

**OPEN SPACE ADVISORY COMMITTEE
STAFF REPORT**

MEETING DATE: June 18, 2012

AGENDA ITEM NUMBER: 3A

APPLICANT: Roger Moellendorf, Parks and Recreation Director
Vern L. Krahn, Park Planner

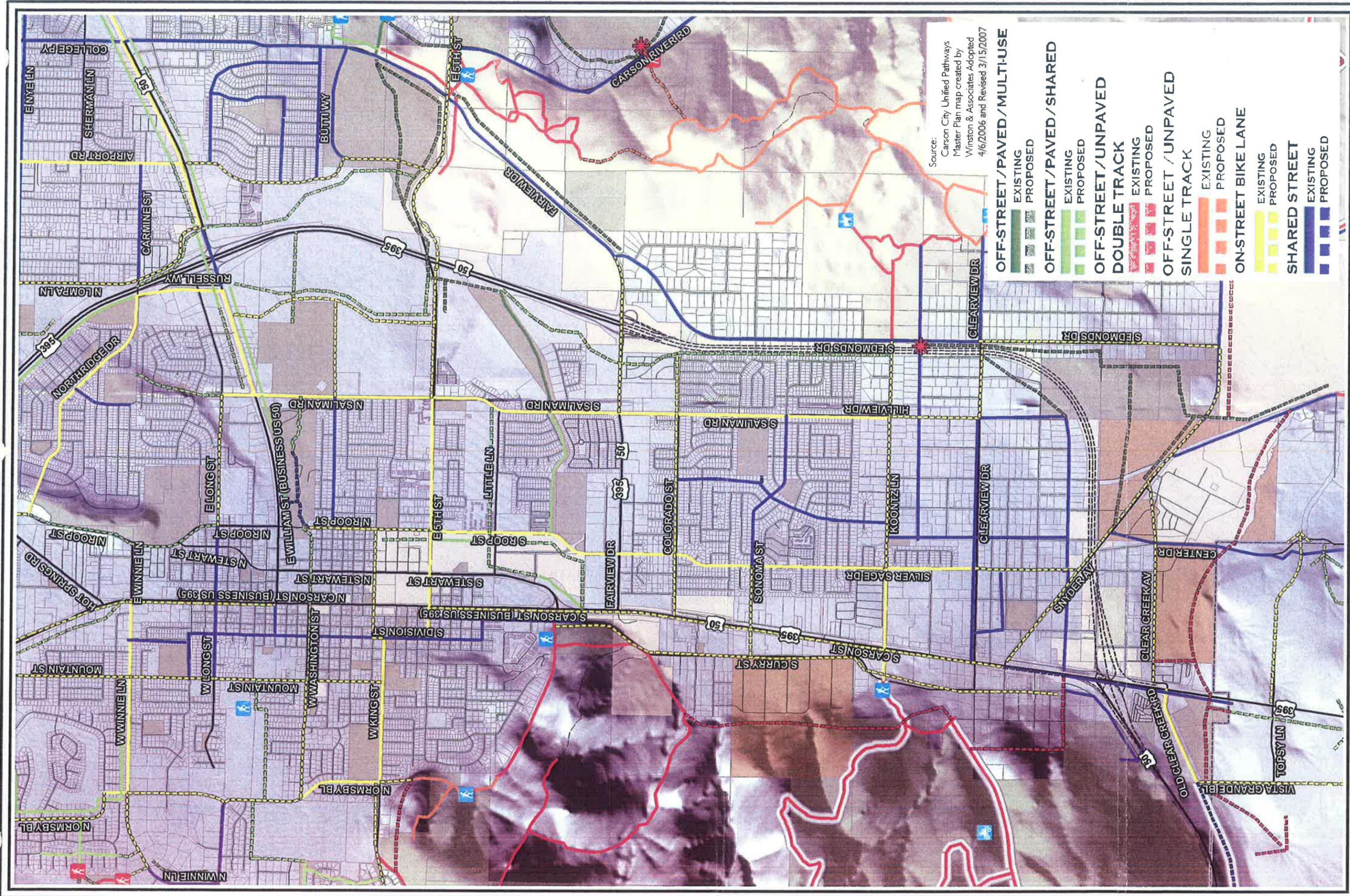
REQUEST: **For Possible Action:** to approve and recommend to the Planning Commission and the Board of Supervisors amendments to the Unified Pathways Master Plan (UPMP) map based on the Carson City Freeway Corridor Multi-Use Path Alignment Alternatives Study's preferred alignment and on completed off-street and on-street connectivity projects adjacent to the freeway corridor.

GENERAL DISCUSSION:

During the development of the UPMP map in 2006/2007, Carson City approved a conceptual path alignment or a "desire line" along the Carson City Freeway south of Northridge Drive (Adopted UPMP Map – Exhibit A). Since then City staff has wanted a more detailed review of the planning, design, and constructability aspects of this conceptual path alignment. CAMPO hired Lumos and Associates to complete a Carson City Freeway Corridor Multi-Use Path Alignment Alternatives Study (Exhibit B). This study provides a detailed assessment for selecting the best route within the freeway's corridor for a multi-use path based on acquiring easements, land ownership patterns, land use conflicts, constructability issues, public safety, estimated construction costs, and design and space limitations (based on NDOT's construction documents for Phase 2B). The study identifies the best route as the **preferred alignment**. City staff believes this alignment is a better route for the multi-use path than the alignment identified on the adopted UPMP map. In addition, the study addresses the bicycle and pedestrian connectivity between Curry Street (an existing major north/south on-street bicycle and pedestrian route) and the Carson City Fairgrounds/Fuji Park. This connectivity is accomplished by an off-street multi-use path through the South Carson Street Interchange.

On Wednesday, May 4, 2011, City and CAMPO staff held a public information meeting on the study at the Community Center. It was well attended and a number of comments were received at the meeting (Exhibit C). On June 8, 2011, the study and corresponding UPMP map changes were presented to CAMPO and the Carson City Regional Transportation Commission. RTC voted 4 to 1 and 5-0 respectively in favor of the UPMP map changes based on the Lumos study and the proposed map updates (Refer to Exhibits D and E). Also, on October 4, 2011, the Parks and Recreation Commission voted 9-0 to approve the same changes (Exhibit F). City staff is asking the Committee to approve these changes to the UPMP map based on the study's **preferred alignment** along the freeway corridor, including the proposed facilities and connectivity routes along South Carson Street, Old Clear Creek Road, and Vista Grande Boulevard. Another aspect of City staff's request is to change the UPMP map to update the map with existing conditions from successfully completed off-street and on-street projects that are adjacent to the freeway corridor. (Proposed UPMP Map Change – Exhibit G).

RECOMMENDED ACTION: Move to approve and recommend to the Planning Commission and the Board of Supervisors amendments to the Unified Pathways Master Plan (UPMP) map based on the Carson City Freeway Corridor Multi-Use Path Alignment Alternatives Study's preferred alignment and on completed off-street and on-street connectivity projects adjacent to the freeway corridor.



Source:
 Carson City Unified Pathways
 Master Plan map created by
 Winston & Associates Adopted
 4/6/2006 and Revised 3/15/2007

- OFF-STREET / PAVED / MULTI-USE**
 - EXISTING
 - PROPOSED
- OFF-STREET / PAVED / SHARED**
 - EXISTING
 - PROPOSED
- OFF-STREET / UNPAVED**
 - EXISTING
 - PROPOSED
- DOUBLE TRACK**
 - EXISTING
 - PROPOSED
- OFF-STREET / UNPAVED SINGLE TRACK**
 - EXISTING
 - PROPOSED
- ON-STREET BIKE LANE**
 - EXISTING
 - PROPOSED
- SHARED STREET**
 - EXISTING
 - PROPOSED



1 Inch = 2,000 Feet

Exhibit "A" Adopted UPMP Map Along Freeway Corridor

Carson City
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 Carson City, NV 89701
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CARSON CITY, NEVADA
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 AND IS NOT TO BE USED FOR ANY OTHER PURPOSES
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Carson City Freeway Corridor Multi-Use Path Alignment Alternatives Study



Prepared For:

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June 1, 2011

Exhibit B

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1.0 INTRODUCTION

1.1 Project Background

A multi-use path along the Carson City Freeway Corridor was completed from Silver Oak Drive to Northridge Drive as part of Phase 1 of the freeway. A 2001 agreement between Carson City and the Nevada Department of Transportation (NDOT) relieved NDOT from the obligation to construct a north-south path along the freeway corridor in subsequent freeway phases. NDOT did agree to leave room for a future path within the freeway right-of-way where possible, and did construct an important east-west link in the City's path system as part of Phase 2A of the freeway. This east-west link extended the Linear Park path under the freeway just north of Fifth Street and connected it to Butti Way. However, no north-south path was constructed with Phase 2A of the freeway.

Phase 2B of the freeway, which will extend it from Fairview Drive to Hwy 50 West, will interrupt a number of east-west and north-south routes currently used by bicyclists and pedestrians, including the currently designated north-south bike route along Silver Sage Drive, bike and pedestrian access to the Edmonds Sports Complex from Hillview Drive, and access to the Prison Hill Recreation Area. At the same time, the freeway corridor provides an unprecedented opportunity to expand the City's non-motorized path system to connect neighborhoods, schools, and recreational facilities such as the Boys & Girls Club, Mills Park, Carson High School, and Governor's Field in the northern and central parts of the community with Edmonds Sports Complex and Carson City Fairgrounds/Fuji Park in the south. Opportunities and sufficient space exist for path segments in various sections of the freeway corridor. However, these opportunities are disconnected and occur on different sides of the freeway. In addition, NDOT is preparing to dispose of surplus property that was purchased to construct the freeway, and these sales potentially could preclude a path in key areas.

To expand the City's path system in a cohesive and well planned manner, an alignment alternatives study is necessary to ensure the various path segment opportunities are connected to provide the best possible path alignment. This will enable the City to identify a preferred path alignment, add the alignment to the City's *Unified Pathways Master Plan* and the Carson Area Metropolitan Planning Organization's (CAMPO) *Regional Transportation Plan*, establish a phasing plan, and seek funding for the highest priority phases. This Alignment Alternatives Study analyzes and evaluates the alignment alternatives for the approximately seven-mile length of the freeway corridor from Northridge Drive to the Carson City Fairgrounds/Fuji Park, and then south to Jacks Valley Road in Douglas County. The study area is shown on Figure 1.

1.2 Project Goals

The City's *Unified Pathways Master Plan* shows an off street multi-use path, for use by bicyclists and pedestrians, along Phase 2 of the freeway corridor. The path is intended to be both a transportation and a recreational facility with the goals of:

- Providing an off-street multi-use path that connects Northridge Drive at the Boys and Girls Club to the intersection of South Carson Street and Old Clear Creek Road.
- Providing connections to existing and proposed paths on the *Unified Pathways Master Plan*, including 5th Street, the Linear Park path, and the Edmonds Sports Complex.

- Providing an alternative north-south bicycle route to mitigate the interruption of the current routes by Phase 2B of the freeway.
- Providing access and connectivity to adjacent neighborhoods that will be cut off when Phase 2B of the freeway is completed by providing alternative routes along and across the freeway.
- Completing an important section of path identified in the City's *Unified Pathways Master Plan*.

The purpose of this alignment alternatives study is to describe the design parameters and criteria used to determine the preferred alternative alignment, briefly describe the alternatives considered, evaluate the alternatives based on the criteria listed below, and present a more detailed description of the alignment that best meets the goals and objectives. Criteria and factors considered in this study include:

- Ability to meet the project goals
- Effectiveness in connecting existing path segments
- Impact on NDOT freeway facilities
- Willingness of property owners to grant the required easements
- Safety at major road crossing points
- Estimated cost
- Phasing of path segments
- Constructability
- Maintenance

2.0 DESIGN STANDARDS

2.1 Background

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination on the basis of disability. However, the current ADA Accessibility Guidelines (ADAAG) do not specifically address sidewalk and path/trail design. In an effort to determine when ADAAG provisions apply to sidewalks and paths/trails, the Federal Highway Administration (FHWA) sponsored a project to research existing conditions on sidewalks and paths/trails for people with disabilities. The project resulted in a two-part publication titled *Designing Sidewalks and Trails for Access*. Part I is a review of existing guidelines and practices, and Part II is a best practices design guide.

Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide provides design recommendations for both *Recreation Trails* and *Shared Use Paths*, as does the American Association of State Highway Officials (AASHTO) *Guide for the Development of Bicycle Facilities*. These two documents, together with input from Carson City and NDOT staff and advocacy groups, have been used to develop the preliminary design standards for the Freeway Corridor Multi-Use Path.

2.2 Design Standards

Path Surface

The main 10-foot path will be constructed with a minimum of 3 inches of asphalt concrete pavement on 6 inches of compacted aggregate base.

Path Width

The path will consist of a 10-foot paved width with 2-foot unpaved shoulders on either side. 10 feet of paving is the AASHTO desired standard for a multi-use path or trail. In some tightly constricted areas, the path width may be reduced to 8 feet and/or shoulder width reduced. See Figure 2 for path typical sections.



Typical path

Design Speed

The design speed for the path will be 20 mph wherever practicable, which is the AASHTO minimum design speed for a Class 1 Bikeway. Portions of the path will have a lower design speed due to physical constraints. These sections will be posted accordingly.

Horizontal Alignment and Cross Slope

The standard path cross slope will be 2% to provide adequate drainage. The AASHTO minimum bike path curve radius for a 20 mph design speed is 100 feet. This will be used on the path wherever possible. However, it is recognized that this standard may need to be reduced in areas of difficult terrain to a minimum of 40 feet. Where the path approaches a stop at an existing road or path junction, the approach radius may be further reduced with appropriate signage.

Grades

Grade requirements for ADA compliance are given in *Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide*, and are summarized as follows: Wherever possible, the maximum longitudinal grade on the path will be limited to 5%. In areas of steep slopes where this is not possible, grades may be increased to 8% for a maximum of 200 feet and 10% for a maximum of 30 feet. Resting areas with slopes of 2% or less will be provided between steeper sections of path. Vertical curves will be provided where grade changes exceed 3%. Curve lengths will be in accordance with the *AASHTO Guide for the Development of Bicycle Facilities*.



Typical railing at path drop-off

Edge Protection (guardrail or handrail)

Edge protection will be provided in areas of steep side slopes where there is a retaining wall on the downhill side or the existing slope presents a significant hazard to users. Concrete barrier rail with access control fencing will be placed between the path where it is adjacent to a freeway travel lane or ramp.

Signs

Signs will be provided to alert users to conditions that do not meet the preferred standards for a recreational path, such as steep grades or sharp curves. It is likely that there will be some interpretive signage installed along the path.

Erosion Control

Cut and fill slopes will be revegetated with an appropriate dryland seed mix and either mulch or an erosion control blanket.



Example of path signs

3.0 ALIGNMENT ALTERNATIVES CONSIDERED

3.1 General

A path alignment that meets the primary vision and goal of the project, namely to provide an off-street north-south route for pedestrians and bicyclists, must by necessity be located within the freeway corridor right-of-way (ROW) in areas where there is existing development on either side of the freeway that precludes a path outside the ROW. In areas where there is undeveloped land, there are more options to move the path outside the NDOT ROW; however, the options will depend on the willingness of private property owners to dedicate easements for the path.

The Preliminary Alignment Alternatives 1" = 500' exhibits (Figures 3.1 to 3.5) show a number of alternative alignments on both sides of the freeway. These alignment alternatives were developed during several site reconnaissance visits by Lumos staff, followed by Lumos and City staff reconnaissance on August 25, 2010, and then further refined after a meeting with NDOT staff on November 15, 2010. For an alternative to be viable, it must be acceptable to NDOT if it is within NDOT ROW or on property owned by NDOT. At the November 15, 2010 meeting, NDOT indicated areas where it would not be acceptable to them for the path to be inside their ROW and/or control of access (COA) fence, and areas where they would consider a path within property they currently own.

A broad range of alignment alternatives were considered on both east and west sides of the freeway. The purpose of this study is to identify a preferred alignment on one side or the other of the freeway. However, the preferred alignment could be on different sides of the freeway between major east-west cross streets if there can be safe and logical connection points at these cross streets. For example, the preferred alignment could be on the east side of the freeway between Hwy 50 and the existing Linear Park path and on the west side of the freeway between the Linear Park path and Fairview Drive because the existing Linear Park path provides a safe crossing under the freeway.

3.2 Alignment Descriptions

A number of alignment alternatives and several variations were considered. These alternatives are briefly described below and shown on Figures 3.1 to 3.5. The alignment alternatives are described from north to south.

Segment 1: Northridge Drive to Hwy 50 East

Alternative A: West Side Alignment

From its current end at Northridge Drive, the path would extend along the east side of Russell Way on NDOT ROW and NDOT-owned property to Hwy 50 where it would join the existing 12-foot wide sidewalk on the north side of Hwy 50. This route would extend west on the 12-foot sidewalk to the signal at the entrance to the Gold Dust West Casino, where it would cross to the south side of Hwy 50.

Alternative B: East Side Alignment

The path would extend under the existing freeway bridge structure on the south side of Northridge Drive as a 12-foot wide sidewalk. A 4-foot-high retaining wall and removal of some existing concrete slope paving would be required to widen the existing sidewalk. The path would then extend south on the west side of North Lompa Lane to Hwy 50. Approximately 1,100 feet of the path would be in NDOT ROW, with the remainder being on the proposed casino site owned by RIDL, Inc. The Special Use Permit (SUP) application for this development shows a path adjacent to North Lompa Lane. The route would cross Hwy 50 at the existing signal at North Lompa Lane and Hwy 50.

East-West Hwy 50 Path Connectivity



Existing sidewalk on Hwy 50 looking west

There is currently an existing separated path on the south side of William Street (Hwy 50) from Mills Park to just west of the signal at the entrance to the Gold Dust West Casino. Heading east from the signal, through the U.S. 395/Hwy 50 Single Point Urban Interchange (SPUI) east to North Lompa Lane, there is a sidewalk that varies in width from five to eight feet. Just east of North Lompa Lane the separated path resumes and continues to the east. Irrespective of which north-south alignment option is selected, east-west path connectivity along Hwy 50 would be greatly improved by widening the existing sidewalk to 12 feet between the signal at the entrance to the Gold Dust West Casino and

North Lompa Lane. This would require additional right-of-way or easements from the Gold Dust West Casino and Carson Land Holdings, LLC, changes to driveways and pedestrian ramps, and the relocation of some utilities.

Segment 2: Hwy 50 East to the Linear Park Path

Alternative A: West Side Alignment

From the signal at the Gold Dust West Casino entrance, the route would continue to the east, crossing the entrance to the Gold Dust West Casino parking lot. The existing 8-foot-wide path on the south side of Hwy 50 would be widened to 12 feet. This would require an easement from the Gold Dust West Casino, construction of a low retaining wall,



Entrance to Gold Dust West Casino parking lot

and relocation of some utilities and signs. East of the Gold Dust West Casino parking lot, the path would head to the south across NDOT-owned property, just outside the freeway fence, to the north edge of the large linear ditch on the Lompa property. The path would continue south along the west edge of the ditch to just opposite where the existing Linear Park path goes under the freeway. At this point there would be a bridge over the drainage channel to connect to the existing Linear Park path south of the prominent bend on the west side of the freeway.

There also would be a continuation of the path along the west side of the small drainage ditch to connect to 5th Street just east of the Lompa Ranch Buildings, with another path on the south side of 5th Street to provide a connection to the existing Linear Park path, either along the west side of the large drainage channel that is south of 5th Street or via a bridge over the large drainage channel just south of 5th Street.

Alternative B: East Side Alignment

The property south of Hwy 50 between the freeway and North Lompa Lane is owned by Carson Land Holdings, LLC. From the signal at North Lompa Lane, there are two options to get to the southern end of this property. The first option is for the route to go west, either by widening the sidewalk to 12 feet or constructing a separate path, then turn to the south within the NDOT-owned surplus property. Approximately 800 feet south of Hwy 50, there is a retaining wall at the toe of the freeway fill slope, and there is not room within NDOT ROW for the path, so an easement would be required from Carson Land Holdings.



North Lompa Lane south of Hwy 50 looking south

The second option would be to extend the path south just west of the ROW of North Lompa Lane. Currently, this ROW is only 30 feet wide, and additional ROW will have to be dedicated when the Carson Land Holdings parcel develops. In this option, the path would cross an area that is currently used by the residents of the apartments on the east side of North Lompa Lane for parking (illegally). Again, an easement would be required from Carson Land Holdings.

An interim, but less desirable, solution would be to have an on-street facility to the south end of North Lompa Lane.

The land south of the current end of North Lompa Lane is owned by the Lompa Family. The path would continue south on Lompa property (easement required) just outside (east of) the NDOT ROW fence to the outlet of the major storm drain box culverts. NDOT has indicated that they will not allow the path to be on the gravel maintenance road around the east side of the water quality basins that provides access to the box culverts, because the road is used by heavy equipment that has to have room to turn around at the end of the maintenance road. So the path would continue south on Lompa property just east of the fence on the east side of the maintenance road to the east-west maintenance road between the ponds and the Kings Canyon Creek drainage channel.



Looking south on Lompa property

From this point, three alternatives were considered to connect to the existing Linear Park path on the south side of the Kings Canyon Creek drainage channel. The most direct route would be for the path to continue due south across the drainage to the existing path on the south side. Since the channel is a Federal Emergency Management Agency (FEMA)-designated floodway, this would require a low elevation path with low-flow culverts, a boardwalk, or a bridge structure. The Kings Canyon drainage channel has shallow standing or flowing water in it for most of the winter and spring, and thus use of an at-grade path would be severely limited. One possibility is to raise the path

about two feet above the floor of the drainage channel and have multiple low-flow culverts under it. If the boardwalk or bridge options are used, the underside of the structure would have to be above the 100-year flood elevation. These alternatives will have to be evaluated in an engineering analysis to determine which of them is feasible. The low-level path will be considerably less costly than either the boardwalk or the bridge.

Another possible route would be to turn the path to the west and follow the maintenance road between the water quality basin and the Kings Canyon drainage channel to where it descends and crosses under the freeway. At this point, the path would turn south and cross the Kings Canyon Creek drainage at or slightly above grade over the area that is currently rip-rapped, and join the existing Linear Ditch path on the south side of the channel. Low-flow culverts would be provided. However, NDOT has indicated they do not want the crossing to be within their ROW. In addition, the east-west maintenance road between the water quality basin and the Kings Canyon drainage channel is designed as a weir to accommodate large flows from the water quality basins to the drainage channel and would be washed out in major storm events. The east-west road is also an exclusive easement for the Lompas to move cattle from the west to east sides of the freeway and thus path users would have to share the path with cattle.



Maintenance road/weir between water quality basins and Kings Canyon Drainage

Another variation on the east-side route would be for the path to head east at the north edge of the Kings Canyon Creek drainage channel to Butti Way and then turn south on the west side of Butti Way. At the Reinforced Concrete Box (RCB) culvert under Butti Way, the road would have to be realigned to the east in order to provide adequate room for a separate reduced-width path on the west side of the road.

Segment 3: Linear Park Path to Fairview Drive

Alternative A: West Side Alignment

The existing Linear Park path extends approximately 1,500 feet south of 5th Street on the west side of the freeway before turning to the west. From this point, the new path would extend south in NDOT ROW, but outside their control of access (COA) fence, cross over the top of the existing RCB culvert about 400 feet south of the existing Linear Park path, and continue south just outside (west) of NDOT ROW on Lompa property (easement required) to about 700 ft. north of Fairview Drive, where the Lompa property ends. The COA fence has a sharp jog to the west just south of the box culvert, and there would have to be a minor reconfiguration of the COA fence to avoid excessively sharp curves in the path.



Existing Linear Park path as it turns to the west

Currently, the only safe place to cross Fairview Drive is at the southbound freeway off-ramp signal. For the path to reach the pedestrian crossing at the signal, the best alignment from the south edge of the Lompa property would be for the path to parallel the off-ramp on its west side. This will require relocation of the existing COA fence and installation of a concrete barrier with access control fencing on top of it parallel to the existing off ramp shoulder. The path would have to be benched into the existing fill slope, which would require either a low retaining wall or recontouring the slope.

Alternative B: East Side Alignment

From the intersection of 5th Street and Butti Way, the path would extend west on the south side of 5th Street, cross the entrance to the Nevada State Prison, and continue to the cul-de-sac at the west end of the prison access road (Warm Springs Court). There is limited room between the existing prison parking and an existing City pump station, so an alternative to a separate path would be an on-street shared-use facility on Warm Springs Court. From the cul-de-sac at the end of Warm Springs Court, the path would turn south on NDOT property, but outside the COA fence, to just south of a water quality basin where it would enter Lompa property (easement required) and continue south to Fairview Drive, where it would ramp up the fill slope to a point opposite the future northbound freeway off-ramp. At present, there is no safe place to cross here, but when Phase 2B of the freeway is completed, there will be a signal at this location. This alternative would require concurrence from Nevada State Prisons and the Nevada Division of State Lands.



Looking south from the end of Warm Springs Court

A variation on the route south of Warm Springs Court would be to utilize the dirt road on the east side of the old linear ditch to south of the water quality basin. However, this route would bring the path closer to the Nevada State Prison.

Segment 4: Fairview Drive to Edmonds Sport Complex

Alternative A: West Side Alignment



Looking south from Fairview Drive

From the south side of Fairview Drive, the path would descend parallel to the future southbound on-ramp, or alternatively descend the Fairview Drive fill slope to the west on a bench, then turn to the south and run along the east side of the residential area to the cul-de-sac at Colorado Street. This location would provide a connection to the adjacent residential neighborhood. The path would continue south along the power line corridor to Koontz Lane (providing another neighborhood connection point) along the utility corridor between the top of the freeway cut slope and the homes to the west. In the places where there will be a sound wall, the path would be between the sound wall and the backyard fences.

The path would continue south between the sound wall and backyard fences to Valley View Drive, where there is the potential for a non-motorized bridge crossing of the freeway. Line Drive, which is unpaved, extends between Valley View Drive and Koontz Lane immediately west of the freeway ROW. Along Line Drive, which is a 30' ROW, the path would have to be a shared use on-street facility due to the limited ROW, unless the NDOT control-of-access fence can be moved to the east to allow enough room for a separate path. Six private residential parcels have frontage on Line Drive. South of Clearview Drive, the path would be on Carson City Christian Fellowship Church property (easement required) and on the four residential lots south of the church (easements acquired by City), until Carson City property at the north edge of the Edmonds Sports Complex is reached.



Looking north along the power line corridor

As the freeway turns to the west, it will cut off the main (southern) portion of the Edmonds Sports Complex from a smaller portion of the complex (currently undeveloped) that lies east of Hillview Drive and south of Appion Way. To connect to the main Edmonds Sports Complex, the path will have to cross the freeway. There are two options to do this. One is to cross the freeway on a non-motorized bridge that would be located opposite the junction of North View Drive and Appion Way. At this point, the freeway is in approximately 15 ft. of cut, so the grade transition on either side of the bridge could be accomplished relatively easily. The second option would be for the path to continue across City property on the west side of the freeway to Hillview Drive, where it would turn south and cross under the freeway in a 12' wide by 10' high concrete box to connect to the northwest corner of the Edmonds Sports Complex. The freeway is roughly at existing grade at this point; however, to get under the proposed drainage channel on the south side of the freeway would require the floor of the box to be about 18 ft. below existing grade. This would present a significant challenge to get the path back up to grade in the limited space available within the Edmonds Sports Complex.

If a separate non-motorized crossing of the freeway is not constructed, then the Clearview Drive Bridge, which will have both bike lanes and 5-foot-wide sidewalks, will provide an alternative transition point from a west side alignment to an east side alignment.

Alternative B: East Side Alignment

In this alternative, the path would continue south from Fairview Drive just outside NDOT ROW, east of the northbound off ramp, before turning due south along the east edge of an NDOT



Looking south along Edmonds Drive

earthwork disposal area to the west side of Edmonds Drive. This would require an easement on a parcel owned by Brown. It would then follow the west side of Edmonds Drive, inside NDOT ROW to a point about 400 feet south of the former Colorado Street, where it would transition into the Edmonds Drive ROW. From this point south to Clearview Drive, there is insufficient room to fit a path between the existing Edmonds Drive edge of pavement and the freeway fence. The only way to have a path in this section would be to utilize all or a portion of the maintenance road on the east side of the rectangular concrete channel at the top of the freeway cut slope, or alternatively construct a

retaining wall to support a path adjacent to Edmonds Drive, though this would preclude any future widening of Edmonds Drive to the west.

From a point about 500 feet south of Clearview Drive, there are two options for continuing the path to the south. The first option follows the top of the freeway cut slope to the northeast corner of the Edmonds Sport Complex. There is a very tight section where the corner of a private residential parcel abuts the drainage ditch at the top of the cut slope. This would require reconfiguring the ditch into a culvert and an easement from the private property owner.

The second option is to continue the path along the shoulder of Edmonds Drive past six residential driveways before turning to the west to access the northwest corner of the Edmonds Sports Complex through a 60-foot-wide undeveloped ROW. Once inside the Edmonds Sports Complex, the exact routing of the path will depend on the location of future soccer fields.



Looking north along Edmonds Drive at residential driveways

Segment 5: Edmonds Sport Complex to Snyder Avenue

At the Edmonds Sports Complex, the freeway turns to the west, so the alignment options are described as north or south of the freeway.

Alternative A: North Side Alignment

There is room for a path within NDOT ROW on the north side of the freeway from Hillview Drive to Ponderosa Drive. However, between Ponderosa Drive and the Snyder Avenue overpass, there will be a major detention basin. The basin will be shallow, and it may be possible to reduce the surface area of the basin and widen the bank on the south side of the basin to create room for the path. This would require changes to three storm drains and two ditches that will enter the basin, and relocation of the NDOT control-of-access fence. To make a connection to local streets, the path would have to be routed to the intersection of Silver Sage Drive and Roland Street, and continuation of the path to the west along the north side of the freeway would serve no purpose because there is no safe place to cross South Carson Street at the proposed South Carson Street/U.S. 395 SPU. Therefore, continuation of the route would be to go north on Silver Sage Drive to Appion Way, or to go south over the Snyder Avenue overpass on bicycle lanes and the sidewalk to Center Drive on the south side of the freeway.

The other north side alignment options shown on Figures 3.3 and 3.4 are on-street facilities along Roland Street and Appion Way to Silver Sage Drive. There are no sidewalks along Roland Street or Appion Way. On the Roland Street alternative, the route would continue on-street and turn southeast over the Snyder Avenue overpass to the south side of the freeway at Center Drive. On the Appion Way alternative, the route would continue west on Appion Way to Snyder Avenue.



Looking west along Appion Way

Alternative B: South Side Alignment

From the northwest corner of the Edmonds Sports Complex Soccer fields, the path would turn south inside the sports complex fence, then turn west into the Bennett Avenue ROW. Between the west edge of the Edmonds Sports Complex and Bigelow Drive, there is 30 feet of public ROW between the ¼ Section line that defines the northern boundary of the Washoe Tribe property and the southern edge of the freeway ROW. Between Bigelow Drive and Center Drive, NDOT owns up to the ¼ section line that forms the northern boundary of the Washoe Tribe property; however, the COA fence is proposed to be 30 feet north of the ¼ section line. The path would follow the Bennett Avenue ROW to Bigelow Drive, then continue west in the 30-foot strip between the Washoe Tribe property and the freeway COA fence to the cul-de-sac just east of Snyder Avenue.



Intersection of Bennett Avenue and Bigelow Drive looking west

Segment 6: Snyder Avenue to Old Clear Creek Road

Alternative A: North Side Alignment

The route would go west as an on-street facility along Appion Way to Snyder Avenue, then continue west along the future realigned Snyder Avenue (Appion Way) to the future signalized intersection at South Carson Street and Appion Way, where it would cross to the west side of South Carson Street. This would provide a connection, via West Appion Way, to Cochise and Curry Streets, which are a north-south bicycle route.

From the Appion Way signal, the route would go south on the west side of South Carson Street as an off-street path in NDOT ROW, through the South Carson Street/U.S. 395 SPUI, to the signal at Old Clear Creek Road. There is room through the SPUI to incorporate a 10-ft path (or alternatively a 12-ft wide sidewalk) rather than the 5-ft wide sidewalk that is shown on the current NDOT plans.

This link is critical to north-south bicycle route connectivity regardless of which route is selected along the freeway corridor. See page 20 for more details.

Alternative B: South Side Alignment

From the cul-de-sac at the west end of Bennett Avenue, the path would continue west under the Snyder Avenue overpass adjacent to the freeway travel lanes. This would require placing an access control fence on the concrete barrier rail and constructing a 6-foot retaining wall at the toe of the bridge slope paving. There would also have to be some reconfiguration of the drainage facilities at the southwest corner of the slope paving. From Snyder Avenue, the path would continue west inside NDOT ROW with a short connection to the cul-de-sac at Silver Sage Drive. There would also be a connection to Center Drive. This is necessary to replace the current north-south bicycle route that goes along Silver Sage Drive. Bicyclists heading south on Silver Sage would be able to cross the freeway on the Snyder Avenue overpass, turn onto Center Drive, then either continue south on-street on Center Drive to Clear Creek Avenue or double back to the north to connect to the path heading west.

From the cul-de-sac at Silver Sage Drive, the path would continue west in NDOT ROW for about 300 feet, then transition onto the BLM property on the south side of the freeway. The path would continue west just outside NDOT ROW to the frontage road at Arthur Street. At one point in time, NDOT had plans for a future storm water detention facility on the BLM parcel; however, they have found a more suitable location for the basin, so there currently are no plans for a detention basin on the BLM property. From the frontage road at Arthur Street, the facility would be an on-street facility to the existing signal at South Carson Street and Old Clear Creek Road. This signal will provide a safe crossing point of South Carson Street. Old Clear Creek Road provides an on-street facility to the Carson City Fairgrounds/ Fuji Park.



Existing frontage road looking north

Segment 7: Old Clear Creek Road to Jacks Valley Road

Alternative A: On West Side of Hwy 395

From the south side of Old Clear Creek Road, the path would extend south on the west side of Hwy 395 to Jacks Valley Road. The path would have to cross the entrance to Bodine's Casino, the main access to the Walmart shopping center at Topsy Lane, two additional shopping center driveways, and the driveway to the Shepherd of the Sierra Lutheran Church. At Jacks Valley Road, the path would connect to the signal at Hwy 395 and Jacks Valley Road.

Alternative B: Old Clear Creek Road and Vista Grande Boulevard

This route would go west on Old Clear Creek Road as an on-street facility utilizing the existing bike lanes and sidewalks to Vista Grande Boulevard. It would then turn south onto Vista Grande Boulevard, continuing as an on-street facility to the end of the existing pavement, which is at a service driveway about 400 feet south of Topsy Lane. From this point to Jacks Valley Road, Vista Grande Boulevard is undeveloped and is currently a dirt track. Paving Vista Grande Boulevard to Jacks Valley Road would provide a parallel facility to Hwy 395 and would enhance the transportation network in this area. From the end of the pavement, the path would continue south either as a separate path or as an on-street facility to Jacks Valley Road.

4.0 PREFERRED ALIGNMENT RECOMMENDATION

At the November 15, 2010 meeting, NDOT indicated areas where it would not be acceptable to them for the path to be inside their ROW and/or COA fence, and areas where they would consider a path within property they currently own. Based on this information, Carson City staff met with a number of adjacent property owners, including the Lompa family, Nevada Division of State Lands, and Nevada State Prison staff. They also met with Washoe Tribe staff and presented the preliminary alignment alternatives to the Stewart Indian Community Council.

For a path alignment on private property to be viable, the property owner must be willing to grant an easement for the path, so the discussions with individuals and entities that own property adjacent to the freeway right-of-way were a key component in identifying a preferred alignment. The full list of factors considered in making the preferred alignment recommendation are:

- Ability to meet the project goals
- Effectiveness in connecting existing path segments
- Impact on NDOT freeway facilities
- Willingness of property owners to grant the required easements
- Safety at major road crossing points
- Estimated cost
- Phasing of path segments
- Constructability
- Maintenance

Segment 1: Northridge Drive to Hwy 50 East

An alignment on the east side of the freeway along the west side of Lompa Lane is the preferred alignment in this segment for the following reasons:

- A separate path is possible for this entire segment.
- The path will provide good connectivity to the existing freeway multi-use path on the west side of the freeway at Northridge Drive and the 8-foot-wide sidewalk on the north side of Northridge Drive. There is already a pedestrian crossing on Northridge Drive at this location.
- The preliminary site plan for the proposed casino at the northwest corner of Hwy 50 and North Lompa Lane includes a separate path along the parcel's North Lompa Lane frontage, indicating that RIDL, Inc., the property owner, is willing to grant an easement for the path.
- The signal at Hwy 50 and North Lompa Lane provides a direct and safe crossing point to the south side of Hwy 50 that aligns with the proposed continuation of the path to the south.
- There is minimal impact on NDOT facilities and maintenance operations.



Intersection of Lompa Lane and Hwy 50
looking south

Issues that need to be addressed in this segment include:

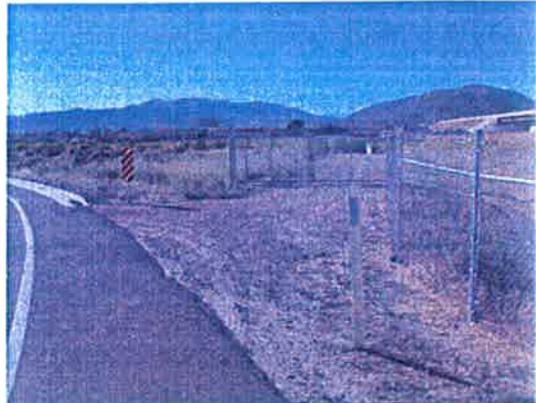
- The slope paving under the freeway bridge over Northridge Drive will have to be modified by constructing a retaining wall to create a 12 ft. wide sidewalk that would accommodate two-way bicycle and pedestrian traffic (See Figure 2). A power pole and electric meter pedestal on the southeast corner of Northridge Drive and Russell Way would have to be relocated.



South side of Northridge Drive looking east

- At the northeast corner of the RIDL, Inc. parcel, there is an NDOT maintenance access point to the large freeway drainage box culverts. The path will cross this access, and will have to be temporarily closed while NDOT maintenance crews are working in the area. However, maintenance activities occur at infrequent intervals, and this will not be a significant impact on the path.

- From about 100 ft. north of the NDOT maintenance access point to just south of the entrance to the Carson Royale Mobile Home Park, there is very little room between the COA fence and the toe of the freeway fill slope, so moving the fence is not really an option. In this area there is no need for the center turn lane that is currently striped on Lompa Lane because there are no side streets or driveways to turn into between the NDOT maintenance access point and the entrance to the mobile home park (MHP). It would be possible to change the striping in this area to eliminate the center turn lane and narrow the pavement on Lompa to accommodate a separate path on the west side of the street. The path would be in lieu of a sidewalk in this area. The center left turn lane and the dedicated northbound left turn lane at Carmine Street would remain between the MHP entrance and Carmine Street; however, it will be necessary to relocate a portion of the NDOT COA fence to accommodate a separate path. North of the MHP entrance, there is room to do this, as there is a flat area between the toe of the freeway fill slope and the fence.



NDOT maintenance access

Segment 2: Hwy 50 East to the Linear Park Path

An alignment on the east side of the freeway that is immediately east of the NDOT COA fence is the preferred alignment in this segment for the following reasons:

- A separate path is possible for this entire segment.
- The Lompa Family, who owns the majority of the property on both sides of the freeway in this segment, has indicated that they would prefer that the path be on the east side.
- The path will provide good connectivity to the existing paths on Hwy 50.
- The path will provide good connectivity to the existing Linear Park path and good wildlife viewing opportunities at the water quality basins and the Kings Canyon Creek drainage.
- If the path is immediately adjacent to the NDOT COA fence south of Hwy 50, it will have minimal impact on the Carson Land Holdings, LLC parcel.
- There is minimal impact on NDOT facilities and maintenance operations.
- There is minimal impact on the Lompa cattle operation.



Looking south across Lompa property.
Note existing use trail

Issues that need to be addressed in this segment include:

- The path will have to head west from the Hwy 50/North Lompa Lane signal to the COA fence at the northbound freeway off ramp. While a path separated from the Hwy 50 sidewalk would be preferable, it would be possible to widen the existing 5 ft. sidewalk on the south side of Hwy 50 to 12 ft. without the need for any major utility or overhead sign relocations.
- Easements will be required from Carson Land Holdings, LLC and the Lompa Family.
- The southern portion of this segment is in a FEMA designated floodplain and the path will have to be constructed so that it does not raise the 100-year flood elevations. This means it will have to be flush with or lower than the existing ground. For most of the alignment this should not be a problem; however, the crossing of the Kings Canyon drainage channel on a low structure with low-flow culverts, boardwalk, or bridge will require engineering analysis to demonstrate that there is not an adverse impact on the flood water surface elevations.



South side Hwy 50 looking west from
North Lompa Lane

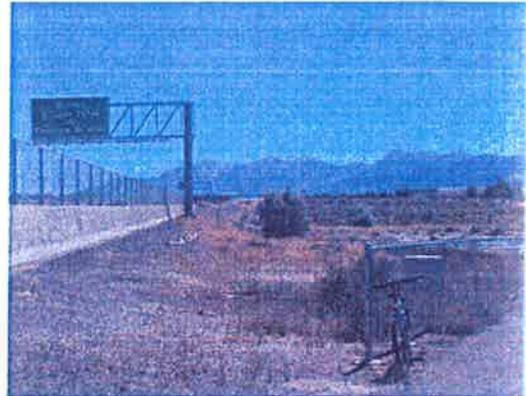


Looking west where the path would cross
Kings Canyon drainage

Segment 3: Linear Park Path to Fairview Drive

An alignment on the west side of the freeway that connects the existing Linear Park path to the off-ramp signal at Fairview Drive is the preferred alignment in this segment for the following reasons:

- A separate path is possible for this entire segment.
- It utilizes 3,400 ft. of the existing Linear Park path, which provides a safe undercrossing of the freeway and saves on construction cost over an east side alignment.
- It connects to Fairview Drive at the existing off ramp signal, which is the only safe crossing point on Fairview Drive.
- It is the most direct route.
- It utilizes an existing box culvert to cross a small drainage and cattle undercrossing of the freeway.
- There is only a minor impact on NDOT facilities and maintenance operations.
- There is minimal impact on the Lompa cattle operation.



Looking south from the existing Linear Park path

Issues that need to be addressed in this segment include:

- Approximately 30 ft. of NDOT COA fence just south of the existing freeway cattle crossing box culvert will have to be realigned.
- An easement will be required from the Lompa Family.
- Approximately 300 ft. of concrete barrier rail with COA fencing on it will have to be constructed adjacent to the southbound off-ramp at Fairview Drive, and a retaining wall constructed to enable the path to connect to the pedestrian crossing at the signal.
- Approximately 700 ft. of NDOT COA fence will have to be relocated at the southbound off ramp north of Fairview Drive.
- There are utility access concerns that will have to be addressed just north of Fairview Drive.
- NDOT will not permit the connection to the existing signal at Fairview Drive until Phase 2B of the freeway is open.



Looking south over the existing box culvert



Looking north from existing signal at Fairview Drive

Segment 4: Fairview Drive to the Edmonds Sport Complex

An alignment on the west side of the freeway that extends south from the Fairview Drive signal to the cul-de-sac at Colorado Street, then utilizes the utility corridor just east of the residential area, crosses Koontz Lane, Valley View Drive, and Clearview Drive, then crosses to the east/south side of the freeway on a non-motorized bridge near the Appion Way/Hillview Drive junction to connect to the Edmonds Sports Complex is the preferred alignment in this segment for the following reasons:

- A separate path is possible for this segment, except for approximately 1,300 ft. at Line Drive, where it would be a shared on-street facility (unless NDOT will agree to move the COA fence).
- It provides good connectivity to the residential neighborhood to the west via Colorado Street, Koontz Lane, Valley View Drive, and Clear View Drive.
- It provides a dedicated non-motorized crossing of the freeway to give direct access to the Edmonds Sports Complex and provides a connection between the existing Edmonds Sports Complex and the future City park on the north side of the freeway.
- It avoids the hazardous crossing of the Fairview Drive bridge if the path were to transition to the east side of the freeway at Fairview Drive.
- It will be considerably less expensive than an alignment on the east side that would require lengthy retaining walls and/or reconfiguration of the NDOT maintenance road adjacent to the drainage channel.
- There is minimal impact on NDOT facilities and maintenance operations.



Looking south from existing signal at Fairview Drive

Issues that need to be addressed in this segment include:

- Approximately 150 ft. of concrete barrier rail with COA fencing on it will have to be constructed adjacent to the southbound on ramp at Fairview Drive, and the slope regraded to enable the path to descend from the signal.
- Approximately 300 ft. of NDOT COA fence will have to be relocated at the southbound on ramp south of Fairview Drive.
- Careful design will be required to ensure adequate sight distance where the path crosses Koontz Lane and Clear View Drive.
- An easement will be required from the Carson Christian Fellowship Church.



Line Drive looking south

- The non-motorized bridge over the freeway will require careful design of the approach grades.
- A non-motorized bridge over the freeway near the Appion Way/Hillview Drive junction is the preferred bridge location for pedestrians and bicyclists using the path for the reasons mentioned above. However, the City is currently evaluating the feasibility of constructing a non-motorized bridge over the freeway at Valley View Drive. A bridge at this location would provide a direct non-motorized freeway crossing for equestrians who live on the west side of the freeway to access the Prison Hill Recreation Area on the east side of the freeway. However, the Valley View location would not be of particular benefit to pedestrians and bicyclists because they can cross the freeway on either the Koontz Lane or Clearview Drive Bridges, both of which have sidewalks and bicycle lanes. As the study progresses into the design phase, both locations should be evaluated based on overall feasibility and benefit.

Segment 5: Edmonds Sport Complex to Snyder Avenue

An alignment on the south side of the freeway that extends from the northwest edge of the Edmonds Sports Complex along the 30 ft. ROW of Bennett Avenue, north of the Washoe Tribe property, and then under the Snyder Avenue overpass is the preferred alignment in this segment for the following reasons:

- A separate path is possible for this entire segment, while an alignment on the north side of the freeway would be a much less desirable and more circuitous shared on-street facility.
- Together with the next segment it provides the most direct connection to the signal at the intersection of South Carson Street and Old Clear Creek Road.
- The path would not adversely impact the Washoe Tribe and with appropriate landscaping could provide a buffer between the Tribe's property and the sound wall on the south side of the freeway.
- With a spur to the south, the path will connect to Center Drive and will provide neighborhood connectivity to south Carson City.



Looking east along Bennett Avenue

Issues that need to be addressed in this segment include:

- The slope paving at the south abutment of the Snyder Avenue overpass will have to be modified with a 6 ft. retaining wall to create sufficient room for the path between the freeway shoulder and the slope paving.
- A concrete barrier rail with COA fencing on top will be required to separate the path from the freeway.
- There may have to be a slight adjustment in the sound wall flare at the cul-de-sac just east of the south abutment at Snyder Avenue.

- Some regrading and adjustment of drainage facilities will be required to make the connection from the west side of the overpass south to Center Drive.

Segment 6: Snyder Avenue to Old Clear Creek Road

An alignment on the south side of the freeway that extends from the west edge of the Snyder Avenue overpass to the intersection of Arthur Street and the frontage road, and then transitions to an on-street facility on the frontage road, is the preferred alignment in this segment for the following reasons:

- A separate path is possible for most of this segment. An alignment on the north side of the freeway would be a much less desirable and more circuitous shared on-street facility.
- Together with the previous segment it provides the most direct connection to the signal at the intersection of South Carson Street and Old Clear Creek Road.
- From the Snyder Avenue overpass to the BLM property west of Silver Sage Drive, the path would be inside NDOT ROW. On the BLM property, the path would be immediately outside the COA fence until it reaches the frontage road, where it would become a shared on-street facility to the South Carson Street/Old Clear Creek Road signal, which would provide a safe crossing point on South Carson Street and access to the Carson City Fairgrounds/Fuji Park to the west.
- It would provide a connection to Silver Sage Drive to the south.

Issues that need to be addressed in this segment include:

- Regrading of the proposed contours will be required just west of the southwest embankment of the Snyder Avenue overpass, and an easement may be required from the property owner of the parcel south of the freeway and east of Silver Sage Drive.
- The path will cross a drainage ditch just north of the Silver Sage cul-de-sac, and the ditch will have to be piped.
- If NDOT will not allow the path inside the ROW adjacent to the private parcel west of Silver Sage Drive, then an easement would be required from parcel owner.

South Carson Street Connection

Current NDOT plans for the freeway interchange at South Carson Street and Hwy 50 show a 5-foot-wide pedestrian sidewalk on both sides of South Carson Street extending through the interchange from Old Clear Creek Road to Overland Street. There are signal controlled crosswalks shown on all four legs of the South Carson Street/Old Clear Creek Road/Lupin Drive intersection. There are no other crosswalks across South Carson Street shown within this segment of South Carson Street. There are no bicycle facilities on South Carson Street shown on the plans and the proposed lane configuration would make it extremely hazardous for bicyclists to ride through the interchange on South Carson Street because of the free right turn movements onto the freeway.

There are no existing bicycle facilities on South Carson Street and as a result bicyclists tend to use Curry and Cochise Streets as a north-south bicycle route on the west side of Carson Street.

However, this route does not connect to Old Clear Creek Road, so south of Appion Way southbound, bicyclists are forced back onto South Carson Street.

To complete a viable north-south route for bicyclists of all skill levels that is separate from South Carson Street, we recommend a separate concrete multi-use path on the west side of South Carson Street that would extend from Appion Way to Old Clear Creek Road. It would be preferable for the path to be set back from the curb by a minimum of 5 ft. and be 10 ft. wide with 2 ft shoulders, which is the AASHTO recommended minimum width for multi-use paths. The path would replace the 5 ft. sidewalk adjacent to the curb on the west side of South Carson Street.

The pedestrian crossings at the free turn on ramps are potentially hazardous for young and/or inexperienced users. The NDOT plans show stop bars at the crossings, but the expected vehicular speeds are high, and some motorists will not stop for pedestrians even if there is a marked crosswalk and a stop bar. Therefore, we recommend that pedestrian-activated stop signals be installed to require vehicles to stop for pedestrians at the pedestrian crossing on the southbound South Carson Street to westbound freeway on-ramp and at the pedestrian crossing on the northbound South Carson Street to eastbound freeway on-ramp.

Segment 7: Old Clear Creek Road to Jacks Valley Road

The Old Clear Creek Road and Vista Grande Boulevard alignment is the preferred alignment in this segment for the following reasons:

- Even though part of the alignment would be an on-street facility, it would be safer than the Hwy 395 alternative because of the three accesses to the shopping center that have high traffic volumes. Vehicles turn right at high speed into the shopping center on the dedicated right turn lanes, and crossing these turn lanes would be hazardous even if pedestrian-activated stop lights were installed.
- When the parcels south of the shopping center on the east side of Vista Grande Boulevard are developed, there is an opportunity for CAMPO and Douglas County to work with the developers to construct a separated path.

Issues that need to be addressed in this segment include:

- There are major driveway accesses to the Comstock Country RV Resort, Costco, Fuji Park, and the Fairgrounds. Better signage alerting drivers that this is a bicycle route would improve driver awareness.

5.0 PATH PHASING

The existing Linear Park path provides a non-motorized east-west route across Carson City that connects Governor’s Field on the west to Riverview Park on the east. The existing freeway multi-use path provides a non-motorized link from Silver Oak Drive on the north to Northridge Drive, which is still north of Hwy 50. The most critical link needed to form a non-motorized path network in Carson City with functional connectivity is to link the existing freeway path at Northridge Drive with the Linear Park path.

Thus, the segment between Northridge Drive and the Linear Park path should be the first phase in the freeway corridor path system. Since there are bike lanes and a sidewalk on Lompa Lane between Northridge Drive and Hwy 50, the segment from Hwy 50 south to the Linear Park path is the most critical and could be constructed as Phase 1A, with the segment between Northridge Drive and Hwy 50 being Phase 1B.

NDOT will not allow the extension of the path to Fairview Drive until Phase 2B of the freeway is completed, so subsequent phases of the multi-use path will not occur until that happens. Once the freeway is completed to South Carson Street and Hwy 50, it would be logical to extend the path southwards from the Linear Park Path in stages. The suggested phasing is as follows:

Phase	Description	Length
Phase 1A	Hwy 50 to the Linear Park Path	5,300 ft.
Phase 1B	Northridge Drive to Hwy 50	2,200 ft.
Phase 2	Linear Park Path to Fairview Drive	2,900 ft.
Phase 3	Fairview Drive to Koontz Lane	5,900 ft.
Phase 4	Koontz Lane to Edmonds Sports Complex (W. side)	5,000 ft.
Phase 5	Edmonds Sports Complex to Old Clear Creek Road	5,800 ft.
Phase 6	Old Clear Creek Road to Jacks Valley Road	3,000 ft.

Depending on the availability of funding and acquisition of the necessary easements, Phases 3, 4, and 5 may be broken into sub-phases.

6.0 PHASE 1A and 1B PRELIMINARY ESTIMATED COSTS

Phase 1A, Bridge or boardwalk option at Kings Canyon Creek drainage.....	\$1,846,000
Phase 1A, Low-level crossing option of Kings Canyon Creek drainage.....	\$987,000
Phase 1A, Realigning Butti Way and using existing box culvert option.....	\$1,147,000
Phase 1B.....	\$503,000

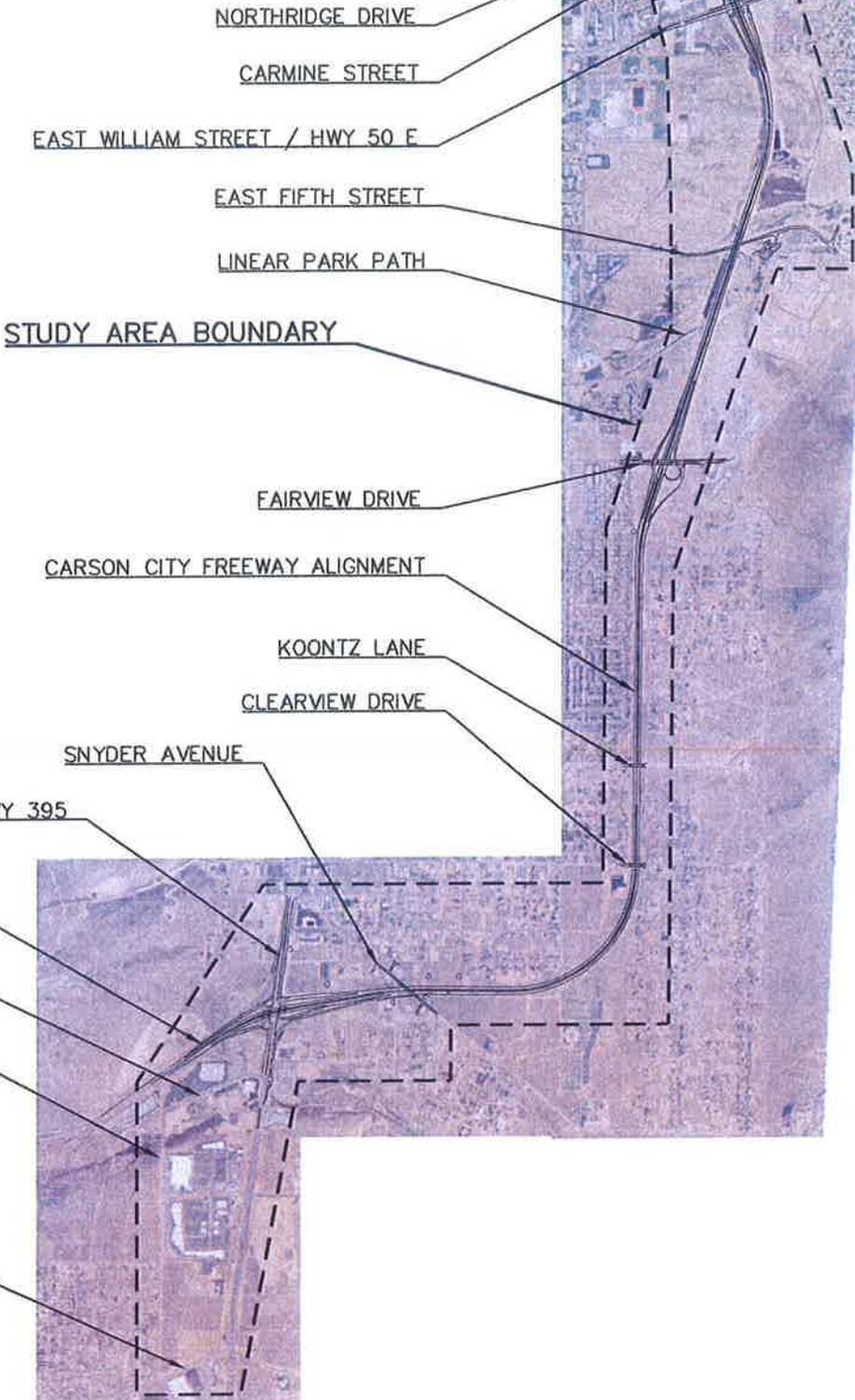
Estimated costs are in today's dollars and include construction cost, 15% contingency, and 17% for engineering and construction oversight. They do not include easement acquisition or any allowance for inflation. Detailed breakdowns are included in Appendix A.

7.0 REFERENCES

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2. American Association of State Highway and Transportation Officials (AASHTO). (2004). *Guide for the Planning, Design, and Operation of Pedestrian Facilities*.
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11. Douglas County (2003). *Comprehensive Trails Plan*

FIGURES

GRAPHIC SCALE
SCALE IN FEET



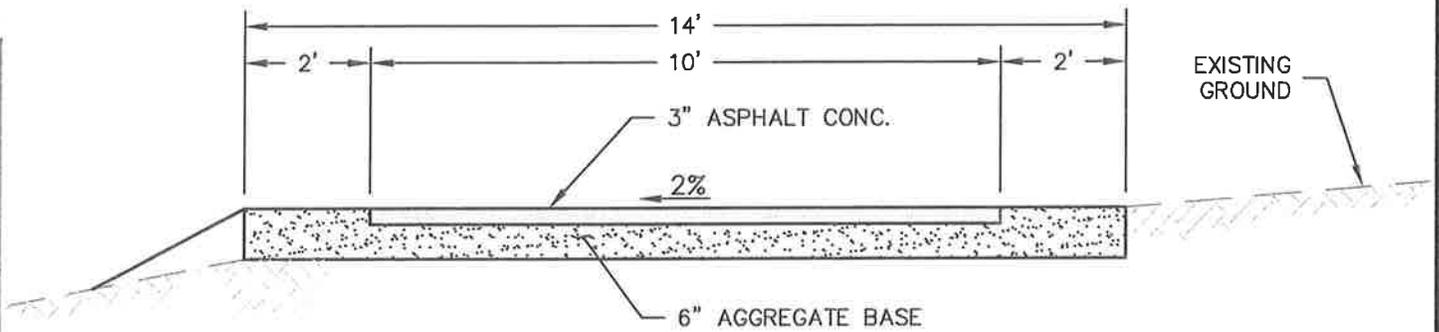
LUMOS
& ASSOCIATES
800 E. COLLEGE PARKWAY
CARSON CITY, NEVADA 89706
PH. (775) 883-7077 FAX (775) 883-7114

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH
ALIGNMENT ALTERNATIVES STUDY
STUDY AREA MAP

CARSON CITY

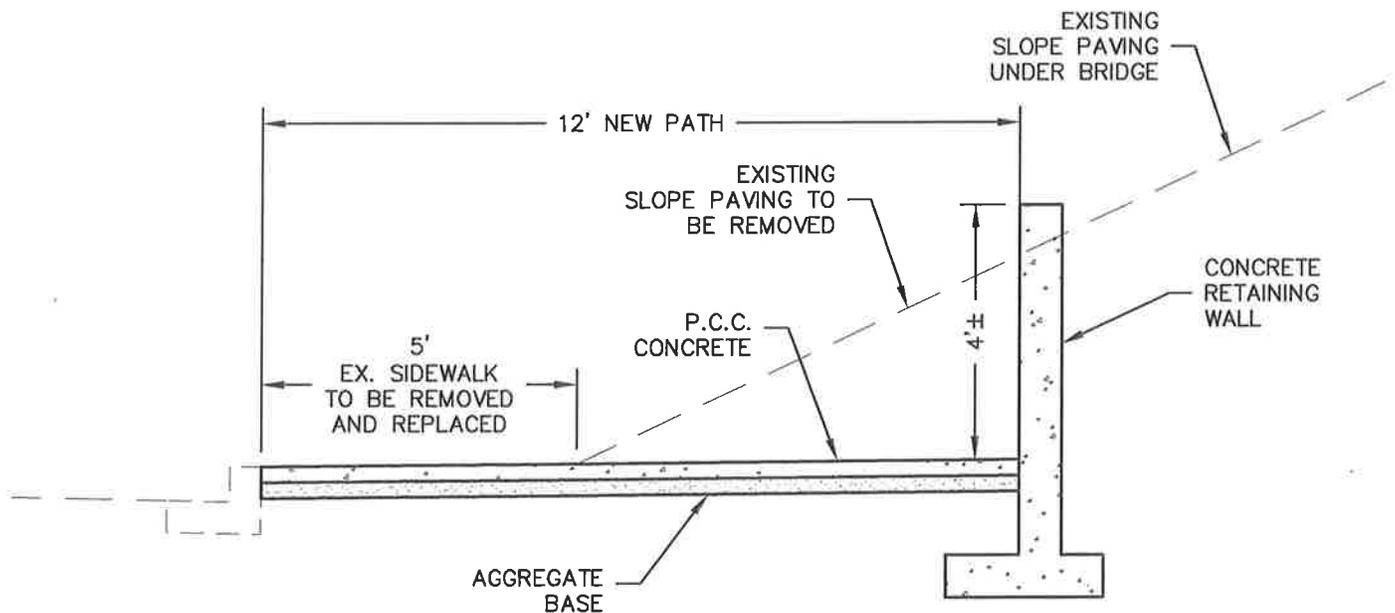
NEVADA

Date: JUNE 2011
Scale: 1"=3500'
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FIGURE 1



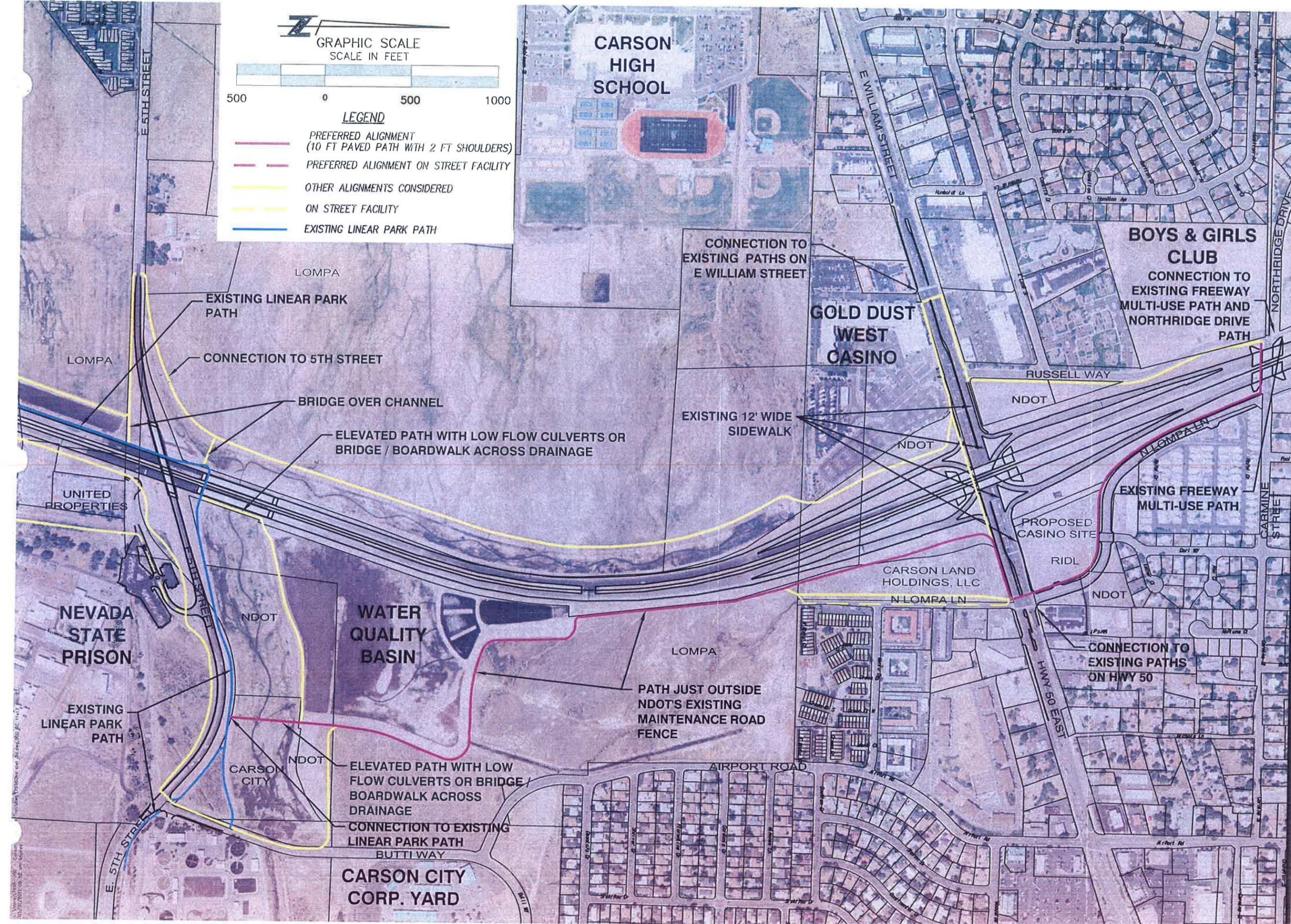
MULTI-USE PATH TYPICAL SECTION

SCALE: N.T.S.



MULTI-USE PATH TYPICAL SECTION

AT NORTHRIDGE DRIVE BRIDGE SCALE: N.T.S.
 (SNYDER AVE. OVERPASS SIMILAR)



GRAPHIC SCALE
SCALE IN FEET

500 0 500 1000

LEGEND

- PREFERRED ALIGNMENT (10 FT PAVED PATH WITH 2 FT SHOULDERS)
- - - PREFERRED ALIGNMENT ON STREET FACILITY
- OTHER ALIGNMENTS CONSIDERED
- - - ON STREET FACILITY
- EXISTING LINEAR PARK PATH

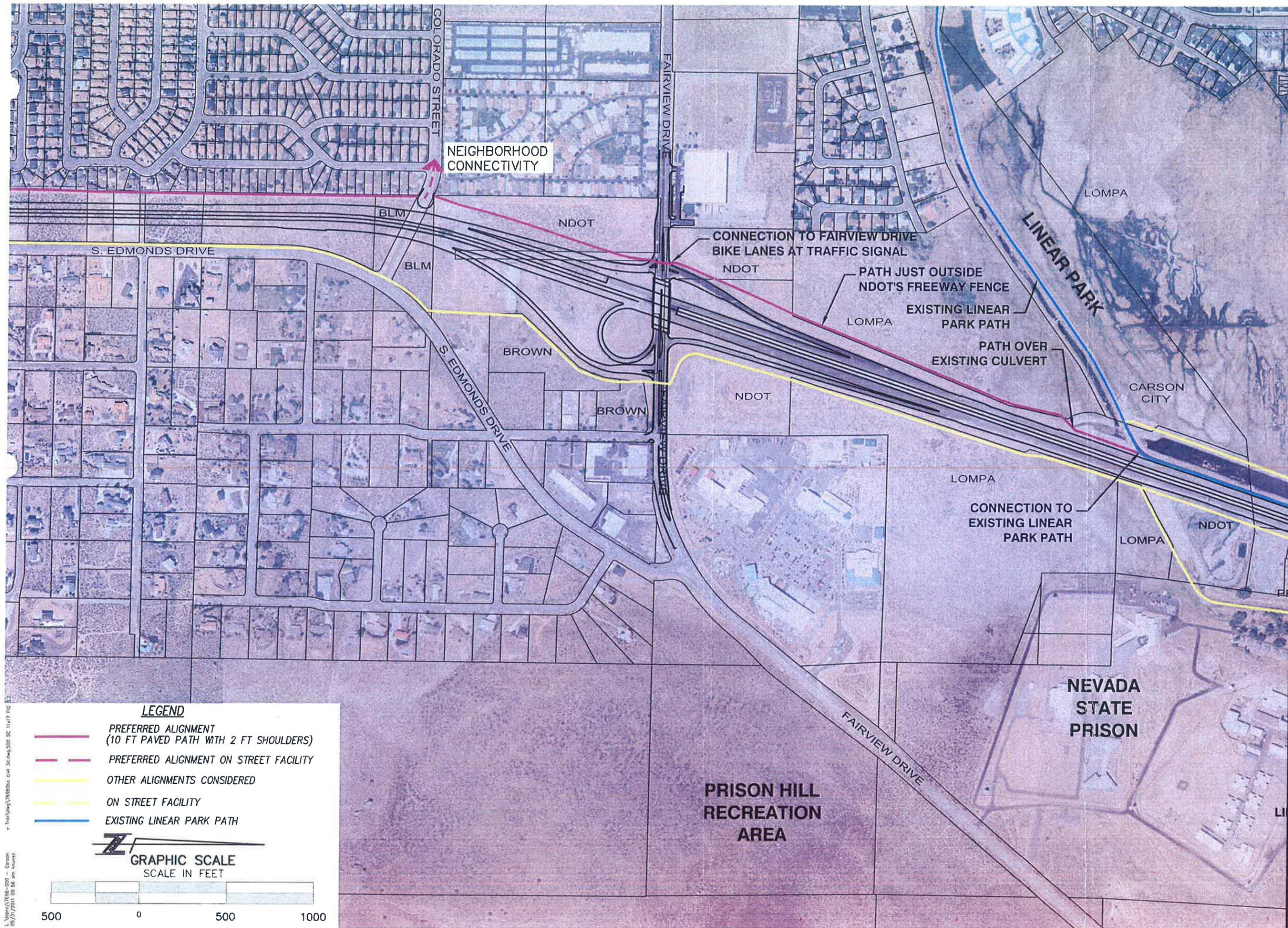
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

**CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH
ALIGNMENT ALTERNATIVES STUDY
ALIGNMENT ALTERNATIVES**

NEVADA
CARSON CITY

REV	DATE	DESCRIPTION

FIGURE 3.1



NEIGHBORHOOD
CONNECTIVITY

CONNECTION TO FAIRVIEW DRIVE
BIKE LANES AT TRAFFIC SIGNAL

PATH JUST OUTSIDE
NDOT'S FREEWAY FENCE

EXISTING LINEAR
PARK PATH

PATH OVER
EXISTING CULVERT

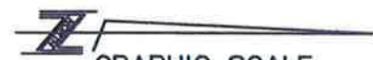
CONNECTION TO
EXISTING LINEAR
PARK PATH

NEVADA
STATE
PRISON

PRISON HILL
RECREATION
AREA

LEGEND

- PREFERRED ALIGNMENT
(10 FT PAVED PATH WITH 2 FT SHOULDERS)
- - - PREFERRED ALIGNMENT ON STREET FACILITY
- OTHER ALIGNMENTS CONSIDERED
- - - ON STREET FACILITY
- EXISTING LINEAR PARK PATH



GRAPHIC SCALE
SCALE IN FEET

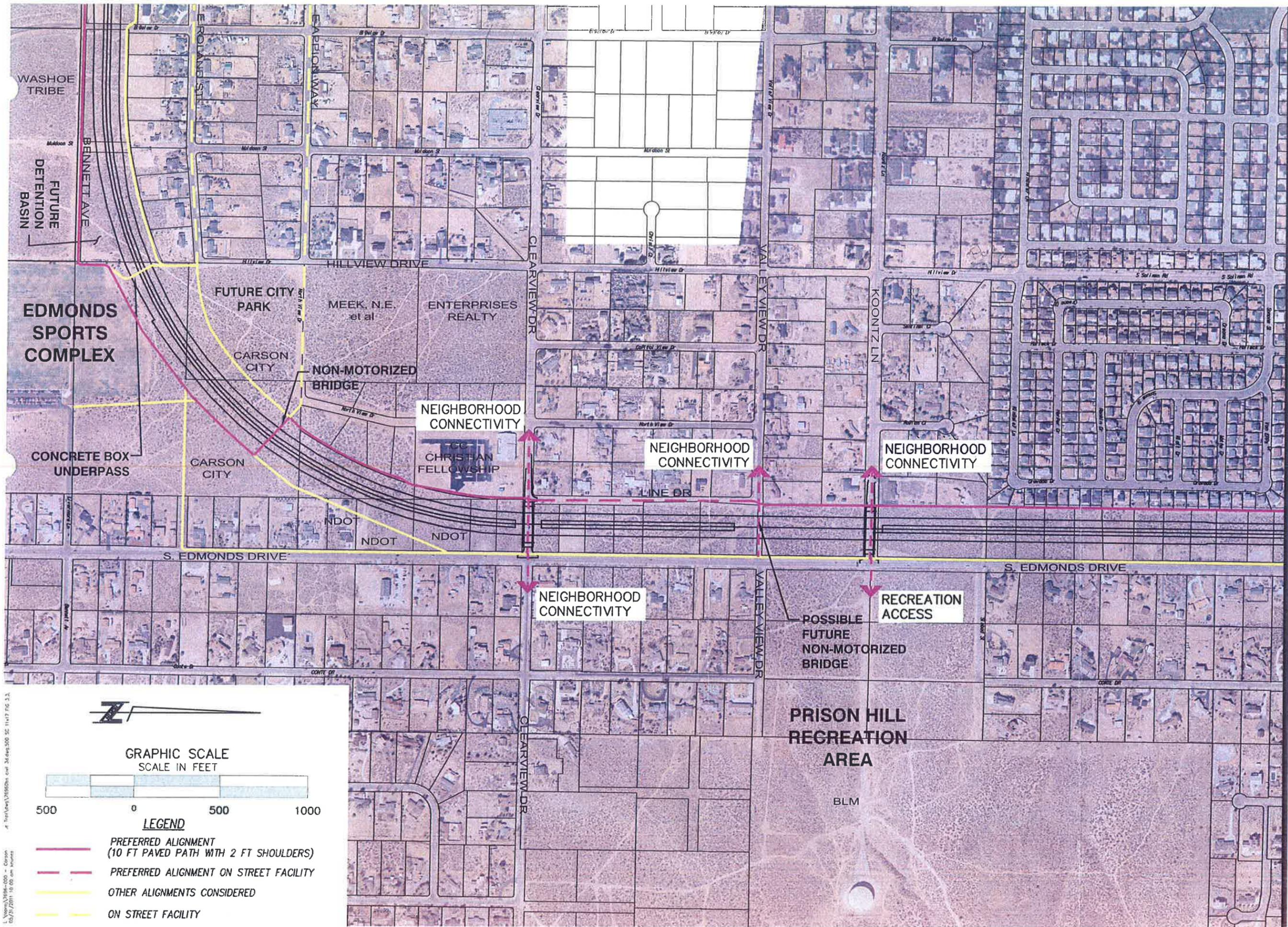
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CARSON AREA METROPOLITAN PLANNING ORGANIZATION
**CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH
ALIGNMENT ALTERNATIVES STUDY
ALIGNMENT ALTERNATIVES**

REV	DATE	DESCRIPTION

FIGURE 3.2

DATE: APRIL 2011
DRAWN BY: KLN
DESIGNED BY: CLM
CHECKED BY: CLM
JOB NO.: 7695,000

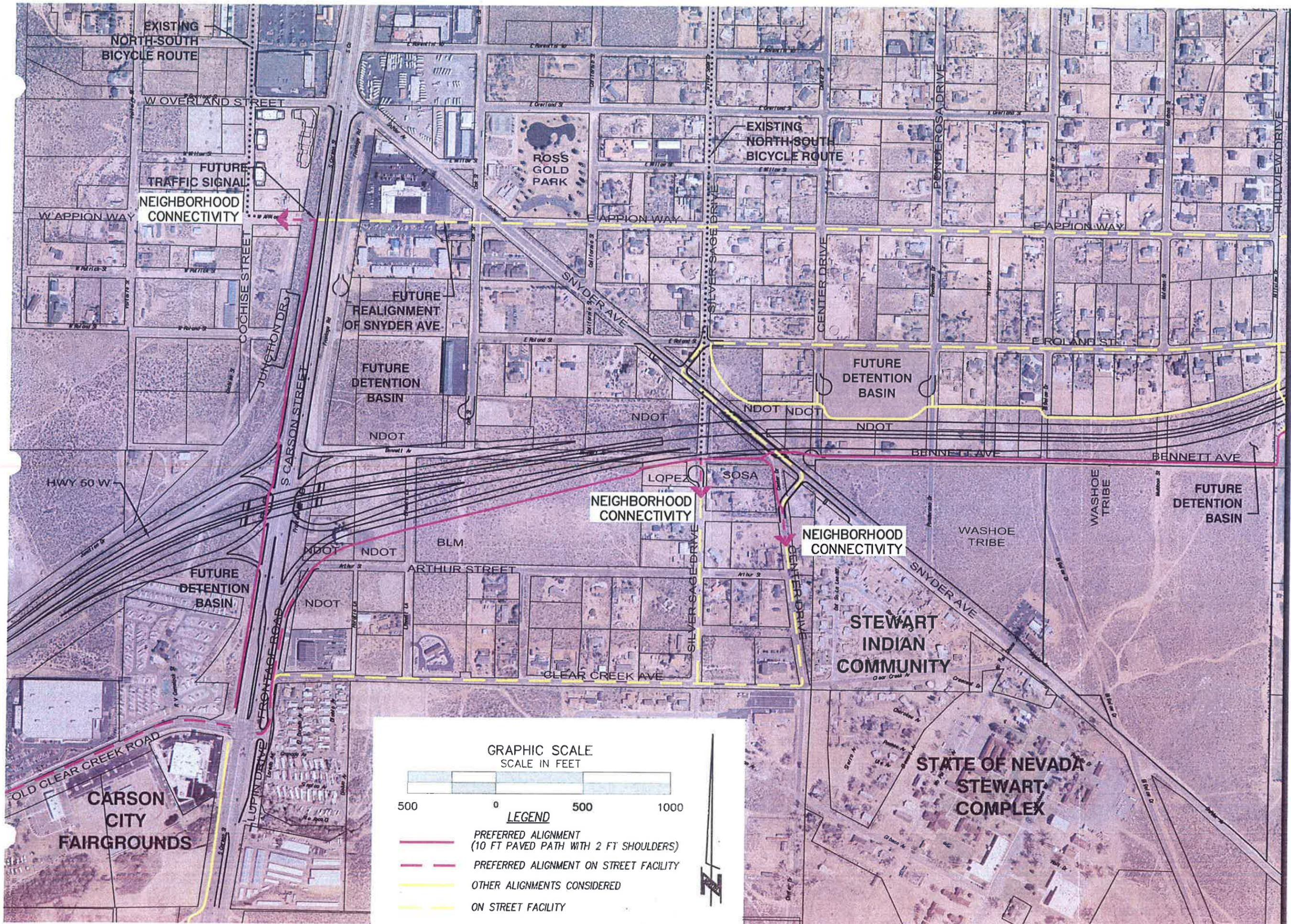


CARSON AREA METROPOLITAN PLANNING ORGANIZATION
**CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH
 ALIGNMENT ALTERNATIVES STUDY
 ALIGNMENT ALTERNATIVES**
 CARSON CITY, NEVADA

REV.	DATE	DESCRIPTION

FIGURE 3.3

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 05/31/2011 10:00 am kln



CARSON AREA METROPOLITAN PLANNING ORGANIZATION
CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH
ALIGNMENT ALTERNATIVES STUDY
ALIGNMENT ALTERNATIVES

REV	DATE	DESCRIPTION

FIGURE 3.4

APPENDIX A

PHASE 1 PRELIMINARY CONSTRUCTION COST ESTIMATE

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION
 CARSON FREEWAY CORRIDOR MULTI-USE PATH
 PRELIMINARY ENGINEER'S COST ESTIMATE**

JN: 7696
 DATE: 6/1/2011
 BY: CLM

Phase 1A - Hwy 50 to Existing Linear Park Path (Bridge Option)

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Temporary Erosion Control ⁽¹⁾	LF	5,300	15	79,500
2	Typical Path Section (14-ft wide) ⁽²⁾	LF	4,910	100	491,000
3	130' L x 12' W Prefabricated Bridge at Kings Canyon Drainage ⁽³⁾	EA	3	250,000	750,000
4	Five Strand Barbed Wire Fence ⁽⁴⁾	LF	3,400	20	68,000
5	Cattle Gates ⁽⁵⁾	EA	2	2,000	4,000
6	12-inch Storm Drain Culverts ⁽⁶⁾	LF	60	50	3,000
7	36-inch Storm Drain Culvert ⁽⁷⁾	LF	20	100	2,000
SUBTOTAL (ROUNDED)					1,398,000
15% CONTINGENCY (ROUNDED)					210,000
ENGINEERING (17%) (ROUNDED)					238,000
TOTAL (ROUNDED)					1,846,000

NOTES:

- 1 Assumes fiber rolls or silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Path costs include 3" AC on 6" AB, earthwork, clear & grub, revegetation. See breakdown below.
- 3 Bridge assumed to be HS-10 loading, golf-course type truss bridge. Includes abutments, wingwalls, and piers. Three are required to span the Kings Canyon Creek Drainage. This is a worst case scenario for cost estimating purposes. It may be possible to construct a trail just above existing grade with a series of low flow culverts that would be considerably cheaper. However detailed engineering analysis is required to determine the impact on the 100-year flood water surface elevations. Estimated construction cost of this alternative is shown on the following page.
- 4 Fence would be between path and areas where the Lompa Family runs cattle.
- 5 These would be similar to the gates on the existing Linear Park Path and would allow cattle to cross the path at the southeast corner of the water quality basin without getting onto the path.
- 6 At three minor drainage/irrigation ditches on the east side of the freeway.
- 7 At the one major drainage ditch that drains to the water quality basin.
- 8 Cost estimate is based on a conceptual alignment and not on engineered plans and does not include cost of easement acquisition from private property owners.
- 9 Mobilization and demobilization costs are included in other items of work.

ESTIMATED PATH QUANTITIES AND COSTS	Quant. per LF	Unit	Unit Cost	Cost/LF
3" AC	10	SF	3	\$30.0
6" AB	1.6	SY	14	\$22.4
Clear & Grub ⁽¹⁾	2.2	SY	6	\$13.2
Earthwork ⁽²⁾	0.2	CY	50	\$10.0
Revegetation ⁽³⁾	1	SY	6	\$6.0
Miscellaneous ⁽⁴⁾	1	LF	5	\$5.0
TOTAL COST/LF				\$86.6
USE				\$100

NOTES:

- 1 Based on 20' wide disturbance = 2.2 SY/LF, plus temporary access and staging areas.
- 2 Earthwork includes all grading required to construct finished path. A cut and fill balance assumed.
- 3 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces.
- 4 Includes path striping and signing, access control bollards.

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION
 CARSON FREEWAY CORRIDOR MULTI-USE PATH
 PRELIMINARY ENGINEER'S COST ESTIMATE**

JN: 7696
 DATE: 6/1/2011
 BY: CLM

Phase 1A - Hwy 50 to Existing Linear Park Path

Estimated cost of replacing Kings Canyon Creek bridge with low level crossing

Item Description	Units	Estimated Quantity	Unit Price	Amount
Typical Path Section (14-ft wide)	LF	290	100	29,000
12-inch Storm Drain Culverts	LF	400	50	20,000
Rock Rip Rap Slope Protection (12 inches thick)	SF	2,400	15	36,000
Filter Fabric	SF	5,000	1	5,000
Galvanized Pipe Fence at either end of crossing	LF	200	25	5,000
Miscellaneous	LS	1	5,000	5,000
SUBTOTAL (ROUNDED)				100,000
15% CONTINGENCY (ROUNDED)				15,000
ENGINEERING (17%) (ROUNDED)				17,000
LOW LEVEL CROSSING TOTAL (ROUNDED)				132,000
PHASE 1A TOTAL (ROUNDED)				987,000

Estimated cost of alternative route on Butti Way instead of Kings Canyon Creek Crossing

Item Description	Units	Estimated Quantity	Unit Price	Amount
Typical Path Section (14-ft wide)	LF	1,730	100	173,000
Move Butti Road to the east by 6 ft. (4" AC + 8" AB) ⁽¹⁾	SF	2,750	6	16,500
Concrete Barrier Rail ⁽²⁾	LF	150	40	6,000
Impact Attenuators ⁽³⁾	EA	2	4,000	8,000
Reconstruct Driveway to WWTP	LS	1	12,000	12,000
Miscellaneous	LS	1	5,000	5,000
SUBTOTAL (ROUNDED)				221,000
15% CONTINGENCY (ROUNDED)				33,000
ENGINEERING (17%) (ROUNDED)				38,000
BUTTI WAY TOTAL (ROUNDED)				292,000
PHASE 1A TOTAL (ROUNDED)				1,147,000

NOTES:

1. Assumes 6 feet of widening on east side, 1 ft. sawcut of existing AC, and 300 ft. tapers (50:1)
2. Barrier rail separates path from road where path is immediately adjacent to road.
3. Impact attenuators on either end of barrier rail.

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION
 CARSON FREEWAY CORRIDOR MULTI-USE PATH
 PRELIMINARY ENGINEER'S COST ESTIMATE**

JN: 7696
 DATE: 6/1/2011
 BY: CLM

Phase 1B - Northridge Drive to Hwy 50

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Temporary Erosion Control ⁽¹⁾	LF	2,200	15	33,000
2	Typical Path Section (14-ft wide) ⁽²⁾	LF	1,900	100	190,000
3	12-ft. Wide Sidewalk on Northridge Dr. ⁽³⁾	LF	300	70	21,000
4	4-ft. Retaining Wall at Freeway Slope Paving ⁽⁴⁾	LF	230	220	50,600
5	Relocate Existing NDOT Control of Access Fence ⁽⁵⁾	LF	600	30	18,000
6	Curb and Gutter ⁽⁶⁾	LF	15	960	14,400
7	Relocate Powerpole ⁽⁷⁾	EA	1	10,000	10,000
8	Relocate Electric Meter ⁽⁷⁾	EA	1	4,000	4,000
9	Restripe Lompa Lane ⁽⁶⁾	LS	1	2,000	2,000
10	Path Transitions at Driveways ⁽⁹⁾	EA	2	4,000	8,000
11	Traffic Control	LS	1	30,000	30,000
SUBTOTAL (ROUNDED)					381,000
15% CONTINGENCY (ROUNDED)					57,000
ENGINEERING (17%) (ROUNDED)					65,000
TOTAL (ROUNDED)					503,000

NOTES:

- 1 Assumes fiber rolls or silt fence on downhill side and orange constr. fence on uphill side. Includes SWPPP.
- 2 Path costs include 3" AC on 6" AB, earthwork, clear & grub, revegetation. See breakdown below.
- 3 Extends from Russell Way to North Lompa Lane. Assumes existing sidewalk is removed and replaced.
- 4 Assumes a reinforced concrete wall. Includes demolition of existing slope paving.
- 5 On Lompa Lane from Northridge Drive south for 400 ft. and north for 200 ft. from box culvert access.
- 6 On the west side of Lompa Lane where it does not currently exist.
- 7 At corner of Northridge Drive and Russell Way.
- 8 Between NDOT access to box culvert and entrance to Carson Royale MHP.
- 9 At the two driveways to the RIDL, Inc. property.
- 10 Cost estimate is based on a conceptual alignment and not on engineered plans and does not include cost of easement acquisition from private property owners.
- 11 Mobilization and demobilization costs are included in other items of work.

ESTIMATED PATH QUANTITIES AND COSTS	Quant. per LF	Unit	Unit Cost	Cost/LF
3" AC	10	SF	3	\$30.0
6" AB	1.6	SY	14	\$22.4
Clear & Grub ⁽¹⁾	2.2	SY	6	\$13.2
Earthwork ⁽²⁾	0.2	CY	50	\$10.0
Revegetation ⁽³⁾	1	SY	6	\$6.0
Miscellaneous ⁽⁴⁾	1	LF	5	\$5.0
TOTAL COST/LF				\$86.6
USE				\$100

NOTES:

- 1 Based on 20' wide disturbance = 2.2 SY/LF, plus temporary access and staging areas
- 2 Earthwork includes all grading required to construct finished path. A cut and fill balance assumed.
- 3 Revegetation includes all work to prepare, seed and mulch all disturbed surfaces.
- 4 Includes path striping and signing, access control bollards.

Carson City Freeway Corridor Multi-Use Path Alignment Alternatives Study – Record of Public Comment

MAY 31, 2011



Exhibit C

CAMPO - Public Information Meeting
Carson City Freeway Corridor Multi-Use Alignment Study
May 4, 2011, 5:00pm - 7:00pm
Community Center Lobby & Bonanza Room
851 E William Street
Carson City, NV 89701

Mail to:
Vern Krahn
Paula Plummer
3303 Butth Way
Suite 9
CC NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
 General Comment

Name: MIKE ARKELL

Address: _____

Phone: _____

Email: N/A

Organization/

Affiliation: BACK COUNTRY HORSEMAN.

Comment: I KNOW YOU ARE AWARE OF WHAT,
"EQUINE FRIENDLY" IS. A LOT OF FOLKS HERE
IN LYON CNTY. DO USE THE C.C. TRAILS SYSTEM.
SILVER SADDLE RANCH, ECT. AND ARE LOOKING
FORWARD TO THE TRI COUNTY TRAIL SYSTEM.
MOST OF US SPEND WHEN WE COME TO
CARSON FOR THIS PURPOSE. THANK YOU FOR
YOUR CONTINUED CONSIDERATION OF THE EQUINE
ENTHUSIASTS.

RESPECTFULLY

Mike Arbell

CAMPO - Public Information Meeting
Carson City Freeway Corridor Multi-Use Alignment Study
May 4, 2011, 5:00pm - 7:00pm
Community Center Lobby & Bonanza Room
851 E William Street
Carson City, NV 89701

Mail to:
Vern Kraker
Parks Planner
3308 Bath Way
Suite 9
CC NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
 General Comment

Name: Trudie Arkell

Address: _____

Phone: _____

Email: _____

Organization/

Affiliation: BackCountry Horsemen of Nevada Carson Valley Chapter

Comment: I'm so pleased that the multi-use path is coming to fruition. The designation of non-motorized users is definitely an enhancement to our community. I'm very grateful that equestrians are included in the user groups. The needs of horses are really not demanding i.e. flat dirt (not gravel) surfaces for the pathways. I'm looking forward as the project gets further along with the connection trails that encompass the three counties. Thanks for all the work that Carson City Planning & Parks & Rec have contributed. With much appreciation.

Thank you,
Trudie Arkell

CAMPO - Public Information Meeting

Carson City Freeway Corridor Multi-Use Alignment Study

May 4, 2011, 5:00pm - 7:00pm

Community Center Lobby & Bonanza Room

851 E William Street

Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
- General Comment

Name: Jean Bondiet

Address: _____

Phone: _____

Email: _____

Organization/
Affiliation: _____

Comment: I'm hoping the connector piece from Appian to Old Clear Creek, west side of 395, is constructed as part of the bypass w/ NDOT - an extremely important pedestrian & bike safety issue in this area.

Carson City also needs to address safety access issues on Curry above the RR Museum to make a viable route N/S west of 395.

I'm so glad we're still working on the entire off-street N/S freeway alignment path, with or without NDOT (but hope NDOT will make major crossing areas to fit the path plans)

CAMPO - Public Information Meeting
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May 4, 2011, 5:00pm - 7:00pm
Community Center Lobby & Bonanza Room
851 E William Street
Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

Carson City Freeway Corridor Multi-Use Path Alignment Study
General Comment

Name: Kelly Clark

Address: 1111 S. ...

Phone: ...

Email: ...

Organization/
Affiliation: Muscle-Powered

Comment: I support this project and the selected preferred alternate. This route should be included in the new city plan + adopted.

→ I would encourage planners to consider an overpass for pedestrians and cyclists at Fairview. This is a very busy intersection & the sight line would make this intersection difficult and possibly unsafe.

I would encourage an overpass at Edmunds to enhance safety for youth sports activists.

Daniel Doenges - Carson City Freeway Multi-use Path

From: Christy Chamberlain <[REDACTED]>
To: "ddoenges@ci.carson-city.nv.us" <ddoenges@ci.carson-city.nv.us>
Date: 5/8/2011 11:58 AM
Subject: Carson City Freeway Multi-use Path

Dear Mr. Doenges:

I attended the May 4 open house on the potential freeway bike path alignment. I use the existing paths and routes throughout the city on a regular basis and am very pleased with them, especially the linear path between Hells Bells Road and Roop Street.

As a cyclist I think that the proposal is fantastic. As a taxpayer, however, I don't think we can afford to provide all things to everyone, and so should leverage what we already have. Specifically:

1. The segment between Highway 50 and the Boys and Girls Club could use the existing road shoulders. I ride this now and find it is reasonably safe, and a short enough distance that it really doesn't warrant a separate path.
2. I don't think a separate bridge at Valley View is necessary. While it would be nice, the overpasses at Koontz and Clearview should be sufficient.
3. During the presentation the prospect of a drainage basin "crossing" (possibly a bridge or boardwalk) was broached to connect the proposed route on the Lompa land east of the freeway and south of Highway 50 with the linear bike path. Why not route the path around the basin, and along Butti Way? This would not add too much distance and would save the cost of crossing the basin.
4. The surface streets south of Clearview and east of 395 are reasonably quiet and make good bike routes. I think the city should assess how the freeway changes traffic patterns on those streets before committing to a separate path on that segment.

Again, I am really pleased that these improvements are being considered, and agree that any of them would be a welcome addition, but I'm also mindful of costs. I trust that a good balance can be struck.

Best regards,

Christy Chamberlain

CAMPO - Public Information Meeting
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May 4, 2011, 5:00pm - 7:00pm
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851 E William Street
Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
 General Comment

Name: Donna Curtis

Address: _____

Phone: _____

Email: _____

Organization/
Affiliation: Parks 4 Paws

Comment: If there is any metal fencing being removed - we can use for dog park at Fuzzy. Check w/ Scott Farambrach Parks Dept

CAMPO - Public Information Meeting

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Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
- General Comment

Name: JEFF FOLTZ

Address: _____
_____ 3 _____

Phone: _____

Email: _____

Organization/
Affiliation: _____

Comment: WOULD LIKE TO SEE THE FACILITIES EXTENDED
SOUTH AT LEAST AS FAR AS JACKS VALLEY ROAD,
POSSIBLY FURTHER, TO CONNECT TO EXISTING
AND PLANNED FACILITIES IN DOUGLAS COUNTY

CAMPO - Public Information Meeting
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Carson City, NV 89701

Mail to
Vern Krahn
Paula Planner
3303 Butte Way
Suite 9
CC NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
 General Comment

Name: Roberta Henriques

Address: _____

Phone: _____

Email: _____

Organization/

Affiliation: Back Country Horsemen - Carson Valley

Comment: In your trail planning, please
design equestrian trails. The trails
need to be dirt + wide enough for horses.
There is a large equestrian community
in the area. Possibly get input on the
design from many of the equestrian
groups.

Thank you

CAMPO - Public Information Meeting

Carson City Freeway Corridor Multi-Use Alignment Study

May 4, 2011, 5:00pm - 7:00pm

Community Center Lobby & Bonanza Room

851 E William Street

Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
- General Comment

Name: TIM HOWARD

Address: _____

Phone: _____

Email: _____

Organization/

Affiliation: State of NV

Comment: When Are you going to improve the
plan as originally stated for pedestrians,
Dog, & HORSE Trailers to cross over free-
way to get to the trails !!

CAMPO - Public Information Meeting
Carson City Freeway Corridor Multi-Use Alignment Study
May 4, 2011, 5:00pm - 7:00pm
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851 E William Street
Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
 General Comment

Name: Donna Inversin

Address: _____

Phone: _____

Email: _____

Organization/

Affiliation: Muscle Power / We Can

Comment: I really/really support the NDOT
access under the 50/Freeway Ext on the
west side of 395

Also wish that city would make
the Curry St (10th to Khadas) widening a
bit more a priority

CAMPO - Public Information Meeting

Carson City Freeway Corridor Multi-Use Alignment Study

May 4, 2011, 5:00pm - 7:00pm

Community Center Lobby & Bonanza Room

851 E William Street

Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
- General Comment

Name: STEVE LASCO

Address: _____

Phone: _____

Email: _____

Organization/

Affiliation: Chair, CC Parks + Rec Dept.

Comment: Great Job, Team!

Do your best to have NDOT provide the S. Carson St.
parallel path and to have sufficient room in
bridges, trestles/overpasses to easily + cost-effectively
accommodate the path. NO Retrofits!!!

Steve Lasco

CAMPO - Public Information Meeting

Carson City Freeway Corridor Multi-Use Alignment Study

May 4, 2011, 5:00pm - 7:00pm

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Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
- General Comment

Name: To Malay

Address: _____

Phone: _____

Email: _____

Organization/
Affiliation: Home owner

Comment: I prefer the yellow
path route, not the
magenta - I feel
the magenta is an
invasion of privacy -

Any studies on increased or
lowered property values to homes
bordering on Pathway?

Any studies on increased
crime along pathways?

CAMPO - Public Information Meeting

Carson City Freeway Corridor Multi-Use Alignment Study

May 4, 2011, 5:00pm - 7:00pm

Community Center Lobby & Bonanza Room

851 E William Street

Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

Carson City Freeway Corridor Multi-Use Path Alignment Study

General Comment

Name: Michael Maloy

Address: _____

Phone: _____

Email: _____

Organization/
Affiliation: _____

Comment:

I definitely oppose the magenta line proposed here north along Lombardy between the Sports Complex and Charade St. I prefer the yellow alternative east of the freeway. The preferred route is a road to 30-50 houses including all of the houses on Lombardy. This would not be a problem with the alternative route access is already limited to houses in the Lombardy neighborhood and would not affect them. Invasion of privacy and issues of trash & noise make the alternative (yellow) route a better choice. The yellow alternative route is also much more scenic.

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Carson City, NV 89701

Mail for
Vern Krahn
Parks Planner
§ 3303 Butte Way
Suite 9
CC NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
- General Comment

Name: Lin Okelley

Address: _____
_____ .0

Phone: _____

Email: _____

Organization/

Affiliation: Backcountry Horseman, Carson Valley Chapter

Comment: Please insure that the trail is "equestrian friendly", ie. level dirt base at least 2 feet wide, alongside or separated by 2-4 feet from a paved trail bed.

Also, please consider future expansion & linking to neighboring county's trails, (Douglas, Oregon)

Non-motorized use please.

CAMPO - Public Information Meeting
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Carson City, NV 89701

COMMENT FORM

Subject(s) of Comments:

- Carson City Freeway Corridor Multi-Use Path Alignment Study
- General Comment

Name: Tim Rave

Address: 1 Overlook Ln
Carson City NV 89705

Phone: _____

Email: _____

Organization/
Affiliation: Alta Alpine Cycling Club

Comment: Please proceed with bicycle path plan - as
I approve. Please bring in front of the
Nevada Bicycle Advisory Board - as we'd like
to see this + have input.

Daniel Doenges - Carson City Freeway Corridor Multi-Use Alignment Study

From: Paul Sinnott <[REDACTED]>
To: <Comments@CarsonAreaMPO.com>
Date: 5/5/2011 2:21 PM
Subject: Carson City Freeway Corridor Multi-Use Alignment Study

I have the following comments with regard to the plans shown at the meeting on May 4, 2011:

- The non motorized bridge at Valley View Drive should not be included without a benefit/cost study. The bridge is very expensive and I've hardly ever seen any horses on Prison Hill.
- The bridge crossing between Clearview Drive and Hillview Drive should not be included. The route along Edmonds Drive should be chosen or the western route should be taken all the way up to the Snyder undercrossing. The bridges are far too expensive. Save all that money for actually building the pike path. It looks like you've got about 6 miles to build. As far as safety the people from the high density neighborhoods have to ride along Koontz Lane to get to the bike path anyway. Crossing the driveways along Edmonds should not be a problem since the driveways are only used twice a day for most of them.
- Have the bike paths been coordinated and placed with the future system to system interchange that will be constructed in the future at the intersection of old 395 and the freeway. This should be included in this master plan, so it doesn't have to be wasted 10 years down the road.
- The bike path along the west side of old 395 should reexamined. An undercrossing on HWY 50 should be included as it avoids the main street traffic and will not be impacted by the future system to system freeway. Has Mr Lepire been contact to see if he will work with Carson City. It would enhance his trailer park.

Thanks for allowing input
Paul Sinnott
[REDACTED]
Carson City, NV 89701

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the June 8, 2011 Meeting

Page 1

DRAFT

A regular meeting of the Carson Area Metropolitan Planning Organization was scheduled for 4:30 p.m. on Wednesday, June 8, 2011 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Paul Esswein
Vice Chairperson Charles Des Jardins
Member Shelly Aldean
Member Russell Carpenter
Member Robert Crowell
Member Jeff Foltz
Member James Mallery
Ex-Officio Member Dennis Taylor

STAFF: Andrew Burnham, Public Works Department Director
Darren Schulz, Deputy Public Works Director
Patrick Pittenger, Transportation Manager
Daniel Doenges, Senior Transportation Planner
Ken Smithson, Transit Coordinator
Randal Munn, Chief Deputy District Attorney
Kathleen King, Deputy Clerk / Recording Secretary

NOTE: A recording of these proceedings, the CAMPO's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours.

A. CALL TO ORDER, DETERMINATION OF A QUORUM (4:32:42) - Chairperson Esswein called the meeting to order at 4:32 p.m. Roll was called; a quorum was present.

B. ACTION ON APPROVAL OF MINUTES - May 11, 2011 (4:34:03) - Member Aldean moved to approve the minutes, as presented. The motion was seconded and carried 6-0-1, Member Carpenter abstaining.

C. MODIFICATION OF AGENDA (4:35:08) - None.

D. PUBLIC COMMENT (4:35:13) - None.

E. DISCLOSURES (4:35:53) - None.

F. PUBLIC MEETING ITEMS

F-1. ACTION TO ACCEPT THE FINAL DRAFT OF THE CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH ALIGNMENT ALTERNATIVES STUDY (4:36:10) - Chairperson Esswein introduced this item. Mr. Pittenger introduced Consultant Chas Macquarrie of Lumos Engineering, reviewed the agenda report, and commended Park Planner Vern Krahn on his useful contributions to the study. Mr. Macquarrie narrated a PowerPoint presentation, copies of which were included in the agenda materials. In response to a question, Mr. Doenges and Mr. Krahn provided an overview of discussions with adjacent property owners. In response to a comment, Mr. Krahn advised that

Exhibit D

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the June 8, 2011 Meeting

Page 2

DRAFT

the path alignment is adopted in the City's Unified Pathways Master Plan element and described the path route. Mr. Macquarrie responded to questions regarding the crossing at College Parkway, necessary and possible easements, the requested equestrian crossing at Valley View Drive, and fencing. In response to a question, Mr. Doenges and Mr. Macquarrie discussed NDOT plans for disposal of surplus property, and necessary coordination relative to the multi-use path.

In response to a further question, Mr. Macquarrie provided background information on, and discussed, cost estimates. Mr. Krahn discussed the importance of trails to the community, as evidenced by surveys and the Unified Pathways Master Plan element development process. Member Aldean commended Christy Chamberlain's suggestion, as included in the agenda materials, to consider using existing surface streets if, as a result of freeway construction, traffic patterns change and the streets become more quiet. In response to previous comments, Mr. Krahn discussed safety requirements necessary to accommodate equestrian use of the path. Member Foltz commended the study, and expressed appreciation for incorporation of the Vista Grande connection to Jacks Valley Road.

Chairperson Esswein entertained public comment. (5:36:11) In consideration of the recently-denied Bicycle Friendly Community application, Jeff Moser of Muscle Powered advised of a recommendation from the League of American Bicyclists to ensure trails and paths connectivity throughout the community. "This project ... would go a long way to doing that since it connects so many existing trails and paths and recreational areas and schools and neighborhoods ..." In consideration of Ms. Chamberlain's suggestion to utilize existing roadways, Mr. Moser emphasized the importance of reviewing associated safety issues.

Chairperson Esswein entertained additional public comments and, when none were forthcoming, a motion. **Member Aldean moved to accept the final draft of the Carson City Freeway Corridor Multi-Use Path Alignment Alternative Study. Member Mallery seconded the motion.** Vice Chairperson Des Jardins noted the conceptual nature of the study, and commended Lumos Engineering. Chairperson Esswein commended City staff and Lumos Engineering on the study, and called for a vote on the pending motion. **Motion carried 6-1.** Member Carpenter clarified his dissenting vote in that "there's a lack of clear access for equestrian use and ... that was pretty strongly asked for in these different comments; and lack of any kind of a funding vehicle ..." He expressed support for the multi-use path. Member Aldean noted the importance of designating the multi-use path as "a line on a map."

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (5:42:03) - At Chairperson Esswein's request, Mr. Pittenger discussed the status of the CAMPO budget.

G-1. FUTURE AGENDA ITEMS (5:43:33) - Mr. Pittenger reviewed the tentative July agenda. Chairperson Esswein entertained requests for additional future agenda items; however, none were forthcoming.

H. ACTION ON ADJOURNMENT (5:44:03) - Member Aldean moved to adjourn the meeting at 5:44 p.m. Member Mallery seconded the motion. Motion carried 7-0.

The Minutes of the June 8, 2011 Carson Area Metropolitan Planning Organization meeting are so approved this _____ day of July, 2011.

PAUL ESSWEIN, Chair

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entertained public comment and, when none was forthcoming, called for a vote on the pending motion. **Motion carried 5-0.**

G-3. ACTION TO APPROVE AND RECOMMEND TO THE PLANNING COMMISSION AND THE BOARD OF SUPERVISORS AMENDMENTS TO THE UNIFIED PATHWAYS MASTER PLAN MAP, BASED ON THE CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH ALIGNMENT ALTERNATIVES STUDY, AS PRESENTED TO CAMPO (6:55:57) - Chairperson Aldean introduced this item, and Mr. Pittenger provided background information. Park Planner Vern Krahn reviewed the agenda materials in conjunction with displayed maps, copies of which were included in the agenda materials. In response to a question, he described the differences between the two multi-use path cross-sections. In response to a further question, he pointed out and described the location of the Ash Canyon to Kings Canyon Trail, and provided background information with regard to the same. Chas Macquarrie provided additional clarification and detail.

Chairperson Aldean entertained public comment and, when none was forthcoming, a motion. **Commissioner Des Jardins moved to approve and recommend to the Planning Commission and the Board of Supervisors amendments to the Unified Pathways Master Plan map, based on the Carson City Freeway Corridor Multi-Use Path Alignment Alternative Study, as presented to CAMPO earlier in the evening; fiscal impact is not yet determined. Vice Chairperson Mallery seconded the motion. Motion carried 4-1.**

G-4. ACTION TO DETERMINE THAT RaPiD CONSTRUCTION, INC. IS THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, PURSUANT TO NRS CHAPTER 338, AND TO AWARD CONTRACT NO. 1011-205, CARSON CITY FREEWAY LANDSCAPING PROJECT, FOR A BID AMOUNT OF \$2,683,930.70, WHICH INCLUDES SCHEDULES A AND B, AND BID ITEM 139 - ONE-YEAR MAINTENANCE PERIOD (\$35,000.00), PLUS A CONTINGENCY AMOUNT NOT TO EXCEED \$46,524.30, TO BE FUNDED FROM THE RTC / GRANT FREEWAY LANDSCAPE PROJECT FUND ACCOUNT, AS PROVIDED IN FY 2010 / 2011 AND FY 2011 / 2012 (6:35:00) - Chairperson Aldean introduced this item. Mr. Schulz reviewed the agenda materials and responded to corresponding questions of clarification. In response to a comment, he advised of the anticipation of additional funding from the state for the subject project "such that we can bring this contingency up ..., but we would be coming back to you next month ... should that, in fact, be a reality."

Chairperson Aldean entertained public comment. (6:38:27) G.R.O.W. Board Member Peter Smith provided historic information on G.R.O.W., the freeway landscape project, the associated funding, and the benefits of Carson City's freeway landscape project to the entire state. He commended the commission on their cooperation over the years, and expressed excitement over the status and progress of the project.

Chairperson Aldean entertained additional public comment and, when none was forthcoming, a motion. **Commissioner Crowell moved to determine that RaPiD Construction, Inc. is the lowest responsive and responsible bidder, pursuant to NRS Chapter 338, and to award Contract No. 1011-205, Carson City Freeway Landscaping Project for a bid amount of \$2,683,930.70, which includes Schedules A and B, and Bid Item 139 - One Year Maintenance Period (\$35,000.00), plus a contingency amount not to exceed \$46,524.30, to be funded from the RTC / Grant Freeway Landscaping Project Fund account, as provided in the FY 2010 / 2011 and 2011 / 2012 budgets. Commissioner Des Jardins seconded the motion. Motion carried 5-0.**

Exhibit E

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F-2. POSSIBLE ACTION TO APPROVE REVISIONS TO THE CAMPO / RTC DISADVANTAGED BUSINESS ENTERPRISE (“DBE”) PROGRAM, REQUIRED BY A FEBRUARY 2011 CHANGE TO THE DBE REGULATION

F-3. POSSIBLE ACTION TO APPROVE AND RECOMMEND TO THE PLANNING COMMISSION AND THE BOARD OF SUPERVISORS AMENDMENTS TO THE UNIFIED PATHWAYS MASTER PLAN MAP, BASED ON COMPLETED ON-STREET AND OFF-STREET PROJECTS ALONG THE FREEWAY’S SOUTHERN CORRIDOR SINCE THE MAP’S ADOPTION IN 2006 (5:24:53) - Chairperson Aldean introduced this item, and Park Planner Vern Krahn entertained questions or comments of the commissioners. Commissioner Des Jardins expressed concern over the map detail, describing it as “awful busy and kind of hard to read.” Mr. Krahn acknowledged the concern, and advised of the difficulty associated with “trying to show the whole City. The next time around, when we do this, we might try to focus in on smaller areas. But, what we were trying to do originally with the plan was to show the whole community from county line to county line and, also, with the system that we have, because Carson City in many areas is completely built out, we have to rely both on the off-street trail system as well as the on-street system for bikes in order to make a connected community and ... transportation and recreation system.”

At Chairperson Aldean’s request, Mr. Krahn reviewed revisions to the map which was included in the agenda materials and displayed in the meeting room. In response to a question, he described various future crossings, designated by asterisks and agreed, at Chairperson Aldean’s suggestion, to add the designation to the legend. Mr. Krahn and Mr. Burnham responded to questions of clarification relative to proposed new facilities designated from North Ormsby Boulevard to Winnie Lane, and in the area of Newman and Maison Streets. Discussion took place regarding acquired and yet-to-be-acquired rights-of-way.

Chairperson Aldean entertained additional questions or comments of the commissioners, and public comments. When none were forthcoming, she entertained a motion. **Commissioner Des Jardins moved to approve and recommend to the Planning Commission and the Board of Supervisors amendments to the Unified Pathways Master Plan map, based on completed on-street and off-street projects along the freeway’s southern corridor since the map’s original adoption in 2006. Commissioner Smolenski seconded the motion. Motion carried 5-0.**

G. PUBLIC MEETING ITEMS:

G-1. INFORMATION REGARDING TRAFFIC ENFORCEMENT ACTIVITIES BY THE CARSON CITY SHERIFF’S OFFICE (5:37:01) - Chairperson Aldean introduced this item and invited Sheriff Ken Furlong to the podium. Sheriff Furlong noted the shared objective of the commission and the Sheriff’s Department “to achieve safe streets in this community.” To that end, he advised that traffic management is an integral part of the Sheriff’s Department Patrol Division. “Right now, in Carson City, that program represents about \$5.9 million and funds 46.75 officers to cover five geographic regions of the community. Within that area, there are ... 268 miles of roadways for the officers to cover. At the minimum, ... a standard shift will have ... five officers on duty, one for each geographic region of the community. ... each of those regions ... is about 30 square miles.” In consideration of traffic and safe streets, Sheriff Furlong discussed the “end goal of reduced accidents. By achieving the reduced accidents, we hope to achieve fewer injuries to our folks.” Sheriff Furlong advised that Sheriff’s Department statistics do not include Nevada Highway Patrol data. “Nevada Highway Patrol is primarily responsible for Highway 50, from the bypass / overpass east, and from Fairview on 395, Carson Street, south.” Sheriff

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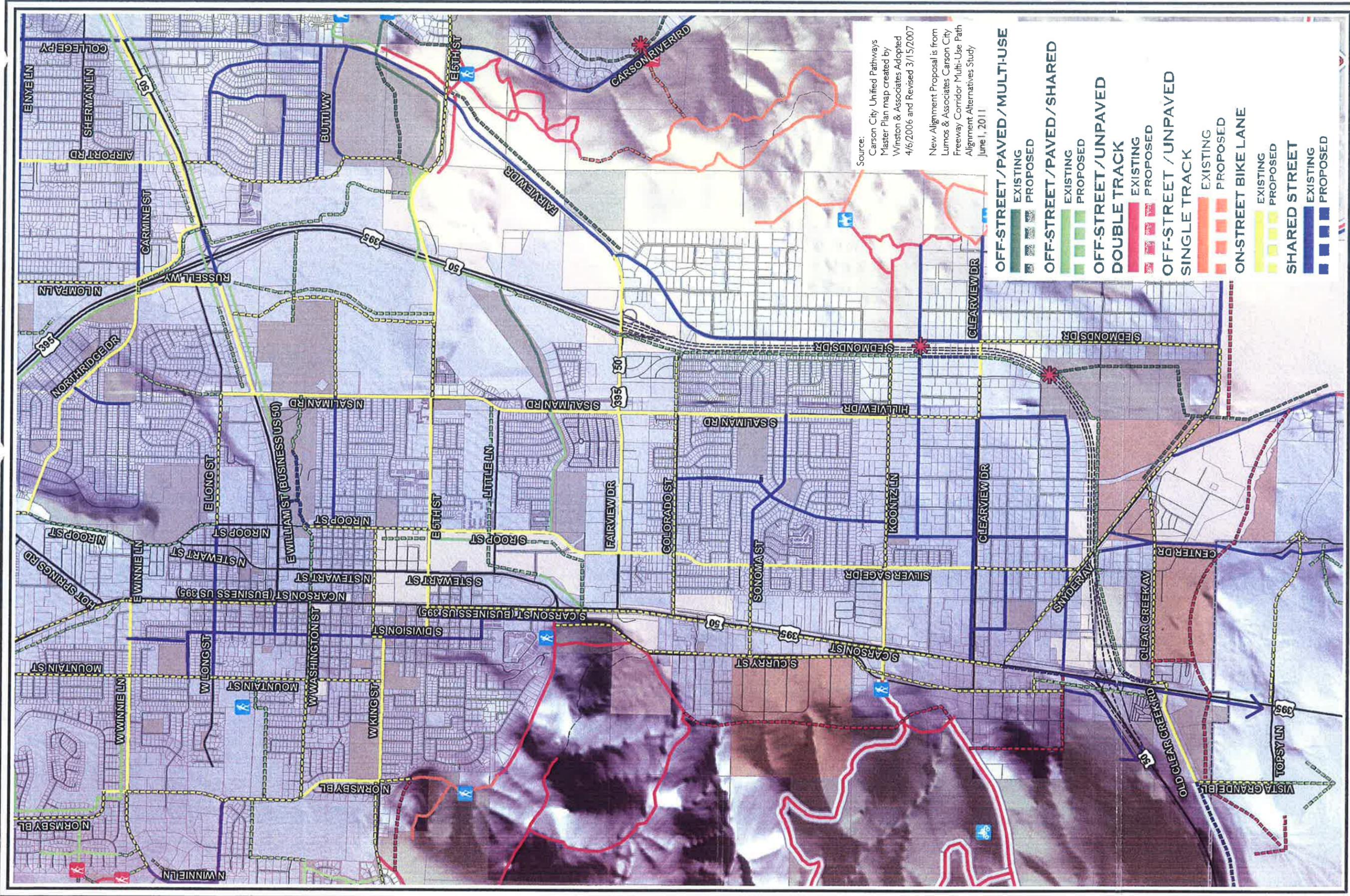
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Alternative A due to its superior lake views. Ms. Mullen also reported that they had received a \$2 Million grant for the North Demonstration Project, \$2.5 Million for the South Demonstration Project, and a Nevada State Parks Recreational and Trails grant for \$199,405 for trailhead and restroom facilities. She added that they would continue to apply for grants for funding the two demonstration projects. In response to Commissioner Curtis' question, Ms. Mullen explained that they were "a little bit over half way" in raising funds for the South Demonstration Project and "approximately one third of the way" on the North Demonstration Project. She also responded to Commissioner Wilson's question by explaining that the state legislation had been written for Carson, Washoe, and Douglas counties, resulting in the agreed-upon funding allocations. Ms. Mullen added that the Commission would recommend to the BOS to allocate the funding for the North and South Demonstration Projects. In response to Commissioner Lehmann's question, Ms. Mullen explained that the way the law was written, the funds would go to the counties, but specifically for the Tahoe Bikeway Project, in that specific county

C. FOR POSSIBLE ACTION TO RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF THE FUNDING ALLOCATIONS OF APPROXIMATELY \$1,975,106 TO DOUGLAS COUNTY AND \$1,625,422 TO WASHOE COUNTY FROM THE VOTER-APPROVED STATE QUESTION 1 FOR THE TAHOE BIKEWAY AND ALLOCATED TO DOUGLAS COUNTY, WASHOE COUNTY, AND CARSON CITY. (6:25:41) – Based on the discussion concerning agenda item 4B, Commissioner Smolenski moved to recommend to the BOS approval of the funding allocations of approximately \$1,975,106 to Douglas County, and \$1,625,422 to Washoe County from the voter-approved State Question 1, for the Tahoe Bikeway and allocated to Douglas County, Washoe County, and Carson City County. The motion was seconded by Vice Chairperson Walt. Chairperson Lasco called for public comments and when none were forthcoming, a vote. Motion carried 9-0.

D. FOR POSSIBLE ACTION TO APPROVE AND RECOMMEND TO THE PLANNING COMMISSION AND THE BOARD OF SUPERVISORS AMENDMENTS TO THE UNIFIED PATHWAYS MASTER PLAN (UPMP) MAP BASED ON THE CARSON CITY FREEWAY CORRIDOR MULTI-USE PATH ALIGNMENT ALTERNATIVES STUDY'S PREFERRED ALIGNMENT AND ON COMPLETED OFF-STREET AND ON-STREET CONNECTIVITY PROJECTS ADJACENT TO THE FREEWAY CORRIDOR. (6:28:28) – Chairperson Lasco introduced the item. Mr. Moellendorf pointed out that items 4D, 4E, 4F and 4G were discussed during the August 2, 2011 meeting, and that they were being re-discussed in order to comply with the Open Meeting Law. He suggested expediting the Staff Reports, since the meeting minutes, approved tonight, included the Commissioners' comments. Mr. Krahn gave background on the Unified Pathways Master Plan (UPMP), and illustrated the existing and planned paths on a map, incorporated into the record. He also referred to the Commissioners' packets, incorporated into the record, which outlined the phases that would provide possibilities for grants. Mr. Krahn also read the following excerpts from the August 2, 2011 minutes: "In response to a question by Chairperson Lasco, Mr. Macquarie clarified that the "NDOT blessed parallel trail to Carson Street" would be built along with the freeway. Commissioner Brod inquired about opposition to the alignment on the west side, because of the trail's proximity to the neighborhoods. "Mr. Macquarie explained that many property owners were concerned about safety and the decrease in their property values. However, he stated, studies had shown the opposite was the case. He gave the example of "people who lived along the path built on the north end of the freeway", who had installed gates in their backyards to access the path." In response to two questions by Vice Chairperson Walt, Mr. Krahn explained that the bicycle riders would cross Highways 50 and 395 at lights, whereas at Clearview and Koontz, a crosswalk would be used. He also clarified that the gates indicated on the plan were to allow the Lompas access to water. Discussion ensued regarding the use of the gates and the use of cattle guards. Commissioner Smolenski moved to approve and recommend to the Planning Commission and to the Board of Supervisors, amendments to the Unified Pathways Master Plan (UPMP) map based on the Carson City Freeway Corridor Multi-Use Path Alignment alternatives study's preferred alignment and on completed off-street and on-street connectivity projects adjacent to the freeway corridor. The motion was seconded by Vice Chairperson Walt. Chairperson Lasco called for public comments and when none were forthcoming, a vote. Motion carried 9-0,

E. DISCUSSION ONLY REGARDING THE LEAGUE OF AMERICAN BICYCLE FRIENDLY COMMUNITY. (6:51:21) – Chairperson Lasco introduced the item. Mr. Krahn gave background, and reported that they had received the Bronze Level designation. He stated that City Staff and Muscle Powered had written a letter to the



Source:
 Carson City Unified Pathways
 Master Plan map created by
 Winston & Associates Adopted
 4/6/2006 and Revised 3/15/2007

New Alignment Proposal is from
 Lumos & Associates Carson City
 Freeway Corridor Multi-Use Path
 Alignment Alternatives Study
 June 1, 2011

- OFF-STREET / PAVED / MULTI-USE**
 - EXISTING (Green dashed line)
 - PROPOSED (Green solid line)
- OFF-STREET / PAVED / SHARED**
 - EXISTING (Light green dashed line)
 - PROPOSED (Light green solid line)
- OFF-STREET / UNPAVED**
 - EXISTING (Red dashed line)
 - PROPOSED (Red solid line)
- DOUBLE TRACK**
 - EXISTING (Blue dashed line)
 - PROPOSED (Blue solid line)
- OFF-STREET / UNPAVED SINGLE TRACK**
 - EXISTING (Orange dashed line)
 - PROPOSED (Orange solid line)
- ON-STREET BIKE LANE**
 - EXISTING (Yellow dashed line)
 - PROPOSED (Yellow solid line)
- SHARED STREET**
 - EXISTING (Dark blue dashed line)
 - PROPOSED (Dark blue solid line)



N

1 inch = 2,000 Feet

Exhibit G

Proposed UPMP Map Change Along Freeway Corridor

Carson City
 GIS Division
 3505 Butti Way
 Carson City, NV 89701
 (775) 887-2335

CARSON CITY, NEVADA
 THIS MAP IS PREPARED FOR THE CITY OF CARSON CITY,
 NEVADA. THE CITY OF CARSON CITY, NEVADA,
 REPRESENTS A SURVEY. NO LIABILITY IS ASSUMED AS
 TO THE ACCURACY OR COMPLETENESS OF THE DATA
 DELIVERED HEREON.