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GENERAL NOTES:
1. THE ENGINEERS HAVE MADE A FURTHER EFFORT TO LOCATE ALL EXISTING UTILITY LINES FROM RECORDS PRODUCED BY OTHERS ANDificent IN THE TROLLE CONTRACT TO AVOID ALL EXISTING UTILITY LOCATIONS PRIOR TO COMMENCING WORK.
2. ALL EXISTING UTILITY LINES SHOWN ON THE DRAWING ARE LOCATED PER CITY DESIGN STANDARDS.
3. HARDWARE CONSTRUCTION SHALL COMPLY WITH PROVIDENCE CITY DESIGN STANDARDS AND SPECIFICATIONS.
4. EXISTING MANHOLES, VALVE BOXES, ETC., SHALL BE ADJUSTED TO MATCH NEW HOLES.
5. ASPHALT PAVEMENT SHALL MEET CITY STANDARDS.
6. EXISTING UTILITY LINES SHOWN ON THE DRAWING ARE LOCATED PER CITY DESIGN STANDARDS.
7. SHEET MATERIALS (STRENGTH, LIFE EXPECTANCY) AS SHOWN.
8. SWIM UTILITY LINES FROM RECORDS PROVIDED BY OTHERS.
9. ALL SIGNS WHICH ARE DISTURBED SHALL BE RELOCATED PER CITY DESIGN STANDARDS AND SPECIFICATIONS.
10. ROADWAY CONSTRUCTION SHALL COMPLY WITH PROVIDENCE CITY DESIGN STANDARDS AND SPECIFICATIONS.
11.ascaet asphalt pavement shall match city standards.
12. SAW CUT, REMOVE, AND DISPOSE OF EXISTING ASPHALT AND BASE MATERIALS, ETC.
13. EXISTING ASPHALT AND SHALL BE INSTALLED PER CITY STANDARDS.
14. PROPOSED GAS LINE.
15. EXISTING 8" WATER.
16. EXISTING 8" SEWER.
GENERAL NOTES:

1. THE ENGINEER HAS MADE AN EXTENSIVE EFFORT TO LOCATE ALL EXISTING UTILITY LINES FROM RECORDS PROVIDED BY OTHERS AND EVIDENCE IN THE FIELD. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO COMMENCING WORK.

2. ALL SIGNS WHICH ARE DISTURBED SHALL BE RELOCATED PER CITY STANDARDS.

3. ROADWAY CONSTRUCTION SHALL COMPLY WITH PROVIDENCE CITY DESIGN STANDARDS AND SPECIFICATIONS.

4. EXISTING MANHOLES, VALVE BOXES, ETC. SHALL BE ADJUSTED TO MATCH FINISHED GRADE.

5. ASPHALT PAVEMENT SHALL MEET CITY STANDARDS (I.E. THICKNESS, BASE MATERIALS, ETC.)

6. SAW CUT, REMOVE, AND DISPOSE OF EXISTING ASPHALT AND BASE MATERIAL AS NECESSARY TO ACCOMMODATE INSTALLATION OF NEW PAVEMENT SECTION PER CITY STANDARDS.
## ENGINEER'S OPINION OF PROBABLE COST

**PROJECT NAME:** Spring Creek Parkway - West Crossing  
**DATE:** 02-02-2018

**PROJECT DESCRIPTION:** Impact Fee Facilities Plan

**CLIENT:** Providence City

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* Right-of-way Acquisition Not Included

**TOTAL (2018 Dollars):** $267,204.30

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**CRS ENGINEERS, INC.**

2 North Main, Providence, UT 84332
July 16, 2018

To the COG grant evaluation team and selection members:

As an authorized agent for the River Heights City Council, I would like to officially voice our support for a grant application submitted by Providence City to fund the construction of a crossing on Spring Creek Parkway.

The location of this proposed crossing is in close proximity to the municipal boundaries between Providence and River Heights. The access point to this crossing is an integral location for the commuters of both cities. This crossing would also be instrumental in reducing travel times and congestion in residential areas of River Heights, as well as reducing congestion from Providence City’s 100 North feeder street.

A completed crossing at this location would greatly improve traffic flow to commercial retail industrial and related employment areas to the west. In particular, this would connect Gateway Drive to Logan City’s 100 East to the north and will eventually connect Millville City to the south. As this business district expands, this connection will also be instrumental in providing regular visibility and increased patronage to the future establishments along Logan’s 100 East.

The location is also adjacent to the CCID Charter School. Currently the school only has access from one direction, requiring additional access from the east. The addition of the crossing will decrease overall travel time and congestion in this common area between our cities and provide better access to schools and businesses nearby.

Please give this project your careful consideration. We feel that this addition is vital to the overall traffic plan, future development, job and commercial access, as well as overall resident safety.

Respectfully,

Todd Rasmussen
Mayor, River Heights
PROVIDENCE CITY 2018 CCCOG APPLICATION

DATE: August 7, 2018

SUBJECT: Nibley City CCCOG Application

To the CTAC and CCCOG:

Providence City has made application for to build a roadway connection along Spring Creek Parkway. This proposal will impact a County facility (100 West Providence or 600 East/County Road 238) by building a 4-way intersection on the County’s road.

We have met to discuss this issue with Skarlet Bankhead, Administrative Services Director for Providence City. Providence understands that it will own all signage and infrastructure related to their roads that connect onto the County facility, but otherwise the impact should be minimal. The County is supportive of Providence City’s CCCOG application.

Sincerely,

Craig W Buttars
Cache County Executive
**ENGINEER'S OPINION OF PROBABLE COST**

**PROJECT NAME:** Spring Creek Parkway - West Crossing  
**DATE:** 02-02-2018

**PROJECT DESCRIPTION:** Impact Fee Facilities Plan

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**CRS ENGINEERS, INC.**

2 North Main, Providence, UT 84332
August 6, 2018

Providence City
c/o CRS Engineers
Attn: Max Pierce, P.E.
2 North Main, Suite 8
Providence, UT 84332

Re: Pavement Section – Spring Creek Parkway, West Crossing
Providence, UT

Max,

We recommend the following for pavements at the Spring Creek Parkway, West Crossing in Providence, Utah:

We anticipate that the pavements will be founded on the existing native subsoils. We also anticipate medium traffic volumes and that vehicle types will be typical for a collector roadway in Providence City, Utah. Our pavement design is based upon an estimated California Bearing Ratio (CBR) of 5 percent for the existing subsurface soils which are estimated to be clay and silt mixture (soft) soils. The sections provided also assume that proper on-going maintenance be completed over the pavement lifetime.

Pavements for this roadway are anticipated to consist of flexible asphalt concrete.

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Prior to placing subbase, the subgrade must be properly prepared by proof rolling until the subgrade is non-yielding and does not pump or deform. A representative from our office shall inspect the subgrade soils prior to the placement of the subbase soils to insure that the subgrade soils are consistent with the soils expected.
Subbase shall consist of a granular soil meeting a minimum CBR or 30 percent. Roadbase/Untreated base course (UTBC) should conform to Providence City or 1”-minus UDOT specifications and have a CBR value of 70 percent or higher. Asphalt should conform to the standard Providence City or UDOT specification.

The asphalt pavement should be compacted to 95% of the maximum density for the asphalt material. Roadbase and subbase material shall be compacted to 95% of the maximum dry density according to ASTM D1557.

We appreciate the opportunity to work with you on this project. If you have any questions regarding this letter or anything else please feel free to call us at 435-753-2850.

Respectfully Submitted,
CMT Engineering Laboratories

Phillip Pack, P.E.