
HMA Concrete	Ton	$ 114.00	1,244	$141,855
Untreated Base Course	C.Y.	$ 52.00	1,375	$71,509
Granular Borrow	C.Y.	$ 38.00	2,063	$78,385
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,014	$180,630
Sidewalk (5' width)	L.F.	$ 54.00	4,014	$216,756
Drainage	L.F.	$ 45.00	2,007	$90,315
Street Lighting	L.F.	$ 50.00	2,007	$100,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,375,651**
			Construction Contingency	**25%**	**$343,913**
			Right of Way ($8/sf)	114,399	**$915,192**
			Mobilization	**10%**	**$137,565**
			Engineering & Administration	**10%**	**$137,565**
			Total Project Costs	**$2,133,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	3	Length (miles)	0.38
Untreated Base Course Thickness (in) =	6		
Granual Borrow Thickness (in) =	9		
Roadway Excavation Depth (ft) =	1.5		

Eagle Mountain
CFP/IFFP

Project No. 113

Improvement Type: New Road

NPA 10 & 12 Road: NPA 12 & CPA 2 Road to East Loop Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	11,120	$111,200
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.5	$2,910
Roadway Excavation	C.Y.	$ 39.00	4,119	$160,622
HMA Concrete	Ton	$ 114.00	689	$78,596
Untreated Base Course	C.Y.	$ 52.00	762	$39,620
Granular Borrow	C.Y.	$ 38.00	1,143	$43,430
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,224	$100,080
Sidewalk (5' width)	L.F.	$ 54.00	2,224	$120,096
Drainage	L.F.	$ 45.00	1,112	$50,040
Street Lighting	L.F.	$ 50.00	1,112	$55,600
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$762,195**
		Construction Contingency	**25%**	**$190,549**
		Right of Way ($8/sf)	63,384	**$507,072**
		Mobilization	**10%**	**$76,219**
		Engineering & Administration	**10%**	**$76,219**
			Total Project Costs	**$1,182,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.21

Eagle Mountain
CFP/IFFP

Project No. 114

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.26

Eagle Mountain
CFP/IFFP

Project No. 115

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	Firefly
HMA Thickness (in) =	4	Length (miles)	0.17
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	12		
Roadway Excavation Depth (ft) =	2.1		

Eagle Mountain
CFP/IFFP

Project No. 116.0

Improvement Type: New Road

East Loop Road: Tyson Parkway to Eastern City Boundary

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	47,974	$479,735
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	6.3	$12,555
Roadway Excavation	C.Y.	$ 39.00	17,768	$692,951
HMA Concrete	Ton	$ 114.00	2,974	$339,077
Untreated Base Course	C.Y.	$ 52.00	3,287	$170,928
Granular Borrow	C.Y.	$ 38.00	4,931	$187,363
Curb and Gutter (2.5' width)	L.F.	$ 45.00	9,595	$431,762
Sidewalk (5' width)	L.F.	$ 54.00	9,595	$518,114
Drainage	L.F.	$ 45.00	4,797	$215,881
Street Lighting	L.F.	$ 50.00	4,797	$239,868
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,288,232**
			Construction Contingency	**25%**	**$822,058**
			Right of Way ($8/sf)	273,449	**$2,187,592**
			Mobilization	**10%**	**$328,823**
			Engineering & Administration	**10%**	**$328,823**
			Total Project Costs	**$5,097,000**
			Eagle Mountain's Responsibility	**0.00%**
				$0

Overall Assumptions:

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

Other Funding Sources:	Firefly
Length (miles)	0.91

Eagle Mountain
CFP/IFFP

Project No. 117

Improvement Type: Intersection Improvement

Intersection Improvement: Tyson Parkway & 4000 North

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 118

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & CPA 1 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 119

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & East Loop Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 120

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & Firefly Drive

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 121

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & NPA 9 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 122

Improvement Type: Intersection Improvement

Intersection Improvement: Pole Canyon Blvd & Commercial Boundary Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 123

Improvement Type: Intersection Improvement

Intersection Improvement: Commercial Boundary Road & North CPA 2 & NPA 12 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 124

Improvement Type: Intersection Improvement

Intersection Improvement: Commercial Boundary Road & South CPA 2 & NPA 12 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 125

Improvement Type: Intersection Improvement

Intersection Improvement: NPA 10 & 12 Road & CPA 2 & NPA 12 Road

Minor Collector - 57' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	0	$0
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	0	$0
HMA Concrete	Ton	$ 114.00	0	$0
Untreated Base Course	C.Y.	$ 52.00	0	$0
Granular Borrow	C.Y.	$ 38.00	0	$0
Curb and Gutter (2.5' width)	L.F.	$ 45.00	0	$0
Sidewalk (5' width)	L.F.	$ 54.00	0	$0
Drainage	L.F.	$ 45.00	0	$0
Street Lighting	L.F.	$ 50.00	0	$0
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$500,000**
			Construction Contingency	**25%**	**$125,000**
			Right of Way ($8/sf)	0	**$0**
			Mobilization	**10%**	**$50,000**
			Engineering & Administration	**10%**	**$50,000**
			Total Project Costs	**$775,000**
			Eagle Mountain's Responsibility	**100.00%**
				$775,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 126

Improvement Type: Capacity Improvement

Ranches Pkwy Roadway Widening: SR-73 to Pony Express Pkwy

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	412,056	$4,120,560
Removal of Existing Asphalt	S.Y.	$ 8.00	40,352	$322,816
Clearing and Grubbing	Acre	$ 2,000.00	3.2	$6,413
Roadway Excavation	C.Y.	$ 39.00	15,502	$604,579
HMA Concrete	Ton	$ 114.00	3,571	$407,073
Untreated Base Course	C.Y.	$ 52.00	4,149	$215,771
Granular Borrow	C.Y.	$ 38.00	8,299	$315,358
Curb and Gutter (2.5' width)	L.F.	$ 45.00	13,968	$628,560
Sidewalk (5' width)	L.F.	$ 54.00	13,968	$754,272
Drainage	L.F.	$ 45.00	6,984	$314,280
Street Lighting	L.F.	$ 50.00	6,984	$349,200
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$8,538,882**
		Construction Contingency	25%	**$2,134,721**
		Right of Way ($8/sf)	139,680	**$1,117,440**
		Mobilization	10%	**$853,888**
		Engineering & Administration	10%	**$853,888**
			Total Project Costs	**$13,236,000**
			Eagle Mountain's Responsibility	**100.00%**
				$13,236,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.32

Eagle Mountain
CFP/IFFP

Project No. 127

Improvement Type: Capacity Improvement

Aviator Avenue Widening: Pony Express Pkwy to Eagle Mountain Blvd

Major Arterial - 152' - Five Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	253,346	$2,533,460
Removal of Existing Asphalt	S.Y.	$ 8.00	17,176	$137,408
Clearing and Grubbing	Acre	$ 2,000.00	-2.8	-$5,520
Roadway Excavation	C.Y.	$ 39.00	17,156	$669,089
HMA Concrete	Ton	$ 114.00	3,952	$450,508
Untreated Base Course	C.Y.	$ 52.00	4,592	$238,794
Granular Borrow	C.Y.	$ 38.00	9,184	$349,007
Curb and Gutter (2.5' width)	L.F.	$ 45.00	8,588	$386,460
Sidewalk (5' width)	L.F.	$ 54.00	8,588	$463,752
Drainage	L.F.	$ 45.00	4,294	$193,230
Street Lighting	L.F.	$ 50.00	4,294	$214,700
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$6,130,887**
			Construction Contingency	**25%**	**$1,532,722**
			Right of Way ($8/sf)	-120,232	**-$961,856**
			Mobilization	**10%**	**$613,089**
			Engineering & Administration	**10%**	**$613,089**
			Total Project Costs	**$9,503,000**
			Eagle Mountain's Responsibility	**100.00%**
				$9,503,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.81

Eagle Mountain
CFP/IFFP

Project No. 129

Improvement Type: Capacity Improvement

Mid Valley Road Widening: Pony Express Pkwy to Sheps Ridge Rd

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	86,099	$860,990
Removal of Existing Asphalt	S.Y.	$ 8.00	10,160	$81,281
Clearing and Grubbing	Acre	$ 2,000.00	0.0	$0
Roadway Excavation	C.Y.	$ 39.00	6,462	$252,027
HMA Concrete	Ton	$ 114.00	1,479	$168,636
Untreated Base Course	C.Y.	$ 52.00	1,722	$89,523
Granular Borrow	C.Y.	$ 38.00	3,443	$130,842
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,654	$209,430
Sidewalk (5' width)	L.F.	$ 54.00	4,654	$251,316
Drainage	L.F.	$ 45.00	2,327	$104,715
Street Lighting	L.F.	$ 50.00	2,327	$116,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Intersection Improvement	Each	$ 500,000	1	$500,000
			Subtotal	**$2,765,111**
		Construction Contingency	**25%**	**$691,278**
		Right of Way ($8/sf)	0	**$0**
		Mobilization	**10%**	**$276,511**
		Engineering & Administration	**10%**	**$276,511**
			Total Project Costs	**$4,285,921**
			Eagle Mountain's Responsibility	**100.00%**
				$4,285,921

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.44

Eagle Mountain
CFP/IFFP

Project No. 130

Improvement Type: Traffic Signal

Airport Rd & Cory B Wride Memeorial Hwy - New Signal

Minor Collector - 57' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.00

Eagle Mountain
CFP/IFFP

Project No. 131

Improvement Type: Capacity Improvement

Eagle Mountain Blvd Widening - Pony Express Pkwy to Mid Valley Rd

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	232,208	$2,322,082
Removal of Existing Asphalt	S.Y.	$ 8.00	16,736	$133,886
Clearing and Grubbing	Acre	$ 2,000.00	17.6	$35,154
Roadway Excavation	C.Y.	$ 39.00	28,220	$1,100,570
HMA Concrete	Ton	$ 114.00	6,460	$736,413
Untreated Base Course	C.Y.	$ 52.00	7,518	$390,936
Granular Borrow	C.Y.	$ 38.00	15,036	$571,368
Curb and Gutter (2.5' width)	L.F.	$ 45.00	12,552	$564,831
Sidewalk (5' width)	L.F.	$ 54.00	12,552	$677,797
Drainage	L.F.	$ 45.00	6,276	$282,415
Street Lighting	L.F.	$ 50.00	6,276	$313,795
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$7,129,247**
			Construction Contingency	**25%**	**$1,782,312**
			Right of Way ($8/sf)	765,660	**$6,125,276**
			Mobilization	**10%**	**$712,925**
			Engineering & Administration	**10%**	**$712,925**
			Total Project Costs	**$11,050,334**
			Eagle Mountain's Responsibility	**100.00%**
				$11,050,334

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.19

Eagle Mountain
CFP/IFFP

Project No. 132

Improvement Type: Capacity Improvement

Eagle Mountain Blvd Widening - Pony Express Pkwy to East Expressway

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	208,273	$2,082,730
Removal of Existing Asphalt	S.Y.	$ 8.00	15,011	$120,085
Clearing and Grubbing	Acre	$ 2,000.00	5.8	$11,630
Roadway Excavation	C.Y.	$ 39.00	25,311	$987,127
HMA Concrete	Ton	$ 114.00	5,794	$660,506
Untreated Base Course	C.Y.	$ 52.00	6,743	$350,640
Granular Borrow	C.Y.	$ 38.00	13,486	$512,474
Curb and Gutter (2.5' width)	L.F.	$ 45.00	11,258	$506,610
Sidewalk (5' width)	L.F.	$ 54.00	11,258	$607,932
Drainage	L.F.	$ 45.00	5,629	$253,305
Street Lighting	L.F.	$ 50.00	5,629	$281,450
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,374,489**
		Construction Contingency	**25%**	**$1,593,622**
		Right of Way ($8/sf)	253,305	**$2,026,440**
		Mobilization	**10%**	**$637,449**
		Engineering & Administration	**10%**	**$637,449**
			Total Project Costs	**$9,881,000**
			Eagle Mountain's Responsibility	**100.00%**
				$9,881,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.07

Eagle Mountain
CFP/IFFP

Project No. 133

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	1.59

Eagle Mountain
CFP/IFFP

Project No. 134

Improvement Type: New Road

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

Minor Arterial - 122'

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.47

Eagle Mountain
CFP/IFFP

Project No. 135

Improvement Type: New Road

New Road (unknown E/W road): Project 47 to Project 51

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	50,855	$508,546
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.6	$11,237
Roadway Excavation	C.Y.	$ 39.00	14,656	$571,584
HMA Concrete	Ton	$ 114.00	3,284	$374,417
Untreated Base Course	C.Y.	$ 52.00	3,973	$206,597
Granular Borrow	C.Y.	$ 38.00	5,297	$201,299
Curb and Gutter (2.5' width)	L.F.	$ 45.00	6,357	$286,057
Sidewalk (5' width)	L.F.	$ 54.00	6,357	$343,268
Drainage	L.F.	$ 45.00	3,178	$143,028
Street Lighting	L.F.	$ 50.00	3,178	$158,921
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,804,953**
		Construction Contingency	**25%**	**$701,238**
		Right of Way ($8/sf)	244,738	**$1,957,901**
		Mobilization	**10%**	**$280,495**
		Engineering & Administration	**10%**	**$280,495**
			Total Project Costs	**$4,348,000**
			Eagle Mountain's Responsibility	**100.00%**
				$4,348,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.60

Eagle Mountain
CFP/IFFP

Project No. 136

Improvement Type: New Road

New Road (unknown E/W road): Project 52 to Project 51

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	61,282	$612,816
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	6.8	$13,541
Roadway Excavation	C.Y.	$ 39.00	17,661	$688,780
HMA Concrete	Ton	$ 114.00	3,958	$451,186
Untreated Base Course	C.Y.	$ 52.00	4,788	$248,957
Granular Borrow	C.Y.	$ 38.00	6,384	$242,573
Curb and Gutter (2.5' width)	L.F.	$ 45.00	7,660	$344,709
Sidewalk (5' width)	L.F.	$ 54.00	7,660	$413,651
Drainage	L.F.	$ 45.00	3,830	$172,355
Street Lighting	L.F.	$ 50.00	3,830	$191,505
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,380,071**
		Construction Contingency	**25%**	**$845,018**
		Right of Way ($8/sf)	294,918	**$2,359,342**
		Mobilization	**10%**	**$338,007**
		Engineering & Administration	**10%**	**$338,007**
			Total Project Costs	**$5,240,000**
			Eagle Mountain's Responsibility	**100.00%**
				$5,240,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.73

Eagle Mountain
CFP/IFFP

Project No. 137

Improvement Type: New Road

New Road (unknown E/W road): Project 48 to Project 49

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	79,038	$790,379
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	6.0	$11,966
Roadway Excavation	C.Y.	$ 39.00	15,368	$599,371
HMA Concrete	Ton	$ 114.00	3,518	$401,051
Untreated Base Course	C.Y.	$ 52.00	4,094	$212,904
Granular Borrow	C.Y.	$ 38.00	8,189	$311,167
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,272	$192,254
Sidewalk (5' width)	L.F.	$ 54.00	4,272	$230,705
Drainage	L.F.	$ 45.00	2,136	$96,127
Street Lighting	L.F.	$ 50.00	2,136	$106,808
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,952,733**
		Construction Contingency	**25%**	**$738,183**
		Right of Way ($8/sf)	260,612	**$2,084,892**
		Mobilization	**10%**	**$295,273**
		Engineering & Administration	**10%**	**$295,273**
			Total Project Costs	**$4,577,000**
			Eagle Mountain's Responsibility	**100.00%**
				$4,577,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.40

Eagle Mountain
CFP/IFFP

Project No. 138

Improvement Type: New Road

New Road (unknown N/S road): SR-73 to Project 51

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	24,026	$240,256
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.7	$5,309
Roadway Excavation	C.Y.	$ 39.00	6,924	$270,038
HMA Concrete	Ton	$ 114.00	1,552	$176,888
Untreated Base Course	C.Y.	$ 52.00	1,877	$97,604
Granular Borrow	C.Y.	$ 38.00	2,503	$95,101
Curb and Gutter (2.5' width)	L.F.	$ 45.00	3,003	$135,144
Sidewalk (5' width)	L.F.	$ 54.00	3,003	$162,173
Drainage	L.F.	$ 45.00	1,502	$67,572
Street Lighting	L.F.	$ 50.00	1,502	$75,080
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,325,165**
		Construction Contingency	**25%**	**$331,291**
		Right of Way ($8/sf)	115,623	**$924,986**
		Mobilization	**10%**	**$132,517**
		Engineering & Administration	**10%**	**$132,517**
			Total Project Costs	**$2,055,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,055,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.28

Eagle Mountain
CFP/IFFP

Project No. 139

Improvement Type: New Road

New Road (Spring Run Parkway): Realignment

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	10,992	$109,920
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	1.2	$2,429
Roadway Excavation	C.Y.	$ 39.00	3,168	$123,546
HMA Concrete	Ton	$ 114.00	710	$80,929
Untreated Base Course	C.Y.	$ 52.00	859	$44,655
Granular Borrow	C.Y.	$ 38.00	1,145	$43,510
Curb and Gutter (2.5' width)	L.F.	$ 45.00	1,374	$61,830
Sidewalk (5' width)	L.F.	$ 54.00	1,374	$74,196
Drainage	L.F.	$ 45.00	687	$30,915
Street Lighting	L.F.	$ 50.00	687	$34,350
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$606,279**
		Construction Contingency	**25%**	**$151,570**
		Right of Way ($8/sf)	52,899	**$423,192**
		Mobilization	**10%**	**$60,628**
		Engineering & Administration	**10%**	**$60,628**
			Total Project Costs	**$940,000**
			Eagle Mountain's Responsibility	**100.00%**
				$940,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.13

Eagle Mountain
CFP/IFFP

Project No. 140

Improvement Type: Capacity Improvement

Pony Express Pkwy Widen: Ranches Pkwy to Eastern Boundary

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	178,178	$1,781,780
Removal of Existing Asphalt	S.Y.	$ 8.00	16,016	$128,128
Clearing and Grubbing	Acre	$ 2,000.00	6.2	$12,317
Roadway Excavation	C.Y.	$ 39.00	5,112	$199,352
HMA Concrete	Ton	$ 114.00	1,309	$149,240
Untreated Base Course	C.Y.	$ 52.00	1,404	$73,017
Granular Borrow	C.Y.	$ 38.00	2,808	$106,718
Curb and Gutter (2.5' width)	L.F.	$ 45.00	4,004	$180,180
Sidewalk (5' width)	L.F.	$ 54.00	4,004	$216,216
Drainage	L.F.	$ 45.00	2,002	$90,090
Street Lighting	L.F.	$ 50.00	2,002	$100,100
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$3,037,138**
		Construction Contingency	**25%**	**$759,284**
		Right of Way ($8/sf)	268,268	**$2,146,144**
		Mobilization	**10%**	**$303,714**
		Engineering & Administration	**10%**	**$303,714**
			Total Project Costs	**$4,708,000**
			Eagle Mountain's Responsibility	**100.00%**
				$4,708,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.38

Eagle Mountain
CFP/IFFP

Project No. 141

Improvement Type: New Road

Mid Valley Rd: Eagle Mountain Blvd to East Expressway

Minor Arterial - 122'

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	110,630	$1,106,300
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	8.4	$16,748
Roadway Excavation	C.Y.	$ 39.00	21,511	$838,944
HMA Concrete	Ton	$ 114.00	4,924	$561,354
Untreated Base Course	C.Y.	$ 52.00	5,731	$298,003
Granular Borrow	C.Y.	$ 38.00	11,462	$435,543
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,980	$269,100
Sidewalk (5' width)	L.F.	$ 54.00	5,980	$322,920
Drainage	L.F.	$ 45.00	2,990	$134,550
Street Lighting	L.F.	$ 50.00	2,990	$149,500
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$4,132,963**
		Construction Contingency	**25%**	**$1,033,241**
		Right of Way ($8/sf)	364,780	**$2,918,240**
		Mobilization	**10%**	**$413,296**
		Engineering & Administration	**10%**	**$413,296**
			Total Project Costs	**$6,407,000**
			Eagle Mountain's Responsibility	**6.77%**
				$434,000

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 142

Improvement Type: New Road

New Road (unknown N/S): Eagle Mountain Blvd to Desert Willow Drive

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	23,936	$239,360
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	2.6	$5,289
Roadway Excavation	C.Y.	$ 39.00	6,898	$269,031
HMA Concrete	Ton	$ 114.00	1,546	$176,229
Untreated Base Course	C.Y.	$ 52.00	1,870	$97,240
Granular Borrow	C.Y.	$ 38.00	2,493	$94,747
Curb and Gutter (2.5' width)	L.F.	$ 45.00	2,992	$134,640
Sidewalk (5' width)	L.F.	$ 54.00	2,992	$161,568
Drainage	L.F.	$ 45.00	1,496	$67,320
Street Lighting	L.F.	$ 50.00	1,496	$74,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$1,320,223**
			Construction Contingency	**25%**	**$330,056**
			Right of Way ($8/sf)	115,192	**$921,536**
			Mobilization	**10%**	**$132,022**
			Engineering & Administration	**10%**	**$132,022**
			Total Project Costs	**$2,047,000**
			Eagle Mountain's Responsibility	**100.00%**
				$2,047,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.28

Eagle Mountain
CFP/IFFP

Project No. 143

Improvement Type: New Road

Desert Willow Drive): Eagle Mountain Blvd to Red Creek Road

Minor Collector - 77' - 2 Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	53,808	$538,080
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	5.9	$11,889
Roadway Excavation	C.Y.	$ 39.00	15,507	$604,780
HMA Concrete	Ton	$ 114.00	3,475	$396,161
Untreated Base Course	C.Y.	$ 52.00	4,204	$218,595
Granular Borrow	C.Y.	$ 38.00	5,605	$212,990
Curb and Gutter (2.5' width)	L.F.	$ 45.00	6,726	$302,670
Sidewalk (5' width)	L.F.	$ 54.00	6,726	$363,204
Drainage	L.F.	$ 45.00	3,363	$151,335
Street Lighting	L.F.	$ 50.00	3,363	$168,150
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$2,967,854**
		Construction Contingency	**25%**	**$741,964**
		Right of Way ($8/sf)	258,951	**$2,071,608**
		Mobilization	**10%**	**$296,785**
		Engineering & Administration	**10%**	**$296,785**
			Total Project Costs	**$4,601,000**
			Eagle Mountain's Responsibility	**100.00%**
				$4,601,000

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.64

Eagle Mountain
CFP/IFFP

Project No. 144

Improvement Type: New Road

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

Major Arterial - 152' - Five Lanes

Costs

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

Overall Assumptions:

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

Eagle Mountain
CFP/IFFP

Project No. 145

Improvement Type: Capacity Improvement

Old Airport Rd Widening : Cory B Wride Hwy to East Expressway - 7-lane road

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	264,864	$2,648,640
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	14.1	$28,148
Roadway Excavation	C.Y.	$ 39.00	30,394	$1,185,357
HMA Concrete	Ton	$ 114.00	7,784	$887,387
Untreated Base Course	C.Y.	$ 52.00	8,349	$434,165
Granular Borrow	C.Y.	$ 38.00	16,699	$634,549
Curb and Gutter (2.5' width)	L.F.	$ 45.00	5,952	$267,840
Sidewalk (5' width)	L.F.	$ 54.00	5,952	$321,408
Drainage	L.F.	$ 45.00	2,976	$133,920
Street Lighting	L.F.	$ 50.00	2,976	$148,800
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$6,690,215**
		Construction Contingency	**25%**	**$1,672,554**
		Right of Way ($8/sf)	613,056	**$4,904,448**
		Mobilization	**10%**	**$669,022**
		Engineering & Administration	**10%**	**$669,022**
			Total Project Costs	**$10,370,000**
			Eagle Mountain's Responsibility	**6.77%**
				$703,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	0.56
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 146

Improvement Type: Capacity Improvement

East Expressway Widening: Airport Road to Pony ExpressPkwy - 7 lane road

Principal Arterial - 206' Seven Lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	$ 10.00	847,280	$8,472,800
Removal of Existing Asphalt	S.Y.	$ 8.00	0	$0
Clearing and Grubbing	Acre	$ 2,000.00	45.0	$90,042
Roadway Excavation	C.Y.	$ 39.00	97,227	$3,791,869
HMA Concrete	Ton	$ 114.00	24,901	$2,838,686
Untreated Base Course	C.Y.	$ 52.00	26,709	$1,388,862
Granular Borrow	C.Y.	$ 38.00	53,418	$2,029,876
Curb and Gutter (2.5' width)	L.F.	$ 45.00	19,040	$856,800
Sidewalk (5' width)	L.F.	$ 54.00	19,040	$1,028,160
Drainage	L.F.	$ 45.00	9,520	$428,400
Street Lighting	L.F.	$ 50.00	9,520	$476,000
Bridge/Culvert	S.F.	$ 225.00	0	$0
Traffic Signal	Each	$ 400,000	0	$0
Roundabout	Each	$ 500,000	0	$0
			Subtotal	**$21,401,494**
		Construction Contingency	**25%**	**$5,350,374**
		Right of Way ($8/sf)	1,961,120	**$15,688,960**
		Mobilization	**10%**	**$2,140,149**
		Engineering & Administration	**10%**	**$2,140,149**
			Total Project Costs	**$33,173,000**
			Eagle Mountain's Responsibility	**6.77%**
				$2,246,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155	Other Funding Sources:	MAG
HMA Thickness (in) =	5	Length (miles)	1.80
Untreated Base Course Thickness (in) =	9		
Granual Borrow Thickness (in) =	18		
Roadway Excavation Depth (ft) =	2.7		

Eagle Mountain
CFP/IFFP

Project No. 147

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.23

Eagle Mountain
CFP/IFFP

Project No. 148

Improvement Type: New Road

Brookwood Drive Extention: East City Limit to Mountain View Cooridor

Minor Collector - 77' - 2 Lanes

Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.42

Eagle Mountain
CFP/IFFP

Project No. 149

Improvement Type: New Road

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

Minor Collector - 77' - 2 Lanes

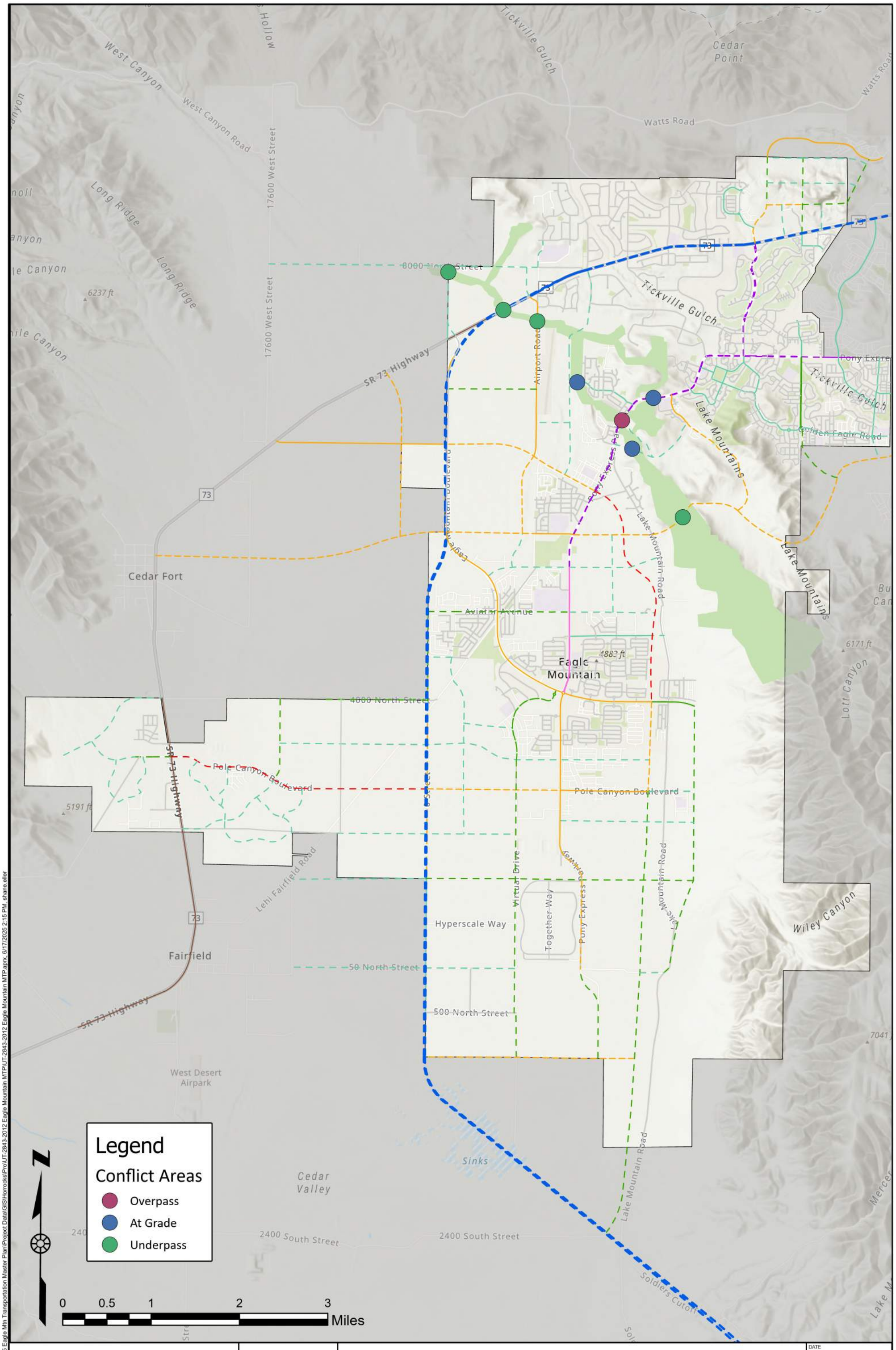
Costs

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

Overall Assumptions:

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

Other Funding Sources:	Eagle Mountain
Length (miles)	0.32



Horrocks.

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Wildlife Corridor Conflict Areas

Eagle Mountain Transportation Master Plan

DATE 6/17/2025
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Figure APP.

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