



NOTICE OF MEETING OF THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (RTC)

Day: Wednesday
Date: June 14, 2017
Time: Begins immediately after the adjournment of the Carson Area Metropolitan Planning Organization meeting that begins at 4:30 p.m.
Location: Community Center, Sierra Room, 851 East William Street, Carson City, Nevada

AGENDA

AGENDA NOTES: The Regional Transportation Commission is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting. If special arrangements for the meeting are necessary, please notify Regional Transportation Commission staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or ppittenger@carson.org, or call Patrick Pittenger at (775) 887-2355 at least 24 hours in advance.

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Patrick Pittenger, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted under "Agendas & Minutes" at www.carson.org/agendas, or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

- 1. ROLL CALL AND DETERMINATION OF A QUORUM**
- 2. AGENDA MANAGEMENT NOTICE:** The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- 3. DISCLOSURES:** Any member of the RTC Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the RTC's official business. Such disclosures may also be made at such time the specific agenda item is introduced.
- 4. PUBLIC COMMENT:** Members of the public who wish to address the RTC may approach the podium and speak on any matter relevant to or within the authority of RTC. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future RTC meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

5. APPROVAL OF MINUTES:

5.A (For Possible Action) May 10, 2017 Draft Minutes

6. PUBLIC MEETING ITEM(S):

6.A (For Possible Action) To approve the South Carson Street Complete Streets Study.

Staff Summary: Upon completion of the Carson City Freeway Phase 2B-3, Carson City will take ownership of South Carson Street. To assist Carson City in identifying design alternatives to better utilize the South Carson Street Corridor, the Carson Area Metropolitan Planning Organization has funded this Complete Streets Study for the entire South Carson Street Corridor.

6.B (For Possible Action) To approve cooperative agreement P207-17-016, between the Carson City RTC and the Nevada Department of Transportation (NDOT) for 12 Battery Backup Systems and 239 Retro-Reflective Back Plates, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions or a change in the value of funding up to 20% of the initial funding amount.

Staff Summary: The agreement will reimburse the RTC for the purchase of material and traffic control needed to install the battery backup systems and retro-reflective back plates. RTC will be responsible for installation and future maintenance.

6.C (For Possible Action) To approve cooperative agreement NM274-17-816, between the Carson City RTC and the Nevada Department of Transportation (NDOT) for a Rectangular Rapid Flashing Beacon (RRFB) project on U.S. 50 at Silver State Street, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions.

Staff Summary: The project will improve safety for pedestrians crossing U.S. 50 by providing a pedestrian activated signal and a crosswalk.

6.D (For Possible Action) To approve the Complete Streets Performance Monitoring Program.

Staff Summary: Staff has created a program to collect pedestrian and bicyclist counts in four major corridors: North Carson Street, Downtown Carson, South Carson Street, and East William Street. The counts will be used to collect baseline data and monitor the performance of Complete Streets measures.

6.E (For Possible Action) To determine that Nevada Barricade & Sign Company, Inc. is the lowest responsive and responsible bidder pursuant to N.R.S. Chapter 338 and to award Contract No. 1617-148 “2017 Long Line Program” for base bid of \$158,525.30, plus a 10% contingency amount of up to \$15,852.53 for a total not to exceed amount of \$174,377.83 to be funded from the Property Services/Long Line Striping Account as provided in the FY18 budget.

Staff Summary: The Carson City 2017 Long Line Striping Project consists of placing approximately 1,103,805 linear feet of painted pavement markings using Nevada Type II water based paint. Remove approximately 3,100 linear feet of existing striping, layout, traffic control, and all other incidentals needed to complete project.

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (Non-Action Items):

- 7.A Street Operations Activity Report
- 7.B Project Status Report
- 7.C Future Agenda Items

8. BOARD COMMENTS (Information only): Status reports and comments from the members of the RTC Board.

9. PUBLIC COMMENT: Members of the public who wish to address the RTC Board may approach the podium and speak on any matter relevant to or within the authority of RTC. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future RTC meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

10. The Next Meeting is Tentatively Scheduled: 4:30 p.m., Wednesday, July 12, 2017, at the Sierra Room - Community Center, 851 East William Street.

11. ADJOURNMENT: For Possible Action

This agenda has been posted at the following locations on Thursday, June 8, 2017, before 5:00 p.m.:
City Hall, 201 North Carson Street
Carson City Library, 900 North Roop Street
Community Center, Sierra Room, 851 East William Street
Carson City Public Works, 3505 Butti Way
Carson City Planning Division, 108 E. Proctor Street
Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden
Lyon County Manager's Office, 27 South Main Street, Yerington
Nevada Department of Transportation, 1263 S. Stewart Street, Carson City
City Website: www.carson.org/agendas
State Website: <https://notice.nv.gov>

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A regular meeting of the Carson City Regional Transportation Commission was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization meeting, on Wednesday, May 10, 2017, in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Brad Bonkowski
Vice Chairperson Jim Smolenski
Commissioner Lori Bagwell
Commissioner Mark Kimbrough

STAFF: Darren Schulz, Public Works Department Director
Patrick Pittenger, Transportation Manager
Dirk Goering, Senior Transportation Planner
Hailey Lang, Transportation Planner
Jason Woodbury, District Attorney
Kathleen King, Chief Deputy Clerk

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

1. CALL TO ORDER AND DETERMINATION OF A QUORUM (5:07:51) - Chairperson Bonkowski called the meeting to order at 5:07 p.m. Ms. King called the roll; a quorum was present. Commissioner Zenteno was absent due to legislative responsibilities.

2. PUBLIC COMMENT (5:08:16) - Chairperson Bonkowski entertained public comment. Mr. Pittenger invited JAC Transit System General Manager Lisa Lushner to the podium, and presented her with a plaque in honor of her retirement. Ms. Lushner thanked the commissioners and Mr. Pittenger. Chairperson Bonkowski congratulated Ms. Lushner; and the commissioners, City staff, and the citizens present applauded. (5:10:45) Ms. Lushner thanked Mr. Pittenger for all his support over the years, and thanked the City for the transit system. Ms. Lushner provided a brief overview of her experience, and briefly commented on the benefits of the transit system to the community. Mr. Pittenger thanked Ms. Lushner again; and the commissioners, City staff, and the citizens present applauded.

Mr. Pittenger introduced JAC Transit System Operations Manager Ferrell Bonner, and advised that he has been promoted to the position of General Manager. The commissioners, City staff, and the citizens present applauded once again. Chairperson Bonkowski called again for public comment; however, none was forthcoming.

3. ACTION ON APPROVAL OF MINUTES - April 12, 2017 (5:12:58) - Chairperson Bonkowski entertained a motion. **Commissioner Kimbrough moved to approve the minutes, as presented. Commissioner Bagwell seconded the motion. Motion carried 4-0.**

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4. PUBLIC MEETING ITEMS:

4(A) INFORMATION ONLY TO PROVIDE TRAFCC MEETING UPDATE FROM TUESDAY, APRIL 18, 2017 (5:13:20) - Chairperson Bonkowski introduced this item, and Mr. Pittenger reviewed the agenda materials. Chairperson Bonkowski entertained questions or comments; however, none were forthcoming.

4(B) INFORMATION ONLY REGARDING ACCESS FOR CONSTRUCTION AND THE NEED FOR FUTURE EASEMENTS ALONG SIERRA VISTA LANE, AS PART OF THE FEDERAL LANDS ACCESS PROGRAM (“FLAP”) GRANT PROJECT (5:16:07) - Chairperson Bonkowski introduced this item, and Mr. Goering reviewed the agenda materials. Real Property Manager Stephanie Hicks responded to questions of clarification, and acknowledged that all necessary easements will be secured prior to construction. Mr. Goering responded to additional questions of clarification.

(5:21:59) Chairperson Bonkowski entertained public comment on the subject and previous items. (5:22:09) Donna Grey discussed concerns relative to the Bureau of Indian Affairs easements. Mr. Goering advised that staff has been in contact with the Bureau of Indian Affairs Right-of-Way Officer “from the beginning of application. The Right-of-Way Officer has always been helpful and cooperative it is a ... valid concern but, at this time, there has been no reason to think that they’re not going to approve it. And if they don’t approve it, ... I think we would start looking at other options ...” Mr. Pittenger offered similar assurances, and Mr. Goering responded to additional questions of clarification. Ms. Hicks advised of “several meetings with the Bureau of Indian Affairs. Part of their process, we had to actually reach out to all of the allotment owners. So we have sent several letters to them in order to get their feedback and any concerns as to whether or not they disagree. So part of what we had to submit as the application was to be able to verify with the Bureau of Indian Affairs that the allotment owners are in support of the project. Based on the certified mailings that we’ve done so far and the responses that we’ve received, BIA is satisfied that the allotment owners are in agreement with this. Again, until we have something in writing and finalized, ... we can’t say that we for sure have the right-of-way. But as far as the requirements of notification to the property owners and also requests to them for approval of waiving just compensation and appraisal for the right-of-way, which is just part of the right-of-way process, we have received an adequate number of responses that BIA is satisfied that, number one, the allotment owners are in support and, secondly, that we are not required to do a just compensation at this point.”

In response to a comment, Ms. Hicks advised that the current BIA Right-of-Way Officer is unwilling to recognize the right-of-way document signed by a BIA representative for the Sierra Vista Lane Homeowners Association. Ms. Hicks stated that “unless we got into something more legal in regard to that, we felt that this was the more amenable process. And they have been more than willing to work with us so far. So, we just feel the best process, at this point, is to see that out.” Ms. Grey requested to be kept apprised of the progress.

Ms. Grey advised of having reminded Mr. Goering that “the agreement, as it stands right now, terminates on January 20, 2018. So, it should be modified.” Chairperson Bonkowski advised of the process to “modify ... as we get toward the end of it. This is a pretty common occurrence so we’ll extend the contract accordingly.” In response to a question, Mr. Goering, Chairperson Bonkowski, and Mr. Pittenger explained the budget allocations relative to the subject project. Chairperson Bonkowski entertained additional public comment; however, none was forthcoming.

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4(C) INFORMATION ONLY TO UPDATE THE RTC REGARDING THE 2017 / 18 CAPITAL PROJECTS (5:32:17) - Chairperson Bonkowski introduced this item, and Mr. Goering reviewed the agenda materials. Mr. Pittenger and Mr. Goering responded to questions of clarification, and discussion followed. Chairperson Bonkowski entertained additional discussion of the commissioners and, when none was forthcoming, of the public. No public comment was forthcoming.

5. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS

5(A) STREET OPERATIONS ACTIVITY REPORT (5:46:33) - Chairperson Bonkowski introduced this item, and Mr. Pittenger reviewed the agenda materials. Chairperson Bonkowski entertained questions or comments; however, none were forthcoming.

5(B) PROJECT STATUS REPORT (5:48:16) - Chairperson Bonkowski introduced this item, and Mr. Pittenger reviewed the agenda materials. In response to a question, Mr. Pittenger provided additional clarification on the citywide patching project. Chairperson Bonkowski entertained additional questions or comments; however, none were forthcoming.

5(C) FUTURE AGENDA ITEMS (5:54:19) - Chairperson Bonkowski introduced this item, and Mr. Pittenger reviewed the tentative agenda for the June commission meeting. Chairperson Bonkowski entertained requests for future agenda items from the commissioners; however, none were forthcoming.

6. COMMISSIONER COMMENTS (5:55:16) - Chairperson Bonkowski entertained commissioner comments; however, none were forthcoming.

7. PUBLIC COMMENTS (5:55:33) - Chairperson Bonkowski entertained public comment; however, none was forthcoming.

8. ACTION ON ADJOURNMENT (5:55:42) - Member Bagwell moved to adjourn the meeting at 5:55 p.m.

The Minutes of the May 10, 2017 Carson City Regional Transportation Commission meeting are so approved this _____ day of June, 2017.

BRAD BONKOWSKI, Chair



STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: June 14, 2017

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: (For Possible Action) To approve the South Carson Street Complete Streets Study.

Staff Summary: Upon completion of the Carson City Freeway Phase 2B-3, Carson City will take ownership of South Carson Street. To assist Carson City in identifying design alternatives to better utilize the South Carson Street Corridor, the Carson Area Metropolitan Planning Organization has funded this Complete Streets Study for the entire South Carson Street Corridor.

Agenda Action: Formal Action/Motion

Time Requested: 15 minutes

Proposed Motion

I move to approve the South Carson Complete Streets Corridor Study

Background/Issues & Analysis

Upon completion of the Carson City Freeway Phase 2B-3, Carson City will take ownership of South Carson Street. The South Carson Street Complete Streets Corridor Study has evaluated two and a half miles of South Carson Street for conceptual design alternatives. The corridor is between Fifth Street and 700 feet north of the Carson City Freeway terminus (Roland Street). The freeway extension is forecasted to reduce the volume on South Carson Street by approximately 20,000 vehicles, 40 percent. This change in traffic patterns will result in underutilized space, since the seven-lane cross section will no longer be needed to move highway traffic through the corridor. Per an agreement between Carson City and the Nevada Department of Transportation (NDOT), ownership of South Carson Street will be transferred to the City, along with approximately \$5.1 million. The funds come with a stipulation that South Carson Street, south of Fairview Drive, is resurfaced with Complete Streets improvements and is under construction by 2019.

To assist Carson City in identifying design alternatives to better utilize the South Carson Street Corridor, the Carson Area Metropolitan Planning Organization has funded this Complete Streets Study for the entire South Carson Street Corridor. The section north of Fairview Drive is not fully funded and will not be implemented at the same time as the portion south of Fairview Drive. This study has incorporated extensive public outreach and industry best practices to develop conceptual designs. The recommended design in this study has documented support from the businesses and property owners along the corridor as well as bicycle and pedestrian advocates. The conceptual design is anticipated to improve safety, improve business access along the corridor, and improve transportation for all modes of travel while spurring investment in this important and vibrant commercial corridor.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: CAMPO 245-3028-431.12-01

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: CAMPO's 2017 budget included sufficient funds for the development of this Complete Streets Study.

Alternatives

N/A

Supporting Material

South Carson Street Complete Streets Study

Board Action Taken:

Motion: _____

1) _____ Aye/Nay

2) _____

(Vote Recorded By)

CARSON CITY PUBLIC WORKS



SOUTH CARSON STREET Complete Streets

PROJECT REPORT
JUNE 2017

PROJECT REPORT

FOR

**SOUTH CARSON STREET CONCEPTUAL
COMPLETE STREETS STUDY**

Prepared for:



Carson Area Metropolitan Planning Organization (CAMPO)
Carson City Public Works
3505 Butti Way
Carson City, NV 89701

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
5370 Kietzke Lane
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This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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Kimley»Horn

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ACKNOWLEDGEMENTS

The Carson Area Metropolitan Planning Organization (CAMPO) and Carson City Public Works employees and partners were instrumental in the development, review, and refinement of the South Carson Street Conceptual Complete Streets Project. CAMPO, Carson City Public Works, and Kimley-Horn would like to express their appreciation to the supporting staff and partners for their participation and contributions.

CAMPO and Carson City Public Works

Dirk Goering (Project Manager)

Darren Anderson

Robb Fellows

Tom Grundy

Stephanie Hicks

Vern Krahn

Hailey Lang

Patrick Pittenger

Lee Plemel

Hope Sullivan

Consultant Team

Molly O'Brien (Project Manager)

Shannon Ahartz

Mike Colety

David Giacomin

Sean Houck

Devin Moore

Fernando Raez

Heather Stifanos

David Tusler

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Appendix E	Conceptual Layouts
Appendix F	Preliminary Opinion of Probable Cost

LIST OF ACRONYMS

ADA	Americans with Disabilities Act
CAMPO	Carson Area Metropolitan Planning Organization
FHWA	Federal Highway Administration
mph	miles per hour
NDOT	Nevada Department of Transportation
RRFB	Rectangular Rapid Flashing Beacon
RTC	Regional Transportation Commission

1. EXECUTIVE SUMMARY

1.1. Project Purpose

Upon completion of the Carson City Freeway Phase 2B-3, Carson City is preparing to take ownership of South Carson Street. The South Carson Street Complete Streets Corridor Study has evaluated two and a half miles of South Carson Street for conceptual design alternatives. The corridor is between Fifth Street and 700 feet north of the Carson City Freeway terminus (Roland Street). The freeway extension is forecasted to reduce the volume on South Carson Street by approximately 20,000 vehicles, or 40 percent. This change in traffic patterns will result in underutilized space, since the seven-lane cross section will no longer be needed to move highway traffic through the corridor. Per an agreement between Carson City and the Nevada Department of Transportation (NDOT), ownership of South Carson Street will be transferred to the City, along with approximately \$5.1 million. The funds come with a stipulation that South Carson Street, south of Fairview Drive, is to be resurfaced with Complete Streets improvements and that it be under construction by 2019.

To assist Carson City in identifying design alternatives to better utilize the South Carson Street Corridor, the Carson Area Metropolitan Planning Organization (CAMPO) has funded this Complete Streets Study for the entire South Carson Street Corridor. The section north of Fairview Drive is not fully funded and will not be implemented at the same time as the portion south of Fairview Drive. This study has incorporated extensive public outreach and industry best practices to develop conceptual designs. The recommended design in this study has documented support from the businesses and property owners along the corridor as well as bicycle and pedestrian advocates. The conceptual design is anticipated to improve safety, improve business access along the corridor, and improve transportation for all modes of travel while spurring investment in this important and vibrant commercial corridor. The project study limits from Fifth Street to Roland Street is shown in **Figure 1**.

SOUTH CARSON STREET COMPLETE STREETS



Figure 1 – Project Limits

1.2. What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They make it safe for people to walk to and from destinations. These elements are incorporated into the roadway design while at the same time allowing for safe, efficient movement of vehicular traffic. While not all elements of complete streets may be included at every location, all existing and potential users should be considered and accommodated.

1.3. Project Overview

The South Carson Street Conceptual Complete Streets project includes five primary task assignments. The following is a brief description of the tasks associated with this project, with a more detailed description of each task in subsequent sections of this document.

- **Review of existing conditions** – Existing conditions were reviewed along the corridor, regarding roadway condition, mode split, current bicycle/pedestrian accommodations, and land uses, along with obtaining information from the City (aerial photography, property line data, etc.).
- **Identification of potential improvements** – Under this task, the corridor was broken into five segments representing the differing right-of-way widths and characteristics along the corridor. Two cross section alternatives were prepared for each segment.
- **Public meetings** – Two public meetings were conducted as part of the project. The purpose of the first public meeting was to obtain information on the types of improvements the community would like to see along the corridor. During the second public meeting, cross sections were presented to the community for voting.
- **Development of conceptual complete streets layout** – Based on feedback obtained from the public meetings, a preliminary complete streets layout for the corridor was developed along with a preliminary opinion of probable cost for the preferred conceptual design layout.
- **Project report** – A project report (this document) was developed summarizing the corridor conditions, the project development process, and recommendations for future design. A conceptual design of the corridor is included in **Appendix F**.

1.4. Recommendations

Based on the findings in the study and feedback obtained from the public, the cross section alternatives shown in **Figure 2**, **Figure 3**, and **Figure 4** were selected for implementation of complete streets concepts along the corridor. These recommended cross sections provide narrowed travel lanes, dedicated bicycle facilities, create a shared-use path for pedestrians and bicyclists and provide enhanced commercial business access along South Carson Street. It is recommended the posted speed limit be reduced to 35 mph throughout the corridor as a result of the narrowed lanes, number of travel lanes provided, anticipated higher pedestrian and bicyclist use of the corridor, and the overall desired nature of the roadway. Enhanced east-west pedestrian crossings are also recommended along the corridor to improve pedestrian safety, as well as the pedestrian environment and experience along South Carson Street. The result of the implementation of the recommended cross sections is intended to improve safety and to transform the look and feel of South Carson Street from a state-owned major arterial/state highway to a city-owned street with improved business access and accommodations for bicycles and pedestrians. The following sections show the recommended cross sections for the South Carson Street corridor from Fifth Street to Roland Street.

SOUTH CARSON STREET COMPLETE STREETS



1.4.1. Segment 1: Fifth Street to Tenth Street

From Fifth Street to Tenth Street, the recommended cross section shown in **Figure 2** provides one travel lane in each direction with a two-way left-turn lane, and the addition of northbound and southbound bicycle lanes with a landscaped buffer. Improved sidewalks are recommended to comply with Americans with Disabilities Act (ADA) requirements, and lighting is provided along the segment. It should be recognized that there are no identified funds for improvements for this segment and a lower-cost restriping alternative could be more feasible and could potentially serve as an interim condition until funding is identified.

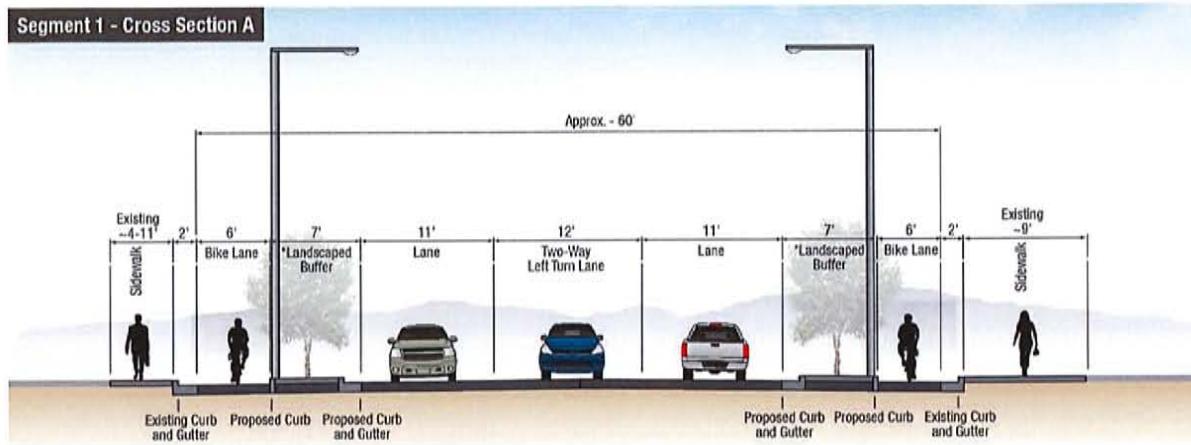


Figure 2 – Proposed Cross Section – Segment 1

1.4.2. Segment 2: Tenth Street to Stewart Street

As shown in **Figure 3**, from Tenth Street to Stewart Street, the recommended cross section provides one travel lane in each direction with a two-way left-turn lane, a southbound bicycle lane, and the addition of a bicycle and pedestrian path with a landscaped buffer on the east side of the corridor. Improved sidewalks are recommended to comply with ADA requirements, and lighting will be provided. Similar to Segment 1, no funds are currently available for improvements to Segment 2 and a restriping alternative could serve as an interim condition.

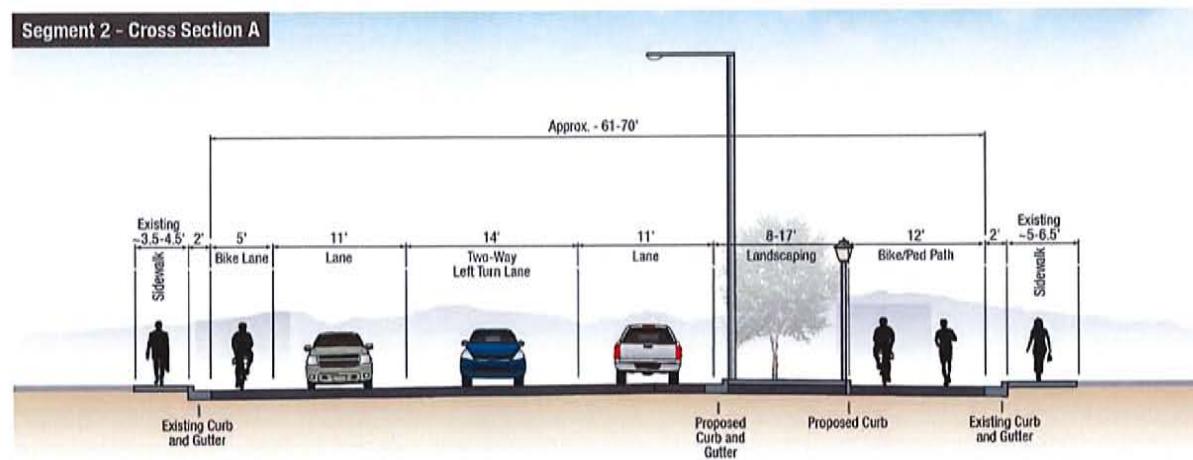


Figure 3 – Proposed Cross Section – Segment 2

SOUTH CARSON STREET COMPLETE STREETS



1.4.3. Segment 3 through Segment 5: Stewart Street to Roland Street

From Stewart Street to Roland Street, the recommended cross section provides two travel lanes in each direction with a continuous two-way left-turn lane north of Koontz Lane for improved business access. South of Koontz lane, the existing left turn medians are recommended to remain due to the needed left turn storage at the signalized intersections. A southbound bicycle lane will be provided, as well as the addition of a bicycle and pedestrian path with a landscaped buffer on the east side of the corridor as shown in **Figure 4**. It is recommended that sidewalks be improved to comply with ADA requirements, and lighting will be provided. These segments also include a potential roundabout at Sonoma Street and enhanced pedestrian crossings.

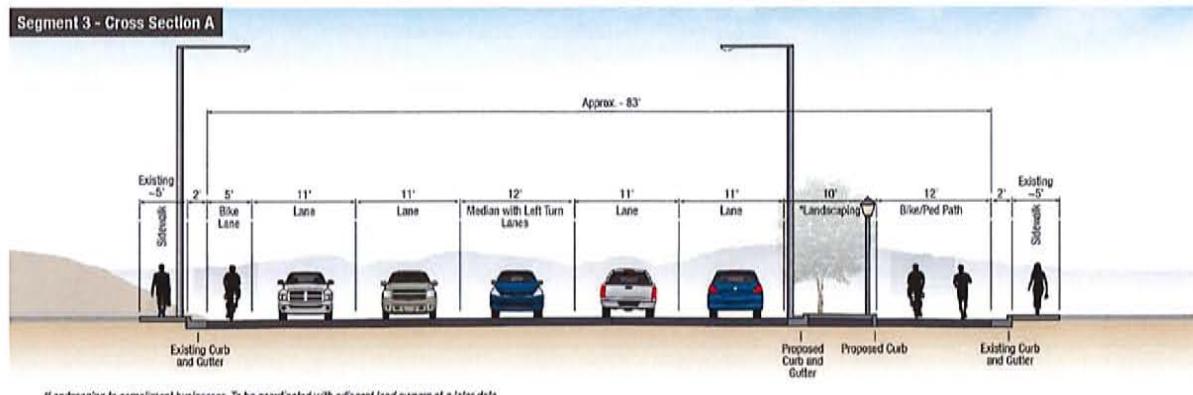


Figure 4 – Proposed Cross Section – Segments 3-5

To determine project feasibility, planning level costs were developed. Per the Carson City Freeway agreement, previously noted, Carson City is required to begin construction for the section of South Carson Street south of Fairview Drive by 2019. Due to this requirement, probable costs have been developed for South Carson Street north of Fairview Drive and south of Fairview Drive. The probable cost for the preferred design (Cross Section A) include the resurfacing of South Carson Street, the addition of a 12-foot wide multi-use path, improved street lighting for safety, ADA compliant sidewalks and crosswalks, traffic signal modifications for the new roadway configuration, a landscaped median between the roadway and multi-use path, and other associated improvements.

The probable cost for South Carson Street between Fairview Drive and the intersection of the Freeway is estimated to be \$10,312,000. This includes project contingencies as well as costs for construction engineering, design, storm water and utility improvements, and other miscellaneous costs. This section of the roadway needs to be under construction by 2019. Additional cost details are provided in **Section 6** and **Appendix F** of this report.

The probable cost for South Carson Street between Fifth Street and Fairview Drive is estimated at \$3,614,000. While projected funds are not sufficient for the preferred design at this time, a lower-cost alternative design involving restriping could be pursued in the interim. Since funds are not yet available and because the costs are anticipated to change over time, the cost details have not been presented.

2. EXISTING CONDITIONS

The existing South Carson Street south of downtown Carson City was designed as a major arterial, built with high vehicle capacity. There are multiple speed limits along the corridor.

The land uses along the corridor contain commercial development including large businesses, strip malls, and car dealerships. The developments are accessed directly from South Carson Street and left turning access is generally provided from a center turn lane, with a raised median, which restricts access. **Figure 5** shows the existing condition, looking northbound.

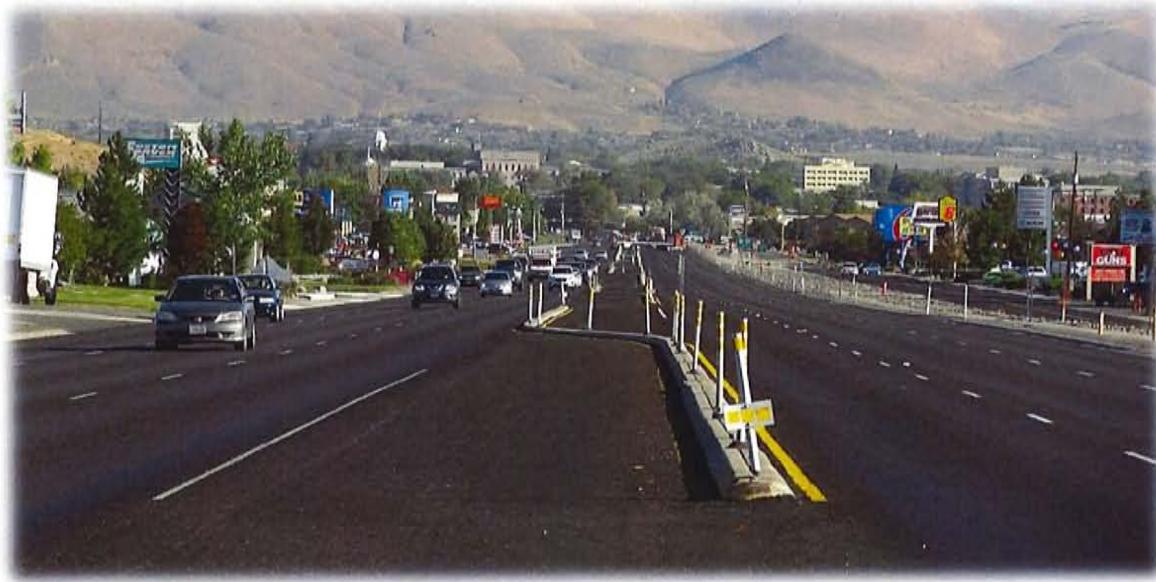


Figure 5 – Existing South Carson Street near Moses Street

The project corridor from Fifth Street to Roland Street was divided into five segments for review and analysis. The following describes existing conditions for each of the segments:

- **Segment 1: Fifth Street to Tenth Street** – in this segment there are two lanes in each direction and a center two-way left turn lane. Bicycles do not have dedicated facilities, but sidewalks are provided for pedestrians. North-south crossings at public streets do not have marked crosswalks and there are retail developments close to the right-of-way.
- **Segment 2: Tenth Street to Stewart Street** – this segment transitions out of the “downtown” area, to a more suburban area, widening the right-of-way, providing large shoulders, and land uses with larger setbacks including the Carson Mall. Minimum sidewalks are provided and bicycles have no dedicated facilities.
- **Segment 3: Stewart Street to Colorado Street** – this cross section has three vehicle travel lanes in each direction and raised medians with left turns lanes. Much of this segment has detached, meandering sidewalks. There are wide outside lanes, but no dedicated bicycle facilities. Large retail, the Nevada State Railroad Museum and high-density residential line this portion of the corridor.
- **Segment 4: Colorado Street to Moses Street** – a continuation of the previous segment, segment 4 has three lanes in each direction and left turn lanes with raised medians. This section of the corridor also has a frontage road on the east side of the roadway which serves the commercial retail land uses. Various car dealerships are located along this

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segment of the corridor. No dedicated bicycle facilities are provided. The pedestrian accommodation varies along this segment, with some detached sidewalks and some properties where concrete sidewalks are not provided. For a portion of the segment, on the east side, a sidewalk is only provided on the east side of the frontage road.

- **Segment 5: Moses Street to Roland Street** – three lanes in each direction are provided, with a center turn lane with raised medians. No dedicated bicycle facilities are provided and minimal pedestrian accommodations are available. Land uses are set back from the roadway with large commercial developments.

Directly north of the study corridor is the recently completed Downtown Carson Street Project, which repurposed Carson Street through the downtown area to provide one vehicle travel lane in each direction, a center turn lane, bicycle lanes in each direction, and strategically placed on-street parking. As shown in **Figure 6**, the Downtown Carson Street project provides wide sidewalks and other amenities suited to a downtown area. The South Carson Street Complete Street Project, will provide a smooth transition from a downtown environment to a more suburban environment from Fifth Street to Roland Street.



Figure 6 – Carson Street Downtown

2.1. Vehicle Accommodation

As a major arterial, South Carson Street, as it transitions south of Downtown Carson City, has two lanes in each direction with a center turn lane from Fifth Street to Stewart Street and three lanes of travel in each direction as well as a center turn lane with raised medians the remainder of the corridor. From Fifth Street to Tenth Street the speed limit is posted at 25 mph and from Tenth Street to Colorado Street, the speed limit is posted at 35 mph, but residents are concerned that these speed limits are frequently exceeded. The speed limit increases to 45 mph between Colorado Street and Clearview Drive and is posted at 50 mph from Clearview Drive and further south. The speed of vehicles has anecdotally been observed to be higher than the posted speed limit, particularly between Fairview Drive and Koontz Lane.

It is important that the businesses along the corridor be provided with adequate access for their existing and potential customers. Many of the businesses on South Carson Street rely on signage

to attract vehicles to their businesses, and visibility of their signage and storefronts is very important to them.

The completion of I-580 is anticipated to reduce a large amount of pass-through traffic from South Carson Street. An approximate decrease of 40% is anticipated. **Figure 7** shows the ample accommodation of vehicles, minimum pedestrian facilities and lack of bicycle facilities along the existing corridor.



Figure 7 – Existing South Carson Street north of Koontz Lane

2.2. Pedestrian Accommodation

Sidewalks are provided on both sides of the street throughout the corridor from Fifth Street to Overland Street, although there is inconsistency in the sidewalk treatments and the pedestrian environment. South of Appion Way, sidewalks are not currently provided. While pedestrian accommodation for north/south travel along the corridor is provided, there are sections of the corridor that lack delineated crossing opportunities. For example, between Fairview Drive and Koontz Lane (1.1 miles) there are no east/west pedestrian crossings. It is also recognized that various curb ramps and sidewalk conditions are currently non-compliant with ADA requirements.

With three vehicle lanes in each direction, as well as center turn lanes, there is a large distance for pedestrians to traverse to cross at the designated crossing locations. A large crossing distance discourages pedestrian activity and increases the exposure for a pedestrian, as they are within the potential path of a vehicle for a longer period of time. As depicted in **Figure 8**, the pedestrian shown on the right side of the street has a large distance to traverse.



Figure 8 – Existing South Carson Street at Koontz Lane

2.3. Bicycle Accommodation

Throughout the corridor, in the existing condition, there are no dedicated lanes or facilities for bicycles. Legally, bicycles can ride within a vehicle travel lane, but particularly on a high-speed facility, this discourages bicycle use when a dedicated bicycle facility is not provided. While wide outside lanes do exist along much of the corridor – that can physically accommodate a bicyclist, most bicyclists do not feel comfortable riding within a vehicle travel lane.

With no dedicated bicycle facility, vehicles turning from the center turn lane across three lanes of traffic or those turning right from an access drive or side street, might be unaware of the presence of a bicyclist. Bicyclists are generally less visible than vehicles, and due to lack of bicycle facilities and existing roadway design, driver awareness may be a concern. **Figure 9** illustrates the lack of bicycle facilities along the corridor.



Figure 9 – Existing South Carson Street at Eagle Station

2.4. Overall Existing Feel of the Corridor

The primary goal of the existing South Carson Street corridor is to move vehicles and existing land uses are focused on vehicles. There is a lack of aesthetics, pedestrian, and bicycle accommodations as shown in **Figure 10**. As this portion of South Carson Street was built as a Nevada Department of Transportation (NDOT) facility and has served as the US 395 corridor (connecting Carson City to Douglas County and Southern California), and the connection of I-580 and US 50 (connecting Reno to Lake Tahoe), the heavy focus on vehicles was appropriate. With the connection of I-580 and US 50 due for completion in 2017, the number of vehicles on South Carson Street is anticipated to decline substantially, providing an opportunity to recapture and repurpose some of the right-of-way for pedestrians and bicycle riders, slow vehicle speeds, and improve the motorist experience. With the facility transitioning ownership to Carson City, there is a desire to enhance safety, modify the overall feel, and improve the space to accommodate bicycles and pedestrians along the corridor.



Figure 10 – Existing South Carson Street south of Sonoma Street

3. PUBLIC MEETING #1

As part of the project, public outreach was critical to identifying a community-preferred cross section for South Carson Street. The purpose of the first public meeting was to obtain information on the types of improvements that the community would like to see along the corridor.

The first public meeting was on Thursday, September 22, 2016, from 5:00 PM to 7:00 PM at Fuji Park. During the meeting, there was a presentation that included the following:

- purpose of the study;
- definition of complete streets;
- benefits of complete streets; and
- project need.

During the presentation, participants were asked to vote on different aspects of complete streets including vehicles, vehicle access, aesthetics, and bicycle and pedestrian accommodation. Fifty-two individuals participated in the voting portion of the meeting. Following is a summary of the electronical polling conducted at the meeting.

Overall Aspects

- 78% preferred vehicle access over mobility (faster travel times)
- 94% felt lighting improvements were of medium to high importance
- 78% felt upgrading streetscape with landscaping, furniture, and other amenities was of medium to high importance

Walkability

- 94% felt improvements were needed
- 76% felt walkability is of medium to high importance
- Of those who would consider walking, the following treatments would get people to walk more:
 - 60% attractive streetscape
 - 20% vibrant street scene
 - 10% wider sidewalks
 - 7% access to transit

Bikeability

- 98% felt improvements were needed
- 82% felt bikeability was of medium to high importance
- 75% mainly ride a bicycle for recreation/exercise
- Of those who would consider bicycling, the following treatments would get people to ride a bicycle more:
 - 65% bicycle paths separated from roadways
 - 26% buffered bicycle lanes
 - 19% striped and signed bicycle lanes on streets

Full electronic polling results along with the public meeting materials are included in **Appendix A**.

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In addition to obtaining feedback from the public via electronic polling devices, during the workshop portion of the public meeting large plots of the corridor were placed on tables, and attendees were encouraged to comment on improvements they would like to see incorporated in the corridor (see **Figure 11**). The summary of the comments received by the public at this meeting are included in **Appendix B**.



Figure 11 – Public Meeting #1

4. POTENTIAL IMPROVEMENTS

Considerations of potential improvements along the corridor were constrained by staying within existing right-of-way where feasible and maintaining the existing curb line. These constraints were put in place to minimize cost, knowing the design must be financially feasible and available funds are limited.

There was also a desire to carry forward the recent modifications to Carson Street north of Fifth Street, with improved accommodation for bicycle riders, pedestrians, and left turning vehicles.

The project corridor was divided into five segments having similar right-of-way widths and similar land use characteristics. The five segments are as follows:

- Segment 1: Fifth Street to Tenth Street
- Segment 2: Tenth Street to Stewart Street
- Segment 3: Stewart Street to Colorado Street
- Segment 4: Colorado Street to Moses Street
- Segment 5: Moses Street to Roland Street

The following sections provide detailed overviews of the two cross section alternatives along the various segments of the project corridor. Segments 3, 4 and 5 are described in the same sections, due to the similarities in the recommendations and right-of-way constraints. Generally, Cross Section A is more accommodating of the casual bicyclist because a bicycle/pedestrian path is provided, separated from the vehicle travel lanes, improving safety. This alternative also allows the intermixing of bicycles and pedestrians on a shared-use path. Cross Section A also provides a continuous two-way left turn lane north of Koontz Lane to enhance access to commercial properties along the corridor. Cross Section B provides bicycle lanes alongside the vehicle travel lanes, which are more preferred by avid bicyclists and bicycle commuters; however, people in attendance at the first public meeting expressed that they preferred a separated bikeway along this corridor.

Based on the feedback from the public meeting, both of the alternatives for each segment propose narrower travel lanes, to help calm traffic speeds, include ADA improvements, provide accommodations for bicyclists, and incorporate the community desire for enhanced lighting and aesthetics.

It should be noted that the landscaping shown in the cross sections are conceptual and final landscaping will be designed to complement businesses along South Carson Street.

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4.1. Segment 1: Fifth Street to Tenth Street

Segment 1 provides a transition from the completed Downtown Carson Street project to the more suburban portion of South Carson Street. It should be recognized that there are no identified funds for improvements for this segment and Cross Section B is a lower-cost alternative that could be accomplished with restriping the roadway.

4.1.1. Segment 1 Cross Section A

This alternative provides wide bicycle lanes, separated from the vehicle travel lanes by landscaped buffers. This alternative provides one vehicle travel lane in each direction, and maintains the existing center two-way left turn lane for access to business and side streets. Figure 12 shows Cross Section A for Segment 1.

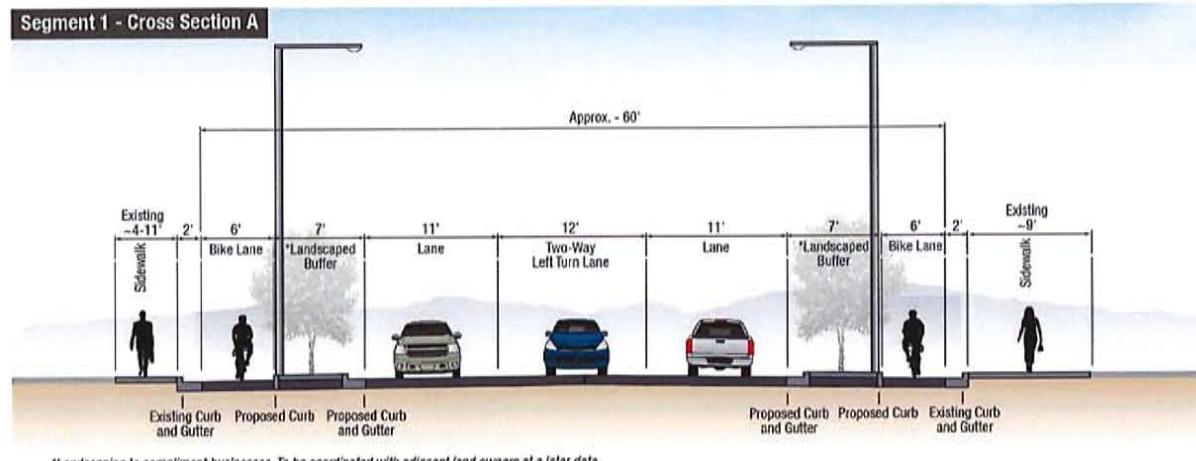


Figure 12 – Segment 1 – Cross Section A

4.1.2. Segment 1 Cross Section B

Cross Section B of Segment 1 provides on-street parking along the curb lines on both sides of the street. Similar to the previous alternative, one vehicle travel lane in each direction as well as a two-way left turn lane is provided for access to businesses and side streets. Bicycle lanes are provided in this alternative between the vehicle travel lanes and on-street parking as shown in Figure 13. Due to funding constraints, this alternative could be more feasible and accomplished by restriping and could potentially serve as an interim condition until funding is identified.

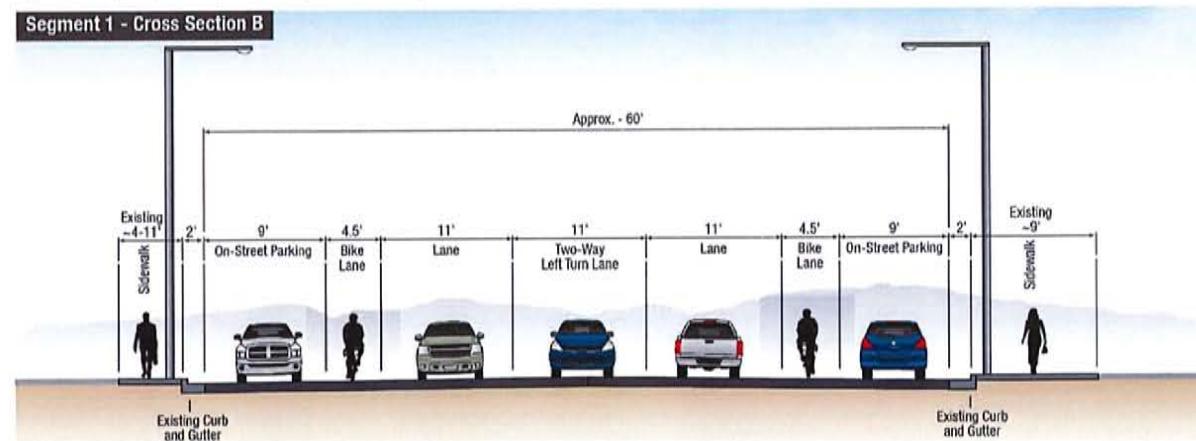


Figure 13 – Segment 2 – Cross Section B

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4.1.3. Comparison of Segment 1 Cross Sections

Table 1 summarizes features of both cross section alternatives as well as feedback from public meeting #1 as applicable. The major differences are the physical separation of the bicycle lanes from the vehicle travel lanes in Cross Section A as well as the on-street parking provided in Cross Section B. As previously noted, Cross Section B also provides a low-cost, potentially interim alternative that could be accomplished with the restriping of the roadway.

Table 1 – Comparison of Segment 1 Cross Sections

Feature	Alt. A	Alt. B	Public Meeting #1 Feedback
One Travel Lane in Both Directions	X	X	Accommodates vehicle traffic
Two-Way Left Turn Lane	X	X	78% favored access to businesses
Buffered Bicycle Lane (Southbound and Northbound)	X		81% favored bikeability, 26% preferred buffered bicycle lane
Bicycle Lane (Southbound and Northbound)		X	81% favored bikeability
Landscaping Separating Bicyclists and Pedestrians from Cars	X		78% favored improved streetscape, Better environment for bicyclists and pedestrians
ADA Sidewalk Improvements	X	X	Improves transportation for all users
Lighting	X	X	94% favored improved lighting
On Street Parking		X	

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4.2. Segment 2: Tenth Street to Stewart Street

The following sections describe the two cross section alternatives for Segment 2. It should be recognized that there are no identified funds for improvements for Segment 2 and Cross Section B is a lower-cost alternative that could be achieved with restriping the roadway.

4.2.1. Segment 2 Cross Section A

Similar to Segment 1 Cross Section A, this alternative provides one vehicle travel lane in each direction, and maintains the existing center two-way left turn lane to provide access to businesses and side streets. **Figure 14** shows the proposed Cross Section A for Segment 2 which also includes a shared use path for bicycles and pedestrians on the east side of the street, separated from the vehicle travel lanes by a landscaped buffer. A southbound bicycle lane is also provided on the west side of the street for bicyclists who prefer to travel at higher speeds.

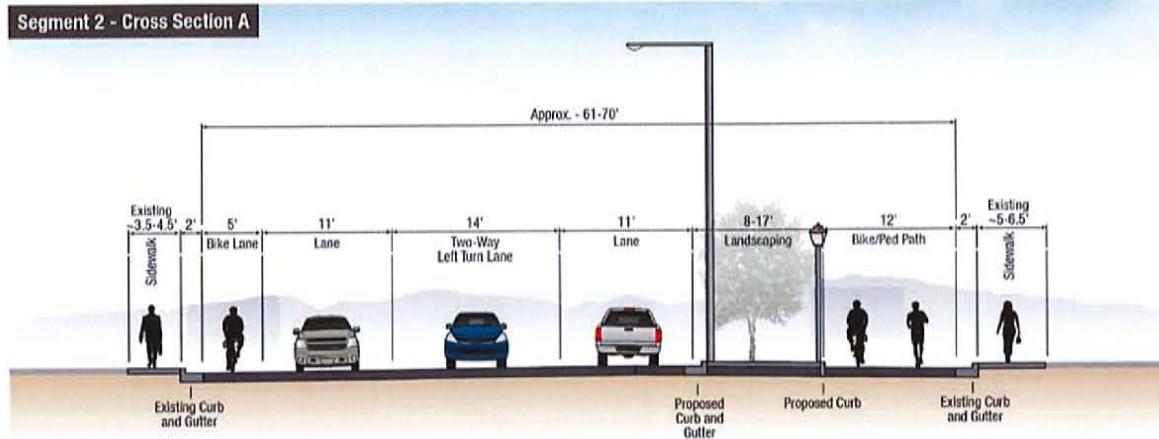


Figure 14 – Segment 2 – Cross Section A

4.2.2. Segment 2 Cross Section B

This cross section provides a higher focus on the vehicle mode, maintaining the number of existing vehicle travel lanes, and the existing center two-way left turn lane to provide access to business and side streets. This alternative also provides northbound and southbound bicycle lanes as shown in **Figure 15**.

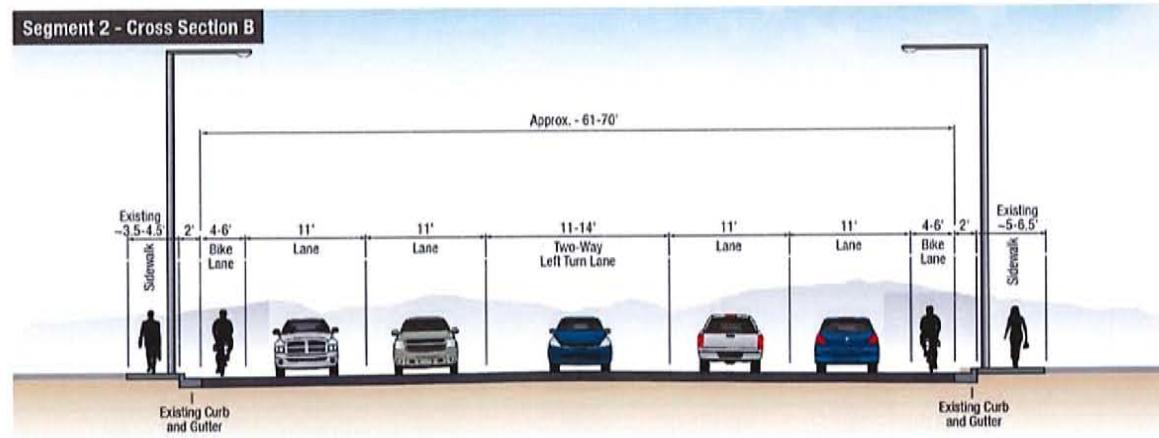


Figure 15 – Segment 2 – Cross Section B

4.2.3. Comparison of Segment 2 Cross Sections

Table 2 summarizes features of both cross sections and feedback from public meeting #1 as applicable. The major differences are the shared use path and landscaped buffer in Cross Section A versus maintaining the two through vehicle travel lanes in Cross Section B. Due to funding constraints, Cross Section B could be more feasible and accomplished by restriping and could potentially serve as an interim condition until funding is identified.

Table 2 – Comparison of Segment 2 Cross Sections

Feature	Alt. A	Alt. B	Public Meeting #1 Feedback
One Travel Lane in Both Directions	X		Accommodates vehicle traffic
Two Travel Lanes in Both Directions		X	Accommodates vehicle traffic
Two-Way Left Turn Lane	X	X	78% favored access to businesses
Shared-Use Path for Pedestrians and Bicyclists	X		81% favored bikeability, 65% preferred bicycle path, 75% of bicyclists ride for recreation, 76% favored walkability
Bicycle Lane (Southbound and Northbound)		X	81% favored bikeability
Bicycle Lane (Southbound)	X		81% favored bikeability
Landscaping Separating Bicyclists and Pedestrians from Cars	X		78% favored improved streetscape, Better environment for bicyclists and pedestrians
ADA Sidewalk Improvements	X	X	Improves transportation for all users
Lighting	X	X	94% favored improved lighting

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4.3. Segment 3 through Segment 5: Stewart Street to Roland Street

4.3.1. Segments 3 through Segment 5 Cross Section A

A continuation of the previous segment cross section, a shared use path is provided with a landscaped buffer from the vehicle travel lanes, as shown in **Figure 16**, **Figure 17**, and **Figure 18**. Two travel lanes are provided in each direction. In Segments 3 and 5 a median with left turns is provided due to the proximity of signalized intersections and left turn storage accommodation. In Segment 4 a continuous two-way left turn lane is recommended to enhance access to businesses and side streets. A southbound bicycle lane is also included in this alternative. The existing frontage road is included in the cross section for Segment 4.

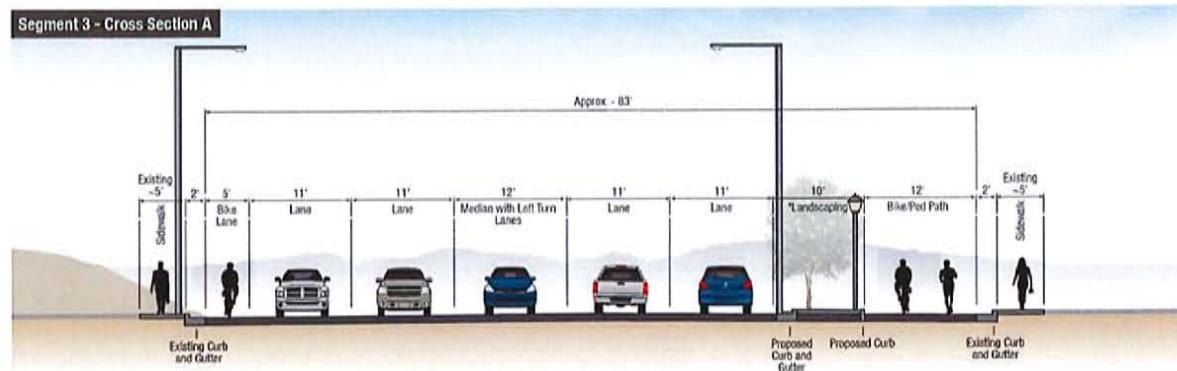


Figure 16 – Segment 3 – Cross Section A

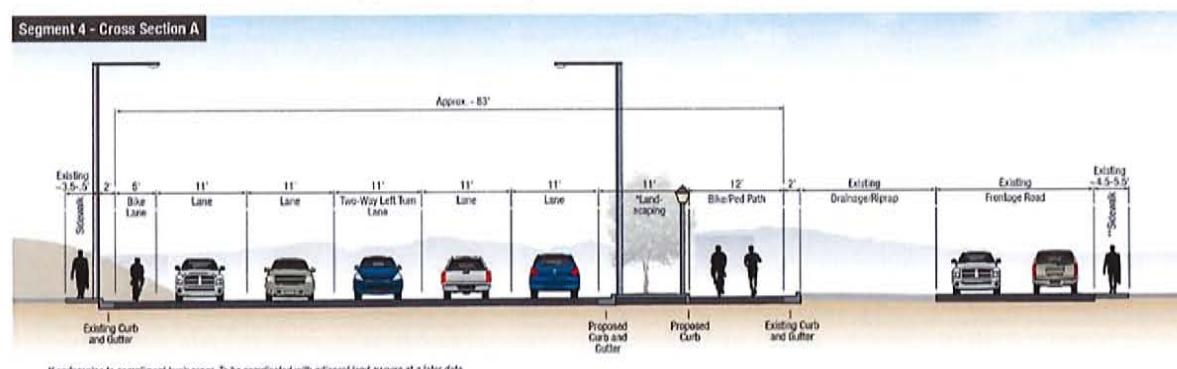


Figure 17 – Segment 4 – Cross Section A

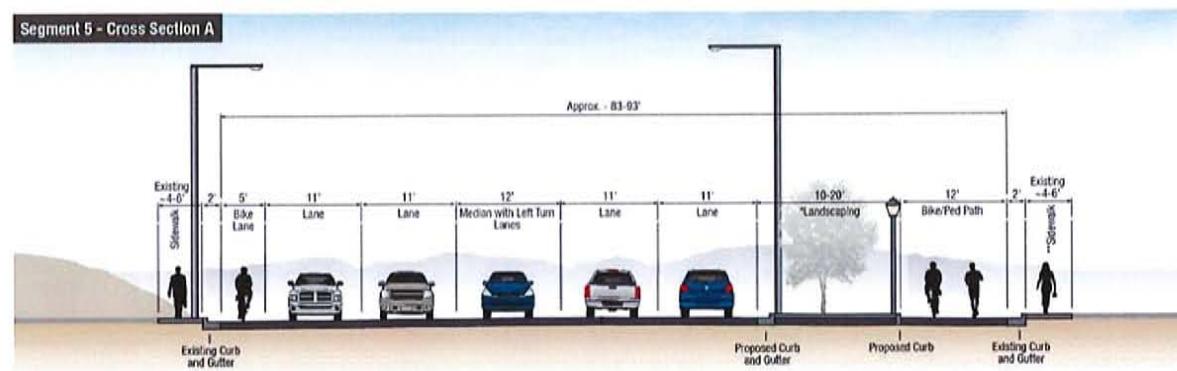


Figure 18 – Segment 5 – Cross Section A

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4.3.2. Segment 3 through Segment 5 Cross Section B

Figure 19, Figure 20, and Figure 21 show Cross Section B, which also provides two vehicle travel lanes in each direction, but with a large, landscaped center median with limited left turn lanes. Bicycle lanes are provided with a painted buffer to separate them from the vehicle lanes. Segments 3, 4 and 5 are similar, with the existing frontage road shown in Segment 4.

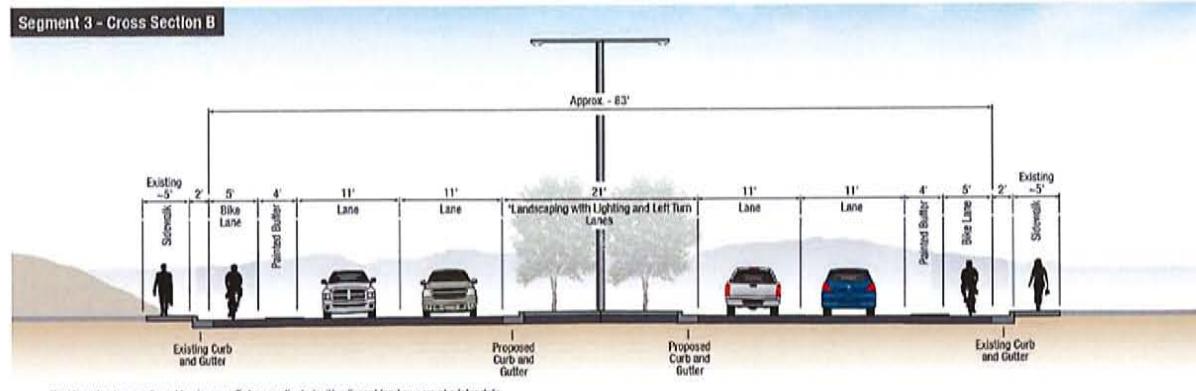


Figure 19 – Segment 3 – Cross Section B

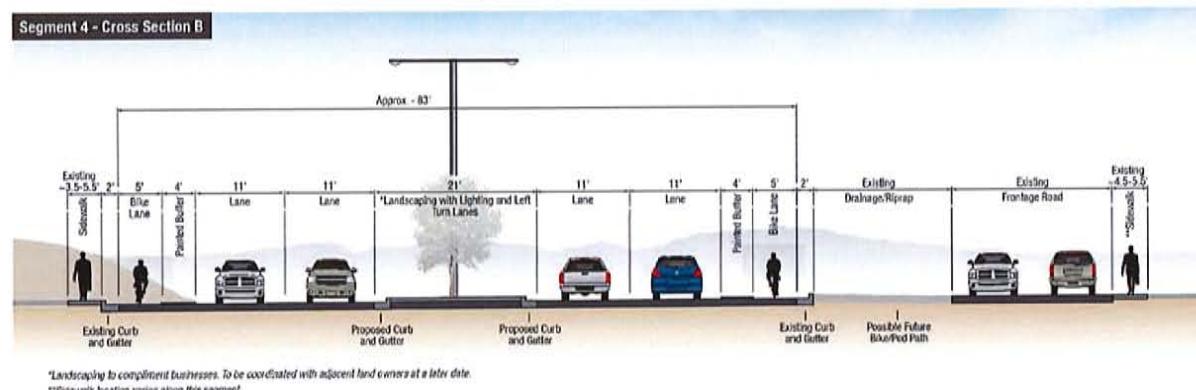


Figure 20 – Segment 4 – Cross Section B

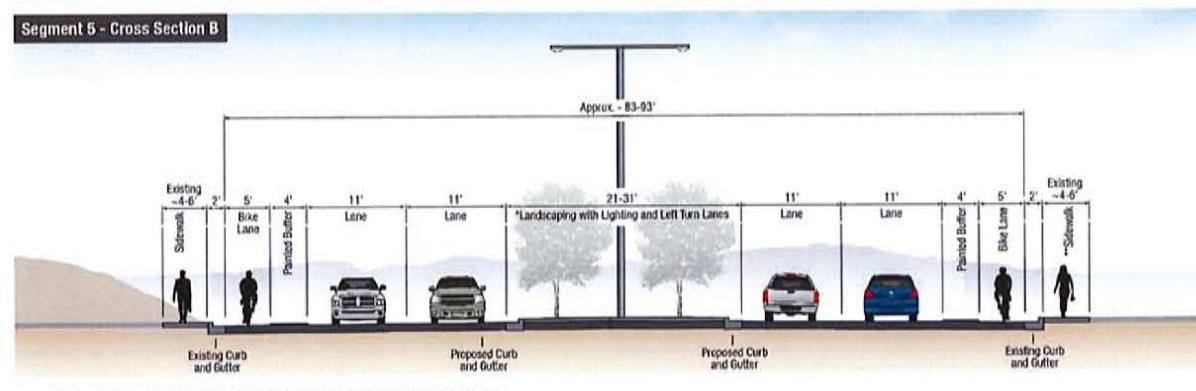


Figure 21 – Segment 5 – Cross Section B

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4.3.3. Comparison of Segment 3 through Segment 5 Cross Sections

Table 3 summarizes features of both alternatives and feedback from public meeting #1 as applicable. The major differences are the shared use path and landscaped buffer in Cross Section A, compared to the large landscaped median and buffered bicycle lanes in Cross Section B. Cross Section A also provides enhanced business access through a continuous two-way left turn lane north of Koontz, while Cross Section B is similar to the existing condition with raised medians throughout the corridor. South of Koontz Lane raised median islands for the left turn lanes are maintained due to the proximity of the signalized intersections and the need for left turn storage. Both alternatives provide enhanced pedestrian and bicycle rider experiences and offer opportunity to improve the aesthetics of the corridor.

Table 3 – Comparison of Segment 3 through Segment 5 Cross Sections

Feature	Alt. A	Alt. B	Public Meeting #1 Feedback
Two Travel Lanes in Both Directions	X	X	Accommodates vehicle traffic
Two-Way Left Turn Lane (portions of the corridor)	X		78% favored access to businesses
Median with Limited Turn Lanes (portions of the corridor)	X	X	22% favored mobility
Buffered Bicycle Lane (Southbound and Northbound)		X	81% favored bikeability, 26% preferred buffered bicycle lane
Shared-Use Path for Pedestrians and Bicyclists	X		81% favored bikeability, 65% preferred bicycle path, 75% of bicyclists ride for recreation, 76% favored walkability
Bicycle Lane (Southbound)	X		81% favored bikeability
Wide Landscaped Median		X	78% favored improved streetscape
Landscaping Separating Bicyclists and Pedestrians from Cars	X		78% favored improved streetscape, Better environment for bicyclists and pedestrians
ADA Sidewalk Improvements	X	X	Improves transportation for all users
Lighting	X	X	94% favored improved lighting

4.4. Pedestrian Crossing Improvements

As part of the project, pedestrian crossing improvements were identified, particularly for east-west travel across South Carson Street. There is a significant presence of retail land use along this commercial corridor and pedestrian crossings are not currently consistently provided along the corridor. This study recommends maintaining existing crossings and upgrading them to meet ADA requirements, and recommends consideration for east-west pedestrian crossings at the following intersections to address the lack of crossing opportunities located on the 1.1 miles between Fairview Drive and Koontz Lane:

- Colorado Street
- Rhodes Street
- Sonoma Street
- Moses Street

These crossings may include enhanced pavement, lighting, and/or rectangular rapid flashing beacons (RRFBs). RRFBs have been shown to increase driver yielding behavior, they are a lower cost alternative than having a traffic signal, and they are activated by a pedestrian push button meaning they only flash when activated by a pedestrian, potentially increasing driver compliance.

Based on the *Potential Pedestrian Safety Improvement Evaluation Guide* (2016, NDOT), it is recommended that, with an anticipated vehicle ADT of greater than 15,000 vehicles, four or more lanes, and a 35 mph speed limit, the following improvements be considered:

- Pedestrian Hybrid Beacons
- Flashing Beacons (at crosswalk and in advance of the crosswalk)
- Pedestrian Signal (if warrants are met)
- Two-Stage Crossing
- Stop or Yield Lines
- Parking Removal between Crosswalk and Yield Lines
- Street Lighting

From the NDOT guidance, the following pedestrian safety countermeasures are recommended at the four identified locations:

- High-Visibility Crosswalks
- RRFBs (or pedestrian hybrid beacons)
- Crosswalk Lighting

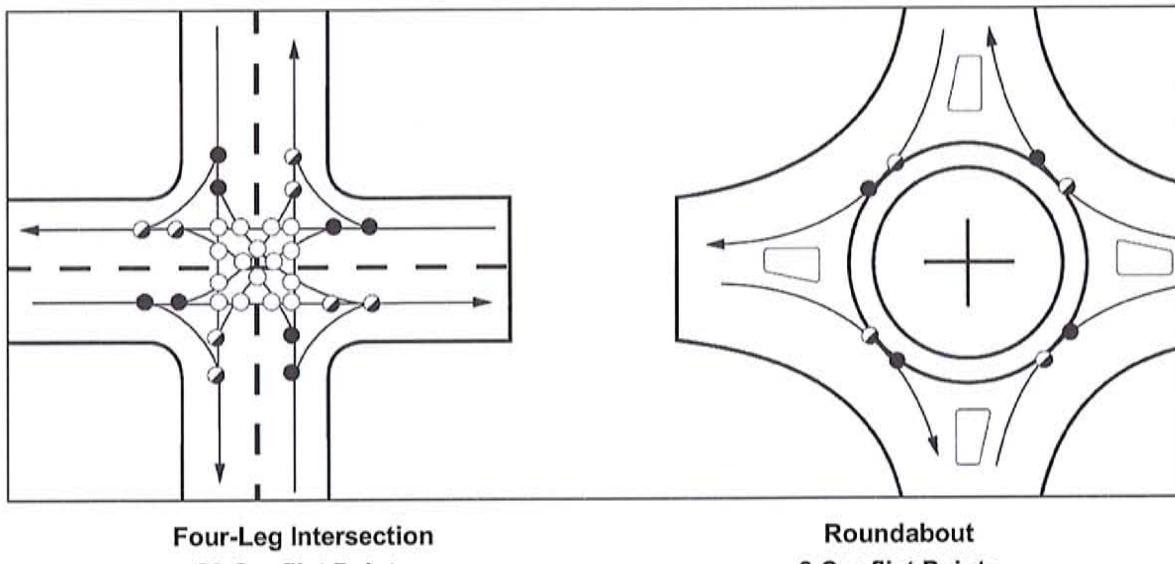
There could be a phased approach, to construct these pedestrian safety improvements at each location as supported by count/observational data. If not all of the locations can be addressed within one project, it is recommended pedestrian counts be conducted to prioritize the crossing improvement locations.

4.5. Roundabouts

Roundabouts are a Federal Highway Administration (FHWA) proven safety countermeasure with marked safety benefits. The following crash reductions have been documented when converting an intersection to a roundabout:

- 39% reduction in all crashes
- 76% reduction in injury crashes
- 90% reduction in fatal crashes

Many of the safety benefits of roundabouts stem from the fact that they have fewer conflict points (see **Figure 22**). For example, a conventional four-legged intersection has 32 conflict points at which a crash may occur. This is reduced to eight conflict points in a typical one-lane roundabout (although a roundabout considered on this corridor would be a two-lane roundabout). Furthermore, the vehicle conflict points at a roundabout are unlikely to yield right-angle or head-on collisions which tend to be more severe crash types. Instead the majority of crashes are rear-end or side-swipe collisions. In addition to less-severe crash types, crashes at roundabouts tend to occur at lower speeds which results in fewer injuries and fatalities.



Source: Federal Highway Administration

Figure 22 – Conflict Points at Intersections

At the first public meeting six locations were identified as publicly desired locations for roundabouts within the study corridor, including:

- Tenth Street
- Stewart Street
- Fairview Drive
- Colorado Street
- Sonoma Street
- Eagle Station Lane
- Appion Way

Considerations for where to recommend, or how to prioritize roundabout locations along South Carson Street included:

- the relative location along the corridor to existing signalized intersections (a roundabout may not be optimal in close proximity to a signalized intersection due to signal operations and the potential for queue spillback from the signal into the roundabout),
- the presence of existing right-of-way,
- existing and anticipated traffic volumes at the intersection,
- anticipated cost of design and construction and budgetary constraints (cost may differ at some locations based on the complexity of the roundabout, anticipated size of the roundabout, etc.),
- ability to provide U-turn opportunities, and
- pedestrian crossing opportunities.

Based on these criteria, a high-level review was conducted on the desired roundabout locations and the intersections of Sonoma Street and Appion Way were selected as high priorities for roundabout consideration. Stewart Street, Fairview Drive, and Colorado Street were determined to be medium priorities while Tenth Street and Eagle Station Lane were determined to be low priorities.

4.5.1. Sonoma Street Roundabout

A roundabout at Sonoma Street could improve transportation safety and help to calm and slow traffic between Fairview Drive and Koontz Lane. At this location, a roundabout can maintain access to existing businesses, can simplify the intersection with the frontage road, and allow U-turns. Also, with a roundabout at this location, pedestrian crossing opportunities can be enhanced and there are minimal right-of-way impacts. For the reasons listed above, Sonoma Street is the preferred location for a roundabout along South Carson Street and a conceptual layout of the roundabout is included in **Appendix E**. The conceptual layout should be modified as design proceeds, once constraints are determined, traffic volumes are collected, and other design factors are defined.

4.5.2. Appion Way Roundabout

It is understood that there are plans to realign Snyder Avenue to connect in with Appion Way, creating a four-legged signalized intersection with Carson Street. Further consideration should be given at this intersection to construct a roundabout, which could improve transportation safety, allow U-turns, enhance pedestrian crossing opportunities, and would continue to provide access to existing businesses. This location is desirable for a roundabout due to the minimal right-of-way impacts and the opportunity to create an aesthetic gateway to Carson City. Due to the unknown realignment timing for Snyder Avenue and the desire to provide a roundabout at Sonoma Street, the conceptual complete street layout and preliminary opinion of probable cost contains a traffic signal at this location.

4.6. Frontage Road

The existing frontage road along South Carson Street is anticipated to remain, providing access to businesses. At the proposed Sonoma Street roundabout, the frontage road will not provide direct access to the roundabout. Cul-de-sacs will need to be constructed for the frontage road north and south of the roundabout, but it is recommended access to/from the frontage road be maintained for business with existing access. It is anticipated the roundabout at Sonoma Street will provide enhanced business access to those immediately adjacent to the roundabout by providing the ability to make U-turns to access businesses in advance of the roundabout, and improve turning movements at Sonoma Street.

5. PUBLIC MEETING #2

After the cross section alternatives were developed, a second public meeting was conducted. The second public meeting was held on Wednesday, March 1, 2017, at the Carson City Community Center. In addition to traditional methods of notifying the community about the meeting, CAMPO mailed information to those along the corridor, and distributed information to businesses along the corridor. The presentation at the meeting covered the following items:

- purpose of the study;
- definition of complete streets;
- benefits of complete streets;
- project need;
- voting results from the first public meeting;
- description of the two design alternatives;
- discussion on roundabouts;
- pedestrian crossing enhancements; and
- instructions for voting on preferred alternatives.



Figure 23 – Public Meeting #2 (during presentation)

After the presentation, there was an open question and answer discussion. Once the question period was completed, attendees used stickers provided to them to vote on their preferred alternative cross sections for the corridor. **Table 4** contains a summary of the voting for the preferred cross section.

Table 4 – Summary of Preferred Cross Section Voting

Segment	Design Alternative	Total Votes	Percentage of Votes
Segment 1	A	66	94%
	B	4	6%
Segment 2	A	66	92%
	B	6	8%
Segments 3 – 5	A	64	83%
	B	13	17%

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Based on the results of the public meeting, there was an overwhelming support for Cross Section A. Public meeting materials are included in **Appendix C**, and comments received by the public at the meeting are included in **Appendix D**.



Figure 24 – Public Meeting #2 (during voting)

5.1. South Carson Street Advisory Workgroup

Carson City RTC is developing a South Carson Street Advisory Workgroup to obtain feedback from adjacent property owners as the project moves forward. At the second public meeting, property owners located south of Fairview Drive were provided the opportunity to join the South Carson Street Advisory Workgroup.

6. PREFERRED ALTERNATIVE

Based on the public feedback, it is recommended that Cross Section A be used to complete a final design for South Carson Street. **Figure 25** and **Figure 26** show the preferred cross section alternative throughout the study corridor.

Conceptual layouts of the preferred alternative are included in **Appendix E** with a layout of the high priority roundabout discussed in **Section 4.5.** at Sonoma Street. The conceptual design of the roundabout at Sonoma Street was not based on turning movement traffic volumes, as they are anticipated to significantly change after the completion of I-580. As design proceeds, traffic counts should be conducted to determine and/or refine the appropriate layout of the proposed roundabout.

It is recommended the posted speed limit be reduced to 35 mph throughout the corridor as a result of the narrowed lanes, number of travel lanes provided, anticipated higher pedestrian and bicyclist use of the corridor, and the overall desired nature of the roadway.

6.1. Design Concept Opinion of Probable Cost

To determine project feasibility, planning level costs were developed. Per the Carson City Freeway agreement, previously noted, Carson City is required to begin construction for the section of South Carson Street south of Fairview Drive by 2019. Due to this requirement, probable costs have been developed for South Carson Street north of Fairview Drive and south of Fairview Drive. The probable cost for the preferred design (Cross Section A) include the resurfacing of South Carson Street, the addition of a 12-foot wide multi-use path, improved street lighting for safety, ADA compliant sidewalks and crosswalks, traffic signal modifications for the new roadway configuration, a landscaped median between the roadway and multi-use path, and other associated improvements. Due to the significant amount of area that needs landscaping on the east side of South Carson Street, mainly between the Frontage Road and South Carson Street, approximately 168,000 square feet has been identified as an unfunded landscaping opportunity. **Table 5** provides the design concept opinion of probable cost for the recommended design for South Carson Street between Fairview Drive and Roland Street with an option to include a roundabout at Sonoma Street and Carson Street. Additional information regarding the cost opinion is included in **Appendix F**.

Table 5 – Preliminary Opinion of Probable Cost (Fairview Drive to Roland Street)

South Carson Street – Fairview Drive to Roland Street	
Resurface and Improve to Preferred Cross Section A	\$ 9,007,808
Construct a Roundabout at Sonoma Street and Carson Street	\$ 1,305,000
TOTAL	\$ 10,312,808

Table 6 provides the design concept opinion of probable cost for the recommended design for South Carson Street between Fifth Street and Fairview Drive. While projected funds are not sufficient for the preferred design at this time, a lower-cost alternative design (similar to Cross Section B) involving restriping could be pursued in the interim. Since funds are not yet available and because the costs are anticipated to change over time, the cost details have not been presented.

Table 6 – Preliminary Opinion of Probable Cost (Fifth Street to Fairview Drive)

South Carson Street – Fifth Street to Fairview Drive		
Resurface and Improve to Preferred Cross Section A	\$	3,613,989

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.



SOUTH CARSON STREET COMPLETE STREETS

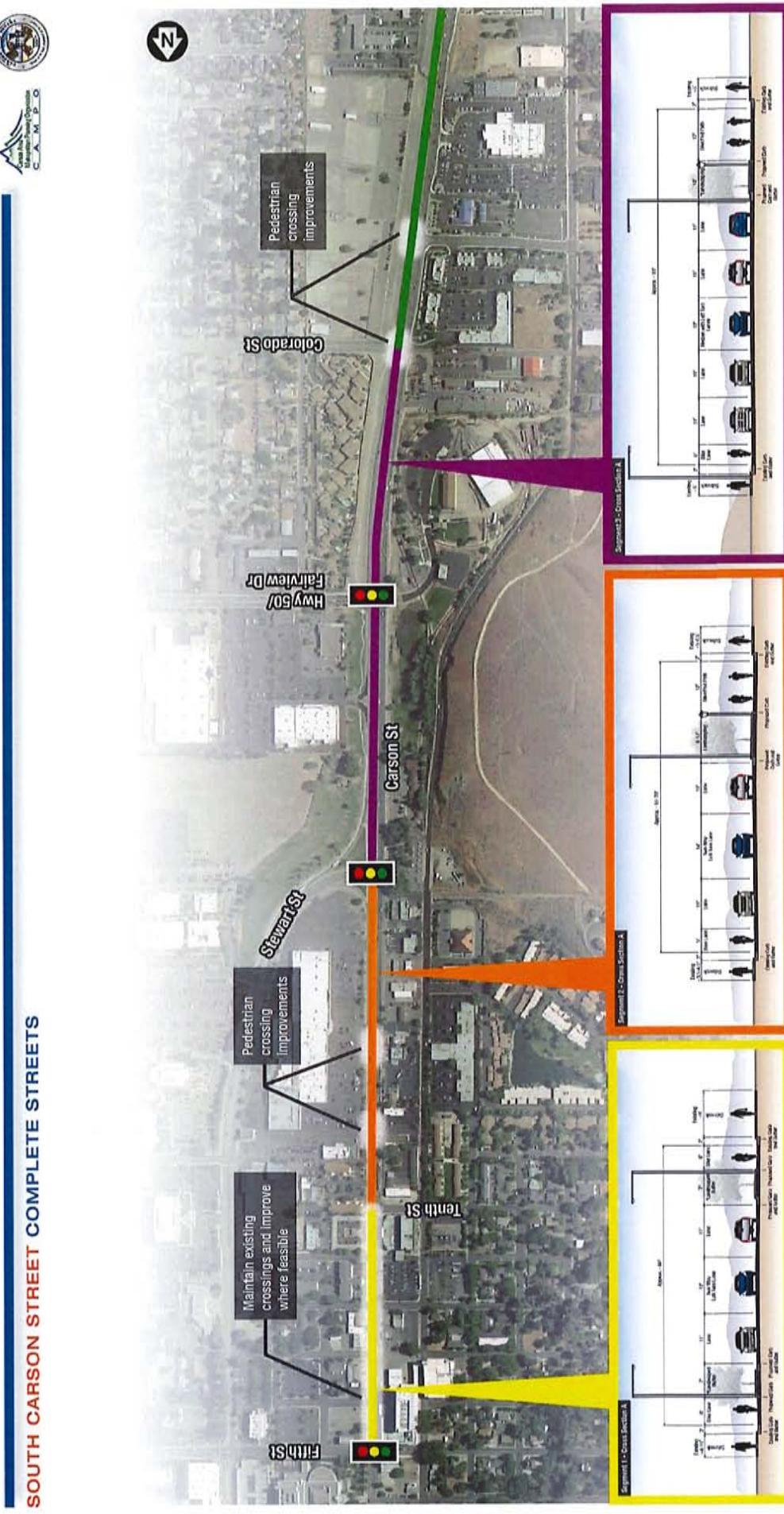


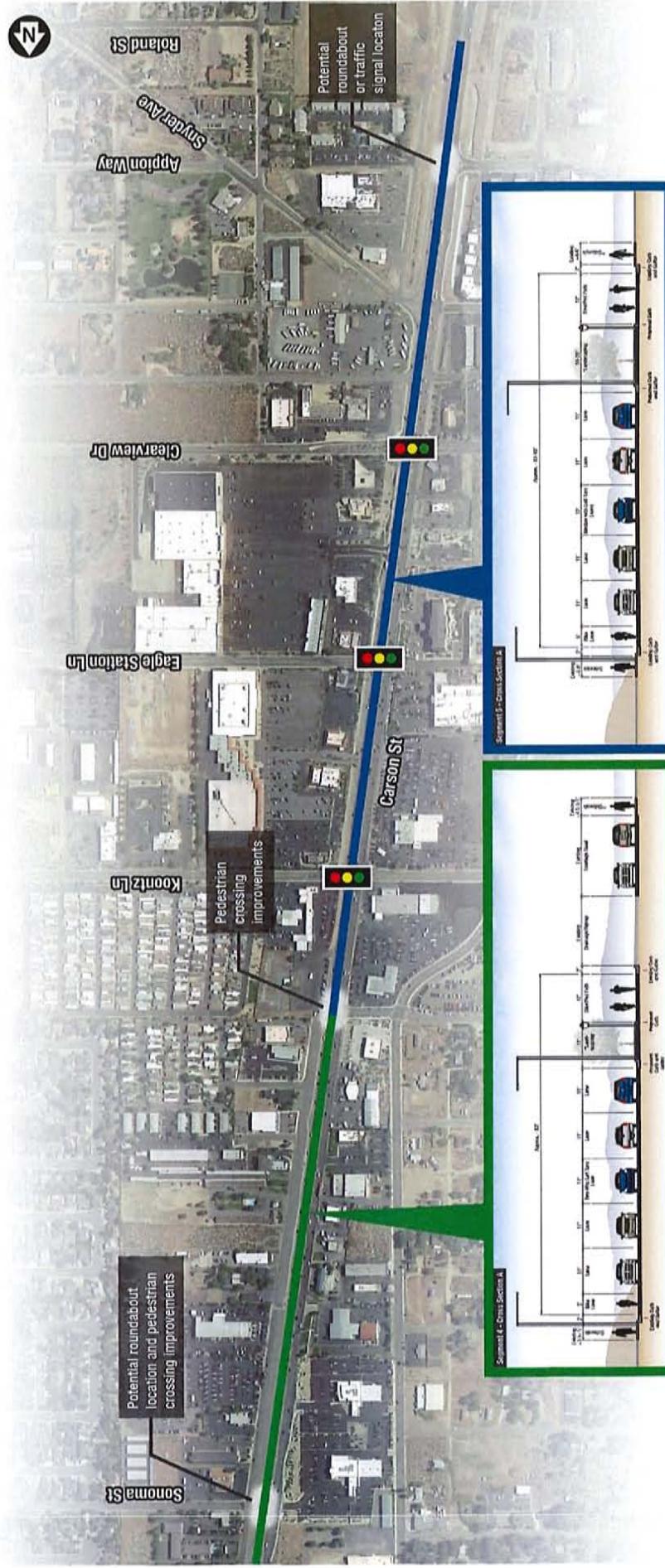
Figure 25 – Recommended Cross Sections (Segments 1-3)

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Note: All census conditions are decided looking North



SOUTH CARSON STREET COMPLETE STREETS



*Landscaping to compliment businesses. To be coordinated with adjacent land owners at a later date.

**Sidewalk location varies along this segment.

Note: All cross sections are depicted looking North.

Figure 26 – Recommended Cross Sections (Segments 4-5)

7. NEXT STEPS

Based on the concept included in this report, the next steps include refinement of the conceptual design and cost estimate. After the completion of I-580 and the associated traffic diversions, vehicle turning movement counts should be conducted to help define parameters for the roundabout design as well as determining appropriate left turn storage lengths, signal timing, etc. for the corridor. Pedestrian counts should also be conducted, to help determine appropriate prioritized pedestrian crossing locations and treatments.



APPENDIX A

PUBLIC MEETING #1 – MATERIALS

Contents:

- Presentation Slides with Polling Results
 - Existing Conditions Maps

CARSON CITY PUBLIC WORKS

SOUTH CARSON STREET Complete Streets

Presentation Starts at 5:30 PM

Public Meeting #1 – September 22, 2016

Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Purpose of Study

- Conceptual Complete Streets Study on South Carson Street
 - 5th Street to Roland Drive
 - Approximately 2.5 miles
- Consider alternatives for the corridor
 - Drop in volume and current conditions are vehicle dominated
- Engage the community and businesses

2 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

What is a Complete Street?

- Complete Streets are streets for everyone
 - Improve safety for everyone
 - Users of all ages & abilities
 - Provide multimodal choices
 - Pedestrians
 - Bicyclists
 - Motorists
 - Transitriders

3 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

What is a Complete Street?

- Complete Streets make it easy to:
 - Cross the street
 - Walk to shops/work
 - Bicycle to shops/work
 - They make it safe for people to walk to and from transit stations
- Benefit vehicle traffic through treatments such as access efficiencies

4 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Benefits of Complete Streets

- Safety improvements
- Economic growth
- Improved mode choice
- Public health
- Reduced congestion
- Improved air quality
- Aesthetic improvements

5 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Project Need

- NDOT transferring South Carson Street to Carson City, and per agreement \$5.1M for City to improve roadway
- Freeway extending from Fairview to US 50
- Significantly less traffic on Carson Street
- No longer need 6 travel lanes

6 Kimley-Horn



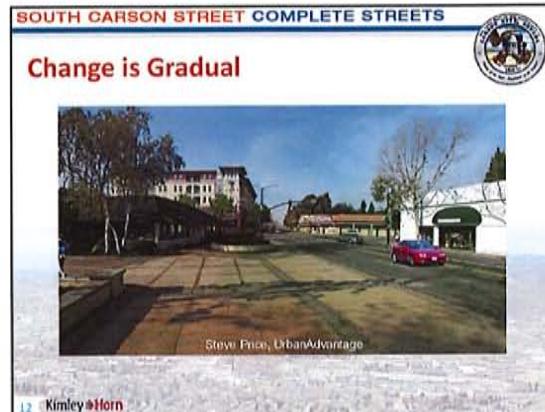
SOUTH CARSON STREET COMPLETE STREETS

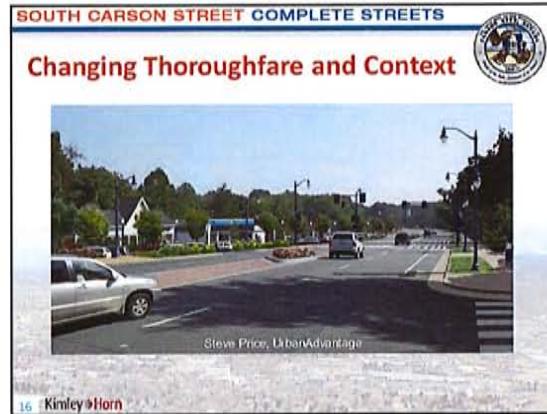
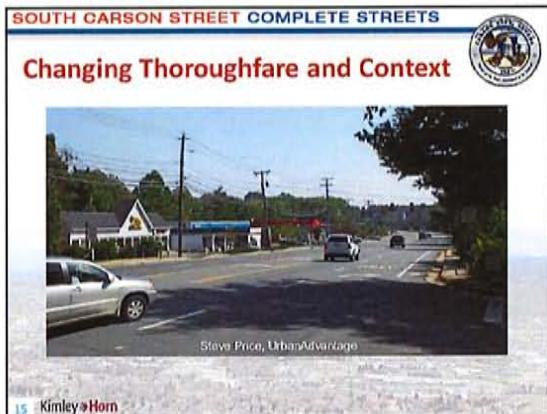
What does a Complete Street look like?



- No standard design
 - Each Complete Street is unique and responds to the community needs
- A Complete Street may include:
 - Sidewalks
 - Bike lanes
 - Transit accommodation
 - Access improvements
 - Median islands
 - Pedestrian crossing opportunities
 - Reduction of through travel lanes
 - Roundabouts
 - Aesthetics (landscaping, street furniture)

8 Kimley-Horn





SOUTH CARSON STREET COMPLETE STREETS

What is the day of the week?

A. Monday
B. Tuesday
C. Wednesday
D. Thursday
E. Friday

19 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

The capital of Nevada is:

A. Las Vegas
B. Reno
C. Carson City
D. Elko

20 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

In your opinion which mode should be the priority on South Carson Street?

A. Walking
B. Biking
C. Automobile
D. Transit
E. No opinion

21 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

What should be the vehicle priority along South Carson Street?

A. Vehicle access to businesses
B. Vehicle mobility along the roadway (faster travel times)

22 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Which roadway safety improvements would you most like to see on the corridor?

A. Consolidated access points
B. Intersection improvements (turn lanes, flashing yellow arrow)
C. Median islands
D. Roundabouts

23 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

How important is it that lighting be improved along the roadway?

A. Low importance
B. Medium importance
C. High importance

24 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

How important is upgrading the existing streetscape with landscaping, furniture, and other amenities?

A. Low importance
B. Medium importance
C. High importance

Importance Level	Percentage
Low importance	22%
Medium importance	46%
High importance	32%

25 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Walkability

26 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Which best describes your general opinion about the walkability of South Carson Street?

A. A very walkable street
B. A walkable street that needs improvements in certain areas
C. Walkable in isolated areas
D. Not very walkable

Opinion	Percentage
A very walkable street	4%
A walkable street that needs improvements in certain areas	20%
Walkable in isolated areas	30%
Not very walkable	46%

27 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

How important is walkability along South Carson Street?

A. Low importance
B. Medium importance
C. High importance

Importance Level	Percentage
Low importance	24%
Medium importance	40%
High importance	36%

28 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Which of the following is most likely to get you to walk more?

A. Wider sidewalks
B. A vibrant street scene
C. An attractive streetscape with trees, benches, and other amenities
D. Access to transit
E. I do not walk

Factor	Percentage
Wider sidewalks	8%
A vibrant street scene	20%
An attractive streetscape with trees, benches, and other amenities	52%
Access to transit	14%
I do not walk	6%

29 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Bikeability

30 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Which best describes your general opinion about the bikeability of South Carson Street?

A. A very bikeable street
B. A bikeable street that needs improvements in certain areas
C. Bikeable in isolated areas
D. Not very bikeable

Opinion Category	Percentage
A very bikeable street	2%
A bikeable street that needs improvements in certain areas	8%
Bikeable in isolated areas	22%
Not very bikeable	67%

31 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

How important is bikeability along South Carson Street?

A. Low importance
B. Medium importance
C. High importance

Importance Level	Percentage
Low	18%
Medium	22%
High	59%

32 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Which best describes your bike riding habits?

A. Recreational or exercise
B. Occasionally to run errands
C. Regularly to work
D. Occasionally to work
E. Ride to school or other public places
F. Ride to transit station
G. I don't ride very much because it's dangerous
H. I don't ride and wouldn't even if safe

Habit Category	Percentage
Recreational or exercise	48%
Occasionally to run errands	4%
Regularly to work	6%
Occasionally to work	2%
Ride to school or other public places	1%
Ride to transit station	0%
I don't ride very much because it's dangerous	20%
I don't ride and wouldn't even if safe	16%

33 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Of the following, which is most likely to get you to ride more often?

A. Bike paths separated from roadways
B. Buffered bike lanes
C. Striped and signed bike lanes on streets
D. Bike within in the vehicle travel lane
E. Nothing would

Factor	Percentage
Bike paths separated from...	57%
Buffered bike lanes	22%
Striped and signed bike...	8%
Bike within in the vehicle...	0%
Nothing would	12%

34 Kimley-Horn

Thank You

Contact information:
Comments@CarsonAreaMPO.com
775-887-2355

Carson Area MPO Logo

Line work from Fifth Street to Stewart
Street not available.





CARSON STREET - EXISTING

Kimley>Horn

Study end at
Roland Street

Study end at
Roland Street



CARSON STREET - EXISTING

Kimley>Horn

SOUTH CARSON STREET COMPLETE STREETS



APPENDIX B

PUBLIC MEETING #1 – PUBLIC COMMENTS

SOUTH CARSON STREET COMPLETE STREETS



The following tables summarize comments received from the public at the first public meeting, both from comment cards, as well as from the maps.

Carson City Comment Summary		
No.	Date	Comment
Public Meeting #1 – September 22, 2016		
1	9/22/2016	Provide appropriate signage for southbound traffic to turn east on Colorado and Sonoma Streets.
2	9/22/2016	Add a connection Road from Carson Street to Curry Street, somewhere between Rhodes and 10 th . There needs to be more cross traffic access.
3	9/22/2016	I think I-580 should connect via an overpass to US 50. Makes no sense to be a controlled flat intersection and makes no sense to fix it later.
4	9/22/2016	Make South Carson Street more walk/bike friendly with better crossings.
5	9/22/2016	More landscaping on both sides of the road.
6	9/22/2016	Reduction of speed limit.
7	9/22/2016	Would really like to see protected bike lanes along South Carson Street. Many people would ride their bikes if they felt more safe.
8	9/22/2016	Wait until transfer occurs and I-580 opens. Relook at traffic numbers. Slow down Carson Street to 35 or 40, put suicide lanes back in, add turn lanes into businesses. Put bike paths off the road, you have the easements. No roundabouts, they are dreadful.
9	9/22/2016	Good evening, my name is [REDACTED]. I am a resident of Carson City.
I am here as a member of Muscle Powered in support of complete streets for Carson City and, specifically, for this project on South Carson Street. Muscle Powered is a Carson City non-profit group "dedicated to making... (this) a better community for bicycling and walking through advocacy, education, and promotion of bike-and-pedestrian-friendly roadways and bike-and-pedestrian-friendly development and redevelopment."		
We support the Complete Streets design approach because it addresses the transportation needs of users of all ages and abilities whether they are walking, biking, driving, riding JAC, or operating their business. But, a complete street design provides more than that; it enhances quality of life and stimulated economic activity for the community.		
A complete street design should transport South Carson Street from the look and feel of a major highway passing through town, as it is today, to the look and feel of a local business activity center where we can feel comfortable and safe whether we are walking, bicycling, or driving to get there.		
A principle feature of a complete street is providing better accessibility for all users. That means making it easier for shoppers to visit local businesses, easier for workers to get to their jobs, and easier for business owners to operate their business. As a former retail business owner, I know how important access is to the success of a retail business.		
I also spent 44 years as a practicing traffic engineer. During that time, I never had a business owner, school official, police officer, or local resident ask me to make traffic move faster on their streets. But I did have many people ask me to make traffic move slower and to make it safer for them to cross the street whether they were walking, bicycling, or driving. And I had many business owners ask for better access to their businesses.		
Providing a complete street design addresses all of those concerns for mobility, accessibility, and safety. Muscle Powered and I, personally, strongly support and encourage complete street designs for Carson City and especially for South Carson Street. Thank you.		



SOUTH CARSON STREET COMPLETE STREETS

No.	Carson City Comment Summary	Comment
1	What happens at "the dump" when I-580 hits South Carson Street?	Got to accommodate a lot of vehicles.
2	At 5 th Street – Reduce to 2 lanes w/ center turn lane – provide bulb outs for pedestrians	
3	Near 7 th Street – bike lanes in each direction – yes!!!	
4	At 10 th Street - Roundabout	
5	Near Carson Mall – What about Public Art? Yes!!! – Along corridor or at roundabouts	
6	Certain National Tenants have access point requirements. If access points are closed, this could result in lease termination – loss of business along South Carson Street	
7	On Stewart Street at NDOT access drive – Problem areas for walkers – needs flashers to get NDOT staff across street	
8	On Stewart Street – Downtown connection to Carson Mall for Pedestrians on the eastside	
9	Near Carson Mall – Please, water runoff should always be filtered before entering water ways.	
10	At Stewart Street – consider roundabout. Provide access to Forest Service Office w/ big art!!!	
11	At Stewart Street (in park chop island) – Island Death Zone	
12	At Stewart Street – Wildlife crossings (under road?) between national forest and parks	
13	At Stewart Street (east leg of intersection) – Improve walkability to cross from open space to mall and to west side of Cason Street and Forest Service office with/consider roundabout	
14	At Stewart Street – Enhance median landscaping, if it does not block driver view	
15	South of Stewart Street – Complete bike/walk path from Senate Park to Forestry Department. Yes!!!	
16	South of Stewart Street – Connect to Governors (east-west)	
17	South of Stewart Street – Reduce 6 lanes to 4 lanes and add protected bike lanes	
18	Bike trail on Roop to come west to Carson Street and farther	
19	Can't get across Carson Street from Stewart to Curry – sight distance turning off of Carson Street is an issue.	
20	Extend wide sidewalks like downtown Carson to the mall.	
21	Statement pieces in roundabouts	
22	At Fairview Drive - Roundabout	
23	Be careful with shade trees – shade makes ice in winter – small trees, no evergreens.	
24	At Colorado Street - Roundabout	
25	At Colorado Street – should have signs to indicate Colorado and Sonoma Streets for southbound traffic.	
26	At Colorado Street – Colorado is an excellent east travel corridor for bikes – connects.	
27	At Rhodes Street – Need left (north) turn holding lanes to drive north from Rhodes.	
28	South of Rhodes – Reduce 6 lanes to 4 lanes and add protected bike lanes.	
29	At North end of Frontage Road – Possibly open up? Why is it closed?	
30	At Michaels Cycle Works – Big Drive Way.	
31	At Sonoma Street – No left turn for Sonoma Street southbound, bad visibility.	
32	At Sonoma Street - Roundabout	
33	South of Sonoma Street – Protected Bike Lanes.	

SOUTH CARSON STREET COMPLETE STREETS



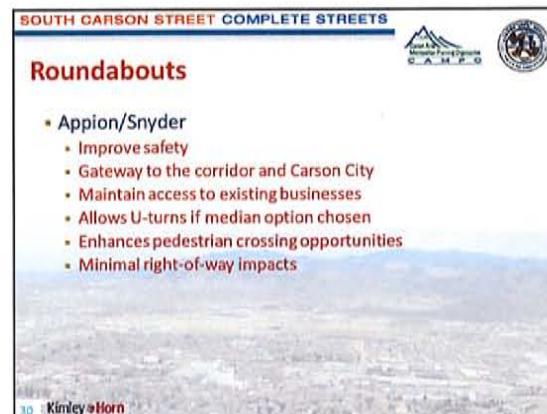
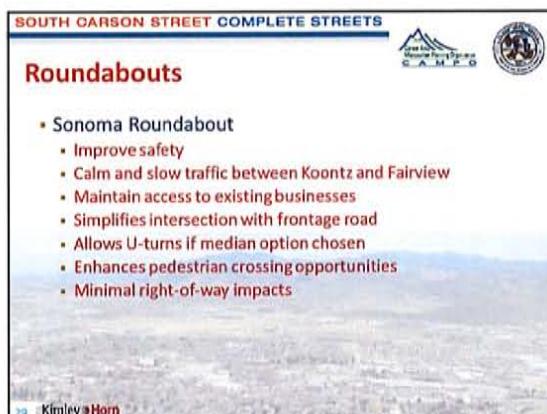
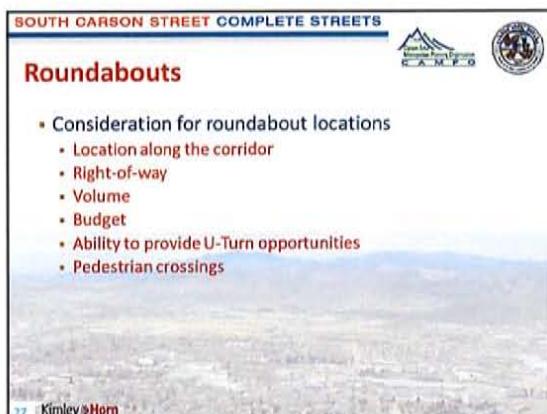
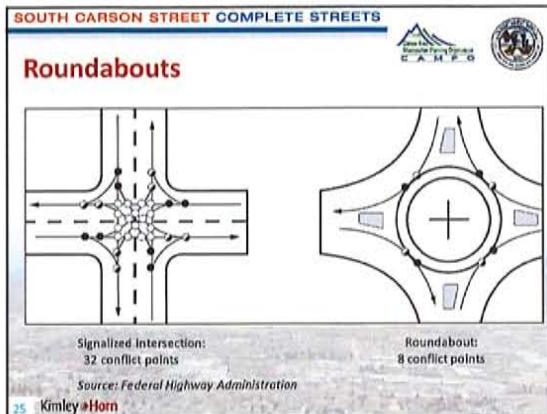
No.	Carson City Comment Summary	Comment
34	South of Sonoma Street (in drainage/rip rap area) – Off-street linear park/multi-use path along east side of corridor.	
35	South of Sonoma Street – What about the floodplain? Keep it on the road.	
36	South of Sonoma Street – Create Frontage Road on west side in lieu of six lane roadway.	
37	South of Sonoma Street – What about Public Art? – Along the Road Corridor.	
38	North of Moses Street (west side) – Sidewalks.	
39	At Moses Street – crosswalk (east-west)	
40	South of Moses Street – bike lanes (both sides of street).	
41	South of Moses Street – Left-ins and Left-outs.	
42	At Koonitz Lane – Pedestrian bulbouts and landscaping.	
43	South of Koonitz Lane – Keep Carson Street 6 lanes through to Koonitz Lane. Koonitz Lane to Fairview to 4 lanes.	
44	At Eagle Station Lane – Roundabout.	
45	At Eagle Station Lane – Lots of peds crossing here – also narrow isolated sidewalk in front of Raley's.	
46	South of Eagle Station Lane – Landscaping on central median pedestrian island.	
47	South of Eagle Station Lane – What about Public Art along the road corridor?	
48	Between Eagle Station Lane and Clearview Drive – Protected bike lanes.	
49	At Appion Way - *Connection point to DOT shared use trail?	
50	At Appion Way – Evaluate transition from NDOT section to Carson City Section for northbound cyclists!	
51	At Appion Way – Put signal here – make main central connector to bikes traveling north and south.	
52	At Appion Way – want realignment of Snyder to Appion Way and signalize.	
53	At Appion Way – Dufur property access issues north and south located at bulb adjacent to detention pond.	

APPENDIX C

PUBLIC MEETING #2 – MATERIALS

Contents:

- Presentation Slides with Polling Results
- Cross Section Alternatives – Summary Figures
- Cross Section Voting Boards with Results



SOUTH CARSON STREET COMPLETE STREETS

Pedestrians

- Pedestrian enhancements are a key component of complete streets
- Both alternatives will include ADA improvements
- Both alternatives will maintain all existing crosswalks
- Currently, there are no crosswalks between Fairview and Koontz

31 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Pedestrians

- Proposing new crosswalks at the following locations:
 - Colorado Street
 - Rhodes Street
 - Sonoma Street
 - Moses Street

32 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Pedestrians

- Enhanced crossings may include:
 - Enhanced pavement
 - Lighting
 - Rectangular Rapid Flashing Beacons (RRFBs)
 - Increase driver yielding behavior
 - Lower cost alternative than a traffic signal
 - Activated by pedestrian push button

33 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Goal of Public Meeting #2

- Obtain feedback from attendees on preferred cross section
- Use stickers provided to vote on your preferred cross sections
- Comment cards

34 Kimley-Horn

SOUTH CARSON STREET COMPLETE STREETS

Next Steps

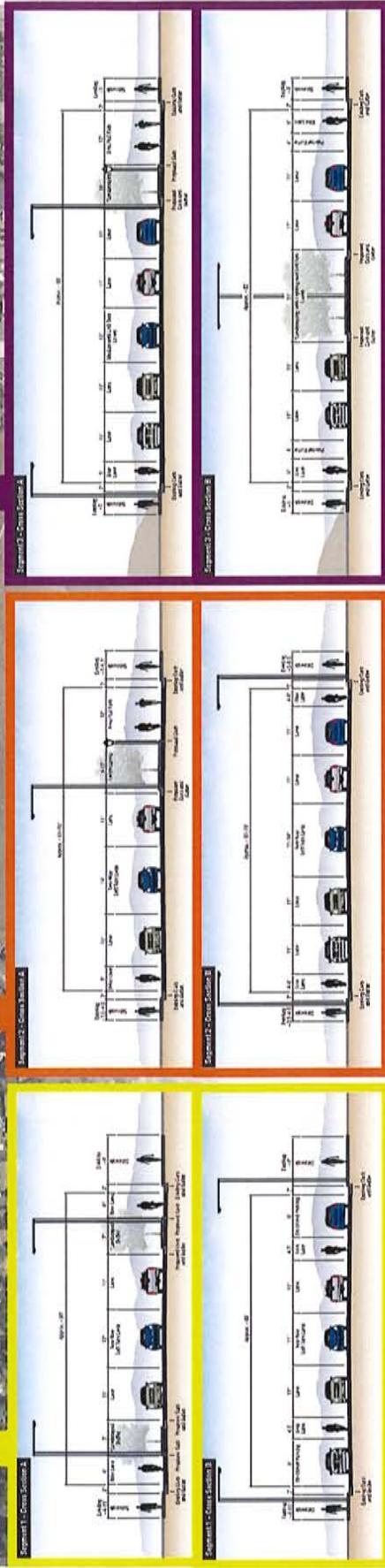
- Develop conceptual layout of preferred alternative
- Prepare draft and final report
- Contact Carson City if you would like to be involved in the **South Carson Street Advisory Workgroup** moving forward (for those south of Fairview)

35 Kimley-Horn

Contact Information:
Comments@CarsonAreaMPO.com
775-887-2355

Thank You

SOUTH CARSON STREET COMPLETE STREETS



Appendix C-7
Landscape by complete streets. To be coordinated with adjacent site owners at a later date.

SOUTH CARSON STREET COMPLETE STREETS



1. Anticipating to complete roundabout to be constructed with right-of-way owners at a later date.
Appion Way - 40' wide center lane along the segment.

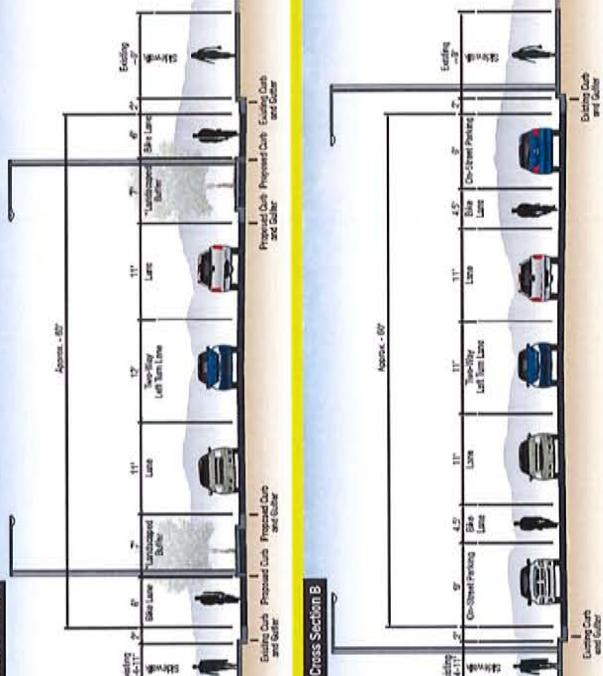
SOUTH CARSON STREET COMPLETE STREETS



Segment 1



Segment 1 - Cross Section A



VOTING AREA ALTERNATIVE A

66 Votes - 94% of responses

VOTING AREA ALTERNATIVE B

4 Votes - 6% of responses

On Street Parking

Feature	Alt. A	Alt. B	Public Meeting #1 Feedback
One Travel Lane in Both Directions			Accommodates vehicle traffic
Two-Way Left Turn Lane			78% favored access to businesses
Buffered Bike Lane (Southbound and Northbound)			81% favored bikeability, 26% preferred buffered bike lane
Bike Lane (Southbound and Northbound)			81% favored bikeability
Landscape Separating Bicyclists and Pedestrians from Cars			78% favored improved streetscape, Better environment for bicyclists and pedestrians
ADA Sidewalk Improvements			Improves transportation for all users
Lighting			94% favored improved lighting
On Street Parking			

SOUTH CARSON STREET COMPLETE STREETS

Segment 2



Segment 2 - Cross Section A

Feature	Alt. A	Alt. B	Public Meeting #1 Feedback
One Travel Lane in Both Directions	<input checked="" type="radio"/>		Accommodates vehicle traffic
Two Travel Lanes in Both Directions		<input checked="" type="radio"/>	Accommodates vehicle traffic
Two-Way Left Turn Lane	<input checked="" type="radio"/>		78% favored access to businesses
Shared-Use Path for Pedestrians and Bicyclists	<input checked="" type="radio"/>		81% favored bikeability, 65% preferred bike path, 75% of bicyclists ride for recreation, 76% favored walkability
Bike Lane (Southbound and Northbound)		<input checked="" type="radio"/>	81% favored bikeability
Bike Lane (Southbound)	<input checked="" type="radio"/>		81% favored bikeability
Landscaping Separating Bicyclists and Pedestrians from Cars		<input checked="" type="radio"/>	78% favored improved streetscape, Better environment for bicyclists and pedestrians
ADA Sidewalk Improvements	<input checked="" type="radio"/>		Improves transportation for all users
Lighting	<input checked="" type="radio"/>		94% favored improved lighting

VOTING AREA ALTERNATIVE A

66 Votes - 92% of responses

VOTING AREA ALTERNATIVE B

6 Votes - 8% of responses

SOUTH CARSON STREET COMPLETE STREETS

Segments 3-5

Map of South Carson Street Segments 3-5

VOTING AREA ALTERNATIVE A

64 Votes - 83% of responses

Feature	Alt. A	Alt. B	Public Meeting #1 Feedback
Two Travel Lanes in Both Directions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Accommodates vehicle traffic
Two-Way Left Turn Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>	78% favored access to businesses
Median with Turn Lanes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	22% favored mobility
Buffered Bike Lane Southbound and Northbound	<input type="checkbox"/>	<input checked="" type="checkbox"/>	81% favored bikeability, 26% preferred buffered bike lane
Shared-Use Path for Pedestrians and Bicyclists	<input checked="" type="checkbox"/>	<input type="checkbox"/>	81% favored bikeability, 63% preferred bike path, 75% of bicyclists ride for recreation, 76% favored walkability
Bike Lane (Southbound)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	81% favored bikeability
Wide Landscaped Median	<input type="checkbox"/>	<input checked="" type="checkbox"/>	78% favored improved streetscape
Landscaping Separating Bicyclists and Pedestrians from Cars	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Improved streetscape, Better environment for bicyclists and pedestrians
ADA Sidewalk Improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improves transportation for all users
Lighting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	94% favored improved lighting

VOTING AREA ALTERNATIVE B

13 Votes - 17% of responses

Cross Section A

Cross Section B

Cross Section A

Cross Section B

Appendix C-11



APPENDIX D
PUBLIC MEETING #2 – PUBLIC COMMENTS

SOUTH CARSON STREET COMPLETE STREETS



The following table summarizes comments received from the public at the seconds public meeting, both from comment cards and emails received.

No.	Date	Carson City Comment Summary	Comment
Public Meeting #2 – March 1, 2017			
1	3/1/2017	I like the path on the east side, but, there has to be a safe way to cross Carson Street to the west side path that will be constructed as part of the freeway project. This has to be done at a signal – it will not be safe to do it at a roundabout. So either there has to be a signal at Appion or the path on the west side needs to be extended north to the signal at Clearview	
2	3/1/2017	Long term, I would suggest planning for some public art pieces as part of the street scape	
3	3/1/2017	Concern about crossings on east-west streets for the multi-use path	
4	3/1/2017	At South Carson Street and Snyder – rather than a signal – how about a roundabout? This would cause traffic to be slowed – northbound, allow the fire department to freely access South Carson Street and still facilitate business access and reduce many signals in a very short distance.	
5	3/1/2017	Change your slide from Snyder Street to Snyder	
6	2/27/2017	Unfortunately, I am unable to attend the public meeting for comment on the South Carson Street Corridor project scheduled for Wednesday, March 1, 2017. In lieu of my presence at the meeting, I wish to submit this letter in support of the Complete Streets project.	
		As you may be aware, I am a strong advocate for the Complete Streets policy that Carson City has adopted. During the recent State of the City address, Mayor Crowell also voices his support of this same initiative, noting the many benefits of Complete Streets.	
		With regards to the South Carson Street project, I believe it would be beneficial to include some form of protected bike lanes to create a "safe space" for cyclists. Protected bike lanes encourage more people to take advantage of the opportunity to leave their cars at home and use a bicycle as a form of transportation; thus reducing carbon emissions and congestion on the roads, while at the same time providing for a healthy citizenry and recognizing the legitimacy of bicycles as an alternative form of transportation.	
		In closing, I would like to thank the Carson Area Metropolitan Planning Organization as well as Public Works for extending the opportunity for the citizens of Carson City to participate in their local government through these public comments. I sincerely believe that we are working together to build a better community.	
7	2/27/2017	Having seen Carson Street over the decade my hope is that you make the right combination attractiveness for locals and tourists alike. i.e. Aim for the middle class and avoid tackiness.and do have a web site where some video feeds from along the street can be viewed. i.e. like Lake Tahoe Webcams Tahoetopia You got that Ormsby House tombstone so put it to use. My \$0.02.	



SOUTH CARSON STREET COMPLETE STREETS

No.	Date	Carson City Comment Summary Comment
8	3/3/2017	<p>Public Meeting #2 – March 1, 2017</p> <p>Regarding development plans for the South Carson Street Corridor, I am strongly in favor of the installation of Roundabouts at key intersections where motorists otherwise would be stopped by traffic signals or in the case of turning movements, traffic itself. Roundabouts slow traffic speed, but decrease the number of vehicle stops. And please where right of way space allows, design them as large as possible. For example, the roundabout at Fifth and Fairview works great but is too small; A larger diameter traffic circle allows more opportunities for cars to enter the circle and keep cars moving.</p> <p>A traffic circle should have been installed at Hotsprings Road and Roop. Don't let local businesses, who are "scared" that a roundabout will somehow deter business stops influence you! Where space allows, Roundabouts are a good thing "all around."</p> <p>Thank you for considering my input.</p>
9	3/9/2017	<p>Hello! Please add my email and cell to your contact list and let me know how I can get involved. I want to help in any way I can to increase the number and quality of bike paths and lanes in Carson City (including connecting to Topsy Lane). Please let me know when the next meeting is or how I can help.</p>

APPENDIX E
CONCEPTUAL LAYOUTS

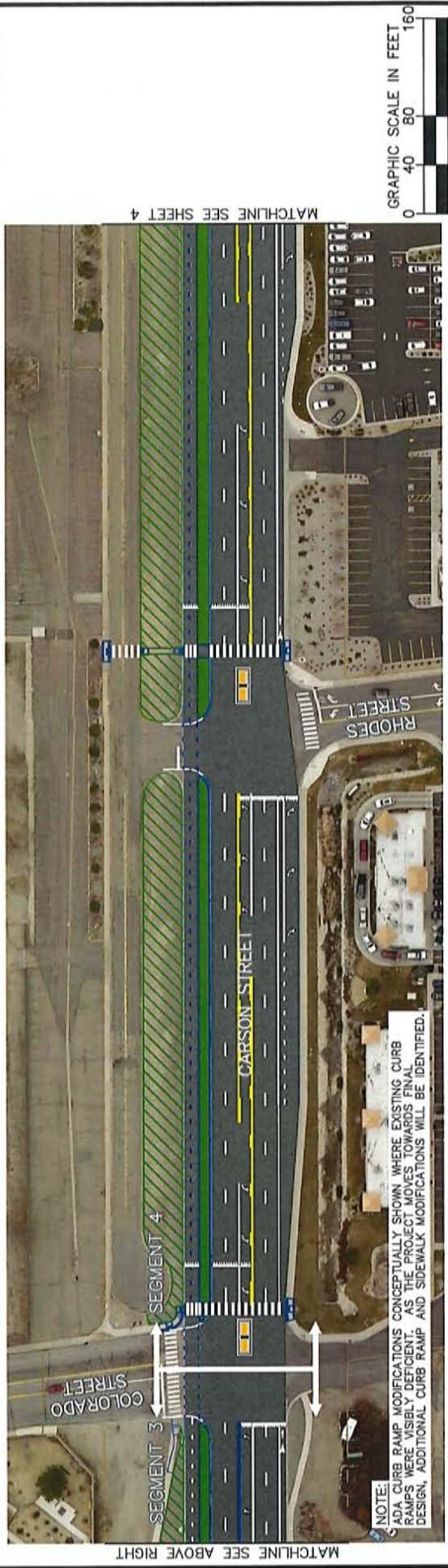


Kimley-Horn

CARSON STREET COMPLETE STREET STUDY

CARSON STREET COMPLETE STREET STUDY

PRELIMINARY CONCEPT - NOT FOR DESIGN





FRONTAGE ROAD

CARSON STREET

SONOMA STREET

FRONTAGE ROAD

CARSON STREET

FRONTAGE ROAD

FRONTAGE SEE SHEET 3

MATCHLINE SEE SHEET 5

MATCHLINE SEE SHEET 4

LEGEND

SIGNALIZED INTERSECTION

PEDESTRIAN RAMP LOCATION FOR CONSIDERATION

CONCRETE MEDIAN

UNFUNDED LANDSCAPE OPPORTUNITY

EXISTING RIGHT-OF-WAY

PROPOSED IMPROVEMENTS

NOTE:
ADA CURB RAMP MODIFICATIONS CONCEPTUALLY SHOWN WHERE EXISTING CURB RAMPS WERE VISIBLELY DEFICIENT AS THE PROJECT MOVES TOWARDS FINAL DESIGN, ADDITIONAL CURB RAMP AND SIDEWALK MODIFICATIONS WILL BE IDENTIFIED.

PRELIMINARY CONCEPT - NOT FOR DESIGN

CARSON STREET COMPLETE STREET STUDY

Kimley-Horn

GRAPHIC SCALE IN FEET

NOTE: ADA CURB RAMP MODIFICATIONS CONCEPTUALLY SHOWN WHERE EXISTING CURB RAMPS WERE VISIBLELY DEFICIENT, AS THE PROJECT MOVES TOWARDS FINAL DESIGN, ADDITIONAL CURB RAMP AND SIDEWALK MODIFICATIONS WILL BE IDENTIFIED.

CARSON STREET COMPLETE STREET STUDY

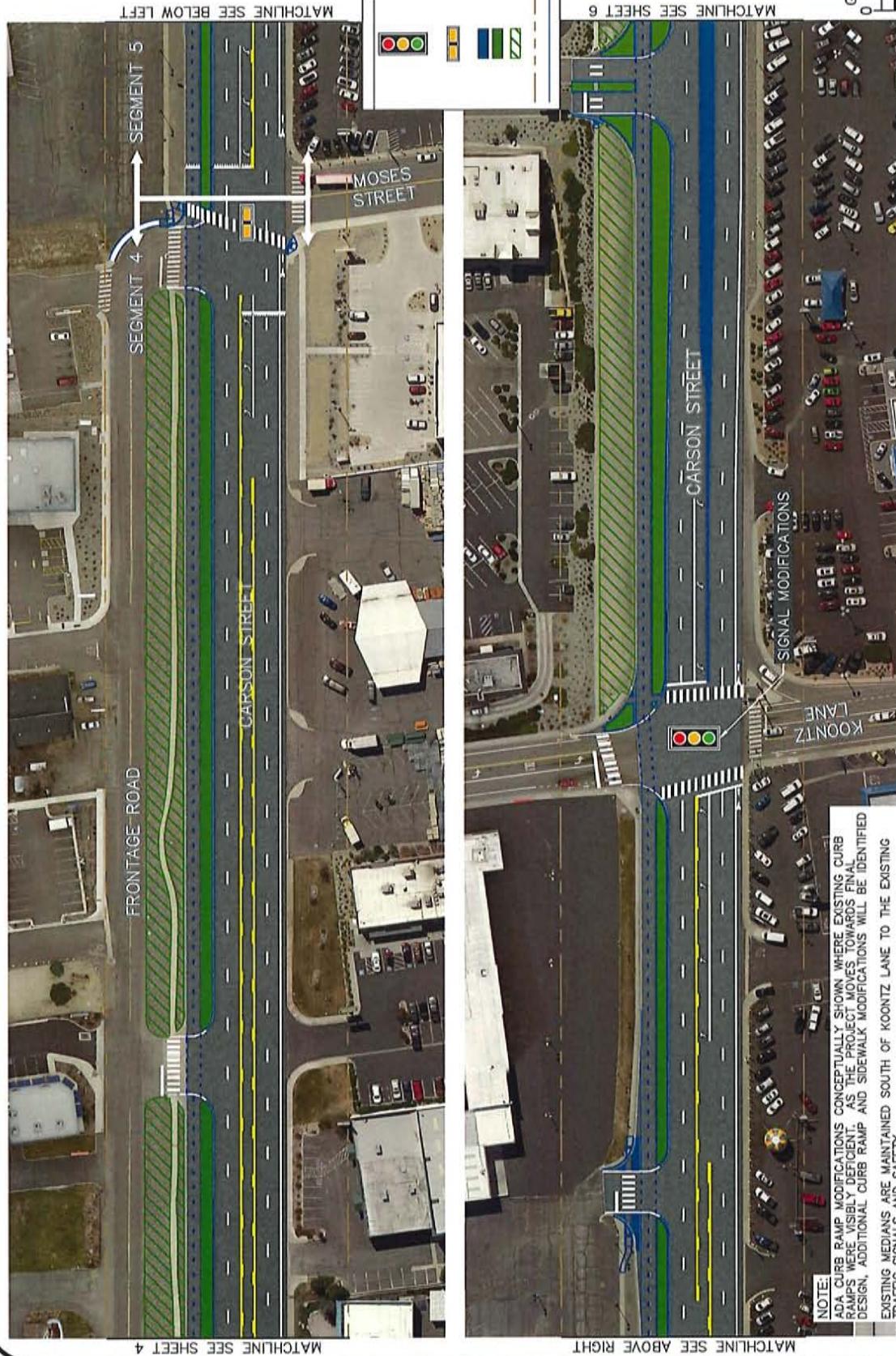
PRELIMINARY CONCEPT - NOT FOR DESIGN

GRAPHIC SCALE IN FEET
0 40 80 120 160

NOTE:
ADA CURB RAMP MODIFICATIONS CONCEPTUALLY SHOWN WHERE EXISTING CURB RAMPS ARE VISIBLELY DEFICIENT. AS THE PROJECT MOVES TOWARDS FINAL DESIGN, ADDITIONAL CURB RAMP AND SIDEWALK MODIFICATIONS WILL BE IDENTIFIED.

SHEET 4 OF 7
ROUNABOUT
ALTERNATIVE





Kimley-Horn

CARSON STREET COMPLETE STREET STUDY



MAP MATCHLINE SEE SHEET 7 MATCHLINE SEE SHEET 5 MATCHLINE SEE SHEET 3 MATCHLINE SEE SHEET 1

LEGEND

- SIGNALIZED INTERSECTION
- PEDESTRIAN RAMP LOCATION FOR CONSIDERATION
- CONCRETE MEDIAN
- Landscape AREA
- EXISTING RIGHT-OF-WAY
- PROPOSED IMPROVEMENTS

SIGNAL MODIFICATIONS

ROVENTINI WAY

CARSON STREET

EAGLE STATION LANE

CLEARVIEW DRIVE

SYNDER AVENUE

OVERLAND STREET

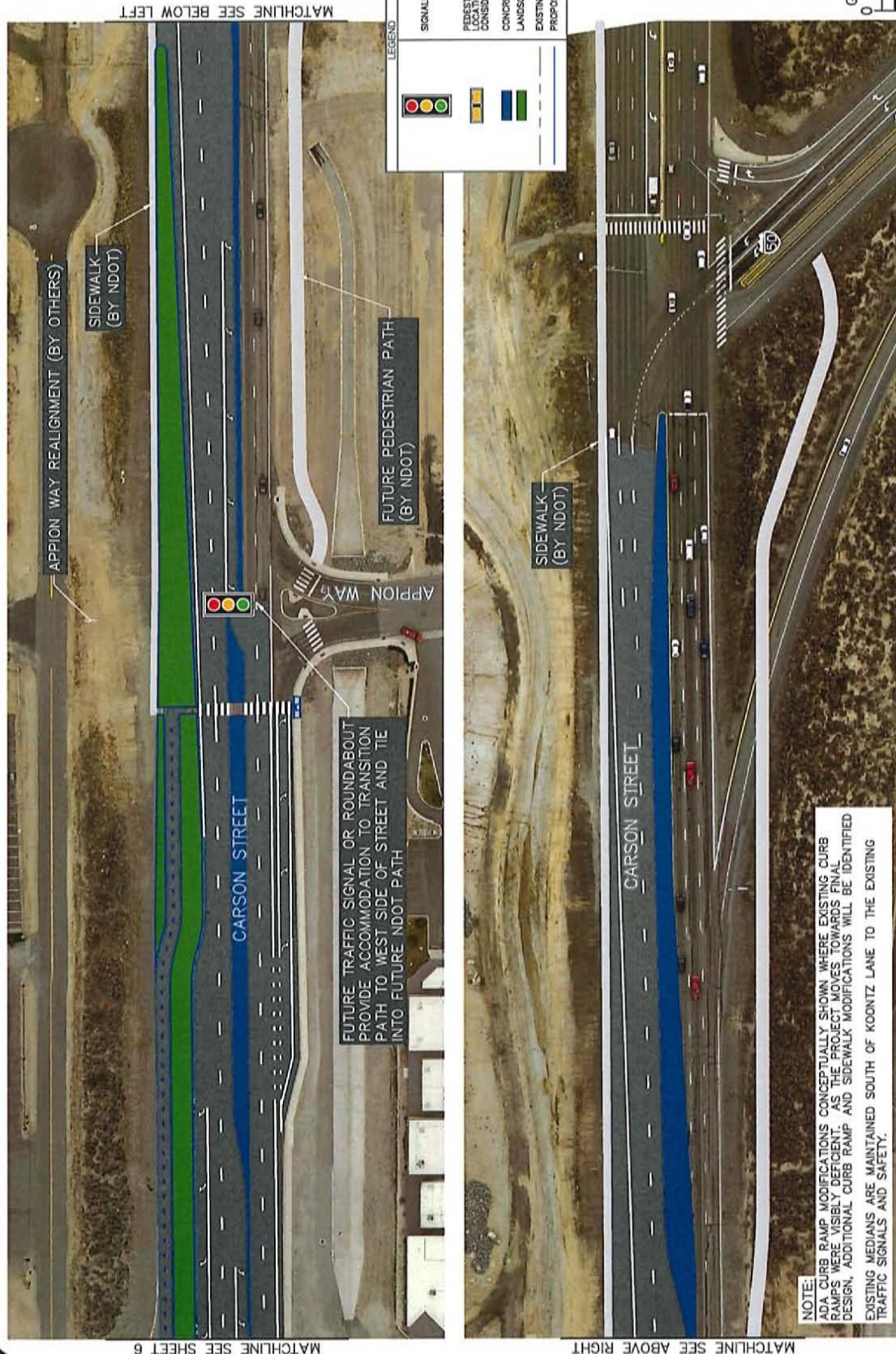
NOTE: ADA CURB RAMP MODIFICATIONS CONCEPTUALLY SHOWN WHERE EXISTING CURB RAMPS WERE VISIBLELY DEFICIENT. AS THE PROJECT MOVES TOWARDS FINAL DESIGN, ADDITIONAL CURB RAMP AND SIDEWALK MODIFICATIONS WILL BE IDENTIFIED. EXISTING MEDIAN ARE MAINTAINED SOUTH OF KOONTZ LANE TO THE EXISTING

CARSON STREET COMPLETE STREET STUDY

PRELIMINARY CONCEPT - NOT FOR DESIGN

Appendix E-7

Kimley-Horn



GRAPHIC SCALE IN FEET
0 40 80 120 160

PRELIMINARY CONCEPT - NOT FOR DESIGN

CARSON STREET COMPLETE STREET STUDY

APPENDIX F
DESIGN CONCEPT OPINION OF PROBABLE COST



South Carson Street - Complete Streets Conceptual Plan

Design Concept Opinion of Probable Cost for Cross Section A (Preferred Alternative)

South Carson Street - Fairview Drive to Roland Street - Probable Costs		
Resurface and Improve to Preferred Cross Section A	\$	9,007,808
Construct a Roundabout at Sonoma Street and Carson Street	\$	1,305,000
Total	\$	10,312,808

PLANNING LEVEL ESTIMATE ONLY

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Kimley»Horn

LOCATION: Fairview Drive to Roland Street

DATE: 4/27/2017

ITEM NO.	DESCRIPTION	UNIT OF MEASURE	QTY	UNIT PRICE	EXTENDED PRICE
Removals					
1	Removal of Asphalt Pavement	SY	14,191	\$5	\$70,955
2	Removal of Concrete	SF	2,845	\$5	\$14,225
3	Removal of Median	SY	3,941	\$50	\$197,044
4	Removal of Curb and Gutter	LF	525	\$10	\$5,250
5	Removal of Existing Street Lighting	EA	6	\$700	\$4,200
6	2" Cold Planing	SY	85,040	\$2	\$170,080
Construction					
7	Concrete Curb and Gutter	LF	9,560	\$30	\$286,800
8	Concrete Curb	LF	19,835	\$25	\$495,875
9	Concrete Sidewalk	SY	291	\$75	\$21,825
10	Concrete Median Paving	SY	3,524	\$75	\$264,308
11	Concrete Curb Ramp	EA	102	\$1,800	\$183,600
12	Plantmix Bituminous Surface (2")	SY	85,040	\$12	\$1,020,480
13	Landscaping	SF	105,362	\$4	\$395,108
14	Painted Pavement Marking (Lane Lines)	LF	18,512	\$1	\$18,512
15	Painted Pavement Marking (Dashed)	LF	1,019	\$2	\$1,529
16	Painted Pavement Marking 4" Solid yellow and Skip	LF	7,525	\$2	\$11,288
17	Painted Pavement Marking 4" Solid White	LF	16,504	\$2	\$24,756
18	Pavement Marking (Arrow Legend)	EA	98	\$180	\$17,640
19	Pavement Marking (Crosswalk and Stop Bars)	LF	1,689	\$10	\$16,890
20	Pavement Marking (Bike Lane)	EA	19	\$110	\$2,090
21	Pavement Marking (Shared path striping)	LF	8,462	\$2	\$12,693
22	Pavement Marking (Shared Path Crossing)	LF	1,436	\$2	\$2,154
23	Pavement Marking (Yield Bar)	SF	360	\$10	\$3,600
24	Traffic Signal System	EA	1	\$300,000	\$300,000
25	Traffic Signal Mod	EA	4	\$75,000	\$300,000
26	Lighting	EA	119	\$5,000	\$595,000
27	Decorative Pedestrian Lighting	EA	197	\$3,000	\$591,000
28	RRFB System	EA	5	\$30,000	\$150,000
Subtotal					
Roundabout at Sonoma Street					
Roundabout		LS	1	\$750,000	\$750,000
Roundabout at Sonoma Street Subtotal					
Subtotal Preferred Alternative Construction					
Design (8%)				\$414,152	
Project Management (4%)				\$207,076	
Mobilization (10%)				\$517,690	
Construction Engineering (7%)				\$362,383	
Traffic Control (7%)				\$362,383	
Dust Control (1%)				\$51,769	
Survey (2%)				\$103,538	
Misc. Storm/Ull Improvements (15%)				\$776,535	
Contingency 20%				\$1,035,380	
Total Preferred Alternative Construction Costs				\$9,007,808	
Subtotal Construction of Roundabout at Sonoma Street					
Design (8%)				\$60,000	
Project Management (4%)				\$30,000	
Mobilization (10%)				\$75,000	
Construction Engineering (7%)				\$52,500	
Traffic Control (7%)				\$52,500	
Dust Control (1%)				\$7,500	
Survey (2%)				\$15,000	
Misc. Storm/Ull Improvements (15%)				\$112,500	
Contingency 20%				\$150,000	
Total Roundabout at Sonoma Street Construction Costs				\$1,305,000	
Subtotal Preferred Alternative Construction with Roundabout at Sonoma Street					
Design (8%)				\$474,152	
Project Management (4%)				\$237,076	
Mobilization (10%)				\$592,690	
Construction Engineering (7%)				\$414,883	
Traffic Control (7%)				\$414,883	
Dust Control (1%)				\$59,269	
Survey (2%)				\$118,538	
Misc. Storm/Ull Improvements (15%)				\$889,035	
Contingency 20%				\$1,185,380	
Total Preferred Alternative with Roundabout Construction Costs				\$10,312,808	

PLANNING LEVEL ESTIMATE ONLY

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.



STAFF REPORT

Report To: The Carson City Regional Transportation Commission

Meeting Date: June 14, 2017

Staff Contact: Patrick Pittenger, Transportation Manager

Agenda Title: (For Possible Action) To approve cooperative agreement P207-17-016, between the Carson City RTC and the Nevada Department of Transportation (NDOT) for 12 Battery Backup Systems and 239 Retro-Reflective Back Plates, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions or a change in the value of funding up to 20% of the initial funding amount.

Staff Summary: The agreement will reimburse the RTC for the purchase of material and traffic control needed to install the battery backup systems and retro-reflective back plates. RTC will be responsible for installation and future maintenance.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to approve cooperative agreement P207-17-016, between the Carson City RTC and the Nevada Department of Transportation (NDOT) for 12 Battery Backup Systems and 239 Retro-Reflective Back Plates, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions or a change in the value of funding up to 20% of the initial funding amount.

Background/Issues & Analysis

The Nevada Department of Transportation will reimburse the RTC for the purchase of material and traffic control needed to install the battery backup systems and retro-reflective back plates. RTC will be responsible for installation and future maintenance.

The battery backup systems will maintain power to traffic signals during power outages. The 12 systems will incorporate 12 intersections. The locations are shown on an attached exhibit.

The 239 Retro-Reflective Back Plates will be added to existing traffic signals to improve the visibility of traffic signals. The plates also assist colorblind drivers in navigating an intersection.



Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: 256-3038-431.04-37 and 256-3038-431.70-40

Is it currently budgeted? Yes No

Sufficient funds are available in the RTC budget to fund the staffing expense associated with installation and maintenance.

Alternatives - N/A

Supporting Material

- Map of Battery Backups
- Agreement P207-17-016

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

Agreement Number P207-17-016

INTERLOCAL AGREEMENT

This Agreement, made and entered into on _____, by and between the State of Nevada, acting by and through its Department of Transportation, hereinafter called the "DEPARTMENT," and Carson City Regional Transportation Commission, hereinafter called the "CITY."

WITNESSETH:

WHEREAS, an Interlocal Agreement is defined as an agreement by public agencies to "obtain a service" from another public agency, hereinafter called parties; and

WHEREAS, pursuant to the provisions contained in Chapter 408 of the Nevada Revised Statutes, the Director of the DEPARTMENT may enter into agreements necessary to carry out the provisions of the Chapter; and

WHEREAS, NRS 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity, or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an Interlocal Contract, hereinafter called an Agreement; and

WHEREAS, the purpose of this Agreement is for the CITY to purchase and install two hundred thirty-nine (239) Retro-Reflective Back Plates, and twelve (12) Battery Backup Systems, to allow the CITY to enhance their traffic signal systems at 12 intersections (see Attachment A for a list of intersections and items for each one), hereinafter called the INTERSECTION IMPROVEMENTS; and

WHEREAS, the INTERSECTION IMPROVEMENTS will provide increased safety and enhance motorist progression throughout Carson City; and

WHEREAS, the services of the CITY will be of benefit to the CITY, to the DEPARTMENT, and to the people of the State of Nevada; and

WHEREAS, the CITY is willing and able to perform the services described herein.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, it is agreed as follows:

ARTICLE I - CITY AGREES

1. To provide the DEPARTMENT with an invoice of cost for the materials and traffic control necessary to install the INTERSECTION IMPROVEMENTS upon execution of this Agreement. The invoice shall show the manufacturer's price including anticipated shipping and taxes and the anticipated cost for maintenance of traffic.

2. To purchase all materials necessary and hiring a traffic control contractor for the INTERSECTION IMPROVEMENTS.

3. To provide the DEPARTMENT a letter of completion within thirty (30) calendar days from the time the INTERSECTION IMPROVEMENTS are complete.

ARTICLE II - DEPARTMENT AGREES

1. To reimburse the CITY for the INTERSECTION IMPROVEMENTS as determined by the invoice received for a cost not to exceed One Hundred Fifty-Nine Thousand and No/100 Dollars (\$159,000.00) within thirty (30) calendar days of receipt of the invoice.

2. To observe, review, and inspect all work associated with the INTERSECTION IMPROVEMENTS during installation with the understanding that any and all items of concern are reported to the DEPARTMENT's Traffic Engineer.

ARTICLE III - IT IS MUTUALLY AGREED

1. The term of this Agreement shall be from the date first written above through and including June 30, 2018, or until the installation of all improvements contemplated herein have been completed and accepted by the DEPARTMENT, save and except the responsibility for maintenance as specified herein, whichever occurs first.

2. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

3. The parties shall not proceed with said work until a copy of this fully executed, signed by all individuals on the signatory lines below, Agreement is received. If either party does commence said work prior to receiving a copy of this fully executed Agreement or prior to receipt of the Notice to Proceed, that party shall forfeit any and all right to reimbursement for that portion of the work performed prior to said dates. Furthermore, the parties shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations and warranties made by the DEPARTMENT or any of its agents, employees, or affiliates, or on any dates of performance, deadlines, indemnities, or any other term contained in this Agreement or otherwise prior to receipt of the Notice to Proceed. In the event either party violates the provisions of this Section, that party waives any and all claims and damages against the other party, its employees, agents and/or affiliates, including but not limited to monetary damages and/or any other available remedy at law or in equity.

4. The parties agree to allow each other to observe, to inspect project installation, and to review applicable changes in a timely manner which prevents PROJECT delay. All changes shall be made in writing. Each party shall complete its review of all changes submitted to it by the other party, within five (5) working days after service of such changes. In the event the CITY does not provide the DEPARTMENT with a written response to the DEPARTMENT's changes within five (5) working days following the DEPARTMENT's service of such changes, the DEPARTMENT will proceed with the changes so as not to delay the PROJECT, and will assume no liability therefor. Therefore, the CITY shall be responsible for all costs associated with changes requested by the CITY, which cannot be foreseen at this time. It is the intention of the parties that this review does not constitute a joint exercise of powers pursuant to NRS 277.080 to 277.170.

5. This Agreement may be terminated by either party prior to the date set forth above, provided that a termination shall not be effective until thirty (30) calendar days after a party has served written notice upon the other party. This Agreement may be terminated by mutual consent of both parties or unilaterally by either party without cause. The parties expressly agree that this Agreement shall be terminated immediately if for any reason federal and/or State Legislature funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

6. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally

in hand, by facsimile with simultaneous regular mail, or by certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT: Rudy Malfabon, P.E., Director

Attn.: Kevin Maxwell, P.E.

Nevada Department of Transportation

Division: Traffic Operations

1263 South Stewart Street

Carson City, Nevada 89712

Phone: (775) 888-7087

Fax: (775) 888-7090

E-mail: kmaxwell@dot.nv.gov

FOR CITY: Patrick Pittenger, AICP, PTP

Transportation Manager

Carson City Public Works

3505 Butti Way

Carson City, NV 89701

Phone: (775) 283-7396

Fax: (775) 888-2112

E-mail: ppittenger@carson.org

7. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents (written, electronic, computer related, or otherwise) pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. Such records and documentation shall be retained for three (3) years after final payment is made.

8. Failure of either party to perform any obligation of this Agreement shall be deemed a breach. Except as otherwise provided for by law or this Agreement, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including but not limited to the recovery of actual damages, and the prevailing party's reasonable attorney's fees and costs.

9. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

10. Neither party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including without limitations, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of the Agreement after the intervening cause ceases.

11. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless, and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorney's fees and costs, arising out of any alleged negligent or willful acts or

omissions of the party, its officers, employees, and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity, which would otherwise exist as to any party or person, described herein. This indemnification obligation is conditioned upon service of written notice to the other party within thirty (30) calendar days of the indemnified party's notice of actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

12. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

13. Failure to declare a breach or the actual waiver of any particular breach of the Agreement or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

14. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision or provisions shall not be held to render any other provision or provisions of this Agreement unenforceable.

15. Neither party shall assign, transfer, or delegate any rights, obligations, or duties under this Agreement without the prior written consent of the other party.

16. Except as otherwise provided by this Agreement, all or any property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

17. Pursuant to NRS Chapter 239, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

18. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.

19. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to perform the services set forth herein.

20. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

21. Any alteration considered extra work shall be addressed through an amendment to the Agreement. The amount and payment for extra work, as well as designation of responsibility for payment of such work, shall be specified in such amendment.

22. Any recipient or subrecipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A available at <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf>.

23. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

24. In connection with the performance of work under this Agreement, the parties agree not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, or age, including, without limitation, with regard to employment, upgrading, demotion, or transfer, recruitment or recruitment advertising, layoff, or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. The parties further agree to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

25. This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Carson City Regional Transportation Commission State of Nevada, acting by and through its
DEPARTMENT OF TRANSPORTATION

Director

Name and Title (Print)

Approved as to Legality and Form:

DocuSigned by:

 Lou Holland

524781170C844C7
Deputy Attorney General



STAFF REPORT

Report To: The Carson City Regional Transportation Commission

Meeting Date: June 14, 2017

Staff Contact: Patrick Pittenger, Transportation Manager

Agenda Title: (For Possible Action) To approve cooperative agreement NM274-17-816, between the Carson City RTC and the Nevada Department of Transportation (NDOT) for a Rectangular Rapid Flashing Beacon (RRFB) project on U.S. 50 at Silver State Street, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions.

Staff Summary: The project will improve safety for pedestrians crossing U.S. 50 by providing a pedestrian activated signal and a crosswalk.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to approve cooperative agreement NM274-17-816, between the Carson City RTC and the Nevada Department of Transportation (NDOT) for a Rectangular Rapid Flashing Beacon (RRFB) project on U.S. 50 at Silver State Street, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions.

Background/Issues & Analysis

The Nevada Department of Transportation will fund the entire RRFB project, including design and construction. The project will improve safety for pedestrians crossing U.S. 50 by providing a pedestrian activated signal and a crosswalk. Per the agreement, the RTC is responsible for operating and maintaining the RRFB system, and that NDOT is responsible for costs in excess of \$1,500. The agreement term is for two years and will be automatically renewed in two-year increments until otherwise agreed upon by both parties.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: N/A

Is it currently budgeted? Yes No

The project requires no match from the RTC.

Alternatives - N/A

Supporting Material - Agreement NM274-17-816

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

Agreement Number NM274-17-816

COOPERATIVE AGREEMENT

This Agreement is made and entered into on , by and between the State of Nevada, acting by and through its Department of Transportation, hereinafter called the "DEPARTMENT", and Carson City Regional Transportation Commission, hereinafter called the "CITY".

WITNESSETH:

WHEREAS, a Cooperative Agreement is defined as an agreement between two or more public agencies for the "joint exercise of powers, privileges and authority;" and

WHEREAS, pursuant to the provisions contained in Chapter 408 of the Nevada Revised Statutes (NRS), the Director of the DEPARTMENT may enter into agreements necessary to carry out the provisions of the Chapter; and

WHEREAS, NRS 277.110 authorizes any two or more public agencies to enter into agreements for joint or cooperative action; and

WHEREAS, the parties to this Agreement are public agencies and authorized to enter into agreement in accordance with NRS 277.080 to 277.110; and

WHEREAS, the purpose of this Agreement is to address each party's responsibilities concerning the maintenance and operation of a rectangular rapid flashing beacon system at US 50 and Silver State Street, hereinafter called the PROJECT; and

WHEREAS, the rectangular rapid flashing beacon system will be of benefit to the DEPARTMENT and to the people of the State of Nevada; and

WHEREAS, the parties hereto are willing and able to perform the services described herein;

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, it is agreed as follows:

ARTICLE I - CITY AGREES

1. To operate and maintain said rectangular rapid flashing beacon system in a manner satisfactory to the DEPARTMENT, without cost to the DEPARTMENT, except and in accordance with the terms of Article II Paragraph I.

2. To invoice the DEPARTMENT for one hundred percent (100%) of the replacement/repair cost for all rapid flashing beacon system equipment replaced or repaired due to maintenance or accidental damages, provided replacement costs exceed One Thousand Five Hundred, and No/100 Dollars (\$1,500.00) and is unrecoverable by insurance or other means.

ARTICLE II - DEPARTMENT AGREES

1. To fund one hundred percent (100%) of the replacement/repair costs for rapid flashing beacon system equipment, provided replacement/repair costs exceed One Thousand Five Hundred and No/100 Dollars (\$1,500.00) and are unrecoverable by insurance or other means.

2. To observe, review and inspect all work associated with the project during construction with the understanding that any and all items of concern are reported to the DEPARTMENT's Resident Engineer for correction.

3. To perform construction administration of the PROJECT.

ARTICLE III - IT IS MUTUALLY AGREED

1. The term of this Agreement shall be from the date first written above through and including two years from date first written above. This Agreement shall be automatically renewed for an additional two-year period on the last day of each two-year term UNLESS a party notifies the other party in writing within thirty (30) calendar days prior to the automatic renewal of this Agreement of its intention that this Agreement expire at the completion of the two-year term in effect.

2. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party and the Nevada Attorney General.

3. In the event that the FHWA's Office of Transportation Operations terminates Interim Approval for Optional use of "Rectangular Rapid Flashing Beacons (IA-11)", the DEPARTMENT shall remove the device from the right of way as required.

4. The Parties shall not proceed with said work until a copy of this fully executed, signed by all individuals on the signatory lines below, Agreement is received. If either Party does commence said work prior to receiving a copy of this fully executed Agreement, that Party shall forfeit any and all right to reimbursement for that portion of the work performed prior to said dates. Furthermore, the Parties shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations and warranties made by the DEPARTMENT or any of its agents, employees, or affiliates, or on any dates of performance, deadlines, indemnities, or any other term contained in this Agreement or otherwise prior to the receipt of Notice to Proceed. In the event either Party violates the provisions of this Section, that Party waives any and all claims and damages against the other Party, its employees, agents and/or affiliates, including but not limited to monetary damages and/or any other available remedy at law or in equity.

5. In the event that the CITY performs or causes to be performed any work after: (a) the Agreement's expiration date as set forth within this Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body, prior to such expiration date; or (b) termination of this Agreement prior to the expiration date set forth within this Agreement; then the DEPARTMENT shall make no payment for work performed following the expiration or termination dates, and the CITY shall forfeit any and all right to payment for such work.

6. The CITY, on behalf of itself, its spouses, heirs, executors, administrators, successors, subrogees, servants, insurers, attorneys, independent representatives, personal representatives, agents, and assigns, does hereby waive, release, and forever discharge the State of Nevada, the DEPARTMENT, and each and every of their departments, divisions, agencies, officers, directors, agents, contractors, and employees, from any and all claims, demands, liens, liability, actions, causes of action, and suits for damages, at law and in equity, in any way connected with or arising from the CITY provision of services and work performed following termination of this Agreement, and/or following the expiration date of this Agreement, as it may be amended from time to time through written amendment signed by the parties hereto

and approved by appropriate official action of the DEPARTMENT's governing body, prior to such expiration date.

7. Neither the State of Nevada, the DEPARTMENT, nor any of their departments, divisions, agencies, officers, directors, agents, contractors, and employees, shall have authority to extend this Agreement beyond the expiration date set forth within this Agreement, unless such extension is set forth within a written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body prior to such expiration date. The CITY shall not rely upon any oral or written representations expressed extrinsic to a written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body prior to such expiration date, purporting to alter or amend this Agreement, including but not limited representations relating to the extension of the Agreement's expiration date.

8. Paragraphs 1 through 6 of this Article III - It is Mutually Agreed, shall survive the termination and expiration of this Agreement.

9. This Agreement may be terminated by either party prior to the date set forth above, provided that a termination shall not be effective until thirty (30) calendar days after a party has served written notice upon the other party. This Agreement may be terminated by mutual consent of both parties or unilaterally by either party without cause. The parties expressly agree that this Agreement shall be terminated immediately if for any reason Federal and/or State Legislature funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

10. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile or electronic mail with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT: Rudy Malfabon, P.E., Director
Attn: Lori Campbell
Nevada Department of Transportation
Division: Traffic Safety Engineering
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7462
Fax: (775) 888-7403
Email: lcampbell@dot.nv.gov

FOR CITY: Patrick Pittenger, Transportation Manager
Attn: James Jacklett
Carson City Regional Transportation Commission
3505 Butti Way
Carson City, NV 89701
Phone: (775) 283-7381
Fax: (775) 887-2112
Email: jjacklett@carson.org

11. Neither party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including without limitations, earthquakes, floods, winds or storms. In such an event, the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is

obligated to promptly perform in accordance with the terms of the Agreement after the intervening cause ceases.

12. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorneys' fees and costs, caused by the negligence, errors, omissions, recklessness, or intentional misconduct of its own officers, employees, and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described herein. This indemnification obligation is conditioned upon the performance of the duty of the party seeking indemnification (indemnified party), to serve the other party (indemnifying party) with written notice of actual or pending claim, within thirty (30) calendar days of the indemnified party's notice of actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

13. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

14. Failure to declare a breach or the actual waiver of any particular breach of the Agreement or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

15. An alteration ordered by the DEPARTMENT, which substantially changes the services provided for by the expressed intent of this Agreement will be considered extra work, and shall be specified in an amendment which will set forth the nature and scope thereof. The method of payment for extra work shall be specified at the time the amendment is written.

16. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

17. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement, and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

18. Except as otherwise expressly provided within this Agreement, all or any property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

19. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

20. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents pertaining to this Agreement and

present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation is maintained. Such records and documentation shall be maintained for three (3) years after final payment is made.

21. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

22. In connection with the performance of work under this Agreement, the parties agree not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. The parties further agree to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

23. Neither party shall assign, transfer or delegate any rights, obligations or duties under this Agreement without the prior written consent of the other party.

24. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the cooperative action set forth herein.

25. Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

26. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required to be kept confidential by this Agreement.

27. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

28. This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

29. The DEPARTMENT will award the total contract in accordance with its rules and procedures under the Standard Specifications for Road and Bridge Construction to the lowest responsive and responsible bidder. The DEPARTMENT has the right to reject any and all bid proposals determined not to be in the best interest of the State.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Carson City Regional Transportation Commission State of Nevada, acting by and through its
DEPARTMENT OF TRANSPORTATION

Director

Name and Title (Print)

Approved as to Form:

Attorney

Approved as to Legality & Form:

DocuSigned by:
lou Holland
524781170C844C7
Deputy Attorney General



STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: June 14, 2017

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: (For Possible Action) To approve the Complete Streets Performance Monitoring Program.

Staff Summary: Staff has created a program to collect pedestrian and bicyclist counts in four major corridors: North Carson Street, Downtown Carson, South Carson Street, and East William Street. The counts will be used to collect baseline data and monitor the performance of Complete Streets measures.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to approve the Complete Streets Performance Monitoring Program.

Background/Issues & Analysis

As part of the Carson Area Metropolitan Planning Organization (CAMPO) Unified Planning Work Program (UPWP), staff has prepared a schedule and method to collect baseline information to evaluate and monitor any changes or trends as a result of Complete Streets measures. Bicycle and pedestrian counts will be collected on four corridors in Carson City. The corridors include:

- Carson Street Downtown (William Street to Fifth Street)
- South Carson Street (Fifth Street to Roland Street)
- William Street (Carson Street to I-580)
- North Carson Street (Arrowhead Drive to William Street)

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: 245-3028-431.12-01

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: Development of the program and purchasing of the counters are budgeted in CAMPO's 2017 and 2018 Unified Planning Work Program.

Alternatives

N/A

Supporting Material

Complete Streets Performance Monitoring Program

Board Action Taken:

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)

Complete Streets Performance Monitoring Program



COMPLETE STREETS PERFORMANCE MONITORING PROGRAM

Purpose

In accordance with the Carson Area Metropolitan Planning Organization (CAMPO) Unified Planning Work Program (UPWP) for Fiscal Years (FY) 2017 and 2018, this document will establish a method and schedule for the collection of pedestrian and bicycle data. Through the use of pedestrian and bicycle counters, staff will establish baseline information and maintain future data to evaluate and monitor the performance of Complete Streets measures.

Complete Streets Measures

Complete Streets are streets for everyone, designed and operated to enable safe access and comfortable accommodation for all users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists of all types. The Complete Streets design seeks to develop an integrated and connected network of streets that are safe and accessible for all people. This design makes active transportation such as walking and bicycling more convenient; provides increased access to employment centers, commerce, and educational institutions; and allows more options in traveling.

Figure 1.0 Graphic Example of a Complete Street Design Treatment



Data Collection Strategy

Using federal planning funds, CAMPO purchased four pedestrian counters and two bicycle counters. To collect data for multiple corridors and during different seasons, the counters will need to be rotated on a regular basis. Four primary corridors, noted below, have been chosen based on their recent or planned implementation of Complete Streets measures.

- Carson Street Downtown (between William Street and Fifth Street)
- South Carson Street (between Fifth Street and Roland Street)
- William Street (between Carson Street and I-580)
- North Carson Street (between William Street and Arrowhead Drive)

Annual Schedule

Since bicycle and pedestrian activity is significantly influenced by seasonal weather, an annual schedule has been created to help capture seasonal fluctuation. The annual schedule is broken into three four-month time periods, shown below:

- Summer: May through August
- Fall and Spring: September through October and March through April
- Winter: November through February

Data Retention

Bicycle and pedestrian counts will be collected and incorporated into the program document over time.

Schedule for Bicycle Counters

Two bicycle counters will rotate around the four corridors as a pair. Counters will be placed for varying times, typically one week at a time.

Figure 2.0 Annual Schedule for Bicycle Counters

Month	Annual Schedule											
	July	August	September	October	November	December	January	February	March	April	May	June
Carson Street Downtown	Red		Yellow		Blue							
South Carson Street		Red		Yellow		Blue						
William Street						Blue		Yellow		Red		
North Carson Street							Blue	Yellow		Red		

Pedestrian Counters

One pedestrian counter will be placed in each of the four corridors. Counters will be placed for varying times periods, typically ranging between a few weeks to a month. Initially, counters will be placed near land uses anticipated to have high pedestrian activity.

Schedule for Pedestrian Counters

The counters will be located at the beginning, middle, and end of each corridor and rotated periodically. Locations will mainly be chosen based on surrounding land uses. The table shown below will be used by staff to track the location of each counter throughout the year.

Figure 3.0 Annual Schedule for Pedestrian Counters

	Annual Schedule											
	July	August	September	October	November	December	January	February	March	April	May	June
Carson Street Downtown												
William Street to Robinson Street	Red		Yellow		Blue							
Robinson Street to King Street		Red		Yellow		Blue						
King Street to 5 th Street						Blue		Yellow		Red		
South Carson Street												
Tenth Street to Stewart Street							Grey	Blue	Yellow	Grey	Red	
Sonoma Street to Moses Street	Red		Yellow		Blue		Grey					
Eagle Station Lane to Snyder Avenue		Red		Yellow		Blue						
William Street												
Carson Street to Roop Street						Blue		Yellow		Red		
Roop Street to Saliman Road						Grey		Blue	Yellow		Red	
Saliman Road and Russell Way	Red		Yellow		Blue							
North Carson Street												
College Parkway to Nye Lane		Red		Yellow		Blue						
Nye Lane to Hot Springs Road						Blue		Yellow		Red		
Bath Street to Corbett Street							Blue	Yellow		Red		

Corridor Descriptions

Carson Street Downtown Corridor

The Carson Street downtown corridor extends from William Street to Fifth Street. The current configuration of the roadway includes a single north and southbound travel lane and a center turn lane with free turning movements.

The City's first Complete Streets project was completed in fall 2016, for downtown Carson City. The project improvements included lane reductions, bicycle lanes, on-street parking, landscaping, and a continuous center turn lanes. Carson Street historically functioned as a state and national highway. Prior to 2016, the roadway was comprised of two north and southbound travel lanes, and a center left turn lane, that included a landscaped median in places. The configuration did not include bicycle lanes and the sidewalks were approximately six feet wide. In 2009, the I-580 highway was extended from U.S. 50 south to Fairview Drive, this highway extension reduced the volume by approximately 60 percent.

Carson Street from William Street to Proctor Street is zoned as downtown mixed-use to encourage a broader mix of uses and promote a pedestrian friendly environment. Carson Street from Proctor Street to Fifth Street is zoned public/quasi-public because of the close proximity to government offices.

South Carson Street Corridor

The South Carson Street corridor extends from Fifth Street to Roland Street. The current configuration of the roadway varies through the corridor. The portion north of Stewart Street is between 60 and 70 feet in width and is comprised of two north and southbound travel lanes with a center left turn lane. Non-motorized accomodations are limited, and include six foot wide sidewalks and no designated bicycle lanes. The portion south of Stewart Street is between 83 and 93 feet in width and is comprised of three north and southbound travel lanes with a center turn lane. Non-motorized accomodations are limited, and include six foot wide sidewalks and no designated bicycle lanes. Additionally, there are gaps in the sidewalk connectivity. Concrete barriers exist for safety and capacity reasons, but currently reduce some business access.

The existing South Carson Street corridor is designated as a major arterial with land uses containing commercial development. The roadway provides a direct connection from Douglas County to Carson City and serves as a regional shopping destination. With the completion of I-580 Phase 2B-3, it is anticipated that vehicular traffic will decrease by approximately 40 percent. Corridor land uses range from mixed-use in the north to community/regional commercial in the south. The corridor is dominated by vehicular traffic. A Complete Streets Corridor Study for South Carson Street is in process. The study will present conceptual designs to improve safety, access to businesses, and to integrate pedestrian and bicycle facilities.

East William Street Corridor

The East William Street corridor extends from Carson Street to I-580. The current configuration of the roadway includes two eastbound lanes and two westbound lanes with a center turn lane with free turning movements. William Street historically functioned as a state highway, State Route 50, prior to I-580 being extended to Fairview Drive in 2009. Since 2009, traffic has decreased but all travel lanes remain. There is no on-street parking, transit service, or bicycle lanes. Additionally, some intersections have insufficient markings, making it difficult for vehicles and pedestrians to share the roadway.

William Street from Carson Street to Roop Street is zoned as downtown mixed-use on the south side and community/regional commercial on the north side. Roop Street to Saliman Road is zoned as parks and recreation on the south side and mixed-used residential on the north side. In 2014, the EPA conducted a workshop for potential improvements to be made along the corridor that would integrate bicycle and pedestrian facilities along with landscaping improvements from Carson Street to I-580 and prepared a study for the City to implement when funding allows.

North Carson Street Corridor

The North Carson Street corridor extends from Arrowhead Drive to William Street. The current configuration of the roadway includes two northbound lanes and two southbound lanes with a center turn lane with free turning movements. North Carson Street historically functioned as a U.S. highway, U.S. 395, prior to I-580 being extended to William Street in 2005. Traffic decreased in 2005 and 2009 when I-580 was extended to William Street and Fairview Drive, respectively. Pedestrian and bicycle facilities are limited in the corridor.

North Carson Street is a retail corridor that serves nearby residents. The Carson City Master Plan has identified North Carson Street as an underused and underutilized corridor with potential for mixed-use development. The corridor is dominated by commercial and mixed-use land uses. Mixed-use commercial encourages compact development that should incorporate bicycle and pedestrian facilities close to transit. No corridor studies have been planned for this corridor.



STAFF REPORT

Report To: The Carson City Regional Transportation Commission

Meeting Date: June 14, 2017

Staff Contact: Rick Cooley, Construction Manager

Agenda Title: **(For Possible Action)** To determine that Nevada Barricade & Sign Company, Inc. is the lowest responsive and responsible bidder pursuant to N.R.S. Chapter 338 and to award Contract No. 1617-148 "2017 Long Line Program" for base bid of \$158,525.30, plus a 10% contingency amount of up to \$15,852.53 for a total not to exceed amount of \$174,377.83 to be funded from the Property Services/Long Line Striping Account as provided in the FY18 budget.

Staff Summary: The Carson City 2017 Long Line Striping Project consists of placing approximately 1,103,805 linear feet of painted pavement markings using Nevada Type II water based paint. Remove approximately 3,100 linear feet of existing striping, layout, traffic control, and all other incidentals needed to complete project.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to determine that Nevada Barricade & Sign Company, Inc. is the lowest responsive and responsible bidder pursuant to N.R.S. Chapter 338 and to award Contract No. 1617-148 "2017 Long Line Program" for base bid of \$158,525.30, plus a 10% contingency amount of up to \$15,852.53 for a total not to exceed amount of \$174,377.83 to be funded from the Property Services/Long Line Striping Account as provided in the FY18 budget.

Background/Issues & Analysis

NOTICE TO CONTRACTORS was published in the Nevada Appeal and on the Carson City website on April 25, 2017. The bids were opened at approximately 11:10 a.m. on May 16, 2017 at 201 North Carson Street, Carson City, Nevada 89701. Present during the bid opening were: Joe Mummay: Intermountain Slurry Seal, Joshua Dethmers, Nevada Barricade & Sign; Rick Cooley, Carson City Public Works; Rachel Porcari; Carson City Executive Offices, and Laura Rader; Purchasing and Contracts.

Bids were received from the following bidders.

Name of Bidder

Nevada Barricade & Sign Company, Inc.
 Intermountain Slurry Seal, Inc.
 Central Striping Service, Inc.

Total Bid

\$158,525.30
 \$175,398.18
 \$262,321.80

Staff recommends award to Nevada Barricade & Sign, Inc. as the lowest responsive and responsible bidder pursuant to NRS Chapter 338.

Applicable Statute, Code, Policy, Rule or Regulation

NRS Chapter 338

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: 256-3038-431.04-88

Is it currently budgeted? Yes No,

Explanation of Fiscal Impact: If approved the above referenced account will be decreased by \$174,377.83.

Alternatives - N/A**Supporting Material**

-Draft contract, Bid Tabulation Report

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

THIS CONTRACT is made and entered into this 14th day of June, 2017, by and between Carson City, a consolidated municipality, a political subdivision of the State of Nevada, hereinafter referred to as "**CITY**", and Nevada Barricade & Sign Company, Inc., hereinafter referred to as "**CONTRACTOR**".

WITNESSETH:

WHEREAS, the Purchasing and Contracts Manager for **CITY** is authorized pursuant to Nevada Revised Statutes (hereinafter referred to as "**NRS**") 338 and Carson City Purchasing Resolution #1990-R71, to approve and accept this Contract as set forth in and by the following provisions; and

WHEREAS, this Contract involves a "public work," which pursuant to NRS 338.010(17) means any project for the new construction, repair or reconstruction of an applicable project financed in whole or in part from public money; and

WHEREAS, CONTRACTOR'S compensation under this agreement (does) (does not) utilize in whole or in part money derived from one or more federal grant funding source(s); and

WHEREAS, it is deemed necessary that the services of **CONTRACTOR** for **CONTRACT No. 1617-148**, titled; **2017 Long Line Program** (hereinafter referred to as "Contract") are both necessary and in the best interest of **CITY**; and

NOW, THEREFORE, in consideration of the aforesaid premises, and the following terms, conditions and other valuable consideration, the parties mutually agree as follows:

1. REQUIRED APPROVAL:

This Contract shall not become effective until and unless approved by the Carson City Regional Transportation Commission.

2. SCOPE OF WORK (Incorporated Contract Documents):

2.1 The parties agree that the Scope of Work will be specifically described and hereinafter referred to as the "WORK." This Contract incorporates the following attachments, and a **CONTRACTOR'S** attachment shall not contradict or supersede any **CITY** specifications and/or terms or conditions without written evidence of mutual assent to such change appearing in this Contract:

2.1.1 **CONTRACTOR** agrees that the Contract Documents for Bid No.1617-148 including, but not limited to, the Notice to Contractors, Table of Contents, Project Coordination, Instructions to Bidders, Contract Award Information, General Conditions, Special Conditions, Technical Specification, Contract Drawings, and Addenda, if any, are intended to be complete and complementary and are intended to describe a complete WORK. These documents are incorporated herein by reference and made a part of this Contract. All of these documents can be reviewed in person at the Public Works Department 3505 Butti Way, Carson City, Nevada, 89701 or on the Carson City Website <http://www.carson.org/currentbids>.

2.1.2 **CONTRACTOR** additionally agrees **CONTRACTOR'S** Bid Bond, Bid Proposal, Proposal Summary, Executed Contract, Performance Bond, Labor and Material Bond, Certificate of Eligibility, Insurance Certificates, Permits, Notice of Award, Notice to Proceed and Executed Change Orders, hereinafter all referred to as **Exhibit A**, are incorporated herein and made a part of this Contract.

For P&C Use Only
CCBL expires _____
NVCL expires _____
GL expires _____
AL expires _____
WC expires _____

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

3. CONTRACT TERM AND LIQUIDATED DAMAGES:

3.1 **CONTRACTOR** agrees to complete the WORK on or before the date specified in the Notice to Proceed or any executed Change Orders to the entire satisfaction of **CITY** before final payment is made, unless sooner termination by either party as specified in **Section 6** (CONTRACT TERMINATION) and the General Conditions, Section GC 3.18.

3.2 Pursuant to the provisions under Time for Completion and Liquidated Damages in the Contract Documents of said Specifications, **CONTRACTOR** will complete the WORK within the Contract time. Since **CITY** and **CONTRACTOR** agree it is difficult to ascertain the actual amount of damages incurred due to delay of the Project, it is agreed that **CITY** will be paid the liquidated damages as specified in the Contract Special Conditions for each and every calendar day of delay in the completion of the WORK, in addition to any direct charges incurred by **CITY** as a result of delay of the Project, including engineering fees and additional damages due to late construction. **CITY** also reserves the right to deduct any amounts due **CITY** from any monies earned by **CONTRACTOR** under this Contract.

3.3 That in the performance of this Contract, **CONTRACTOR** and any subcontractors, as employers, shall pay 1 ½ times an employee's regular wage rate whenever an employee who received compensation for employment at a rate less than 1 ½ time the minimum wage who works more than forty (40) hours in any scheduled work week, more than eight (8) hours in a day, unless by mutual agreement the employee works a scheduled ten (10) hours per day for four (4) calendar days within a work week. Employers should refer to NRS 608.018, NRS 338.020 and A.O. 2013-04 for further details on overtime requirements.

4. NOTICE:

4.1 Except the bid and award process where notices may be limited to postings by **CITY** on its Finance Department/Bid Opportunities website (www.carson.org), all notices or other communications required or permitted to be given under this Contract shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by e-mail, by regular mail, by telephonic facsimile with simultaneous regular mail, or by certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address specified below.

4.2 Notice to **CONTRACTOR** shall be addressed to:

Tamara Dethmers, Owner
Nevada Barricade & Sign Company, Inc.
P.O. Box 20459
Reno, NV 89515
775-331-5100
email: Tami@nbsco.com

4.3 Notice to **CITY** shall be addressed to:

Carson City Purchasing and Contracts Department
Laura Rader, Purchasing and Contracts Administrator
201 North Carson Street, Suite 2
Carson City, NV 89701
775-283-7362 / FAX 775-887-2107
Lrader@carson.org

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

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5. COMPENSATION:

5.1 The parties agree that **CONTRACTOR** will provide the WORK specified in the Contract for the Contract Amount of One Hundred Fifty Eight Thousand Five Hundred Twenty Five Dollars and 30/100 (\$158,525.30).

5.2 **CITY** will pay **CONTRACTOR** progress payments and the final payment computed from the actual quantities of WORK performed and accepted and the materials furnished at the Unit and Lump Sum prices shown on **CONTRACTOR'S** Bid Proposal and any executed Change Orders.

5.3 Contract Amount represents full and adequate compensation for the complete WORK, and includes the furnishing of all materials, all labor, equipment, tools, transportation, services, appliances, and all expenses, direct or indirect connected with the proper execution of the WORK.

5.4 **CITY** does not agree to reimburse **CONTRACTOR** for expenses unless otherwise specified.

6. CONTRACT TERMINATION:

6.1 Termination Without Cause:

6.1.1 Any discretionary or vested right of renewal notwithstanding, this Contract may be terminated upon written notice by mutual consent of both parties or unilaterally by either party without cause.

6.1.2 **CITY** reserves the right to terminate this Contract for convenience whenever it considers termination, in its sole and unfettered discretion, to be in the public interest. In the event that the Contract is terminated in this manner, payment will be made for WORK actually completed. If termination occurs under this provision, in no event shall **CONTRACTOR** be entitled to anticipated profits on items of WORK not performed as of the effective date of the termination or compensation for any other item, including but not limited to, unabsorbed overhead. **CONTRACTOR** shall require that all subcontracts which it enters related to this Contract likewise contain a termination for convenience clause which precludes the ability of any subcontractor to make claims against **CONTRACTOR** for damages due to breach of contract, lost profit on items of WORK not performed, or unabsorbed overhead, in the event of a convenience termination.

6.2 Termination for Nonappropriation:

6.2.1 All payments and WORK provided under this Contract are contingent upon the availability of the necessary public funding, which may include various internal and external sources. In the event that Carson City does not acquire and appropriate the funding necessary to perform in accordance with the terms of the Contract, the Contract shall automatically terminate upon **CITY'S** notice to **CONTRACTOR** of such nonappropriation, and no claim or cause of action may be based upon any such nonappropriation.

6.3 Cause Termination for Default or Breach:

6.3.1 A default or breach may be declared with or without termination.

6.3.2 This Contract may be terminated by either party upon written notice of default or breach to the other party as follows:

6.3.2.1 If **CONTRACTOR** fails to provide or satisfactorily perform any of the conditions, WORK, deliverables, goods, or any services called for by this Contract within the time requirements specified in this Contract or within any granted extension of those time requirements; or

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6.3.2.2 If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by **CONTRACTOR** to provide the goods or WORK or any services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or

6.3.2.3 If **CONTRACTOR** becomes insolvent, subject to receivership, or becomes voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; or

6.3.2.4 If **CITY** materially breaches any material duty under this Contract and any such breach impairs **CONTRACTOR'S** ability to perform; or

6.3.2.5 If it is found by **CITY** that any quid pro quo or gratuities in the form of money, services, entertainment, gifts, or otherwise were offered or given by **CONTRACTOR**, or any agent or representative of **CONTRACTOR**, to any officer or employee of **CITY** with a view toward securing a contract or securing favorable treatment with respect to awarding, extending, amending, or making any determination with respect to the performing of such contract; or

6.3.2.6 If it is found by **CITY** that **CONTRACTOR** has failed to disclose any material conflict of interest relative to the performance of this Contract.

6.3.2.7 **CITY** may terminate this Contract if **CONTRACTOR**:

6.3.2.7.1 Fails to maintain bonding, Nevada State Contractors' Board License, State Industrial Insurance requirements or insurance policies for limits as defined in this Contract; or

6.3.2.7.2 Persistently or materially refuses or fails to supply properly skilled workers or proper materials; or

6.3.2.7.3 Fails to make payment to subcontractors for materials or labor in accordance with the respective agreements between **CONTRACTOR** and the subcontractors; or

6.3.2.7.4 Disregards laws, ordinances, or rules, regulations or order of a public authority having jurisdiction; or

6.3.2.7.5 Otherwise makes a material breach of a provision of this Contract; or

6.3.2.7.6 **CONTRACTOR** fails to maintain safe working conditions.

6.3.3 When any of the Subsection 6.3.2.7.1 through 6.3.2.7.6, inclusive, cause reasons exist, and without prejudice to any other rights or remedies of **CITY**, **CITY** may terminate this Contract at any time after giving **CONTRACTOR** and **CONTRACTOR'S** Surety seven (7) calendar days written notice of default or breach and intent to terminate and **CONTRACTOR'S** subsequent failure to timely correct as provided below, and subject to any prior rights of the Surety, **CITY** may:

6.3.3.1 Take possession of the site and of all materials, equipment, tools and construction equipment and machinery thereon owned by **CONTRACTOR**;

6.3.3.2 Accept assignment of subcontractors pursuant to this Contract (Contingent Assignment of Subcontracts to Carson City if this Contract is terminated); and

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6.3.3.3 Finish the WORK by whatever reasonable method **CITY** may deem expedient.

6.3.4 If **CITY** terminates this Contract for any of the cause reasons stated in Section 6.3:

6.3.4.1 **CONTRACTOR** shall not be entitled to receive further payment until the WORK is finished.

6.3.4.2 If the unpaid balance of the Contract Amount exceeds the cost of finishing the WORK including expenses made necessary thereby, such excess shall be paid to **CONTRACTOR**. If the costs of finishing the WORK exceed the unpaid balance, **CONTRACTOR** shall pay the difference to **CITY**. The amount to be paid to **CONTRACTOR** or **CITY**, as the case may be, shall survive termination of this Contract.

6.3.4.3 In the event of such cause termination, all monies due **CONTRACTOR** or retained under the terms of this Contract shall be held by **CITY**, however, such holdings will not release **CONTRACTOR** or its Sureties from liability for failure to fulfill this Contract. Any excess cost over and above the Contract Amount incurred by **CITY** arising from the termination of the operations of this Contract and the completion of the WORK by **CITY** as provided above shall be paid for by any available funds held by **CITY**. **CONTRACTOR** will be so credited with any surplus remaining after all just claims for such completion have been paid.

6.4 If at any time before completion of the WORK under this Contract, the WORK shall be stopped by an injunction of a court of competent jurisdiction or by order of any competent government authority, **CITY** may give immediate notice to **CONTRACTOR** to discontinue the WORK and terminate this Contract. **CONTRACTOR** shall discontinue the WORK in such manner, sequence, and at such times as **CITY** may direct. **CONTRACTOR** shall have no claim for damages for such discontinuance or termination, nor any claim for anticipated profits on the WORK thus dispensed with, nor for any claim for penalty, nor for any other claim such as unabsorbed overhead, except for the WORK actually performed up to the time of discontinuance, including any extra WORK ordered by **CITY** to be done.

6.5 Time to Correct (Declared Default or Breach):

6.5.1 Termination upon a declared default or breach may be exercised only after providing 7 (seven) calendar days written notice of default or breach, and the subsequent failure of the defaulting or breaching party, within five (5) calendar days of providing that default or breach notice, to provide evidence satisfactory to the aggrieved party demonstrating that the declared default or breach has been corrected. Time to correct shall run concurrently with any notice of default or breach and such time to correct is not subject to any stay with respect to the nonexistence of any Notice of Termination. Untimely correction shall not void the right to termination otherwise properly noticed unless waiver of the noticed default or breach is expressly provided in writing by the aggrieved party. There shall be no time to correct with respect to any notice of termination without cause, termination for nonappropriation or termination due to court injunction or order of a competent government authority.

6.6 Winding Up Affairs Upon Termination:

6.6.1 In the event of termination of this Contract for any reason, the parties agree that the provisions of this Subsection 6.6 survive termination:

6.6.1.1 The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination; and

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6.6.1.2 **CONTRACTOR** shall satisfactorily complete WORK in progress at the agreed rate (or a pro rata basis if necessary) if so requested by **CITY**; and

6.6.1.3 **CONTRACTOR** shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by **CITY**; and

6.6.1.4 **CONTRACTOR** shall preserve, protect, and promptly deliver into **CITY** possession all proprietary information in accordance with **Section 21**.

6.7 Notice of Termination:

6.7.1 Unless otherwise specified in this Contract, termination shall not be effective until seven (7) calendar days after a party has provided written notice of default or breach, or notice of without cause termination. Notice of Termination may be given at the time of notice of default or breach, or notice of without cause termination. Notice of Termination may be provided separately at any time after the running of the 7-day notice period, and such termination shall be effective on the date the Notice of Termination is provided to the party unless a specific effective date is otherwise set forth therein. Any delay in providing a Notice of Termination after the 7-day notice period has run without a timely correction by the defaulting or breaching party shall not constitute any waiver of the right to terminate under the existing notice(s).

7. DAVIS-BACON & RELATED ACTS 29 CFR PARTS 1,3,5,6,&7 AND NRS 338.070(5):

7.1 **CONTRACTOR** shall comply with Davis-Bacon Act and NRS 338.070(5). **CONTRACTOR** and each covered contractor or subcontractor must provide a weekly statement of wages paid to each of its employees engaged in covered WORK. The statement shall be executed by **CONTRACTOR** or subcontractor or by an authorized officer or employee of **CONTRACTOR** or subcontractor who supervised the payment of wages and shall be on the "Statement of Compliance" form. **CONTRACTOR** shall submit a Statement of Compliance that is prescribed by the Nevada Labor Commissioner or contains identical wording. Per NRS 338.070(6) the records maintained pursuant to subsection 5 must be open at all reasonable hours to the inspection of the public body (the **CITY'S** representative) awarding the contract. The **CONTRACTOR** engaged on the public work or subcontractor engaged on the public work shall ensure that a copy of each record for each calendar month is received by the public body awarding the contract (the **City**) **no later than 15 days after the end of the month**.

7.2 In the event federal funds are used for payment of all or part of this Contract, **CONTRACTOR** shall submit a Statement of Compliance form WH347 or a form with identical wording and a Statement of Compliance prescribed by the Nevada Labor Commissioner **within 7 days after the regular pay date for the pay period**. The original Statements shall be delivered to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance.

7.3 CERTIFIED PAYROLLS FOR DAVIS-BACON AND PREVAILING WAGE PROJECTS:

7.3.1 The higher of the Federal or local prevailing wage rates for **CITY**, as established by the Nevada Labor Commission and the Davis-Bacon Act, shall be paid for all classifications of labor on this project WORK. Should a classification be missing from the Davis-Bacon rates the **CONTRACTOR** shall complete a request of authorization for additional classification or rate form SF1444 in its entirety and submit it to the **CITY** for approval and submission to the U.S. Department of Labor. Also, in accordance with NRS 338, the hourly and daily wage rates for the State and Davis-Bacon must be posted at the work site by **CONTRACTOR**. **CONTRACTOR** shall ensure that a copy of **CONTRACTOR'S** and subcontractor's certified payrolls for each calendar week are received by **CITY**.

7.3.2 Per NRS 338.070(5) a **CONTRACTOR** engaged on a public work and each subcontractor engaged on the public work shall keep or cause to be kept:

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(a) An accurate record showing, for each worker employed by the contractor or subcontractor in connection with the public work:

(1) The name of the worker;

(2) The occupation of the worker;

(3) The gender of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;

(4) The ethnicity of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;

(5) If the worker has a driver's license or identification card, an indication of the state or other jurisdiction that issued the license or card; and

(6) The actual per diem, wages and benefits paid to the worker; and

(b) An additional accurate record showing, for each worker employed by the contractor or subcontractor in connection with the public work who has a driver's license or identification card:

(1) The name of the worker;

(2) The driver's license number or identification card number of the worker; and

(3) The state or other jurisdiction that issued the license or card.

7.3.3 The original payroll records shall be certified and shall be submitted weekly to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance. Submission of such certified payrolls shall be a condition precedent for processing the monthly progress payment. **CONTRACTOR**, as General Contractor, shall collect the wage reports from the subcontractors and ensure the receipt of a certified copy of each weekly payroll for submission to **CITY** as one complete package.

7.3.4 Pursuant to NRS 338.060 and 338.070, **CONTRACTOR** hereby agrees to forfeit, as a penalty to **CITY**, not less than Twenty Dollars (\$20) nor more than Fifty Dollars (\$50) for each calendar day or portion thereof that each worker employed on the Contract is paid less than the designated rate for any WORK done under the Contract, by **CONTRACTOR** or any subcontractor under him/her, or is not reported to **CITY** as required by NRS 338.070.

8. FAIR EMPLOYMENT PRACTICES:

8.1 Pursuant to NRS 338.125, Fair Employment Practices, the following provisions must be included in any contract between **CONTRACTOR** and a public body such as **CITY**:

8.1.1 *In connection with the performance of work under this Contract, **CONTRACTOR** agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including without limitation, apprenticeship.*

8.1.2 **CONTRACTOR** further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

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9. PREFERENTIAL EMPLOYMENT:

9.1 Unless, and except if, this Contract is funded in whole or in part by federal grant funding (see 40 C.F.R. § 31.36(c) *Competition*), pursuant to NRS 338.130, in all cases where persons are employed in the construction of public works, preference must be given, the qualifications of the applicants being equal: (1) First: To persons who have been honorably discharged from the Army, Navy, Air Force, Marine Corps or Coast Guard of the United States, a reserve component thereof or the National Guard; and are citizens of the State of Nevada. (2) Second: To other citizens of the State of Nevada.

9.2 Unless, and except if, this Contract is funded in whole or in part by federal grant funding (see 40 CFR § 31.36(c) *Competition*), in connection with the performance of WORK under this Contract, **CONTRACTOR** agrees to comply with the provisions of NRS 338.130 requiring certain preferences to be given to which persons are employed in the construction of a public work. If **CONTRACTOR** fails to comply with the provisions of NRS 338.130, pursuant to the terms of NRS 338.130(3), this Contract is void, and any failure or refusal to comply with any of the provisions of this section renders this Contract void.

10. REMEDIES:

Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages, and to a prevailing party reasonable attorney's fees and costs. The parties agree that, in the event a lawsuit is filed and a party is awarded attorney's fees by the court, for any reason, the amount of recoverable attorney's fees shall not exceed the rate of \$125 per hour. **CITY** may set off consideration against any unpaid obligation of **CONTRACTOR** to **CITY**.

11. LIMITED LIABILITY:

CITY will not waive and intends to assert available NRS Chapter 41 liability limitations in all cases. Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise expressly provided for elsewhere in this Contract. Damages for any **CITY** breach shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to **CONTRACTOR**, for the fiscal year budget in existence at the time of the breach. **CONTRACTOR'S** tort liability shall not be limited.

12. FORCE MAJEURE:

Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.

13. INDEMNIFICATION:

13.1 To the extent permitted by law, including, but not limited to, the provisions of NRS Chapter 41, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other party from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorney's fees and costs, arising out of any alleged negligent or willful acts or omissions of the indemnifying party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of the indemnity which would otherwise exist as to any party or person described in this Section.

13.2 Except as otherwise provided in Subsection 13.4 below, the indemnifying party shall not be obligated to provide a legal defense to the indemnified party, nor reimburse the indemnified party for the same, for any period occurring before the indemnified party provides written notice of the pending claim(s) or cause(s) of action to the indemnifying party, along with:

13.2.1 a written request for a legal defense for such pending claim(s) or cause(s) of action; and

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13.2.2 a detailed explanation of the basis upon which the indemnified party believes that the claim or cause of action asserted against the indemnified party implicates the culpable conduct of the indemnifying party, its officers, employees, and/or agents.

13.3 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall not be obligated to fund or reimburse any fees or costs provided by any additional counsel for the indemnified party, including counsel through which the indemnified party might voluntarily choose to participate in its defense of the same matter.

13.4 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall be obligated to reimburse the reasonable attorney's fees and costs incurred by the indemnified party during the initial thirty (30) day period of the claim or cause of action, if any, incurred by separate counsel.

14. INDEPENDENT CONTRACTOR:

14.1 **CONTRACTOR**, as an independent contractor, is a natural person, firm or corporation who agrees to perform WORK for a fixed price according to his or its own methods and without subjection to the supervision or control of the **CITY**, except as to the results of the WORK, and not as to the means by which the WORK are accomplished.

14.2 It is mutually agreed that **CONTRACTOR** is associated with **CITY** only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted WORK pursuant to this Contract. **CONTRACTOR** is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract.

14.3 Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for **CITY** whatsoever with respect to the indebtedness, liabilities, and obligations of **CONTRACTOR** or any other party.

14.4 **CONTRACTOR**, in addition to Section 13 (INDEMNIFICATION), shall indemnify and hold **CITY** harmless from, and defend **CITY** against, any and all losses, damages, claims, costs, penalties, liabilities, expenses arising out of or incurred in any way because of, but not limited to, **CONTRACTOR'S** obligations or legal duties regarding any taxes, fees, assessments, benefits, entitlements, notice of benefits, employee's eligibility to work, to any third party, subcontractor, employee, state, local or federal governmental entity.

14.5 Neither **CONTRACTOR** nor its employees, agents, or representatives shall be considered employees, agents, or representatives of **CITY**.

15. INSURANCE REQUIREMENTS (GENERAL):

15.1 **NOTICE: The following general insurance requirements shall apply unless these general requirements are altered by the specific requirements set forth in CITY'S solicitation for bid document, the adopted bid or other document incorporated into this Contract by the parties. These general insurance requirements do not include terms related to bond(s) required for this Contract, which are set forth in the CITY'S solicitation and below in this Contract following the execution pages.**

15.2 **CONTRACTOR**, as an independent contractor and not an employee of **CITY**, must carry policies of insurance in amounts specified and pay all taxes and fees incident hereunto. **CITY** shall have no liability except as specifically provided in this Contract.

15.3 **CONTRACTOR** shall not commence work before: (1) **CONTRACTOR** has provided the required evidence of insurance to **CITY** Purchasing and Contracts, and (2) **CITY** has approved the insurance policies provided by **CONTRACTOR**.

15.4 Prior approval of the insurance policies by **CITY** shall be a condition precedent to any payment of consideration under this Contract and **CITY'S** approval of any changes to insurance coverage during the course of performance shall constitute an ongoing condition subsequent this Contract. Any failure of **CITY**

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to timely approve shall not constitute a waiver of the condition.

15.5 *Insurance Coverage (15.6 through 15.23):*

15.6 **CONTRACTOR** shall, at **CONTRACTOR'S** sole expense, procure, maintain and keep in force for the duration of this Contract the following insurance conforming to the minimum requirements specified below. Unless specifically specified herein or otherwise agreed to by **CITY**, the required insurance shall be in effect prior to the commencement of work by **CONTRACTOR** and shall continue in force as appropriate until the later of:

15.6.1 Final acceptance by **CITY** of the completion of this Contract; or

15.6.2 Such time as the insurance is no longer required by **CITY** under the terms of this Contract.

15.6.3 Any insurance or self-insurance available to **CITY** under its coverage(s) shall be in excess of and non-contributing with any insurance required from **CONTRACTOR**.

CONTRACTOR'S insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by **CITY**, **CONTRACTOR** shall provide **CITY** with renewal or replacement evidence of insurance no less than thirty (30) calendar days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as **CONTRACTOR** has knowledge of any such failure, **CONTRACTOR** shall immediately notify **CITY** and immediately replace such insurance or bond with an insurer meeting the requirements.

15.7 *General Insurance Requirements (15.8 through 15.23):*

15.8 **Certificate Holder:** Each certificate shall list Carson City c/o Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701 as a certificate holder.

15.9 **Additional Insured:** By endorsement to the general liability insurance policy evidenced by **CONTRACTOR**, The City and County of Carson City, Nevada, its officers, employees and immune contractors shall be named as additional insureds for all liability arising from this Contract.

15.10 **Waiver of Subrogation:** Each liability insurance policy, except for professional liability, shall provide for a waiver of subrogation in favor of the City.

15.11 **Cross-Liability:** All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.

15.12 **Deductibles and Self-Insured Retentions:** Insurance maintained by **CONTRACTOR** shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by **CITY**. Such approval shall not relieve **CONTRACTOR** from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000.00 per occurrence, unless otherwise approved by **CITY**.

15.13 **Policy Cancellation:** Except for ten (10) calendar days notice for non-payment of premium, **CONTRACTOR** or its insurers must provide thirty (30) calendar days prior written notice to Carson City Purchasing and Contracts if any policy will be canceled, non-renewed or if required coverage and /or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by mail to Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701. When available, each insurance policy shall be endorsed to provide thirty (30) days' notice of cancellation, except for ten (10) days' notice for non-payment of premium, to City.

15.14 **Approved Insurer:** Each insurance policy shall be issued by insurance companies authorized to do business in the State of Nevada or eligible surplus lines insurers under federal and Nevada law and having agents in Nevada upon whom service of process may be made, and currently rated by A.M. Best as "A-VII" or better.

15.15 **Evidence of Insurance:** Prior to commencement of work, **CONTRACTOR** must provide the following documents to Carson City Purchasing and Contracts, 201 North Carson Street, Suite 2, Carson City, NV 89701:

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15.16 **Certificate of Insurance:** Contractor shall furnish City with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein. The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to Carson City Purchasing and Contracts to evidence the insurance policies and coverages required of **CONTRACTOR**.

15.17 **Additional Insured Endorsement:** An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, must be submitted to Carson City Purchasing and Contracts to evidence the endorsement of **CITY** as an additional insured per Subsection 15.9 (Additional Insured).

15.18 **Schedule of Underlying Insurance Policies:** If Umbrella or Excess policy is evidenced to comply with minimum limits, a copy of the Underlying Schedule from the Umbrella or Excess insurance policy may be required.

15.19 **Review and Approval:** Documents specified above must be submitted for review and approval by **CITY** Purchasing and Contracts prior to the commencement of work by **CONTRACTOR**. Neither approval by **CITY** nor failure to disapprove the insurance furnished by **CONTRACTOR** shall relieve **CONTRACTOR** of **CONTRACTOR'S** full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of **CONTRACTOR** or its sub-contractors, employees or agents to **CITY** or others, and shall be in addition to and not in lieu of any other remedy available to **CITY** under this Contract or otherwise. **CITY** reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements.

15.20 COMMERCIAL GENERAL LIABILITY INSURANCE:

Contractor shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than \$1,000,000 each occurrence.

- 15.20.1 *Minimum Limits required:*
- 15.20.2 Two Million Dollars (\$2,000,000.00) - General Aggregate.
- 15.20.3 Two Million Dollars (\$2,000,000.00) - Products & Completed Operations. Aggregate
- 15.20.4 One Million Dollars (\$1,000,000.00) - Each Occurrence.
- 15.20.5 CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract [(including the tort liability of another assumed in a business contract)].
- 15.20.6 City and County of Carson City, Nevada, its officers, employees and immune contractors shall be included as an insured under the CGL, using ISO additional insured endorsement CG 20 10 or CG 20 26, or a substitute providing equivalent coverage, and under the commercial umbrella, if any.
- 15.20.7 This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to City. There shall be no endorsement or modification of the CGL to make it excess over other available insurance; alternatively, if the CGL states that it is excess or pro rata, the policy shall be endorsed to be primary with respect to the additional insured.
- 15.20.8 There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability assumed under a contract.
- 15.20.9 Contractor waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this Contract. Insurer shall endorse CGL policy as

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required to waive subrogation against City with respect to any loss paid under the policy

15.21 BUSINESS AUTOMOBILE LIABILITY INSURANCE:

- 15.21.1 *Minimum Limit required:*
- 15.21.2 Contractor shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than \$1,000,000 each accident for bodily injury and property damage.
- 15.21.3 Such insurance shall cover liability arising out of owned, hired, and non-owned autos (as applicable). Coverage as required above shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage.
- 15.21.4 Contractor waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the automobile liability or other liability insurance obtained by Contractor pursuant this Contract.

15.22 PROFESSIONAL LIABILITY INSURANCE (Architects, Engineers and Land Surveyors)

- 15.22.1 *Minimum Limit required:*
- 15.22.2 CONTRACTOR shall maintain professional liability insurance applying to all activities performed under this Contract with limits not less than One Million Dollars (\$1,000,000.00) and Two Million Dollars (\$2,000,000) in the aggregate.
- 15.22.3 Retroactive date: Prior to commencement of the performance of this Contract.
- 15.22.4 CONTRACTOR will maintain professional liability insurance during the term of this Contract and for a period of three (3) years after termination of this Contract unless waived by the City. In the event of non-renewal or other lapse in coverage during the term of this Contract or the three (3) year period described above, CONTRACTOR shall purchase Extended Reporting Period coverage for claims arising out of CONTRACTOR's negligence acts, errors and omissions committed during the term of the Professional Liability Policy. The Extended Reporting Period shall continue through a minimum of three (3) years after termination date of this Contract.
- 15.22.5 A certified copy of this policy may be required.

15.23 WORKERS' COMPENSATION AND EMPLOYER'S LIABILITY INSURANCE:

- 15.23.1 CONTRACTOR shall provide workers' compensation insurance as required by NRS Chapters 616A through 616D inclusive and Employer's Liability insurance with a minimum limit not less than \$1,000,000 each accident for bodily injury by accident or \$1,000,000 each employee for bodily injury by disease

- 15.23.2 CONTRACTOR may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that CONTRACTOR is a sole proprietor; that CONTRACTOR will not use the services of any employees in the performance of this Contract; that CONTRACTOR has elected to not be included in the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive; and that CONTRACTOR is otherwise in compliance with the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive.

- 15.23.3 CONTRACTOR waives all rights against City and its agents, officers, directors, and employees for recovery of damages to the extent these damages are covered by the workers' compensation and employer's liability or commercial umbrella liability insurance obtained by Contractor pursuant to this Contract. Contractor shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

16. BUSINESS LICENSE:

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

16.1 **CONTRACTOR** shall not commence work before **CONTRACTOR** has provided a copy of his Carson City business license to Carson City Purchasing and Contracts.

16.2 The Carson City business license shall continue in force until the later of: (1) final acceptance by **CITY** of the completion of this Contract; or (2) such time as the Carson City business license is no longer required by **CITY** under the terms of this Contract.

17. COMPLIANCE WITH LEGAL OBLIGATIONS:

CONTRACTOR shall procure and maintain for the duration of this Contract any state, county, city, or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by **CONTRACTOR** to provide the goods or **WORK** or any services of this Contract. **CONTRACTOR** will be responsible to pay all government obligations, including, but not limited to, all taxes, assessments, fees, fines, judgments, premiums, permits, and licenses required or imposed by law or a court. Real property and personal property taxes are the responsibility of **CONTRACTOR** in accordance with NRS Chapter 361 generally and NRS 361.157 and 361.159, specifically regarding for profit activity. **CONTRACTOR** agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. **CITY** may set-off against consideration due any delinquent government obligation.

18. WAIVER OF BREACH:

Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

19. SEVERABILITY:

If any provision contained in this Contract is held to be unenforceable by a court of law or equity, this Contract shall be construed as if such provision did not exist and the nonenforceability of such provision shall not be held to render any other provision or provisions of this Contract unenforceable.

20. ASSIGNMENT / DELEGATION:

To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to operate as a novation, or includes a waiver or abrogation of any defense to payment by **CITY**, such offending portion of the assignment shall be void, and shall be a breach of this Contract. **CONTRACTOR** shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written approval of **CITY**. The parties do not intend to benefit any third party beneficiary regarding their respective performance under this Contract.

21. CITY OWNERSHIP OF PROPRIETARY INFORMATION:

21.1 Any files, reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer programs, computer codes, and computer records (which are intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by **CONTRACTOR** (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of **CITY** and all such materials shall be delivered into **CITY** possession by **CONTRACTOR** upon completion, termination, or cancellation of this Contract. **CONTRACTOR** shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of **CONTRACTOR'S** obligations under this Contract without the prior written consent of **CITY**. Notwithstanding the foregoing, **CITY** shall have no proprietary interest in any materials licensed for use by **CITY** that are subject to patent, trademark or copyright protection.

21.2 **CITY** shall be permitted to retain copies, including reproducible copies, of **CONTRACTOR'S** drawings, specifications, and other documents for information and reference in connection with this Contract.

21.3 **CONTRACTOR'S** drawings, specifications and other documents shall not be used by **CITY** or others without expressed permission of **CONTRACTOR**.

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

22. PUBLIC RECORDS:

Pursuant to NRS 239.010, information or documents received from **CONTRACTOR** may be open to public inspection and copying. **CITY** will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. **CONTRACTOR** may clearly label specific parts of an individual document as a "trade secret" or "confidential" in accordance with NRS 332.061, provided that **CONTRACTOR** thereby agrees to indemnify and defend **CITY** for honoring such a designation. The failure to so label any document that is released by **CITY** shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

23. CONFIDENTIALITY:

CONTRACTOR shall keep confidential all information, in whatever form, produced, prepared, observed or received by **CONTRACTOR** to the extent that such information is confidential by law or otherwise required by this Contract.

24. FEDERAL FUNDING:

24.1 *In the event federal grant funds are used for payment of all or part of this Contract:*

24.1.1 **CONTRACTOR** certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

24.1.2 **CONTRACTOR** and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

24.1.3 **CONTRACTOR** and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and Executive Order 11478 (July 21, 2014) and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, sexual orientation, gender identity, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions).

24.14.1 If and when applicable to the particular federal funding and the Scope of Work under this Contract, **CONTRACTOR** and its subcontractors shall comply with: American Iron and Steel (AIS) provisions of P.L. 113-76, Consolidated Appropriations Act, 2014, Section 1605 – Buy American (100% Domestic Content of iron, steel and manufactured goods); Federal Highway Administration (FHWA) 23 U.S.C. § 313 – Buy America, 23 C.F.R. §635.410 (100% Domestic Content of steel, iron and manufactured products); Federal Transit Administration (FTA) 49 U.S.C. § 5323(j), 49 C.F.R. Part 661 – Buy America Requirements (See 60% Domestic Content for buses and other Rolling Stock).

25. LOBBYING:

25.1 The parties agree, whether expressly prohibited by federal law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence for any purpose the following:

25.1.1 Any federal, state, county or local agency, legislature, commission, council or board;

25.1.2 Any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

25.1.3 Any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.

26. GENERAL WARRANTY:

CONTRACTOR warrants that it will perform all WORK required hereunder in accordance with the prevailing standard of care by exercising the skill and care normally required of individuals performing the same or similar WORK, under the same or similar circumstances, in the State of Nevada.

27. PROPER AUTHORITY:

The parties hereto represent and warrant that the person executing this Contract on behalf of each party has full power and authority to enter into this Contract. **CONTRACTOR** acknowledges that this Contract is effective only after approval by the Carson City Regional Transportation Commission and only for the period of time specified in this Contract. Any WORK performed by **CONTRACTOR** before this Contract is effective or after it ceases to be effective is performed at the sole risk of **CONTRACTOR**.

28. ALTERNATIVE DISPUTE RESOLUTION (Public Work):

If the WORK under this Contract involves a "public work" as defined under NRS 338.010(17), then pursuant to NRS 338.150, a public body charged with the drafting of specifications for a public work shall include in the specifications a clause requiring the use of a method of alternative dispute resolution ("ADR") before initiation of a judicial action if a dispute arises between the public body and the **CONTRACTOR** engaged on the public work cannot otherwise be settled. Therefore, unless ADR is otherwise provided for by the parties in any other incorporated attachment to this Contract, in the event that a dispute arises between **CITY** and **CONTRACTOR** regarding that public work cannot otherwise be settled, **CITY** and **CONTRACTOR** agree that, before judicial action may be initiated, **CITY** and **CONTRACTOR** will submit the dispute to non-binding mediation. **CITY** shall present **CONTRACTOR** with a list of three potential mediators. **CONTRACTOR** shall select one person to serve as the mediator from the list of potential mediators presented by **CITY**. The person selected as mediator shall determine the rules governing the mediation.

29. GOVERNING LAW / JURISDICTION:

This Contract and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada, without giving effect to any principle of conflict-of-law that would require the application of the law of any other jurisdiction. **CONTRACTOR** consents and agrees to the jurisdiction of the courts of the State of Nevada located in Carson City, Nevada for enforcement of this Contract.

30. ENTIRE CONTRACT AND MODIFICATION:

This Contract and its integrated attachment(s) constitute the entire Contract of the parties and such are intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other Contracts that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Contract specifically displays a mutual intent to amend a particular part of this Contract, general conflicts in language between any such attachment and this Contract shall be construed consistent with the terms of this Contract. Unless otherwise expressly authorized by the terms of this Contract, no modification or amendment to this Contract shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Carson City Regional Transportation Commission. Conflicts in language between this Contract and any other agreement between **CITY** and **CONTRACTOR** on this same matter shall be construed consistent with the terms of this Contract. The parties agree that each has had their respective counsel review this Contract which shall be construed as if it was jointly drafted.

31. ACKNOWLEDGMENT AND EXECUTION:

This Contract may be executed in counterparts. The parties hereto have caused this Contract to be signed and intend to be legally bound thereby as follows:

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

AND ALL SUPPLEMENTAL AGREEMENTS AMENDING OR EXTENDING THE WORK CONTEMPLATED.

ACKNOWLEDGMENT AND EXECUTION:

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby.

CITY

Chief Financial Officer
Attn: Laura Rader, Purchasing & Contracts Administrator
Purchasing and Contracts Department
201 North Carson Street, Suite 2
Carson City, Nevada 89701
Telephone: 775-283-7362
Fax: 775-887-2107
Lrader@carson.org

CITY'S LEGAL COUNSEL

Carson City District Attorney

I have reviewed this Contract and approve
as to its legal form.

By: _____
Nancy Paulson, Chief Financial Officer

By: _____
Deputy District Attorney

Dated _____

Dated _____

**CONTRACTOR will not be given authorization
to begin work until Contract has been
signed by Purchasing and Contracts**

BY: Laura Rader, CPPB
Purchasing and Contracts Administrator

Account #256-3038-431.04-88

By: _____

Dated: _____

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

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Undersigned deposes and says under penalty of perjury: That he/she is **CONTRACTOR** or authorized agent of **CONTRACTOR**; that he/she has read the foregoing Contract; and that he/she understands the terms, conditions and requirements thereof.

CONTRACTOR

BY: Tamara Dethmers

TITLE: Owner

FIRM: Nevada Barricade & Sign Company, LLC

CARSON CITY BUSINESS LICENSE #: 17-00031070

NEVADA CONTRACTORS LICENSE #: 0052315

Address: P.O. Box 20459

City: Reno State: NV Zip Code: 89515

Telephone: 775-331-5100

E-mail Address: Tami@nbsco.com

(Signature of Contractor)

DATED

STATE OF _____)
)ss

Signed and sworn (or affirmed) before me on this _____ day of _____, 20____.

(Signature of Notary)

(Notary Stamp)

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

CONTRACT ACCEPTANCE AND EXECUTION:

The Regional Transportation Commission for Carson City, Nevada at their publicly noticed meeting of June 14, 2017, approved the acceptance of the attached Contract hereinbefore identified as **CONTRACT No. 1617-148** and titled 2017 Long Line Program. Further, the Regional Transportation Commission authorizes the Chairperson of the Regional Transportation Commission for Carson City, Nevada to set his hand to this document and record his signature for the execution of this Contract in accordance with the action taken.

CARSON CITY, NEVADA

BRAD BONKOWSKI CHAIRPERSON

DATED this 14th day of June, 2017.

ATTEST:

SUSAN MERRIWETHER, CLERK-RECORDER

DATED this 14th day of June, 2017.

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 1617-148

Title: 2017 Long Line Program

PERFORMANCE BOND

Doc. No. 2151
(Rev. 11-17-99)

KNOW ALL MEN BY THESE PRESENTS, that I/we _____ as Principal, hereinafter called CONTRACTOR, and

a corporation duly organized under the laws of _____, as Surety, hereinafter called the Surety, are held and firmly bound unto Carson City, Nevada a consolidated municipality of the State of Nevada, hereinafter called CITY, for the sum of \$_____ (state sum in Words) _____ for the payment whereof CONTRACTOR and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, CONTRACTOR has by written agreement dated _____, entered into a contract with CITY for **BID # 1617-148** and titled 2017 Long Line Program in accordance with drawings and specifications prepared by CITY and which contract is by reference made a part hereof, and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if CONTRACTOR shall promptly and faithfully perform said Contract then this obligation shall be null and void; otherwise it shall remain in full force and effect. The Surety hereby waives notice of any alteration or extension of time made by CITY and its obligation is not affected by any such alteration or extension provided the same is within the scope of the Contract. Whenever CONTRACTOR shall be, and is declared by CITY to be in default under the Contract, CITY having performed CITY'S obligations thereunder, the Surety may promptly remedy the default or shall promptly:

- 1) Complete the Contract in accordance with its terms and conditions; or
- 2) Obtain a bid or bids for completing the Contract in accordance with its terms and conditions, and upon determination by CITY and the Surety jointly of the lowest responsive, responsible bidder, arrange for a contract between such bidder and CITY, and make available as work progresses (even though there should be a default or a succession of defaults under the contract or contracts of completion arranged under this paragraph) sufficient funds to pay the cost of completion less the balance of the Contract price, but not exceeding, including other costs and damages for which the Surety may be liable hereunder, the amount set forth in the first paragraph hereof. The term "balance of the Contract price", as used in this paragraph, shall mean the total amount payable by CITY to CONTRACTOR under the Contract and any amendments thereto, less the amount properly paid by CITY to CONTRACTOR. No right of action shall accrue on this bond to or for the use of any person or corporation other than CITY or successors of CITY.

PERFORMANCE BOND

Continued for BID # 1617-148 and titled 2017 Long Line Program

BY:	(Signature of Principal)
TITLE:	
FIRM:	
Address:	
City, State, Zip:	
Phone:	
Printed Name of Principal:	
Attest By:	(Signature of Notary)
Subscribed and Sworn before me this _____ day of _____, 20____	

**CLAIMS UNDER THIS BOND
MAY BE ADDRESSED TO:**

Name of Surety:	
Address:	
City:	
State/Zip Code:	
Name:	
Title:	
Telephone:	
Surety's Acknowledgment:	
By:	

NOTICE:

No substitution or revision to this bond form will be accepted. Sureties must be authorized to do business in and have an agent for service of process in the State of Nevada. Certified copy of Power of Attorney must be attached.

LABOR AND MATERIAL PAYMENT BOND

Doc. No. 2152
(Rev. 11-17-99)

KNOW ALL MEN BY THESE PRESENTS, that I/we _____
as Principal, hereinafter called
CONTRACTOR, and

corporation duly organized under the laws of the State of Nevada, as Surety, hereinafter called the Surety, are
held and firmly bound unto Carson City, Nevada a consolidated municipality of the State of Nevada, hereinafter
called CITY, for the \$ _____ Dollars (state sum in words) _____
a
for
the payment whereof CONTRACTOR and Surety bind themselves, their heirs, executors, administrators,
successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, CONTRACTOR has by written agreement dated _____ entered into a contract with
CITY for **BID #1617-148** and titled **2017 Long Line Program** in accordance with drawings and specifications
prepared by CITY and which contract is by reference made a part hereof, and is hereinafter referred to as the
Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if
CONTRACTOR shall promptly make payment to all claimants as hereinafter defined, for all labor and material
used or reasonably required for use in the performance of the Contract, then this obligation shall be void;
otherwise it shall remain in full force and effect, subject, however, to the following conditions:

- 1) A claimant is defined as one having a direct contract with CONTRACTOR or with a Subcontractor
of the Principal for labor, material, or both, used or reasonably required for use in the
performance of the Contract, labor and material being construed to include that part of water, gas,
power, light, heat, oil, gasoline, telephone service, or rental of equipment directly applicable to the
Contract.
- 2) The above-named Principal and Surety hereby jointly and severally agree with CITY that every
claimant as herein defined, who has not been paid in full before the expiration of a period of
ninety (90) days after the date on which the last of such claimant's work or labor was done or
performed, or materials were furnished by such claimant, may sue on this bond for the use of
such claimant, prosecute the suit to final judgment for such sum or sums as may be justly due
claimant, and have execution thereon. CITY shall not be liable for the payment of any costs or
expenses of any such suit.
- 3) No suit or action shall be commenced hereunder by any claimant:
 - a) Unless claimant, other than one having a direct contract with CONTRACTOR, shall have
given written notice to any two of the following: CONTRACTOR, CITY, or the Surety
above named, within ninety (90) days after such claimant did or performed the last of the
work or labor, or furnished the last of the materials for which said claim is made, stating
with substantial accuracy the amount claimed and the name of the party to whom the
materials were furnished, or for whom the work or labor was done or performed. Such
notice shall be personally served or served by mailing the same by registered mail or
certified mail, postage prepaid, in an envelope addressed to the Principal at any place the
Principal maintains an office or conducts its business.
 - b) After the expiration of one (1) year following the date on which the last of the labor was
performed or material was supplied by the party bringing suit.
 - c) Other than in a court of competent jurisdiction for the county or district in which the
construction Contract was to be performed.

LABOR AND MATERIAL PAYMENT BOND

Continued for BID #1617-148 and titled 2017 Long Line Program

- 4) The amount of this bond shall be reduced by and to the extent of any payment or payments made in good faith hereunder, inclusive of the payment by Surety of mechanics' liens which may be filed of record against said improvement, whether or not claim for the amount of such lien be presented under and against this bond.

BY:	(signature of Principal)
TITLE:	
FIRM:	
Address:	L.S.
City, State, Zip:	
Phone:	

Printed Name of Principal:

Attest by: _____ (signature of notary)
Subscribed and Sworn before me this _____ day of _____, 20____

CLAIMS UNDER THIS BOND MAY BE ADDRESSED TO:

Name of Surety:	
Address:	
City:	
State/Zip Code:	
Name:	
Title:	
Telephone:	
Surety's Acknowledgment:	
By:	

NOTICE:

No substitution or revision to this bond form will be accepted. Sureties must be authorized to do business in and have an agent for service of process in the State of Nevada. Certified copy of Power of Attorney must be attached.

BID PROPOSAL

CITY OF CARSON CITY, NEVADA – BID BOND

KNOW ALL MEN BY THESE PRESENTS: That we the undersigned Nevada Barricade & Sign Company, Inc., as "Principal," and Great American Insurance Company, as "Surety," are hereby held and firmly bound unto the City of Carson City, Nevada, as "Obligee," in the penal sum of Five Percent of Amount Bid dollars (\$ 5%) for the payment of which, well and truly to be made, the Principal and Surety bind themselves, their heirs, executors, and administrators, successors and assigns, jointly and severally, by this instrument. The condition of the obligation of this bid bond is as follows:

WHEREAS, NRS 332.105 authorizes local governments to require bid bonds to insure execution and proper performance of the Contract and the Bonding Company has an "A" or better rating with Moody's or A.M. Best and T-Listed with the U.S. Treasury Department;

AND, WHEREAS, the Principal has submitted a bid for Bid #1617-148, PWP # N/A, for the Project Title: 2017 Long Line Program.

NOW, THEREFORE,

- (a) If said Bid shall be rejected; or
- (b) If said Bid shall be accepted and the Principal shall execute and deliver the contract in the bid documents ("Contract") to Obligee in accordance with the terms of the bid documents, and give such bond or bonds as may be specified in the bid or contract documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or
- (c) If the Principal shall pay to the Obligee the full amount of the bid bond as a penalty irrespective of the Obligee's actual damages in the event of the failure of the Principal to enter into such Contract and give such bond or bonds,

then, this obligation shall be null and void. Otherwise it shall remain in full force and effect, it being expressly understood and agreed that the liability of the Surety (but not of the Principal) for any and all claims hereunder shall, in no event, exceed the penal amount of the obligation as herein stated.

The Surety, for the consideration for which this bond was executed, hereby stipulates and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Obligee may accept such bid, and hereby waives notice of any such extension.

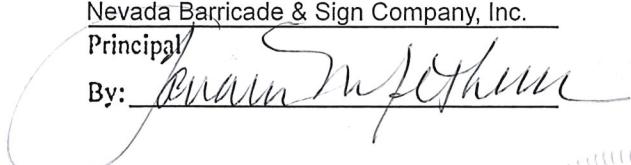
IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and the Surety has caused their seal to be hereto affixed and these present to be signed by their proper officers.

Signed, Sealed and dated: May 16, 2017

Nevada Barricade & Sign Company, Inc.

Principal

By:



Great American Insurance Company

Surety

By:

Stephanie Garahana, Attorney-in-Fact



GREAT AMERICAN INSURANCE COMPANY®

Administrative Office: 301 E 4TH STREET • CINCINNATI, OHIO 45202 • 513-369-5000 • FAX 513-723-2740

The number of persons authorized by
this power of attorney is not more than 1

Bond No. Bid Bond

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact, for it and in its name, place and stead to execute on behalf of the said Company, as surety, the specific bond, undertaking or contract of suretyship referenced herein; provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below. The bond number on this Power of Attorney must match the bond number on the bond to which it is attached or it is invalid.

Name	Address	Limit of Power
Stephanie Garahana	9980 South 300 West, Suite 320 Sandy, UT 84070	\$100,000,000.00

Principal: Nevada Barricade & Sign Company, Inc.
Obligee: Carson City Purchasing and Contracts

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 16th day of May, 2017.

Attest

GREAT AMERICAN INSURANCE COMPANY



Assistant Secretary

Divisional Senior Vice President

DAVID C. KITCHIN (877-377-2405)

STATE OF OHIO, COUNTY OF HAMILTON - ss:

On this 16th day of May, 2017, before me personally appeared DAVID C. KITCHIN, to me known, being duly sworn, deposes and says that he resides in Cincinnati, Ohio, that he is a Divisional Senior Vice President of the Bond Division of Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.



Susan A. Kohorst
Notary Public, State of Ohio
My Commission Expires 05-18-2020

This Power of Attorney is granted by authority of the following resolutions adopted by the Board of Directors of Great American Insurance Company by unanimous written consent dated June 9, 2008.

RESOLVED: That the Divisional President, the several Divisional Senior Vice Presidents, Divisional Vice Presidents and Divisional Assistant Vice Presidents, or any one of them, be and hereby is authorized, from time to time, to appoint one or more Attorneys-in-Fact to execute on behalf of the Company, as surety, any and all bonds, undertakings and contracts of suretyship, or other written obligations in the nature thereof; to prescribe their respective duties and the respective limits of their authority; and to revoke any such appointment at any time.

RESOLVED FURTHER: That the Company seal and the signature of any of the aforesaid officers and any Secretary or Assistant Secretary of the Company may be affixed by facsimile to any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, STEPHEN C. BERAHAN, Assistant Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney and the Resolutions of the Board of Directors of June 9, 2008 have not been revoked and are now in full force and effect.

Signed and sealed this 16th day of May, 2017.



Assistant Secretary

BID PROPOSAL

BID # 1617-148

BID TITLE: "2017 Long Line Program"

NOTICE: No substitution or revision to this Bid Proposal form will be accepted. Carson City will reject any Bid that is received that has changes or alterations to this document. Although the Prevailing Wages are provided in this bid document, the bidder is responsible to verify with the Labor Commissioner if any addendums have been issued. The successful bidder will be required to provide the current Prevailing Wages used in preparation of their bid within 24 hours of bid submission.

PRICES will be valid for sixty (60) calendar days after the bid opening which is indicated in the Notice to Contractors.

A COPY OF CONTRACTOR'S "CERTIFICATE" of eligibility issued by the State of Nevada Contractors' Board as proof of Bidder's compliance with the provisions of N.R.S. 338.147 must be submitted with his/her bid for the preference to be considered. This Statute does not apply to projects expected to cost less than \$250,000.

COMPLETION of this project is expected **PURSUANT TO THE BID DOCUMENTS**.

BIDDER acknowledges receipt of 0 Addendums.

BP.1 SUMMARY

Description		Scheduled Value	Unit	Unit Price	Total Price
Schedule A:					
1	Painted Pavement Marking 4-Inch Solid White Line	275000	LF	.10	27,500.00
2	Painted Pavement Marking 4-Inch Broken White Line	144000	LF	.10	14,400.00
3	Painted Pavement Marking 4-Inch Solid Yellow Line	42000	LF	.10	4,200.00
4	Painted Pavement Marking 4-Inch Broken Yellow	20000	LF	.10	2,000.00
5	Painted Pavement Marking 4-Inch Double Solid Yellow	209000	LF	.15	31,350.00
6	Painted Pavement Marking 4-Inch Solid Yellow with 4-Inch Broken Yellow	145500	LF	.10	14,550.00
7	Painted Pavement Marking 6-Inch Solid White Line	188500	LF	.14	26,390.00
8	Painted Pavement Marking 8-Inch Solid White Line	54000	LF	.22	11,880.00
9	Painted Pavement Marking 8-Inch Broken White	2205	LF	.46	1,014.30
10	Painted Pavement Marking 8-Inch Solid Yellow	1400	LF	.85	1,190.00
11	Painted Pavement Marking 4-Inch Mini Skip White	700	LF	.09	63.00
12	Painted Pavement Marking 6-Inch Mini Skip White Line	14500	LF	.10	1450.00
13	Painted Pavement Marking 8-Inch Mini Skip White	6400	LF	.17	1088.00
14	Painted Pavement Marking 12-Inch Solid White Line	300	LF	2.25	675.00
15	Painted Pavement Marking 12-Inch solid Yellow Line	300	LF	2.25	675.00
16	Removal of Existing Striping	3100	LF	1.00	3100.00
17	Traffic Control	1	LS	17,000.00	17,000.00

BID PROPOSAL

BP.2	Total Base Bid Price (Schedule A)	158,525.30
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BP.3 Total Base (Schedule A) Bid Price Written in Words:

One hundred fifty eight thousand five hundred twenty five and thirty cents

BP.4 BIDDER INFORMATION:

Company Name:

Federal ID No.:	88-0454821
Mailing Address:	P.O. Box 20459
City, State, Zip Code:	Reno NV 89575
Complete Telephone Number:	775-331-5108
Complete Fax Number:	775-331-5103
Fax Number including area code:	775-331-5103
E-mail:	Tami@nbsco.com Joshua@nbsco.com

Contact Person / Title:

Mailing Address:	P. O. Box 20459
City, State, Zip Code:	Reno, NV 89575
Complete Telephone Number:	775-331-5108
Complete Fax Number:	775-331-5103
E-mail Address:	Tami@nbsco.com Joshua@nbsco.com

BP.5 LICENSING INFORMATION:

Nevada State Contractor's License Number:	
License Classification(s):	0052315
Limitation(s) of License:	Unlimited
Date Issued:	2001
Date of Expiration:	July 29, 2017
Name of Licensee:	Nevada Barricade & Sign Company Inc
Carson City Business License Number:	17-00031070

BID PROPOSAL

Date Issued:	Dec 7, 2016
Date of Expiration:	Dec 31, 2017
Name of Licensee: Nevada Barricade & Sign Co., Inc	

BP.6 DISCLOSURE OF PRINCIPALS:
Individual and/or Partnership:

Owner 1) Name:	Tamara M. Dethmers
Address:	P.O Box 20459
City, State, Zip Code:	Reno, NV 89515
Telephone Number:	775-331-5700
Owner 2) Name:	
Address:	
City, State, Zip Code:	
Telephone Number:	
Other 1) Title:	
Name	
Other 2) Title:	
Name:	

Corporation:

State in which Company is Incorporated:	Nevada
Date Incorporated:	Feb 28, 2000
Name of Corporation:	Nevada Barricade & Sign Company, Inc
Mailing Address	P.O Box 20459
City, State, Zip Code:	Reno, NV 89515
Telephone Number:	775-331-5700
President's Name:	Tamara M. Dethmers
Vice-President's Name:	N/A

BID PROPOSAL

Other 1) Name & Title:

BP.7 MANAGEMENT AND SUPERVISORY PERSONNEL:

Persons and Positions	Years With Firm
Name 1) ED DRUM	11 years

Title 1) Stripping Operations

Name 2) ERIC Cumming,	4 years
Title 2) Superintendent of Stripping 20	

Name 3)	
---------	--

Title 3)

Name 4)	
---------	--

Title 4)

Name 5)	
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Title 5)

Name 6)	
---------	--

Title 6)

(If additional space is needed, attach a separate page)

BID PROPOSAL

BP.8 REFERENCES:
Instructions:

List at least three (3) contracts of a similar nature performed by your firm in the last three (3) years. If **NONE**, use your Company's letterhead (and submit with your bid proposal) to list what your qualifications are for this contract. Carson City reserves the right to contact and verify, with any and all references listed, the quality of and the degree of satisfaction for such performance.

Clients: (if additional space is needed attach a separate page)

Company Name 1): <u>Sierra NV Construction</u>	
Contract Person:	<u>Alex Faust</u>
Mailing Address:	<u>2055 E Grey St</u>
City, State, Zip Code:	<u>Sparks, NV 89431</u>
Complete Telephone Number:	<u>355-0420</u>
E-Mail Address:	<u>Afaust@snc.biz</u>
Project Title:	<u>2016 RTC Maintenance Program</u>
Amount of Contract:	<u>\$501,867.03</u>
Scope of Work:	<u>all Striping</u>
Company Name 2): <u>Sierra NV Construction</u>	
Contract Person:	<u>Alex Faust</u>
Mailing Address:	<u>2055 E Grey St</u>
City, State, Zip Code:	<u>Sparks, NV 89431</u>
Complete Telephone Number:	<u>355-0420</u>
E-Mail Address:	<u>Afaust@snc.biz</u>
Project Title:	<u>2017 City of Sparks Pav. Maint. project</u>
Amount of Contract:	<u>\$80,713.06</u>
Scope of Work:	<u>all Striping</u>

BID PROPOSAL

Company Name 3):	Sierra Nevada Construction
Contract Person:	Alex Faust
Mailing Address:	2055 E Grey St
City, State, Zip Code:	Sparks, NV 89431
Complete Telephone Number:	355-0420
E-Mail Address:	Afaust@snc.biz
Project Title:	RTC 2014 Preventative Main Rebid
Amount of Contract	\$ 442,951.18
Scope of Work:	All striping
Company Name 4):	
Contract Person:	
Mailing Address:	
City, State, Zip Code:	
Complete Telephone Number:	
E-Mail Address:	
Project Title:	
Amount of Contract:	
Scope of Work:	

BID PROPOSAL

BP. 9 CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal, State or Local department or agency.
 - b) Have not within a three-year period preceding this bid been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d) Have not within a three-year period preceding this bid had one or more public transactions (Federal, State or Local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this bid.

Janice M. Dethmers
Signature of Authorized Certifying Official

Tamara M. Dethmers
Printed Name

President

Title

5-15-17

Date

I am unable to certify to the above statement. My explanation is attached.

Signature

Date

BIDDER'S SAFETY INFORMATION

Bidder's Safety Factors:

Year	"E-Mod" Factor ¹	OSHA Incident Rate ²
2015	.70	208,000
2016	.88	69333

¹ E-Mod (Experience Modification) Factors are issued by the Employer's Insurance Company of Nevada.

² OSHA Incident Rate is the number of OSHA Recordable Accidents per 100 employees and is calculated as the number of accidents divided by 208,000.

BID PROPOSAL**SUBCONTRACTORS**

BP.10 INSTRUCTIONS: for Subcontractors and General Contractors who self-perform in amounts exceeding five (5) percent of bid amount. This information must be submitted with your bid proposal. The bidder shall enter **NONE** under Name of Subcontractor if not utilizing subcontractors exceeding this amount and per NRS 338.141 the prime contractor shall list itself on the subcontractor's list if it will be providing any of the work on the project. (This form must be complete in all respects. If, additional space is needed, attach a separate page).

Name of Subcontractor <i>NV. Barnicado & Sign Company Inc</i>	Address <i>P. O Box 20459 Reno NV 89515</i>	
Phone <i>775-331-5100</i>	Nevada Contractor License # <i>0052315</i>	Limit of License <i>Unlimited</i>
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		

BID PROPOSAL

SUBCONTRACTORS

BP.11 INSTRUCTIONS: for Subcontractors exceeding one (1) percent of bid amount or \$50,000 whichever is greater. This information must be submitted by the three lowest bidders within two (2) hours after the completion of the opening of the bids. The bidder may elect to submit this information with the bid proposal and, in that case, the bidder will be considered as having submitted this information within the above two hours.

Name of Subcontractor <i>Nevada Bumcado a</i>	Address <i>P. O Box 30459 Reno, NV 89515</i>	
Sign Company Inc Phone <i>775-331-5100</i>	Nevada Contractor License # <i>0052315</i>	Limit of License <i>Unlimited</i>
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		

BID PROPOSAL

SUBCONTRACTORS

BP. 12 INSTRUCTIONS: for all Subcontractors not previously listed on the 5% and 1% pages. This information must be submitted by the three lowest bidders within twenty four (24) hours after the completion of the opening of the bids. The bidder may elect to submit this information with the bid proposal and, in that case, the bidder will be considered as having submitted this information within the above twenty four hours.

Name of Subcontractor <i>NV Bannicado & Signs</i>	Address <i>P. O Box 70459 Reno NV 89515</i>	
Phone <i>331-5100</i>	Nevada Contractor License # <i>6052315</i>	Limit of License <i>Unlimited</i>
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		
Name of Subcontractor	Address	
Phone	Nevada Contractor License #	Limit of License
Description of work		

BID PROPOSAL

BP. 13

CONTRACTOR'S MONTHLY REPORT OF PAYMENTS TO SUBCONTRACTORS

The Contract Documents require each contractor to submit to Carson City a monthly report of payments to its subcontractors. This applies to all tiers of subcontracting. Monthly updates are to be submitted on this form and provided to the City's Construction Manager overseeing the contract.

Business name and address of the contractor making payment:

N/A

CONTRACT
NUMBER: _____

Subcontractor name: Total subcontract amount: \$	Date Invoiced by Subcontractor	Amount Invoiced by	Date Subcontractor was Paid	Amount Paid for Work or	Amount Paid for Supplies
Subcontractor name: Total subcontract amount: \$					
Subcontractor name: Total subcontract amount: \$					
Subcontractor name: Total subcontract amount: \$					
Subcontractor name: Total subcontract amount: \$					
Subcontractor name: Total subcontract amount: \$					
Subcontractor name: Total subcontract amount: \$					
Subcontractor name: Total subcontract amount: \$					
Signature of authorized representative of the contractor	Title of person signing			Date Submitted	
The contractor attests that the information provided is accurate.					

BID PROPOSAL

Local Preference Affidavit

(This form is required to receive a preference in bidding)

I, Tamara M. Dethmers, on behalf of the Contractor, Nevada Barricade & Sign Co., Inc., swear and affirm that in order to be in compliance with NRS 338.XXX* and be eligible to receive a preference in bidding on Project No. 1617-148, Project Name 2017 Long Line Program, certify that the following requirement will be adhered to, documented and attained on completion of the contract. Upon submission of this affidavit on behalf of Nevada Barricade & Sign Co., Inc., I recognize and accept that failure to comply with any requirements is a material breach of the contract and entitles the City to damages. In addition, the Contractor may lose their preference designation and/or lose their ability to bid on public works for one year, pursuant to NRS 338. XXX*:

1. The Contractor shall ensure that 50 percent of the workers employed on the job possess a Nevada driver's license or identification card;
2. The Contractor shall ensure all vehicles used primarily for the public work will be registered and (where applicable) partially apportioned to Nevada;
3. The Contractor shall ensure at least 50 percent of the design professionals who work on the project (including sub-contractors) have a Nevada driver's license or identification card.
4. The Contractor shall ensure payroll records related to this project are maintained and available within the State of Nevada.

*Note that specific sections of NRS 338 detailing the continued procedures associated with the use of the "bidder's preference" have been amended by the passage of Assembly Bill 172 effective 7/1/13, requiring this affidavit and subsequent record keeping and reporting by the General Contractor using the preference program and awarded this project. These requirements are not applicable to Contractors who do not use the "Bidder's Preference" eligibility certificate in their bid.

By: Tamara M. Dethmers Title: President
 Signature: Tamara M. Dethmers Date: 5-15-17

Signed and sworn to (or affirmed) before me on this 15th day of May, 20 17,
 by Tamara M. Dethmers (name of person making statement).

State of Nevada)
 ss.

County of Washoe)

Stephanie R. Wadleigh
 Notary Signature



BID PROPOSAL

BP.14 ACKNOWLEDGMENT AND EXECUTION:

STATE OF Nevada)
 COUNTY OF Washoe) ss

I Tamara M. Dethmers (Name of party signing this Bid Proposal), do depose and say: That I am the Bidder or authorized agent of the Bidder; and that I have read and agree to abide by this Bid which includes, but is not limited to the following documents: Notice to Contractors, Table of Contents, Project Coordination, Instructions to Bidders, Bid Bond, Proposal Summary, Contract Award Instructions and Information, Sample Contract, Sample Performance Bond, Sample Labor and Material Payment Bond, General Conditions, Special Conditions, Standard Specifications, Prevailing Wage Rates, Technical Specifications, Geotechnical Report (if any), Contract Drawings, Permits (if any), and any addenda issued and understands the terms, conditions, and requirements thereof; that if his/her bid is accepted that he/she agrees to furnish and deliver all materials except those specified to be furnished by the City (Owner) and to do and perform all work for the "2017 Long Line Program", contract number 1617-148, together with incidental items necessary to complete the work to be constructed in accordance with the Contract Documents, Contract Drawings, and Specifications annexed hereto.

BIDDER:

PRINTED NAME OF BIDDER: Tamara M. Dethmers
 TITLE: President
 FIRM: Nevada Barricade & Sign Company Inc
 Address: P. O Box 30459
 City, State, Zip: Reno, NV 89515
 Telephone: 775- 331-5100
 Fax: 775- 331- 5103
 E-mail Address: Tamie@nbsco.com Joshua@nbsco.com

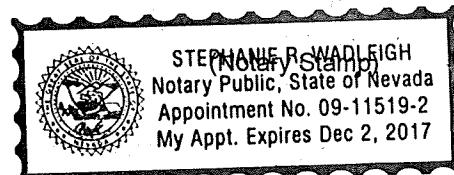
Tamara M. Dethmers
 (Signature of Bidder)

DATED: May 15, 2017

Signed and sworn (or affirmed) before me on this 15th day of May, 2017, by

Tamara M. Dethmers

Stephanie R. Wadleigh
 (Signature of Notary)





Carson City Business License Division

108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2105 – Hearing Impaired: 711
buslic@carson.org

NEVADA BARRICADE & SIGN CO INC
PO BOX 20459

RENO NV 89515

RE: Business License

Thank you for choosing to operate your business in Carson City. Below is your Business License.

Please post this license in a conspicuous place or have available for inspection. Please provide any changes to the business information to the Business License Division. Licenses are not transferable.

If you have any questions concerning your business license, contact the Business License Division at buslic@carson.org or at (775) 887-2105.



Carson City Business License Division

108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2105 – Hearing Impaired: 711
buslic@carson.org

NEVADA BARRICADE & SIGN CO INC
PO BOX 20459

RENO NV 89515

License Number: 17-00031070
License Expiration Date: December 31, 2017
Date Issued: December 07, 2016

Business Location: O OF T, SPARKS
Nature of Business: CONTRACTOR



NEVADA STATE CONTRACTORS BOARD

9670 GATEWAY DRIVE, SUITE 100, RENO, NEVADA, 89521 (775) 688-1141 FAX (775) 688-1271, INVESTIGATIONS (775) 688-1150
2310 CORPORATE CIRCLE, SUITE 200, HENDERSON, NEVADA, 89074, (702) 486-1100 FAX (702) 486-1190, INVESTIGATIONS (702) 486-1110

CERTIFICATE OF ELIGIBILITY PER NRS 338.147 and NRS 338.1389

CERTIFICATE NUMBER: **BPC-09-07-14-0408**

NEVADA BARRICADE & SIGN COMPANY, INC. (HEREIN THE "GENERAL CONTRACTOR") NEVADA STATE
CONTRACTORS' LICENSE NUMBER: **52315** ORIGINAL ISSUE DATE: **07/13/2001** BUSINESS TYPE:
**CORPORATION CLASSIFICATION: A-2-HIGHWAYS; A-8-SEALING & STRIPPING & IMPERMEABLE
PAVING SURFACES; A-21-FENCING & GUARDRAILS** MONETARY LICENSE LIMIT: **UNLIMITED**

STATUS: **ACTIVE**, IS HEREBY ISSUED THIS CERTIFICATE BY THE NEVADA STATE CONTRACTORS' BOARD, BASED
UPON THE INFORMATION CONTAINED IN THE STATEMENT OF COMPLIANCE WITH NEVADA REVISED STATUTES
(NRS) 338.147 AND NRS 338.1389 AND THE AFFIDAVIT OF CERTIFIED PUBLIC ACCOUNTANT SUBMITTED TO THE
NEVADA STATE CONTRACTORS BOARD AS PROOF OF CONTRACTOR'S COMPLIANCE WITH THE PROVISIONS OF
NRS 338.147 AND NRS 338.1389. IN ACCORDANCE WITH THE PROVISIONS OF NRS 338.147(3), THE ABOVE-NAMED
GENERAL CONTRACTOR AND A CERTIFIED PUBLIC ACCOUNTANT HAVE SUBMITTED FULLY EXECUTED AND
NOTARIZED SWEORN AFFIDAVITS AS PROOF OF PREFERENTIAL BIDDER STATUS, UNDER PENALTY OF PERJURY,
CERTIFYING THAT THE GENERAL CONTRACTOR IS QUALIFIED TO RECEIVE A PREFERENCE IN BIDDING AS SET
FORTH IN NRS 338.147 AND NRS 338.1389 AND OTHER MATTERS RELATING THERETO.

THIS CERTIFICATE OF ELIGIBILITY IS ISSUED ON **AUGUST 1, 2016** AND EXPIRES ON **JULY 31, 2017**, UNLESS
SOONER REVOKED OR SUSPENDED BY THE NEVADA STATE CONTRACTORS BOARD.



Nancy Mathias **NANCY MATHIAS, LICENSING ADMINISTRATOR**
Margi A. Grein **MARGI A. GREIN, EXECUTIVE OFFICER**

7/22/2016 **DATE**
The Nevada State Contractors Board assumes no liability or responsibility for the accuracy or
validity of the information contained in the Contractors Statement of Compliance or the Affidavit
of Certified Public Accountant as Proof of Contractors Compliance with the Provisions of NRS
338.147 and NRS 338.1389. The above-named General Contractor shall bear the responsibility to
ascertain the accuracy and validity of the affidavits provided to support the issuance of this
certificate.



775 888-7497



775 328-6400



702 261-3443

Nevada Unified Certification Program

This is to Certify that:

NEVADA BARRICADE & SIGN COMPANY INC

Is registered as a Disadvantaged Business Enterprise in the Nevada Unified Certification Program

Under the Provisions of 49 CFR Part 26

And is Therefore Recognized This 30TH Day of April 2013

And supersedes any certification or listing previously issued

Certificate No. NV01408UCPN



702 676-1500



702 887-2355



775 348-0400

Bid Tabulation Report from Carson City Purchasing & Contracts

775-283-7137

<http://www.carson.org/index.aspx?page=998>

Notice to Contractors Bid# 1617-148 2017 Long Line Program

Date and Time of Opening: May 16, 2016 @ 11:00 a.m.

Description	Bidder # 1	Bidder # 2	Bidder #3					
	Nevada Barricade & Sign Company, Inc.	Intermountain Slurry Seal, Inc.	Central Striping Service, Inc.					
BONDING Provided, \$, %, or no	5%	5%	5%					
BIDDER acknowledges receipt addendums	0	0	0					
Description	Sched Value	Unit	Unit price	Total price	Unit price	Total price	Unit price	Total price

Base Bid Items - Schedule A								
1	Painted Pavement Marking 4" Solid White Line	275000	LF	\$0.10	\$27,500.00	\$0.11	\$28,875.00	\$0.16
2	Painted Pavement Marking 4" Broken White Line	144000	LF	\$0.10	\$14,400.00	\$0.10	\$14,400.00	\$0.10
3	Painted Pavement Marking 4" Solid Yellow Line	42000	LF	\$0.10	\$4,200.00	\$0.11	\$4,410.00	\$0.16
4	Painted Pavement Marking 4" Broken Yellow Line	20000	LF	\$0.10	\$2,000.00	\$0.10	\$2,000.00	\$0.10
5	Painted Pavement Marking 4" Double Solid Yellow	209,000	LF	\$0.15	\$31,350.00	\$0.14	\$28,215.00	\$0.30
6	Painted Pavement Marking 4" Solid Yellow with 4-inch Broken Yellow	145,500	LF	\$0.10	\$14,550.00	\$0.12	\$17,460.00	\$0.20
7	Painted Pavement Marking 6" Solid White Line	188500	LF	\$0.14	\$26,390.00	\$0.13	\$23,562.50	\$0.25
8	Painted Pavement Marking 8" Solid White Line	54000	LF	\$0.22	\$11,880.00	\$0.14	\$7,290.00	\$0.30
9	Painted Pavement Marking 8" Broken White	2205	LF	\$0.46	\$1,014.30	\$0.14	\$297.68	\$0.16
10	Painted Pavement Marking 4" Mini Skip White	1400	LF	\$0.85	\$1,190.00	\$0.14	\$189.00	\$0.30
11	Painted Pavement Marking 4" Solid Yellow Line with 4" Broken Yellow Line	700	LF	\$0.09	\$63.00	\$0.10	\$70.00	\$0.10
12	Painted Pavement Marking 6" Mini Skip White Line	14500	LF	\$0.10	\$1,450.00	\$0.12	\$1,740.00	\$0.12
13	Painted Pavement Marking 8" Mini Skip White	6400	LF	\$0.17	\$1,088.00	\$0.14	\$864.00	\$0.16
14	Painted Pavement Marking 12" Solid White Line	300	LF	\$2.25	\$675.00	\$1.00	\$300.00	\$0.45
15	Painted Pavement Marking 12" Solid Yellow Line	300	LF	\$2.25	\$675.00	\$1.00	\$300.00	\$0.45
16	Removal of Existing Striping	3100	LF	\$1.00	\$3,100.00	\$1.75	\$5,425.00	\$2.00
17	Traffic Control	1	LS	\$17,000.00	\$17,000.00		\$40,000.00	\$30,000.00

Total Bid Price (Schedule A)			\$158,525.30		\$175,398.18		\$262,321.80
Total Bid Price written in words? y/n		Y		Y		Y	
Bidder Information provided? y/n		Y		Y		Y	
Sub Contractors listed? y/n or none		None		None		None	
Bid Document executed? y/n		Y		Y		Y	

Item 7 – A



Carson City Regional Transportation Commission Item for Commission Information

RTC Meeting Date: June 14, 2017
To: Regional Transportation Commission
From: Curtis Horton, Public Works Operations Chief
Date Prepared: June 6, 2017
Subject Title: Street Operations Activity Report
Staff Summary: Monthly Status Report for the Commission's Information

Carson City Public Works, Street Operations Division Status Report to RTC: Activities of April 2017

Street Repair and Maintenance

ACTIVITIES	COMMENTS
Slurry Seal Operation	N/A
Overlay Operation	N/A
Crack Seal Operation	310 blocks used
Street Patching Operation	N/A
Pot Hole Repairs	51

Tree Care and Maintenance

ACTIVITIES	COMMENTS
Tree Pruning Operations	N/A
Tree Removal	Removed two at 610 Spear
Tree Care Chemical Treatment	N/A
Tree Work for Other Departments	N/A
Weed Abatement Chemical Sprayed	Applied 355 gallons

Concrete Repair and Maintenance

ACTIVITIES	COMMENTS
Concrete Total Yards Poured	30.25
Curb & Gutter (Linear Feet)	122
Sidewalk & Flat Work (Sq/Ft)	922
Wheel Chair Ramps	0
Misc.	N/A

Grading and Shoulder Maintenance

ACTIVITIES	COMMENTS
Dirt Road Work/Misc	Repaired Rhodes St from the recent flooding west of S. Curry and added a detention basin. 240 yards of debris were hauled to the landfill. Excavated 186' of storm drain ditch and removed 15 yards of debris near 4139 James Dr. Re- graded 100' of Center Dr for proper drainage and flood repair. Removed 18 yards of debris from the storm drain ditch at Grumman and Conestoga. Excavated /prepped for paving 1,800 square feet of the roadway due to a spring on Reds Grade.
Shoulder Work on Asphalt Roads	N/A
Debris cleaned up	Removed 273 yards of debris

Storm Water

ACTIVITIES	COMMENTS
Sediment removed from ditches	33 yards of sediment
Linear feet of pipe hydro flushed	N/A
Number of Drainage Inlets Cleaned	158 drains cleared and 4 yards of debris captured.
Total sediment removed from system	37 yards

Sweeper Operations

ACTIVITIES	COMMENTS
Curb Miles Swept	384
Yards of Material Picked Up	229 Yards
City Parking Lots Swept	3 rd St parking lot and Governors Field

Trucking Bins

ACTIVITIES	COMMENTS
Bins Hauled for WWTP	25
Bins Hauled for Sweeping Operation	46
Bins Hauled for Other Operations	1 metal
Transport Equipment for other Departments	N/A

Banner and Decorations Activities

ACTIVITIES	COMMENTS
Banner Operations Carson Street	4
Change Lamp Post Banners	N/A
Install Christmas Decorations	N/A
Remove Christmas Decorations	N/A

Signs and Markings

ACTIVITIES	COMMENTS
Signs Made	30
Signs Replaced	44
Sign Post Replaced	3
Signs Replaced due to Graffiti Damage	7
Delineators	5
Cross Walks Painted	54
Stop Bars Painted	157
Yield Bars Painted	10
Right Arrows Painted	10
Left Arrows Painted	42
Straight Arrows Painted	2
Stop (word)	30
Only (word)	23
Bike Symbol & Arrow	0
Curb Painting	0

Snow Event

ACTIVITIES	COMMENTS
Snow and Ice Control	N/A
Rain Event/Flood Control	1 Rain Event
Wind	N/A



Carson City Regional Transportation Commission Request for Commission Information

RTC Meeting Date: June 14, 2017

Time Requested: 10 Minutes

To: Regional Transportation Commission
From: Darren Schulz, Public Works Director
Date Prepared: May 31, 2017
Subject Title: Project Status Report
Staff Summary: Monthly Status Report for the Commission's Information

List of Projects

- Blue Line ADA Sidewalk Improvements
- Carson City Freeway Multi-Use Path (Airport Road)
- Sierra Vista Lane Reconstruction
- Sonoma Street Reconstruction
- Silver Sage Drive Reconstruction
- Pavement Preservation Projects on portions of Arterial & Collector Streets
 - Micro Seals
 - Edmonds Drive/Snyder Avenue
 - West College Parkway
 - Koontz Lane
 - Arrowhead Drive/ Medical Parkway
 - Carson River Road
 - Fifth Street
 - Slurry Seals
 - Stewart Street
 - Airport Road
 - Patching (City-wide)
- Long Line Striping Project
- Northridge Drive Roundabout
- CDBG North Carson Street Improvements
- Battery Backup Improvements
- South Carson Street Improvements
- Carson City Freeway Multi-Use Path (Colorado Street)

Blue Line ADA Sidewalk Improvements

Project Name: Blue Line ADA Sidewalk Improvements

Project Number: 031702

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2016-2017

Department: Public Works

Total Estimated Cost: \$95,000

Project to Date Cost: \$30,000

Project Description

The project consists of replacing sidewalk ramps at intersections along the historic Blue Line Path to ADA standards.

Justification

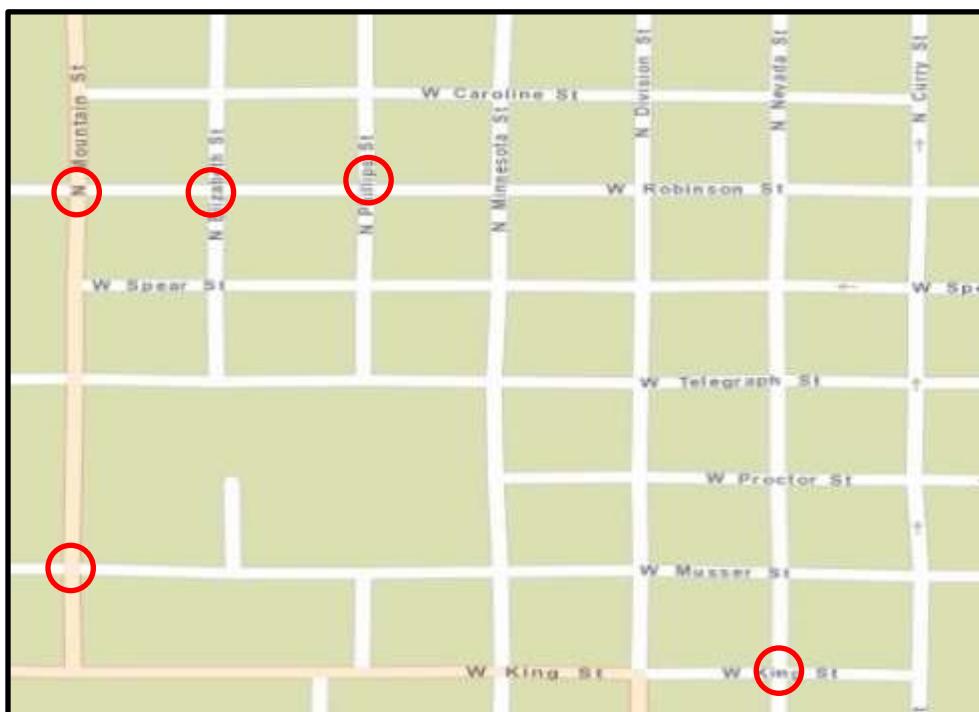
The project will enhance safety as well as provide ADA-compliant ramps at intersections along the historic Blue Line.

Project Location

The following intersections will have improvements: Mountain St. and Robinson St, Musser St. and Mountain St, Phillips St. and Robinson St., Robinson St and Elizabeth St., and Nevada St. and King St.

Status

Construction is 95% complete and anticipated to be substantially complete by 2nd week of June.



Carson City Freeway Multi-Use Path (Airport Road)

Project Name: Carson City Freeway Multi-Use Path (Airport Road)

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2016-2017 (FY 2017-2018)

Department: Public Works

Total Estimated Cost: \$1,009,211 (95% federally funded)

Project to Date Cost: \$56,000

Project Description

The project consists of the construction of approximately 7,860 lineal feet of multi-use pathway, including drainage systems, fencing, erosion control, re-vegetation and related improvements. Improvements to Airport Road will include pavement rehabilitation, drainage facilities, and sidewalk improvements.

Justification

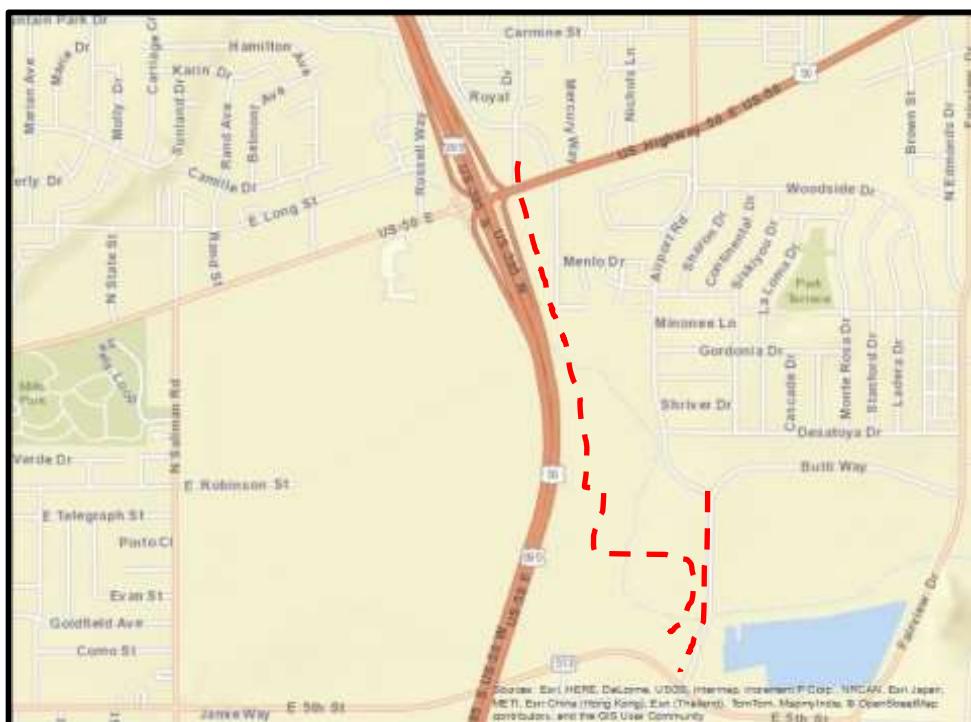
This project will extend the existing path further south along the freeway corridor establishing a connection between the existing path at Northridge Drive and the Linear Park Path to the south.

Project Location

East and west of I-580 (Carson City Freeway) from Northridge Drive south to U.S. Highway 50, then east of I-580 to East Fifth Street. Improvements to Airport Road will be between Butti Way and Fifth Street.

Status

Submitted 90% design plans in early May with Airport Road added, received NDOT comments and are currently reviewing.



Sierra Vista Lane Reconstruction Project

Project Name: Sierra Vista Lane Reconstruction

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2016-2017 & FY 2017-2018

Department: Public Works

Total Estimated Cost: \$4,553,578 (95% federally funded)

Project to Date Cost: \$50,000

Project Description

The project consists of reconstructing 2.5 miles of Sierra Vista Lane. Additionally, the project improves access to federal land by improving two trailhead-parking areas and will improve drainage facilities.

Justification

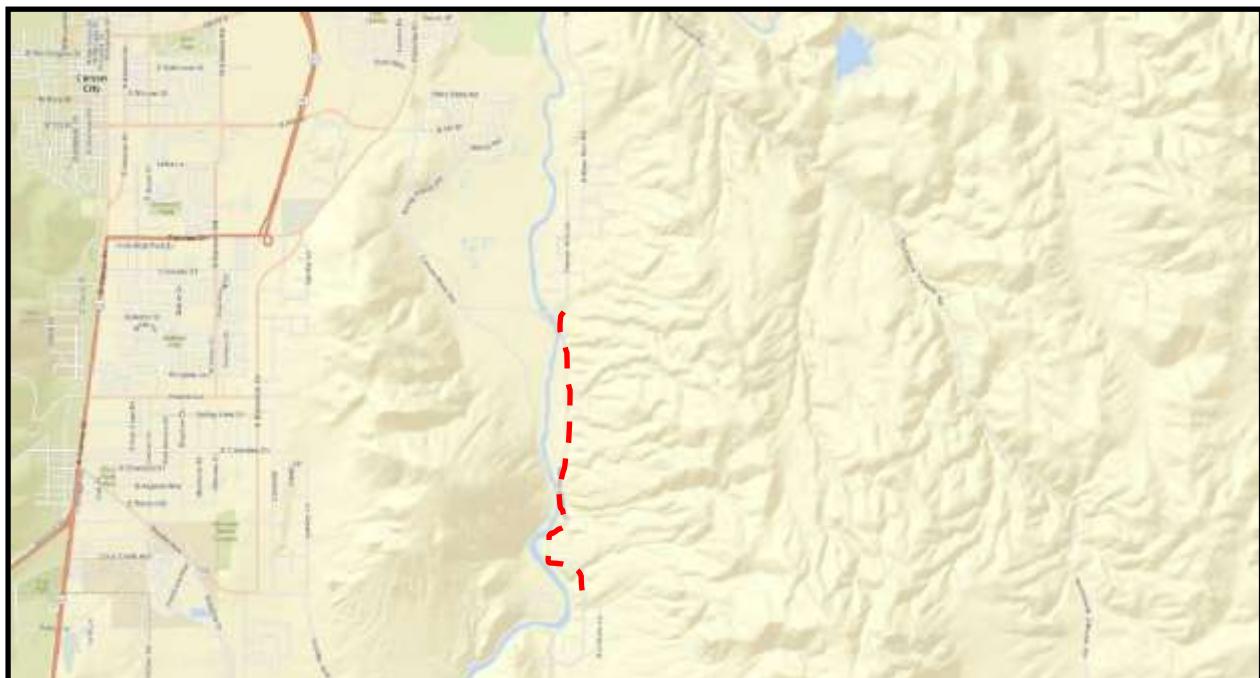
Sierra Vista Lane is in need of reconstruction because it is originally constructed out of recycled asphalt grindings and is rapidly deteriorating, creating unsafe conditions.

Project Location

Sierra Vista Lane, between Pinion Hills Road and Rio Vista Lane

Status

95% design plans anticipated in late July or early August and City staff has started to meet with private property owners to secure construction access and necessary easements. Staff is preparing final documents for BIA right-of-way application.



Sonoma Street Reconstruction Project

Project Name: Sonoma Street Reconstruction

Project Number: 031701

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2016-2017

Department: Public Works

Total Estimated Cost: \$200,000

Project to Date Cost: \$50,000

Project Description

The project consists of rebuilding Sonoma Street between Halleck Drive and Saliman Road as well as installing curb ramps and fixing ADA issues within the project limits.

Justification

Road is failing and needs to be rebuilt.

Project Location

Sonoma Street between Halleck Drive and Saliman Road

Status

Construction is complete, final punchlist and closeout work to be completed through June.



Silver Sage Drive Reconstruction Project

Project Name: Silver Sage Drive

Project Number: TBD

Fund Number: TBD

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$748,000 (95% federally funded)

Project to Date Cost:

Project Description

The improvements to Silver Sage Drive are between Clearview Drive and Roland Street, and include a full reconstruction of the roadway

Justification

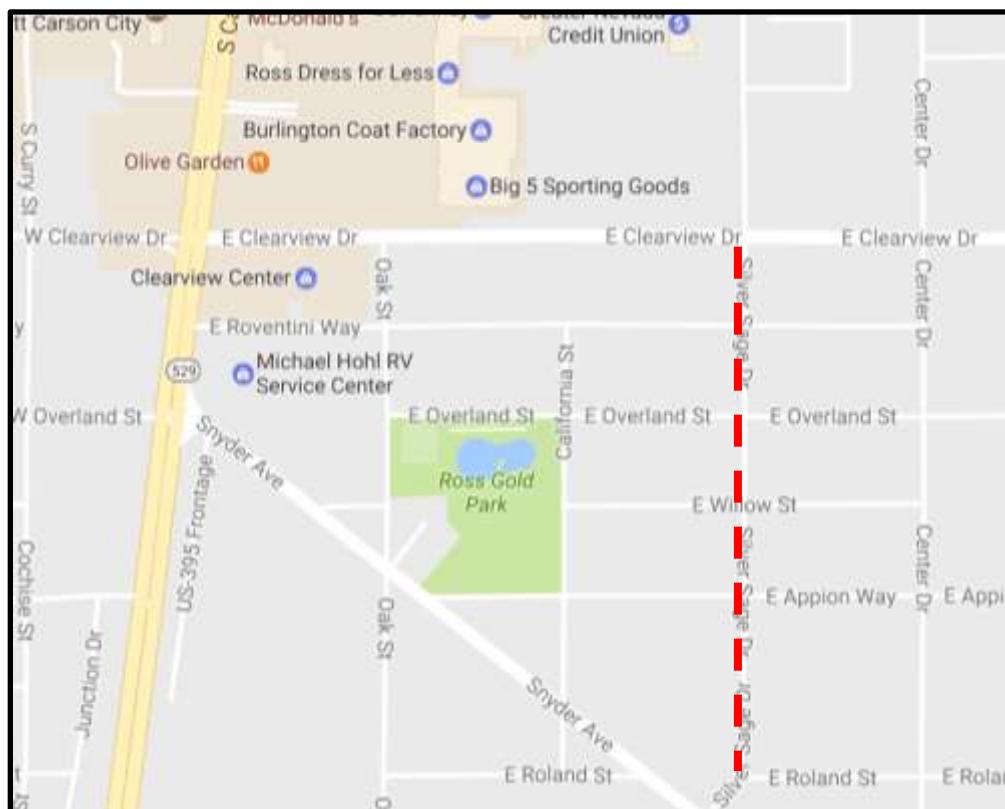
The pavement condition index for this section of roadway is poor and the roadway is a classified as a collector roadway

Project Location

Silver Sage Drive between Clearview Drive and Roland Street

Status

The Notice to Proceed for the design phase has been issued by NDOT, project under design.



Micro Seal Project: Edmonds Drive/Snyder Avenue

Project Name: Edmonds Drive/Snyder Avenue

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$151,818 (\$648,382 for all Micro projects)

Project to Date Cost:

Project Description

Micro seal to preserve roadway condition

Justification

Based on current road conditions, the pavement preservation treatment will be effective in preserving the road.

Project Location

Edmonds Drive between Fairview Drive and Snyder Avenue and a portion of Snyder Avenue between Edmonds Drive and Bigelow Drive

Status

90% design completed



Micro Seal Project: West College Parkway

Project Name: West College Parkway

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$112,613 (\$648,382 for all Micro projects)

Project to Date Cost:

Project Description

Micro seal to preserve roadway condition

Justification

Based on current road conditions, the pavement preservation treatment will be effective in preserving the road

Project Location

W. College Parkway between Carson Street and N. Ormsby Blvd

Status

90% design completed



Micro Seal Project: Koontz Lane

Project Name: Koontz Lane

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$126,045 (\$648,382 for all Micro projects)

Project to Date Cost:

Project Description

Micro seal to preserve roadway condition

Justification

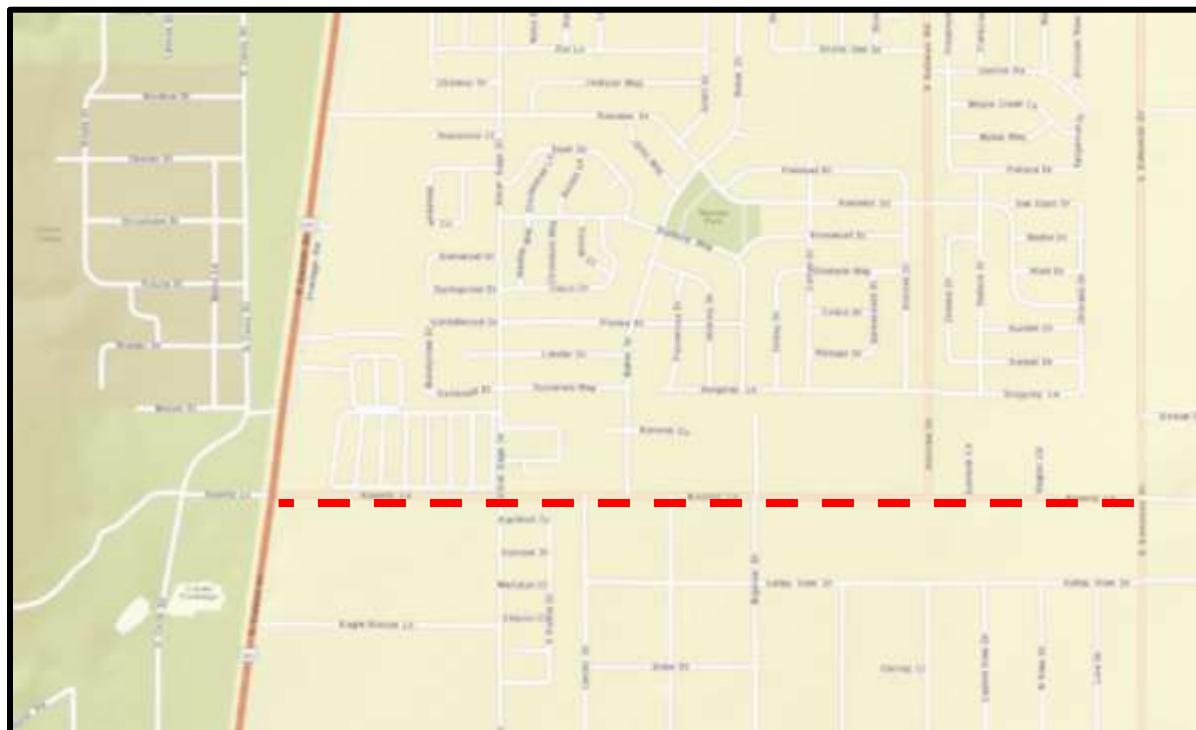
Based on current road conditions, the pavement preservation treatment will be effective in preserving the road

Project Location

Koontz Lane between Edmonds Drive and Carson Street

Status

In design



Micro Seal Project: Arrowhead Drive/Medical Parkway

Project Name: Arrowhead Drive/Medical Parkway

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$119,154 (\$648,382 for all Micro projects)

Project to Date Cost:

Project Description

Micro seal to preserve roadway condition

Justification

Based on current road conditions, the pavement preservation treatment will be effective in preserving the road

Project Location

Arrowhead Drive and Medical Parkway between Emmerson Drive and Silver Oak Drive, respectively

Status

90% design completed



Micro Seal Project: Carson River Road

Project Name: Carson River Road

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$119,067 (\$648,382 for all Micro projects)

Project to Date Cost:

Project Description

Micro seal to preserve roadway condition

Justification

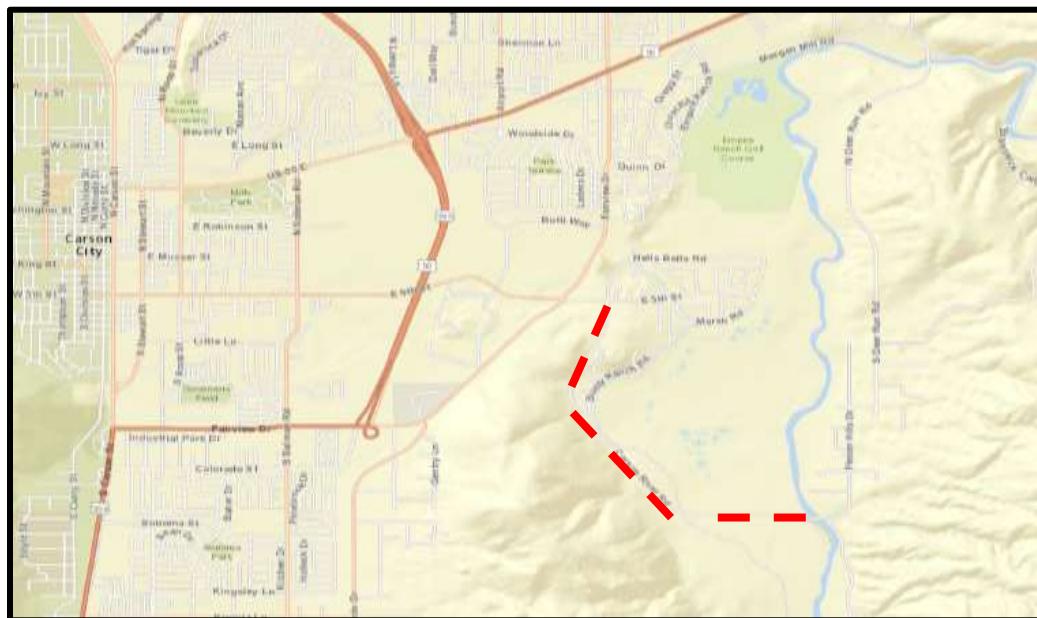
Based on current road conditions, the pavement preservation treatment will be effective in preserving the road

Project Location

Carson River Road between Fifth Street and Sierra Vista Lane

Status

90% design completed



Micro Seal Project: Fifth Street

Project Name: Fifth Street

Project Number: 031709

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$77,758 (\$648,382 for all Micro projects)

Project to Date Cost:

Project Description

Slurry seal to preserve roadway condition

Justification

Based on current road conditions, the pavement preservation treatment will be effective in preserving the road

Project Location

Fifth Street between Fairview Drive and Saliman Road

Status

90% design completed



Slurry Seal Project: Stewart Street

Project Name: Stewart Street

Project Number: 031708

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$144,002 (\$270,000 for all 4 construction costs plus \$15,000 in soft costs: \$285,000)

Project to Date Cost:

Project Description

Slurry seal to preserve roadway condition

Justification

Based on current road conditions, the pavement preservation treatment will be effective in preserving the road

Project Location

Stewart Street between William Street and Carson Street

Status

Out to bids, due June 6th



Slurry Seal Project: Airport Road

Project Name: Airport Road

Project Number: 031708

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$69,771 (\$270,000 for all 4 construction costs plus \$15,000 in soft costs: \$285,000)

Project to Date Cost:

Project Description

Slurry seal to preserve roadway condition

Justification

Based on current road conditions, the pavement preservation treatment will be effective in preserving the road

Project Location

Airport Road between U.S. 50 and College Parkway

Status

Out to bids, due June 6th



City-Wide Patching Project

Project Name: City-Wide Patching Project

Project Number: 031707

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$175,000

Project to Date Cost: \$2,000

Project Description

A City wide patching contract to preserve roadway condition (primarily on Arterial and Collector roadways)

Justification

Due to the high levels of precipitation this last winter, the number of potholes has risen.

Project Location

City wide - exact locations to be determined

Status

Out to bid, bids due June 13th

Long Line Striping Project

Project Name: Long Line Striping Project

Project Number: 1103805

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$183,661 -\$202,027

Project to Date Cost: \$175,000

Project Description

The 2017 Long Line Striping Project consists of placing approximately 1,103,805 linear feet of painted pavement markings.

Justification

Yearly project

Project Location

City Wide

Status

Nevada Barricade contract to be considered at June 14th RTC meeting. Project is set to start July 10th.



Northridge Drive Roundabout

Project Name: Northridge Drive Roundabout

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$72,000

Project to Date Cost: \$10,000

Project Description

Convert the two-way stop intersection to a roundabout

Justification

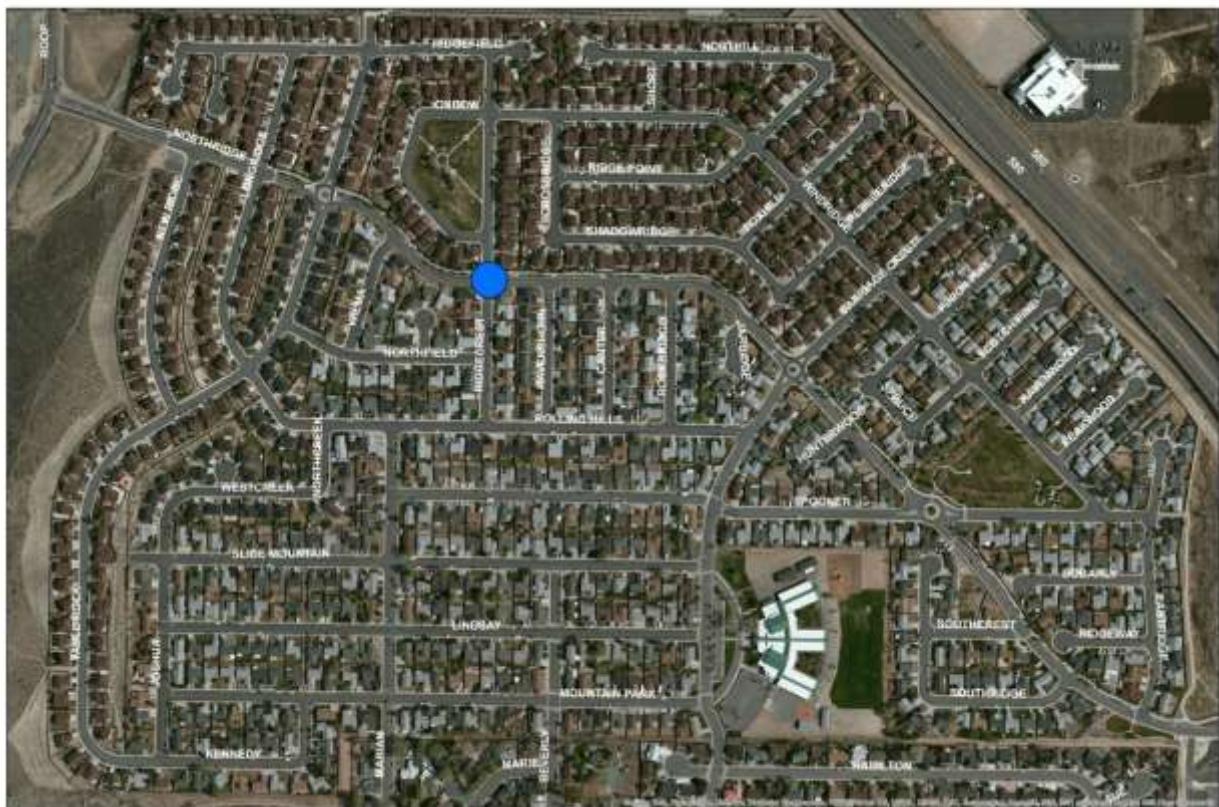
Safety concerns

Project Location

Northridge Drive and Ridgecrest Drive

Status

Completed early June



CDBG North Carson Street Improvements

Project Name: CDBG North Carson Street Improvements

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$147,871 (100% federally funded)

Project to Date Cost:

Project Description

ADA improvements on North Carson Street

Justification

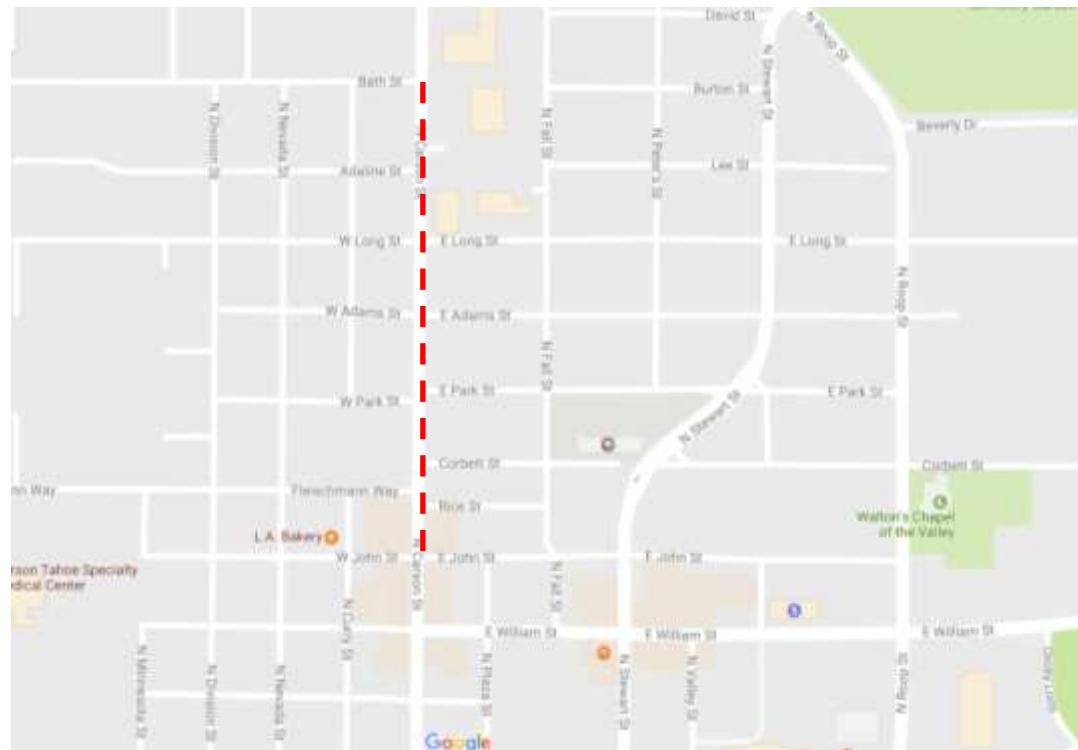
Received CDBG grant award to make ADA improvements

Project Location

Portions of North Carson Street between Bath and John Streets, east side only

Status

In design, working toward notice to proceed



Battery Backup Improvements

Project Name: Fiscal Year 2017 Intersection Improvements

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$159,000 (100% federally funded)

Project to Date Cost: \$0

Project Description

Installation of battery backup systems (BBS) and retro-reflective back-plate borders at 12 signalized intersections in Carson City.

Justification

Battery backup systems and retro-reflective back-plate borders will provide increased safety and enhance motorist progression throughout Carson City.

Project Location

- Hwy 50 and Deer Run Road
- Hwy 50 and Fairview Drive
- Hwy 50 and Airport Road
- Hwy 50 and Lompa Lane
- Hwy 50 and I-580
- I-580 and College Parkway
- I-580 and Fairview Drive
- US 395 and Clear Creek Road
- US 395 and Clearview Drive
- US 395 and Eagle Station Lane
- US 395 and Koontz Lane
- US 395 and Fairview Drive

Status

NDOT agreement to go to RTC for approval on June 14th

South Carson Street Bicycle and Pedestrian Improvements

Project Name: South Carson Street Bicycle and Pedestrian Improvements

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$789,474 (95% federally funded)

Project to Date Cost:

Project Description

Bicycle and pedestrian improvements along South Carson Street corridor

Justification

Carson City received a TAP grant for \$750,000 for bicycle and pedestrian improvements

Project Location

South Carson Street between Fairview Drive and Roland Street (includes portion of the Frontage Road)

Status

Working on an agreement with NDOT



Carson City Freeway Multi-Use Path (Colorado Street)

Project Name: Carson City Freeway Multi-Use Path (Colorado Street)

Project Number: TBD

Fund Number: 250

Fund Name: RTC

Source of Funding: FY 2017-2018

Department: Public Works

Total Estimated Cost: \$651,950 (95% federally funded)

Project to Date Cost: \$0

Project Description

Construct 4,200 feet of multi-use path and associate improvements

Justification

A TAP grant was approved by NDOT for Complete Streets improvements for South Carson Street

Project Location

West side of I-580 from linear ditch path to Colorado Street

Status

Pending NDOT kick-off meeting and draft agreement review

