



STAFF REPORT

Report To: Open Space Advisory Committee

Meeting Date: August 6, 2018

Staff Contact: Jennifer Budge, CPRP, Parks and Recreation Director

Agenda Title: Discussion and possible recommendation to staff regarding the use of approximately \$35,000 from the Quality of Life (Open Space) fund to serve as a portion of the required 5% local match to a Federal Lands Access Program grant (total project cost approximately \$3.7 million) for trailhead/roadway improvements in Kings Canyon; and further direct staff to pursue additional grant funding to supplement the trailhead improvements. (Jennifer Budge, CPRP) (Jennifer Budge, jbudge@carson.org)

Staff Summary: Carson City Public Works and Parks, Recreation and Open Space Departments have been working cooperatively to secure funding through the Federal Lands Access Program for much needed improvements to Kings Canyon Road and the Waterfall Trailhead. This project is estimated at \$2.9 million dollars and requires a 5% local match for the grant program. If approved, this item will allocate approximately \$35,000 from the Open Space budget, with the remaining required match from Public Works, as authorized by the Regional Transportation Commission.

Agenda Action: Formal Action/Motion

Time Requested: 20 minutes

Proposed Motion

“I move to recommend that staff approve the use of approximately \$35,000 from the Quality of Life (Open Space) fund to serve as a portion of the required 5% local match to a Federal Lands Access Program grant (total project cost approximately \$3.7 million) for trailhead/roadway improvements in Kings Canyon; and further direct staff to pursue additional grant funding to supplement the trailhead improvements.”

Board's Strategic Goal

Sustainable Infrastructure

Previous Action

November 27, 2017 - Carson City Regional Transportation Commission approved pursuit of this FLAP grant and accepted the fiscal impact associated with the 5% required local match.

Background/Issues & Analysis

The grant application requested funds for improvements to Kings Canyon Road and to expand the existing trailhead located on U.S. Forest Service property. Project improvements include roadway reconstruction, storm water improvements, and the expansion of the existing trailhead. The trailhead is significantly undersized for current levels of use, creating roadway obstruction and possible delays to emergency responders in the area.

Attached for the Committee's reference are copies of the FLAP funding documents, notice of award, project site map, scope of work, and site photos.

Applicable Statute, Code, Policy, Rule or Regulation

Carson City Grant Policy and Procedures
Carson City Municipal Code 13.06.140
Carson City Municipal Code 13.06.150

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: Quality of Life – Open Space. Maintenance and Management / 254-5047-452-0450

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: While it hasn't yet been confirmed from the FLAP grant administrator, it is anticipated that the \$35,000 would be contributed with 50% from FY 19 and 50% from FY 20. There is currently adequate funding available in the open space budget that is not encumbered or obligated to other grant projects.

Alternatives

Do not approve the item and provide additional direction to staff.

Committee Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

NV FLAP 39(1)
Kings Canyon Road (and Trailhead)
Funding Summary

	Scoping Estimate	Trailhead (approx. 20% of project)	Open Space (5% cash match)
Fiscal Year 2019			
Scoping/Prelim. Engineering	\$ 435,000	\$ 87,000	\$ 4,350
Construction Engineering	\$ 346,000	\$ 69,200	\$ 3,460
Sub-total	\$ 781,000	\$ 156,200	\$ 7,810
Fiscal Year 2020			
Construction (with construction cost escalation)	\$ 2,660,000	\$ 532,000	\$ 26,600
Sub-total	\$ 2,660,000	\$ 532,000	\$ 26,600
Total	\$ 3,441,000	\$ 688,200	\$ 34,410

Nevada Federal Lands Access Program: Proposed Project General Information

GENERAL INFORMATION

Project Points of Contact (POC): All POCs listed will receive project selection notification from the PDC.

	Applying Agency	Supporting Federal Land Management Agency(s)	
Agency Name:	Carson City Public Works	Forest Service Carson Ranger District	
POC Name:	Dirk Goering	Dan Morris	
POC Title:	Senior Transportation Planner	Trails Staff Officer	
Address Line 1:	3505 Butti Way	1536 S Carson Street	
Address Line 2:	Carson City, NV 89701	Carson City, NV 89701	
E-mail:	dgoering@carson.org	danielmorris@fs.fed.us	
Phone #:	775-283-7431	775-884-8140	
Additional Key Project Stakeholders:		Carson City Parks, Recreation, and Open Space Department	

Project Identification:

Project Title: Kings Canyon Road Reconstruction and Trailhead Expansion

Federal Lands Access Transportation Facility (FLATF) Name / Number: Kings Canyon Road

Federal Land Management Agency (FLMA) Accessed:

a. List all FLMA site(s) and/or major destination(s) that are accessed by the identified transportation facility. Provide annual visitation for all those FLMA sites and/or major destinations.

Name(s) of FLMA	Site(s) or Major Destination(s) Accessed	Distance from Project (miles)	Current Annual Visitation
Humboldt-Toiyabe National Forest Carson Ranger	Waterfall Trailhead	0	33,787
Humboldt-Toiyabe National Forest Carson Ranger	Ash to King Trail	1.4	
Humboldt-Toiyabe National Forest Carson Ranger	Spooner Summit	9.6	
Humboldt-Toiyabe National Forest Carson Ranger	USFS 21540	0.8	
Humboldt-Toiyabe National Forest Carson Ranger	Old Lincoln Hwy	0	

b. Identify source(s) for all annual visitation values listed and if estimate annual visitation values are listed in the instance actual values are unknown or unavailable include the estimating methodology used.

Estimated based on 13 days of pedestrian counts and 27 days of bicycle counts in November - Annual visitors 33,787 (averaged counts to multiply by 365). Attached is a table of counts and a trail map titled Ash to Kings Trail showing counter locations. A picture of a trail marking sign showing distances to federal destinations is attached as well.

	Terminus Start	Terminus End
Landmark, Milepost, Cross Roads:		
Latitude Coordinates: <i>(Decimal Degrees to 6 decimals)</i>	39.157287	39.153296
Longitude Coordinates: <i>(Decimal Degrees to 6 decimals)</i>	-119.803571	-119.815528

Nevada Federal Lands Access Program: Proposed Project Background

BACKGROUND DATA

1. Agency with Title to Facility:

Carson City has title to Kings Canyon Road, Forest Service has title to trailhead parking

2a) Agency with Maintenance Responsibility

Carson City for road and Forest Service for trailhead parking (City helps with trailhead)

2b) Describe how the maintenance responsibility is provisioned.

Attach any available ROW documentation and maintenance agreement(s).

Carson City, formerly named Ormsby County, has the right-of-way for Kings Canyon Road. A 60-foot wide area has been preserved in parcel maps over the years since 1882 when the road reverted to Carson City. A document on the Ostermann Grade (Kings Canyon Road) provided by a State Archivist from the Nevada State Library is attached. Copies of final maps have been attached to document right-of-way. See attachment titled right-of-way.

3. Project Length:

Provide length in miles

0.73

4. Existing Roadway Width

(outside shoulder to shoulder):

23

Provide average width in feet

5. Existing Posted Speed Limit:

2

5

6. Existing Bridge Information:

Provide known data for all bridge structures within the project limits.

Refer to the link below for guidance:
<http://www.fhwa.dot.gov/bridge/nbi.cfm>

National Bridge Inventory Structure #	Bridge Length (ft.)	Bridge Width (ft.)	Bridge Area (Sq. Ft)	Bridge Sufficiency Rating

7. Functional Classification:

Check those that apply.

- National Highway System
 Arterial
 Local Road
 Major Collector
 Minor Collector

Refer to the link for guidance: http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/

8. Traffic Volumes:

Provide any available traffic data from recent counts or other documented sources.

Note: If no data (i.e., counts) are available, please estimate range (< 200, 200 - 500, 500, 500 - 1000, > 1000 vehicles per day)

	Current	20-Year Projection	Data Source / Methodology
Average Daily Traffic (ADT)	600		MPO Travel Demand Model
Seasonal Average Daily Traffic			
% ADT as FLMA visitors / users	17		

9. Safety History:

Describe site(s) including the number, rate and type of crash as well as the user type(s) that have occurred within the project limits and the source of this information (reports or anecdotal). If available provide site specific crash data for last three years.

Since 2006, three crashes along this road segment have occurred. All three were non-collision accidents with the vehicles departing from the roadway. Two resulted in injuries and one was property damage only. No fatalities were reported. The location of these crashes are mapped in an attachment. The crash history is from the Nevada Office of Traffic Safety.

10. Projects in Proximity:

Describe other current or previously funded Federal Lands project(s) adjacent to or in proximity to this project.

N/A

Nevada Federal Lands Access Program: Proposed Project Description

PROPOSED PROJECT

1. Purpose and Need:

Describe the need for the project including but not limited to who the project will serve, conditions requiring relief, and anticipated changes in use due to the proposed project.

The purpose of this project is to improve roadway safety and increase parking capacity at a high use trailhead. The roadway is narrow and in very poor condition. Undersized drainage facilities & annual flooding create hazards, which attribute to road and trailhead deterioration, and contributes to non-point pollution. The parking area is routinely overflowing with vehicles, forcing visitors to park along a narrow road leading to the trailhead, creating emergency response concerns. The project will serve city residents and visitors.

2. Proposed Design Standards:

Project will be designed to the following standards. Check the standard that best applies to this project.

- AASHTO
 State DOT
 Local Government
 FLMA

3. Proposed Roadway (shoulder to shoulder) Width (feet):

Proposed width should be in accordance with the proposed design standards.

30

4. Proposed Speed Limit:

2	5
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5. Description of Proposed Work*:

a) Provide a description of all proposed work including project phase(s) and major construction work items.

The project reconstructs a 0.73-mile segment of road, which includes widening, allowing for 11-foot lanes, 4-foot bikes lanes, stripping, signage, and adequately sized drainage swales and culverts. Culverts will be installed at stream crossings, driveways, and road intersections. Trailhead improvements will be completed on the existing parking area and include the construction of a new parking area with bathroom facilities. Drainage facilities at the trailhead will reduce stormwater from being conveyed down the road.

b) Describe how the proposed project will address the identified purpose and need.

The project will improve safety, access, emergency response, and drainage conditions to the Kings Canyon Road and trailhead. The reconstruction of the road and trailhead area will allow an opportunity to address the deficiencies that are interrelated. The project will incorporate best management practices that address roadway design and stormwater facilities. These improvements will create a safe and enjoyable environment for visitors accessing federal land.

c) Describe if the project is a segment of a larger project/route or if this project is/ can be phased. Include any known alternatives that should be reviewed as part of this project.

The project can be completed in one phase, or multiple if needed by Central Federal Lands.

**Note: The Programming Decision Committee has final approval for all proposed project phases and reserves the right to reduce scope of work.*

6. Key Items of Work: Check all that apply. Refer to link for guidance: <http://contextsensitivesolutions.org/content/reading/types-of-highway/>

New Construction / Reconstruction (4R):

- Earthwork/Grading
- Road base
- Major Drainage (>48")
- Minor Drainage (<48")
- Retaining Walls
- ROW Acquisition
- Utility Relocations

Recycling (3R):

- Existing Asphalt / Base Recycling (Ex: Pulverization)
- Overlay
- Milling
- Minor Widening (< 5 ft.)
- Major Widening (> 5 ft.)

Bridge:

- New / Replacement
- Rehabilitation or Repair

Surfacing:

- Asphalt
- Concrete
- Gravel
- Parking

Safety Improvements:

- Intersection / Traffic Controls
- Guardrail
- Sight Distance Improvements
- Roadside Hazard Improvements

Bicycle / Pedestrian:

- Bicycle and Pedestrian facility
- Bicycle facility (e.g. bike lane)

****Non-Infrastructure:**

- Transit
- Planning Study
- Planning-Environmental Linkage (PEL) Study
- Research

****Note:** Applications that include non-construction or elements including transit, planning, and/or research, please fill out the supplemental worksheet for alternative transportation that can be found at: <http://flh.fhwa.dot.gov/programs/flap/nv>

Nevada Federal Lands Access Program: Proposed Project Acquisition and Impacts

7. Right of Way Acquisition: All Right-of-way (ROW) property (acquisition costs) to be part of the project costs should be detailed in the project estimate page. All acquisition support costs are non-participating and will be borne by the applicant.

7a) Is ROW acquisition required? (yes /no)

No

7b). Existing ROW Width (feet):

60

7c) Describe the anticipated ROW acquisition needed to construct project. Include the proposed ROW width (ft) including formalization of all ROW on FLMA lands.

No acquisition of right-of-way is anticipated for reconstruction of the roadway. A 60-foot right-of-way is currently documented from state achieves and parcel maps. Please see right-of-way attachment for support. Carson City will need to enter into an agreement with the US Forest Service to expand the trailhead and to be responsible for future maintenance.

8. Utility Impacts: All utility relocation costs must be accounted for by the applicant whether borne by the applicant or included as project cost. Utility relocation costs should be detailed in the project cost estimate.

8a) List any known utility conflicts within the project ROW and describe any anticipated utility impacts and proposed relocations.:

A few utilities do exist in the 60-foot right-of-way, however, conflicts are not anticipated nor are any relocations. There is a waterline owned and operated by Carson City that is in a portion of the roadway. Power lines do exist along the road, but are set back enough to avoid reconstruction and the additional width. No sewer lines exist along this portion of the Kings Canyon Road.

8b) Will relocation of utilities be required? (yes /no)

No

9. Environmental Impacts / Resource Protection: Identify and describe known or anticipated impacts, positive or negative, to biological, cultural, wetlands or water resources, or any other environmental areas.

Wetlands / Water Resources	Positive
Historic & archeological resources	Unknown
Parks & recreation area / wildlife refuge (Section 4(f))	Positive

Describe all those impacts identified:

The project will improve roadway drainage facilities. This road and trailhead experiences flooding from Forest Service road NF-039, Kings Canyon Creek, and the mountain side. The improvements will prevent stormwater from conveying down the roadway and increase drainage capacity at stream crossings.

Historic resources exist within this area of the City and excavation may unearth resources.

The existing trailhead is primitive with insufficient vehicle capacity. The project will improve the visitors experience on federal lands.

10. Proposed Lead Agency: Identify the lead agency that is proposed to lead delivery of this project. It is typical for the CFLHD to act as the lead agency for duration of the project, from award through project completion. However, if the applicant plans to have the difference agency act as lead for the project, the applicant must provide justification for this position, previous experience in delivering Federal Aid (Title 23) funded projects and ability to satisfy FHWA project delivery requirements in accordance with with [NDOT Local Public Agency Manuals](#). The final decision for project delivery resides with the PDC. If delivered by another Agency, CFLHD will have Stewardship and Oversight responsibility where all costs and overruns will be borne by the applicant.

The proposed and preferred lead agency is CFLHD, however, City Staff is experienced with the NDOT Local Public Agency Manuals and capable of project delivery if needed.

Nevada Federal Lands Access Program: Proposed Project Funding

Applicants are required to attach a detailed estimate to support costs referenced below. A [Sample FLAP Project Cost Estimate Form](#) is available for use. Project cost estimates must include all project costs including Preliminary Engineering and Construction Engineering costs, Contingency, ROW, utility relocation, etc.

1. Cost Estimate for Proposed Project (From developed Cost Estimate attached): \$2,926,600.00

2. Federal Lands Access Program Funds Requested (Cannot exceed 95%): \$2,780,270.00 = 95 %

3. Project Funds Leveraged: List and provide detail of all non-FLAP match funding sources that will be furnished below.

a) Sources eligible for Minimum Match (5%) and/or Overmatch:

Local, State, and/or Other non-federal Sources (Cash match only) :	\$146,330.00	=	<u>5</u> %
Right of Way (Acquisition costs only. Supporting costs borne by Applicant) :	\$0.00	=	%
Utility Relocation (Construction costs only. Supporting costs borne by Applicant) :	\$0.00	=	%
Authorized Title 23 (FLTP, TTP) and/or Title 49 Sources (Requires Agency approval) :	\$0.00	=	%
In-Kind Matching Contributions (In accordance with NDOT LPA Manual) :	\$75,000.00	=	%
Sub-Total (minimum required 5 %):		\$221,330.00	= <u>7.56</u> %

b) Sources only eligible for Overmatch:

Other Federal Sources (e.g. Federal-Aid Highway Programs)	\$0.00	=	%
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c) Total Matching Contribution: \$221,330.00 = 7.56 % **Total Percent Overmatch:** = 2.56 %

4. List and provide detail on all match funding source(s) identified above including funding source description, restriction(s), timing availability of funds and associated partnerships.

On November 27, 2017, the Carson City Regional Transportation Commission approved pursuit of this FLAP grant and accepted the fiscal impact associated with the 5% required local match. Funding can be made available as early as fiscal year 2019, when a new budget is approved.

5. Summarize any assumptions made regarding the project cost. Describe costs that are outside of the general summary provided in the estimate.

The cost estimate was developed with assumptions derived from a past FLAP project, Sierra Vista Lane, which is at 100% design and out to bid. If eligible, the in-kind applicant support costs were developed based on expended city resources associated with the recent Sierra Vista Lane FLAP grant. Drainage improvements in the estimate are assumed to cover roadway swales, culverts, and other drainage best management practices associated with the improvements to the existing trailhead as well as the new parking area.

6. Describe why the Federal Lands Access Program is the most appropriate funding source for the proposed project as opposed to other funding sources eligible.

Kings Canyon Road dead ends on Forest Service property. NF-039, a type 2 road, passable only by high clearance vehicles continues into federal lands another 8 or 9 miles, eventually connecting to US 50 Hwy in the Lake Tahoe Basin (not requesting fund for this road). Due to the rural nature of Kings Canyon Road, it is difficult for the City to allocate sufficient funding to this facility when high priorities exist in the local and regional transportation network that serve higher volumes and are more critical to the transportation network.

1 - Federal Lands Access Improvement

1. Describe how the Federal Lands Access Transportation Facility (FLATF) in this project is connected to the Federal Lands listed on page 1. of the Proposal (FLMA's Accessed).

The Kings Canyon Road transportation facility provides access to Forest Service land for all types of vehicles. Kings Canyon Road turns into NF-039, a dirt road that provides access to the heart of the Carson Range, the Lake Tahoe Basin, and ultimately the Sierra Nevada Mountain Range. No road work is proposed for NF-039 past the trailhead parking. An undersized trailhead parking area provides access for hikers, mountain bikers, and OHV users. The City has applied for state funds to survey NF-039, just west of this FLAP project. This may lead into future access improvements. Supplemental information has been provided to show the extent of federal lands being accessed from Kings Canyon Road.

2. Describe how access to these Federal Lands will be improved as result of this project. If applicable, include improvements to all transportation mode choices (vehicular, pedestrian, bicycle, transit, emergency, etc.). Also, if applicable, include how the project will improve access management (e.g. reduction in traffic congestion, restrictions, bottlenecks, size/load limits, etc.).

The project will widen Kings Canyon Road and enlarge the trailhead area. The road widening will allow for bike lanes and will reduce conflict in the event of an emergency response. The trailhead parking expansion will significantly reduce, if not eliminate, on-street parking and create reliability for trailhead visitors. The new parking will be designed to accommodate equestrians and other users who require trailers, such as off-highway vehicles. The new trailhead will create a safer environment for pedestrians accessing the trails. Due to the high use of this trailhead, capacity is frequently reached forcing visitors to walk along a narrow dangerous road or move to another trailhead location. Removing on-street parking will create a better situation for emergency responders. Carson City is prone to wildland fires, earthquakes, and floods. Minimizing on-street obstacles, widening the road, and improving drainage capacity will improve conditions in the event of an emergency.

2 - High Use Recreation Site and Economic Generator

1. Describe how the Federal Lands listed on page 1. of the Proposal (FLMA's Accessed) are considered high use recreation site(s).

The Kings Canyon trailhead is known for access to the Kings Canyon Waterfall. The waterfall is extremely popular with hikers. It is a year-round free flowing waterfall and is advertised on multiple websites, including, www.waterfallswest.com and www.alltrails.com. The waterfall is a short 5 minute drive west of downtown on King Street, formerly known as The Old Lincoln Highway. The waterfall is very easy to reach making it a popular waterfall. In preparation for this grant, the City deployed pedestrian and bicycle counters in late November (off-peak season). Counts have been extrapolated for annual numbers. Based on these counts an estimated 31,516 pedestrians and 2,271 bicyclists use this trailhead to access federal lands annually. As for anecdotal evidence, pictures of the trailhead being over-parked are attached for reference.

2. Describe how the Federal Lands would be considered federal economic generator(s)* for the local and/or regional economy. Explain if/how the local and/or regional community is economically dependent on the access to the federal lands and the proposed transportation facility.

The Carson City Master Plan stresses the importance of a high quality of life and acknowledges the connection between recreation and quality of life. Material from the Master Plan is attached for reference. This grant is supported by the Carson City Visitor's Bureau, a letter of support is attached. Carson City has a multi-year agreement with Epic Rides, a nationally known organization that organizes mountain bikes rides across the United States. The Carson City Off Road Event is one of six locations Epic Rides has selected to host a ride. A map of the route demonstrating federal lands access is attached for reference. This project will improve safety for event participants and viewers. Carson City is the Capital of Nevada and has a metropolitan population of approximately 85,896 and is projected to grow to 107,986 by 2040. The authors of "Boomtown USA" ranked Carson City as one of the top 50 communities in the West for the greatest opportunities for business, jobs and lifestyle. Today's economy is fueled by a high quality of life.

*Note: Federal economic generator refers to any use of/on Federal lands that results in economy generation for the local community and/or region.

3 - Preservation

1. Describe the condition of the FLATF including surface condition and age of the facility. As applicable, include pavement condition ratings (PCI), bridge sufficiency ratings, etc.

The Pavement Condition Index for Kings Canyon Road primarily ranges between 17 and 31 on a 100 point scale. A PCI Map is provided for support along with pictures that demonstrate serious pavement distress and safety hazards. The age of the road is unknown, this road has existed since the late 1800's and was last improved in 1995 (22 years ago).

2. Describe how the proposed project will improve the condition of the FLATF. Describe if/how the proposed project will improve a deficient rating and/or extend the service life of a structure.

The project will secure safe and long lasting access to federal lands. The project will bring the pavement condition from very poor to good and incorporate modern design standards for the roadway and drainage facilities. These improvements will ensure that this transportation facility remains in service for future generations, as it has served past generations since the mid 1800's. The new parking area with bathrooms will provide safe and reliable access to all types of users. The project improvements will allow this federal access point to adequately serve the high level of recreational use being experienced.

3. Describe how the proposed project will impact FLATF maintenance and operating costs.

The project will reduce maintenance and operating costs. Carson City Public Works staff performs maintenance on an as needed basis. Flooding and safety hazards routinely require city resources. Pictures have been provided to demonstrate crack sealing and pothole repair efforts. Public Works staff is frequently dealing with floods issues on Kings Canyon Road. Due to undersized drainage facilities, flood waters typically flow down the road.

4 - Safety

1. Describe all existing safety conditions (e.g. below standard sight distances, roadside hazards, below standard lane and shoulder widths, etc.) and how proposed project countermeasure(s) will address these safety conditions.

Deteriorating pavement conditions, narrow travel lanes, limited sight distance, insufficient drainage facilities, and a lack of signage and striping all contribute to poor safety conditions. Overflow parking near the trailhead creates safety hazards for roadway users, pedestrians, and emergency responders. Carson City is prone to natural disasters such as flooding, wildland fires and earthquakes. Due to the severity of pavement distresses, vehicles are swerving to avoid potholes or chunks of asphalt. Since 2006, there have been three crashes, all were road departures. The project will significantly improve the roadway safety by addressing all the issues noted above.

Nevada Federal Lands Access Program: Proposed Project Qualifications

2. Describe how the proposed project will impact safety for the current and proposed user groups (e.g. vehicles, pedestrians, bicyclist, etc.).

The main user groups are passenger vehicles, pedestrians, and bicyclists. The reconstruction will add bicycle lanes, currently none exist. The reconstruction will drastically improve safety conditions for all vehicles, including emergency responders, by widening the road, adding signage and striping, and improving the pavement condition to eliminate hazards and improve driver behavior. A safer environment for pedestrians will be created by having parking off the road, and not forcing trail users to park along the narrow road with traffic. The new parking area will be designed to accommodate two new types of users, equestrians and OHVs being trailered.

5 - Sustainability and Environmental Quality Benefits

1. Describe if and how the proposed project contributes to the environmental goals and objectives of the local, State, and/or Federal Land Management Agency (e.g. wildlife connectivity, habitat, aquatic organism passage, reduction of noise/water/air/pollution, critical watersheds, environmentally sensitive areas, etc.).

Kings Canyon Road crosses Kings Canyon Creek, a perennial stream, in two locations in the project. The creek is a tributary to the Carson River. The roadway and drainage improvements will reduce non-point pollutants, soil erosion, and the transfer of sediment. The attached Environmental Assessment identifies many of the environmental concerns within this watershed area. Additional benefits may include a reduction in noise as a result of a smooth roadway.

6 - Coordination

1. Describe coordination and/or support from all stakeholders that align with Public Involvement Plan (PIP) as applicable, including FLMA(s) and other project stakeholders. Provide support letters as available.

The improvements associated with this project are supported by multiple publicly vetted documents. Documents include the Carson City Master Plan, the Carson City Unified Pathway Master Plan, and a Forest Service Environmental Assessment for the Clear Creek/Kings Canyon Travel Management Plan. Letters of support have been received from the United States Forest Service, Carson City Parks, Recreation, and Open Space Department, the Carson City Visitors Bureau, and Muscle Powered (citizens for a walkable and bikeable Carson City).

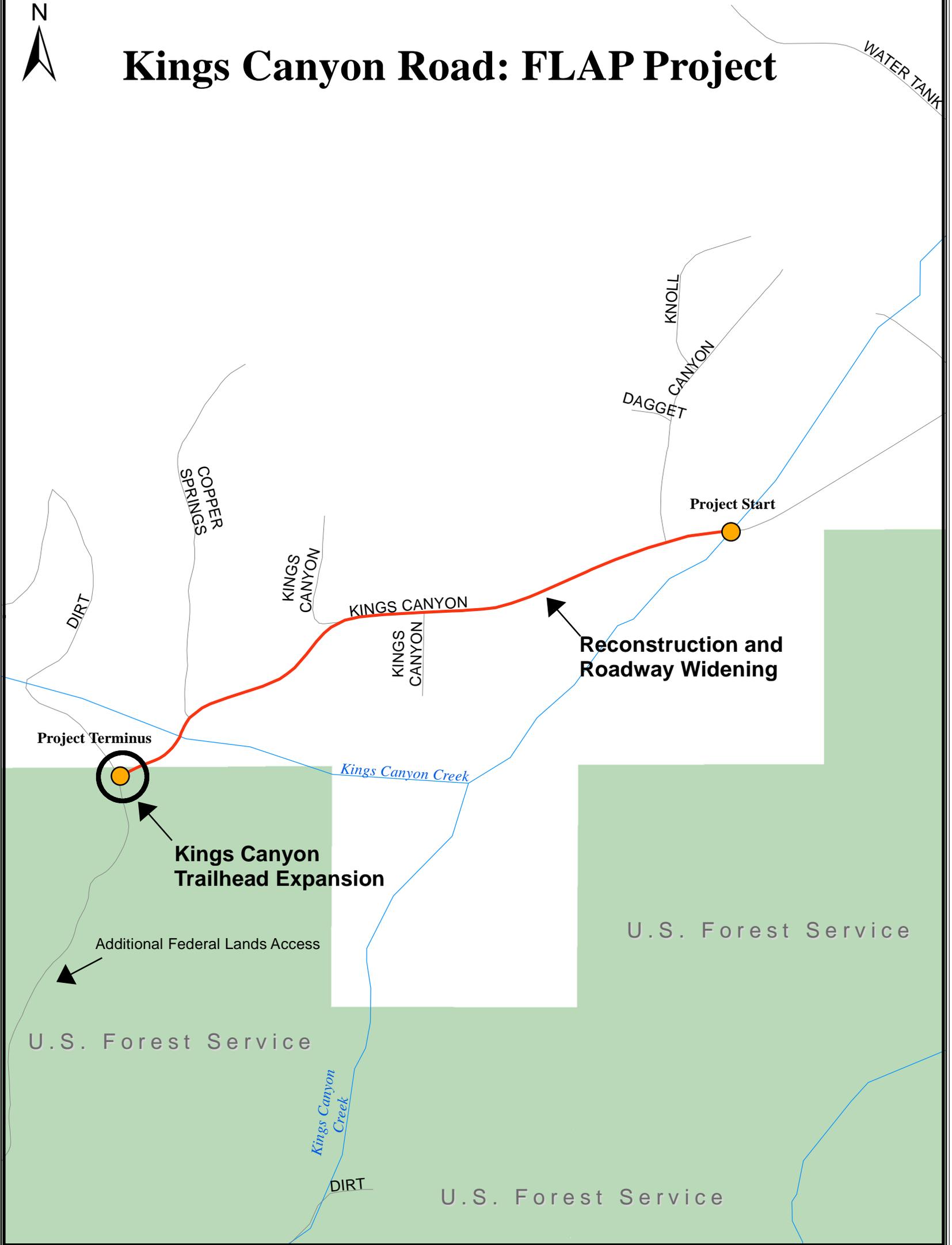
Nevada Federal Lands Access Program: Proposed Project Submittal Instructions

Submittal Instructions:

1. Save your form as PDF to your computer, with file name similar to:
NEVADA FLAP APP 2017 <PROJECT NAME>
 - a. Check that all fields have been completed and that all your work has saved properly prior to e-mailing your application.
2. Attach all additional files:
 - a. Review the checklist you completed on page 1 and attach all photos, maps project estimates, and forms requiring signatures.
 - b. Maximum total for all files is 15MB. Using a zip application may help reduce file sizes but it is the responsibility of the sending party to ensure their file has successfully transmitted (not getting stuck in the e-mail "outbox").
 - c. **ATTENTION:** *DO NOT USE YOUR PDF SOFTWARE TO ATTACH DOCUMENTS INTO THE PDF DOCUMENT AS ALL YOUR FORM FIELDS WILL BE INVALID. ALL ATTACHED PHOTOS AND FILES SHOULD BE SEPARATE FILES.*
3. Save a copy for your records
4. E-mail your completed form to cfl.planning@dot.gov, using the subject: *NEVADA FLAP APP 2017 <PROJECT NAME>*
5. Check your e-mail's "sent box" to ensure that your file was sent. Larger files may take longer to send.
 - a. You should receive confirmation of receipt of your submission within 3 working days.

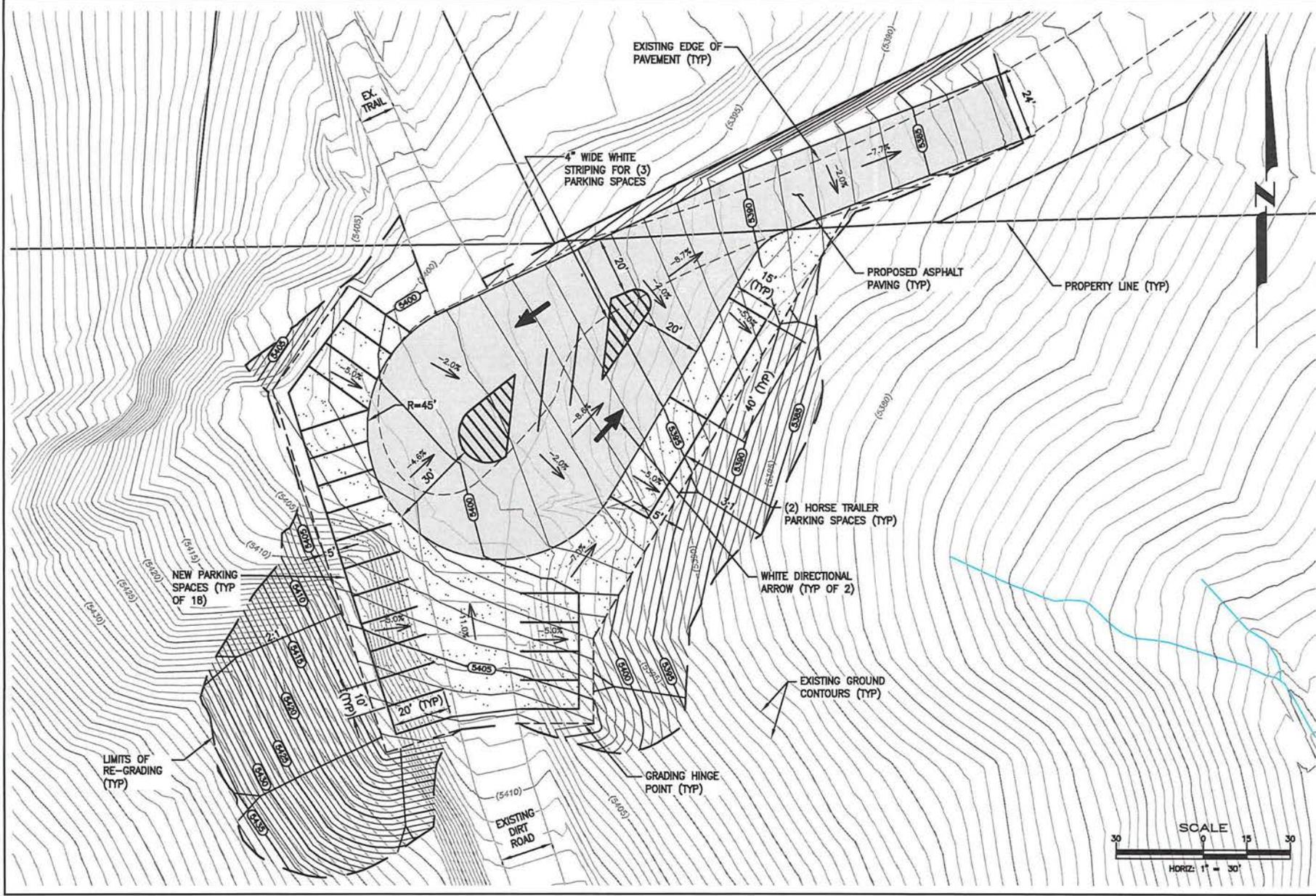


Kings Canyon Road: FLAP Project



Kings Canyon FLAP Grant Exhibits





<p>KINGS CANYON TRAILHEAD PARKING PROJECT PRELIMINARY PARKING LAYOUT</p>		<p>DESIGNED BY: D.L.O. DRAWN BY: D.L.O. CHECKED BY: D.G. DGR DATE: 11/17/17</p>
<p>REV. DATE DESCRIPTION BY APPD</p>	<p>CARSON CITY PUBLIC WORKS DEPARTMENT 3505 BULLI WAY CARSON CITY, NEVADA 89701 PH: 887-2355 FAX: 887-2112</p>	
<p>SHEET 1 OF 1</p>		

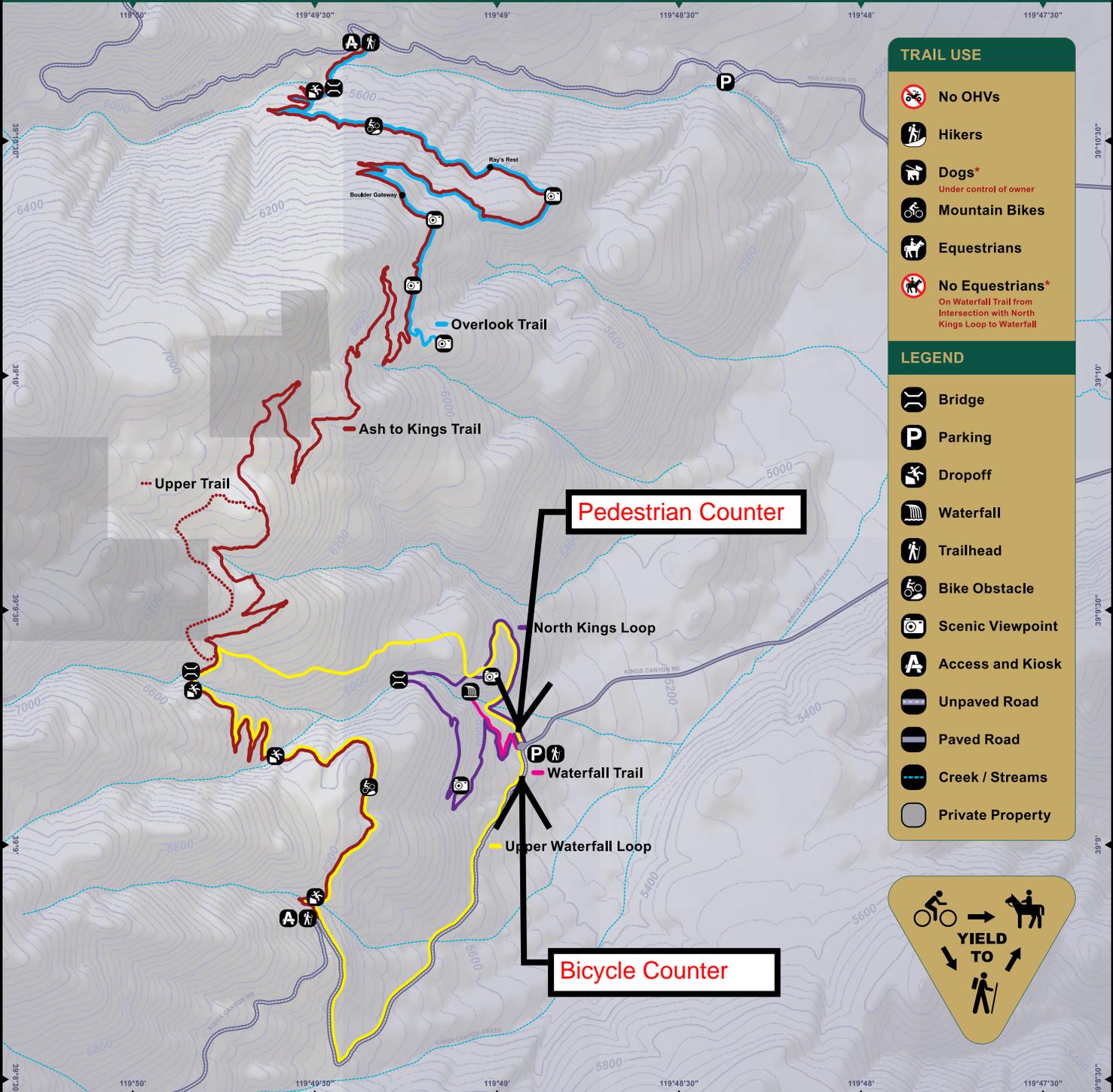
Kings Canyon Trailhead Pedestrian & Bicycle Counts

Date	Day of the Week	Pedestrian Counts (in & out)	Total Pedestrians	Bicycle Counts
11/8/2017	Wednesday	82	41	4
11/9/2017	Thursday	70	35	1
11/10/2017	Friday	188	94	4
11/11/2017	Saturday	447	224	22
11/12/2017	Sunday	427	214	23
11/13/2017	Monday	88	44	1
11/14/2017	Tuesday	136	68	4
11/15/2017	Wednesday	23	12	0
11/16/2017	Thursday	8	4	1
11/17/2017	Friday	127	64	5
11/18/2017	Saturday	298	149	8
11/19/2017	Sunday	270	135	8
11/20/2017	Monday	81	41	4
11/21/2017	Tuesday	No Data Collected	No Data Collected	12
11/22/2017	Wednesday	No Data Collected	No Data Collected	8
11/23/2017	Thursday	No Data Collected	No Data Collected	23
11/24/2017	Friday	No Data Collected	No Data Collected	12
11/25/2017	Saturday	No Data Collected	No Data Collected	9
11/26/2017	Sunday	No Data Collected	No Data Collected	2
11/27/2017	Monday	No Data Collected	No Data Collected	3
11/28/2017	Tuesday	No Data Collected	No Data Collected	0
11/29/2017	Wednesday	No Data Collected	No Data Collected	3
11/30/2017	Thursday	No Data Collected	No Data Collected	3
12/1/2017	Friday	No Data Collected	No Data Collected	2
12/2/2017	Saturday	No Data Collected	No Data Collected	2
12/3/2017	Sunday	No Data Collected	No Data Collected	3
12/4/2017	Monday	No Data Collected	No Data Collected	1
Total		2,245	1,123	168
Daily Average			86	6
Estimated Annual Counts			31,516	2,271
Annual Total Pedestrian and Bicyclists		33,787		

Counts collected by Carson City Public Works Staff

ASH TO KINGS TRAIL

0 0.5 km
0 0.5 mi



TRAIL USE

- No OHVs
- Hikers
- Dogs*
Under control of owner
- Mountain Bikes
- Equestrians
- No Equestrians*
On Waterfall Trail from Intersection with North Kings Loop to Waterfall

LEGEND

- Bridge
- Parking
- Dropoff
- Waterfall
- Trailhead
- Bike Obstacle
- Scenic Viewpoint
- Access and Kiosk
- Unpaved Road
- Paved Road
- Creek / Streams
- Private Property



TRAIL ACCESS INFORMATION		Grade <small>Std Ramp is 8.3%</small>		Cross Slope		Tread Width		Surface
Trail Name	Length	Typical	Maximum	Typical	Maximum	Typical	Minimum	Type
Ash to Kings Trail	7.4 mi	8.2%	0.38 mi is 21% - 35%	6.1%	0.23 mi is 20% - 31%	18 in	15 in	Soil
Overlook Trail	2.8 mi	8.4%	2322 ft is 16% - 32%	5.9%	438 ft is 16% - 30%	17 in	15 in	Soil
Upper Water Fall Loop	4.4 mi	10.3%	476 ft is 21% - 35%	5.4%	573 ft is 16% - 23%	106 in	15 in	Soil
Waterfall Trail	0.2 mi	12.1%	21 ft is > 42%	5.9%	95 ft is 13% - 17%	26 in	6 in	Soil / Rock / Boulder
North Kings Loop	1.7 mi	11.5%	768 ft is 21% - 38%	6.3%	376 ft is 16% - 37%	57 in	6 in	Soil

WARNING: Trail conditions may have changed since of June 2015 when these trails were assessed. Signage created by Beneficial Designs Inc. using trail data collected by a certified trail assessment coordinator.





U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

12300 West Dakota Avenue
Suite 380A
Lakewood, CO 80228-2583
Office: 720-963-3733
christopher.longley@dot.gov

June 28, 2018

Carson City
Dirk Goering
Senior Transportation Planner
3505 Butti Way
Carson City, NV 89701
dgoering@carson.org

Re: Project – NV FLAP 39(1) Kings Canyon Rd
Nevada Federal Lands Access Program

Dear Mr. Goering:

Congratulations. The Nevada Program Decisions Committee (PDC) has accepted your application for the above referenced project into the final program of projects for the Nevada Federal Lands Access Program. The scope, funding, and preliminary schedule are proposed as follows:

Purpose: The purpose of this project is to improve the roadway condition and safety along Kings Canyon Road and to formalize and increase parking capacity at the Kings Canyon Trailhead.

Scope: The project proposes to reconstruct a 0.73-mile segment of Kings Canyon Road from the Kings Canyon Trailhead to just east of Canyon Drive and tie into the improved roadway section. The project will construct 11ft. travel lanes with a 4ft. shoulder on the uphill (westbound) side of the road and a 2ft. shoulder on the downhill (eastbound) side of the road along with associated drainage improvements. The project will also make improvements at the Kings Canyon Trailhead parking area and include the expansion and construction of a new parking area with bathroom facilities.

Preliminary Schedule: This project is preliminarily programmed for construction funding in fiscal year 2020 based on availability of funding. The actual year funds are obligated for construction may change due to changes to the program and/or program funding.

Funding: The total project cost, including engineering and construction costs, is estimated to be \$3,707,000. Carson City will provide funds, through electronic funds transfer to FHWA, to meet the 5.0% minimum match requirement, estimated to be \$185,350.

Right of Way and Utilities: All proposed roadway work is anticipated to be within existing 60' ROW. No new ROW or easements are anticipated along the road, but it is anticipated that the project will develop a highway easement deed (HED) for the trailhead parking area. The scoping effort revealed that there will likely be utility impacts; relocation of 2-4 utility poles, adjustment of water valve covers, and the replacement of several culverts, including one under the roadway located along an existing irrigation ditch. Any direct costs that the City pays for right of way or utility relocation can be added to the total project costs and counted as match. All support costs for these items will be borne by the City and not included as match.

PDC Considerations: The maintenance responsibility for the new parking lot will be transferred to Carson City through an HED as described above.

Project Delivery: Central Federal Lands (CFL) will lead the project delivery, construction contracting, and contract administration of this project.

The Project Manager will be in contact with you shortly to develop a Memorandum of Agreement (Project Agreement) that will document the scope of the project and the roles and responsibilities of each stakeholder. We will also need to modify the reimbursable agreement for matching funds.

We appreciate your interest in the Nevada Federal Lands Access Program and look forward to working with you on this project.

Sincerely,

Christopher Longley, P.E.
Federal Lands Access Program Manager

cc: Brad Bonkowski, Carson City Regional Transportation Commission Chairperson, bbonkowski@carson.org
Irene Davidson, USFS Carson District Ranger, idavidson@fs.fed.us
Troy Jorgenson, Civil Engineer, USFS Humboldt-Toiyabe National Forest, tjorgenson@fs.fed.us
Peter Fleischmann, USFS, peter.fleischmann@fs.fed.us
Justin Humble, USDA Forest Service, jhumble@fs.fed.us
Doug Smith, Project Manager, CFLHD, Doug.Smith@dot.gov
Laurie Miskimins, Transportation Planner, CFLHD, laurie.miskimins@dot.gov
Ryan Olson, Programming, CFLHD, ryan.olson@dot.gov
Bill Hoffman, Deputy Director, NDOT, State PDC Representative, whoffman@dot.state.nv.us
Dagny Stapleton, Executive Director, NACO, Local PDC Representative, dstapleton@nvnaco.org

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

- I. Introduction: Carson City, NV will provide funding to the Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) to perform scoping activities for the NV FLAP 39(1) project. Carson City will be referred to as the Requesting Agency. CFLHD will be referred to as the Servicing Agency.

Modification 001: Work will also include preliminary engineering, construction, and construction engineering.

- II. Location: Kings Canyon Road, Carson City, NV.

- III. Work Required: The work required will include the development of a scoping summary, scoping report, and preliminary estimate for design, construction, and construction engineering to verify the scope and cost for the proposed project.

Modification 001: Work will also include the development of contract (plans, specifications, and estimate) for the advertisement and award of a construction project to complete this work and provide contract administration and construction engineering services.

The full scope of the proposed project is to include preliminary engineering, construction and construction engineering of Kings Canyon Road from the Kings Canyon Stream Crossing to the Kings Canyon Trailhead Parking Lot, approximately 0.73 miles. The proposed project will widen the existing roadway to accommodate bicycle lanes on both sides of the roadway. The project will also improve the trailhead parking lot with restroom facilities and provide for additional capacity.

Modification 001: The project scope has been refined to provide a bike lane (4-ft wide) on the north shoulder of the roadway and a 2-ft shoulder on the south side.

This Agreement does not obligate (commit to the expenditure of) Federal funds for construction nor does it commit the parties to complete the project. This agreement documents the intent of the parties and commits the Requesting Agency to provide its share of eligible project costs. The Requesting Agency understands that any final decision as to design and construction will be made by the Programming Decisions Committee after completion of the scoping effort and any environmental analysis required under the National Environmental Policy Act (NEPA). Any decision to proceed with the design and construction of the project will depend on the availability of appropriations and matching funds at the time of obligation and other factors, such as issues raised during the NEPA processes, a natural disaster that changes the need for the project and a change in Congressional authorization.

Modification 001: Refer to Project Memorandum of Agreement for more information regarding roles and responsibilities.

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

- IV. Non-Federal Share of Costs: The Requesting Agency will provide non-federal local matching funds ~~in the amount of \$3,000.00 to complete the scoping effort.~~

Modification 001: Updated costs for the full scope of work are as follows:

PROJECT BUDGET		
Item	Estimated Cost	Comments
Scoping	\$40,000	Actual Costs
Preliminary Engineering (PE) and Environmental Compliance	\$395,000	
Construction Contract (CN)	\$2,660,000	
Construction Engineering (CE)	\$346,000	
Contingency	\$266,000	10% of CN Contingency
Total	\$3,707,000	

PROJECT FUNDING			
Funding Source	Estimated Funding	% of Total Project	Comments
Federal Lands Access Program	\$3,521,650	95%	
Carson City	\$185,350	5%	Reimbursable Agreement
Total	\$3,707,000		

The Requesting Agency will provide non-federal local matching funds in the amount of **5%** of the total Federal Lands Access Program eligible costs required to complete the work as shown above.

Modification 001: Any direct costs that the City pays for right of way or utility relocation can be added to the total project costs and counted as match. All support costs for these items will be borne by the City and not included as match.

The Requesting Agency is not required to reimburse CFLHD for any costs incurred prior to the date of this Agreement.

- V. Period of Performance: ~~All work associated with this agreement will be completed no later than December 14, 2018.~~

Modification 001: All work associated with this agreement will be completed no later than July 30, 2021.

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018
Modification 001 July 25, 2018

VI. Technical Representative: Agreement Points of Contact for this Agreement are:

Doug Smith, CFLHD Project Manager
(720) 963-3435 or Doug.W.Smith@dot.gov

Dirk Goering, Senior Transportation Planner, Carson City
(775) 283-7431 or DGoering@carson.org

VII. Roles and Responsibilities

For scoping:

A. CFLHD will:

- 1) Conduct scoping field review;
- 2) Prepare scoping documents necessary to verify scope and costs of project;
- 3) Provide the PDC scoping documents for consideration of placement in the final program of projects; and
- 4) Manage the overall effort on this agreement regarding scope, schedule and budget in coordination with the Requesting Agency.

B. Requesting Agency will:

- 1) Provide relevant documents regarding this project to CFLHD for use in project development;
- 2) Participate in the field scoping activities;
- 3) Review all scoping documents prepared by CFLHD; and
- 4) Provide funding as referenced in this document.

Modification 001: Refer to the Project Memorandum of Agreement for additional Roles and Responsibilities.

VIII. Financial Administration:

A. **Total Agreement Amount:**

~~Not to exceed \$3,000.00-~~

Modification 001: Not to exceed \$185,350.00

B. **Funding Citations:** 23 U.S.C. 201 and 204.

C. **Reimbursable Payment:**

~~CFLHD will invoice the Requesting Agency monthly as these funds are expended.~~

~~CFLHD shall not incur costs which result in matching funds exceeding the~~

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

~~maximum cost stated in this Agreement without authorization by the Requesting Agency in the form of written modification to this agreement.~~

Modification 001: CFLHD will invoice the Requesting Agency on a monthly basis in the amount of 5% of the total Federal Lands Access Program eligible costs expended for the project.

Regardless of the estimate, the Requesting Agency will provide the required match, as documented above in the Project Funding Table, of the total Federal Lands Access Program eligible costs expended on the project through construction contract completion, closeout, and resolution of any disputes, in an amount not to exceed that amount provided in this Agreement

CFLHD is limited to recovery of the matching share of actual costs incurred, as reflected in the invoice provided by the CFLHD. CFLHD shall not incur costs which result in matching funds exceeding the maximum cost stated in this Agreement without authorization by the Requesting Agency in the form of written modification to this agreement.

CFLHD will provide an Invoice Summary Report if requested by the Requesting Agency on a monthly basis. An Invoice Summary Report sample is shown below.

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018
Modification 001 July 25, 2018

CENTRAL FEDERAL LANDS HIGHWAY DIVISION				
12300 West Dakota Avenue Lakewood, CO 80228				
INVOICE SUMMARY REPORT				
Invoice #:	99999			
Project Name:	CO FLAP 100(1) SAMPLE ROAD			
Applicant:	COUNTY, CO			
	20.00%			
Reporting Date ⁽¹⁾ :	2/1/2017	Notes: Sample Invoice Summary Report that can be provided with each invoice as requested.		
Previous Reporting Date:	1/1/2017			
Active Project Phase:	Construction			
Local Match - Reimbursable Agrmnts:	CFLHD Account #	Amount	Comments	
DTFH6816E000xx	15A608000000	\$2,500,000.00	Full scope of work	
Total		\$2,500,000.00		
Project Cost Summary				
	Budget	Costs to Date ⁽²⁾	Remaining Costs ⁽³⁾	Total Projected Costs
Scoping/Preliminary Engineering	\$1,000,000.00	\$995,000.00	\$0.00	\$995,000.00
Construction Contract	\$10,000,000.00	\$1,500,000.00	\$8,500,000.00	\$10,000,000.00
Construction Engineering	\$1,000,000.00	\$25,000.00	\$975,000.00	\$1,000,000.00
Contingency	\$500,000.00	\$0.00	\$0.00	\$0.00
Total	\$12,500,000.00	\$2,520,000.00	\$9,475,000.00	\$11,995,000.00
Funding Split - Costs to Date				
	%	Total	Previously Paid	Current Due
Federal Lands Access Program	80.00%	\$2,016,000.00	\$1,664,400.00	\$351,600.00
Current Local Match ⁽⁵⁾	20.00%	\$504,000.00	\$416,100.00	\$87,900.00
Total	100.00%	\$2,520,000.00	\$2,080,500.00	\$439,500.00
Current Local Match Surplus(+)/Shortfall(-) ⁽⁵⁾:		\$0.00		
Funding Split - Total Projected Costs				
	%	Total	Previously Paid	Remaining Due
Federal Share	80.00%	\$9,596,000.00	\$1,664,400.00	\$7,931,600.00
Required Local Match	20.00%	\$2,399,000.00	\$416,100.00	\$1,982,900.00
Total	100.00%	\$11,995,000.00	\$2,080,500.00	\$9,914,500.00
Reimbursable Agreement Projected Surplus(+)/Shortfall(-) ⁽⁴⁾:		\$101,000.00		
Previous Invoices/Payments				
	Invoice Date	Invoice Amount	Payment Date	Payment Amount
DTFH6816E000xx (99992)	3/31/2017	\$11,600.00	4/15/2017	\$11,600.00
DTFH6816E000xx (99993)	4/30/2017	\$7,500.00	5/18/2017	\$7,500.00
DTFH6816E000xx (99994)	5/31/2017	\$189,000.00	6/12/2017	\$189,000.00
DTFH6816E000xx (99995)	6/30/2017	\$208,000.00	7/15/2017	\$208,000.00
DTFH6816E000xx (99996)	7/31/2017	\$87,900.00		
Total		\$504,000.00		\$416,100.00
⁽¹⁾ The Reporting Date is the date that the report was run to calculate Costs to Date. ⁽²⁾ The Costs to Date are the total project FLAP eligible expenditures when the report was run. ⁽³⁾ The Remaining Costs are the projected remaining costs for the project ⁽⁴⁾ This is for information only. CFLHD is limited to the recovery of the matching share of actual costs incurred only. CFL will not incur costs which result in matching funds required exceeding the costs agreed to in the reimbursable agreement(s). If additional funds are required to complete the project, CFL will work with the requesting agency to modify the agreement(s). ⁽⁵⁾ During Scoping and Design of a project the % of match invoiced compared with the required match will fluctuate due to limitations with the financial system. The % will be reconciled during the remainder of the Design Phase and/or during the Construction Phase of the project.				

Upon receipt of the invoice of costs incurred and authorized, the Requesting Agency will issue payment via one of the methods listed below.

D. Method of Billing:

CFLHD will bill the Requesting Agency, in accordance with the payment

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018
Modification 001 July 25, 2018

terms and schedule as agreed upon in the Agreement.

CFLHD requests that these payments be made through the US Treasury's website <https://pay.gov>. Pay.gov can be used to make secure electronic payments to any Federal Government Agencies via credit card or direct debit. Payment shall be submitted referencing the FHWA/CFLHD-ID Agreement Number: **6982AF-18-K-500014**

Option 1 (Preferred Method)

- Plastic card or Automatic Clearing House Payment (ACH Direct Debit)
- Go to Treasury's website – <https://pay.gov>
- Search for Agency Name (Transportation Department)
- Select the appropriate Transportation Agency (Federal Highway Administration)
- Follow the form instructions to make your payment. Note, if making an ACH payment from your bank account, please select ACH Direct Debit as the payment type.

Option 2

- Mail check payment to the following address for Paper Check Conversion (PCC) processing:

Make Check Payable To:
DOT FHWA

Mailing Address:
Enterprise Service Center
Federal Aviation Administration
ATTN: AMZ-324/HQ Room 181
6500 S. MacArthur Blvd.
Oklahoma City, OK 73169

- Notice to customers making payment by check:
 - Please notify cfl.finance@dot.gov if mailing a check.
 - When you provide a check as payment you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction.
 - When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment and you will not receive your check back from your financial institution.

~~Privacy Act~~ A Privacy Act Statement required by 5 U.S.C. § 552a(e)(3)

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

~~stating our authority for soliciting and collecting the information from your check, and explaining the purposes and routine uses which will be made of your check information, is available from our internet site at (PCCOTC.GOV), or call toll free at (1-800-624-137 to obtain a copy by mail. Furnishing the check information is voluntary, but a decision not to do so may require you to make payment by some other method.~~

Modification 001: *Privacy Act*- A Privacy Act Statement required by 5 U.S.C. § 552a(e)(3) stating our authority for soliciting and collecting the information from your check, and explaining the purposes and routine uses which will be made of your check information, is available from our internet site at https://www.fiscal.treasury.gov/fsservices/gov/rvnColl/otcNet/rvnColl_otcnet.htm, or call toll free: at 1-866-945-7920 to obtain a copy by mail. Furnishing the check information is voluntary, but a decision not to do so may require you to make payment by some other method.

- IX. Modifications: Any modifications to the Agreement must be made in writing and agreed to by both parties. Such modifications are not binding unless they are in writing and signed by personnel authorized to bind each of the agencies.
- X. Termination: This agreement will terminate upon the date specified in Section V or upon 30 calendar days after written notification to the other party. If this agreement is terminated by either party the Requesting Agency's liability shall extend only to pay for its share of the actual and reasonable costs of the items/services rendered and the costs of any non-cancelable obligations incurred in accordance with the terms of this agreement prior to the effective date of termination. If this agreement is terminated by CFLHD its liability shall extend only to the release of its work products and related materials to the Requesting Agency by the effective date of termination.

**Federal Highway Administration
Federal Lands Highway
AGREEMENT
6982AF-18-K-500014
Modification 001**

PARTIES TO THE AGREEMENT

Reimbursing Organization	Organization to be Reimbursed
Carson City Regional Transportation Commission 3505 Butti Way Carson City, Nevada 89701	Federal Highway Administration Central Federal Lands Highway Division 12300 West Dakota Ave Lakewood, CO 80228

DUNS Number: 07378152 TIN: 8860001089	DUNS Number 126129936
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POINTS OF CONTACT FOR THE AGREEMENT

Reimbursing Organization Finance Point of Contact	Organization to be Reimbursed Finance Point of Contact
Name: Jason Link Address: 201 North Carson Street, Suite 3 Carson City, NV 89701 Phone: 775-283-7142 E-mail: jlink@carson.org	Name: Suzanne Schmidt Address: 12300 West Dakota Ave Lakewood, CO 802 Phone: 720-963-3356 E-mail: suzanne.schmidt@dot.gov

Reimbursing Organization Program Point of Contact	Organization to be Reimbursed Program Point of Contact
Name: Lucia Maloney Address: 3505 Butti Way Carson City, NV 89701 Phone: 775-283-7396 E-mail: lmaloney@carson.org	Name: Doug Smith Address: 12300 West Dakota Ave Lakewood, CO 80228 Phone: 720-963-3435 E-mail: doug.w.smith@dot.gov

PERIOD OF PERFORMANCE	LEGAL AUTHORITY
From: see date of signature below To: December 14, 2018 (Original Agreement) July 30, 2021 (Modification 001)	23 U.S.C. 201 and 204

TOTAL AGREEMENT AMOUNT	PAYMENT TERMS AND SCHEDULE
Original Agreement: \$3,000 Modification 001: \$182,350 TOTAL AGREEMENT AMOUNT: \$185,350	EFT

DESCRIPTION OF SUPPLIES, SERVICES, AND DELIVERABLES
This modification adds the full scope of work and the required local matching funds. This modification also revises the period of performance. See attached Reimbursable Agreement

AUTHORIZED APPROVALS

For Reimbursing Organization	For Organization to be Reimbursed
Signature _____ Date _____ Title Region Transportation Commission Chairperson	Signature _____ Date _____ Title _____

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT
July 25, 2018

Project / Facility Name: NV FLAP 39(1) Kings Canyon Road

Project Route: Kings Canyon Road

State: Nevada

County: Carson City (Consolidated Municipality)

Owner of Federal Lands to which the Project Provides Access: US Forest Service (Humboldt-Toiyabe National Forest)

Entity with Title or Maintenance Responsibility for Facility: Carson City, NV

Type of Work:

Preliminary Engineering: Environmental compliance, preliminary and final design, all necessary permits

Construction/Construction Contracting: Acquisition of construction contractor to perform work in accordance with the construction contract (plans, specifications, and estimate)

Construction Engineering: Administration of the construction contract

This Agreement does not obligate (commit to) the expenditure of Federal funds nor does it commit the parties to complete the project. Rather, this Agreement sets forth the respective responsibilities as the project proceeds through the project development process.

Parties to this Agreement: FHWA-Central Federal Lands Highway Division (CFLHD), Carson City, and US Forest Service - Humboldt-Toiyabe National Forest (USFS)

The Program Decision Committee approved this project on

6/21/18

Date

AGREED:

Brad Bonkowski
Carson City Regional Transportation Chairman

Date

William A. Dunkelberger
Forest Supervisor, Humboldt-Toiyabe National Forest

Date

Judy Salomonson
Chief of Business Operations
FHWA-CFLHD

Date

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

July 25, 2018

A. PURPOSE OF THIS AGREEMENT

This Agreement documents the intent of the parties and sets forth the anticipated responsibilities of each party in the development, construction, and future maintenance of the subject project. The purpose of the Agreement is to identify and assign responsibilities for the environmental analysis, design, right-of-way, utilities, acquisition and construction as appropriate for this programmed project, and to ensure maintenance of the facility for public use if improvements are made. The parties understand that any final decision as to design or construction will not be made until after the environmental analysis required under the National Environmental Policy Act (NEPA) is completed (this does not prevent the parties from assigning proposed design criteria to be studied in the NEPA process.) Any decision to proceed with the design and construction of the project will depend on the availability of appropriations at the time of obligation and other factors, such as issues raised during the NEPA process, a natural disaster that changes the need for the project, a change in Congressional direction, or other relevant factors.

If Federal Lands Access Program funds are used for the development or construction of this project, **Carson City** agrees to provide a matching share equal to not more than **5.0%** of the total cost of the project, as detailed more fully in Sections J and K below.

B. AUTHORITY

This Agreement is entered into between the signatory parties pursuant to the provisions of 23 U.S.C. 204.

C. JURISDICTION AND MAINTENANCE COMMITMENT

Carson City has jurisdictional authority to operate and maintain the existing facility and will operate and maintain the completed project at its expense.

D. FEDERAL LAND MANAGEMENT AGENCY COORDINATION

Carson City has coordinated project development with the US Forest Service - Humboldt-Toiyabe National Forest. The USFS support of the project is documented in the Nevada Federal Lands Access Program Project Application for this project submitted by Carson City to FHWA-Central Federal Lands Highway Division. Each party to this agreement who has a primary role in NEPA, design, or construction shall coordinate their activities with the USFS.

E. PROJECT BACKGROUND/SCOPE

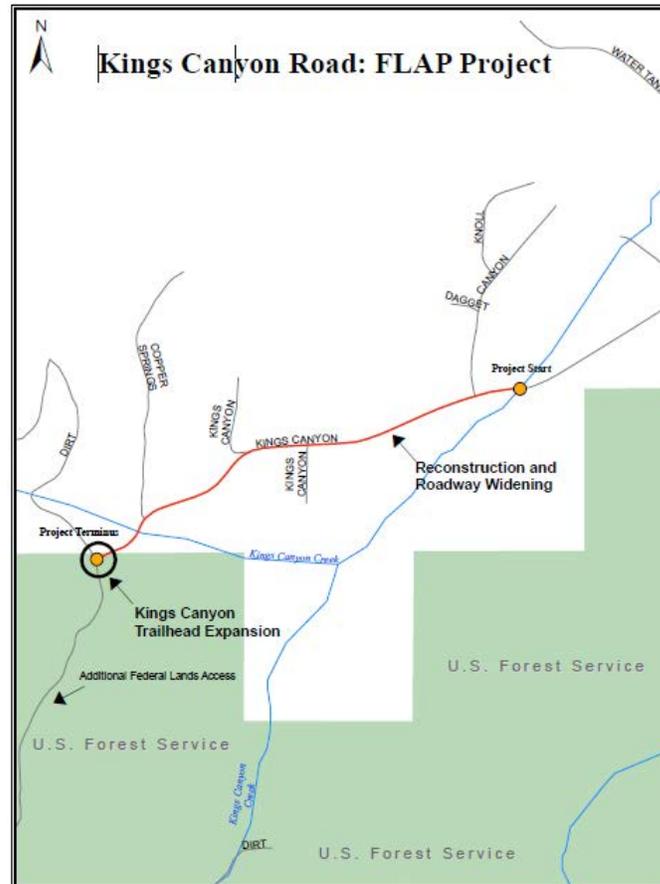
Project Purpose and Description: The purpose of this project is to improve roadway safety and increase parking capacity at a high use trailhead. The roadway is narrow and in very poor condition. Undersized drainage facilities & annual flooding create hazards, which attribute to road and trailhead deterioration, and contributes to non-point pollution. The parking area is routinely over flowing with vehicles, forcing visitors to park along a narrow road leading to the trailhead, creating emergency response concerns. The project will serve city residents and visitors.

The project reconstructs a 0.73-mile segment of road, which includes widening, allowing for 11-foot lanes, a 4-foot WB (uphill) bike lane, 2-foot EB shoulder, stripping, signage, and adequately sized drainage swales and culverts. Culverts will be installed at stream crossings, driveways, and road

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

July 25, 2018

intersections. Trailhead improvements will be completed on the existing parking area and include the construction of a new parking area with bathroom facilities. Drainage facilities at the trailhead will reduce storm water from being conveyed down the road.



Typical Section and Alignment: The existing roadway paved width is 18 to 23-ft width and existing bench width is 19 to 25-ft width. The proposed typical section is a 28-ft paved width consisting of two 11-ft lanes with one 4-ft paved shoulder for a bike lane and one 2-ft paved shoulder. The city requested a 1-ft aggregate shoulder to help with roadside maintenance. The 4-ft bike lane is proposed on the westbound side because the vertical profile of the road is a steady uphill grade from the east to the west. The 2-ft shoulder is proposed on the eastbound lane to allow for additional ditch capacity and the bicyclists should be able to match the speed of vehicles in the downhill direction.

Concrete curb is proposed on the west end of the project approaching the Waterfall Trailhead parking area. The purpose of the curb is to control drainage and restrict parking along the roadway.

The constraints of the Right of Way may not allow for construction of adequately sized access culverts and ditches.

The alignment will be designed to best fit within the Right of Way based on proposed ditch locations, existing utility poles and trees.

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

July 25, 2018

Waterfall Trailhead Parking Area: The parking area will be expanded for approximately 30 car parking stalls (paved), 1 ADA parking concrete pad, 2 trailer parking stalls (gravel) and a vault toilet. An existing covered kiosk and existing interpretive plaque will be relocated. The final parking lot design and capacity will be determined during preliminary design.

Driveway accesses and minor intersections: There are 22 private accesses and 4 minor intersections along the route. The accesses will be replaced to the right of way with 3" asphalt concrete pavement over 6" aggregate base.

Safety and Design Exceptions: Safety improvements include reducing posted speed to 25 mph, bike lane, curb to restrict parking along the road, increased trailhead parking facilities, asphalt pavement safety edge, improved driving surface and 6 inch painted edge line.

Anticipated design exceptions:

- Clear zone obstructions for utility poles, trees, access culverts and mailboxes
- Substandard horizontal curves and horizontal sight distance
- Drainage roadside ditch capacity

Pavement

Preliminary pavement design is estimated to be 8-inches of full-depth reclamation (FDR) of the existing pavement and base. The FDR material will be spread to attain desired widening, while maintaining a minimum depth of 6-in of pulverized material to serve as a base for the asphalt concrete pavement surfacing. It is estimated that the design will require 3-in of asphalt concrete pavement. This structural section will match the city's standard for a roadway of this classification and will be verified during a field investigation.

Right of Way

The project is located on Carson City ROW. 24 private parcels are adjacent to this ROW. No private parcel acquisitions are anticipated in this project. Temporary construction easements (TCE) may be needed for construction of driveways. The corridor consists of a 60' ROW with a few wider areas. City will need an easement from the USFS at the parking lot on the western terminus of the project. Although no private property acquisition is anticipated, the Roles and Responsibilities for this action have been included below for reference and will be followed if acquisition of private property is needed for this project.

Utilities

Existing utilities include waterlines, overhead utilities for power, telecommunications and cable on shared utility poles. The alignment will be best fit to attempt to avoid relocations but 2 to 4 utility poles may require relocation or design exceptions for clear zone. 3 waterline valves and access boxes will need to be adjusted vertically to the proposed top of pavement. Existing utility easements will be investigated during design.

One existing 18" irrigation ditch crossing will need to be replaced in kind as part of this project.

Survey

The project will require ground survey and survey to identify the Right of Way for the 0.73 mile section and trailhead. Topography of 10-ft beyond the Right of Way is recommended.

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Geotechnical

No Geotechnical Engineering is anticipated for this project.

Hydrology/Hydraulics

Existing drainage along the route consists of cross drainages, roadside ditches, access culverts and berms. The project proposes replacing in kind 2 existing cross drainages consisting of 36" culverts with concrete headwalls. 18" concrete pipe culverts with flared end sections or 6-ft wide concrete V-swailes are proposed for the drainage crossing of the driveway accesses. Additional drainage improvements including concrete curb, graded ditches, drop inlets with culverts systems, paved swales, rock check dams or other options will be determined during design.

Other 18" cross culverts will be removed or replaced depending on the proposed design of the roadside ditches and drainage control methods. The City recommends keeping the runoff within the Right of Way.

There are two main crossings along Kings Canyon Road and both carry Kings Canyon Creek. The first is a 36-inch metal pipe within a FEMA-regulated floodplain. There is a weir and irrigation intake upstream of the existing crossings. The second crossing is a 36-inch metal pipe with a gabion basket headwall and a perched outlet.

The proposed designs at the existing crossings will be similar in size and location and will maximize efficiency with sufficient end treatments. Coordination with the Carson City Floodplain Administrator will be necessary at the first crossing to ensure impacts to the regulated floodplain are minimized.

Environment and Permits

CFLHD will be the lead federal agency for NEPA. USFS and Carson City will assist with public outreach or notification. It is anticipated that a Categorical Exclusion will be used for the project. Cultural and Biological surveys will be completed for this project. Waters of the U.S. surveys were completed during scoping. It is anticipated that Informal Section 7 consultation or a No Effect determination will be completed. Section 106 consultation with the SHPO will be required because there are potential historic features in the vicinity of the project. Historic placard which describes the history of Borda Ranch is adjacent to the roadway. The existing roadway is along the original route of the Lincoln Highway. It is assumed that the project will have No Adverse Effect on historic properties. The project meets the terms and conditions of a Nationwide Permit 3 or 14, but will require a preconstruction notification for the culvert rehabilitation due to Regional Condition B(2)(a). If the project will result in greater than one acre of ground disturbance, the project will require an NPDES permit and a NOI for a Construction Stormwater General Permit coverage from the NDEP. A hiking trail is immediately upslope of the project where a cut slope is anticipated and the project will likely have to close the Kings Canyon Waterfall Trailhead during construction resulting in a 4(f) use.

Construction

It is anticipated the work can be completed in one construction season. Access to the private property owners and the trailhead must be maintained throughout construction. There is no alternative access to the houses along the route. The annual Epic bicycling event will need to be considered during construction.

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F. PROJECT BUDGET

Item	Estimated Cost	Comments
Scoping	\$40,000	Actual Costs
Preliminary Engineering (PE) and Environmental Compliance	\$395,000	Assuming no ROW costs
Construction Contract (CN)	\$2,660,000	
Construction Engineering (CE)	\$346,000	
Contingency	\$266,000	10% of CN Contingency
Total	\$3,707,000	

G. ROLES AND RESPONSIBILITIES

Responsible Party	Product/Service/Role	Comments
FHWA-CFLHD	<ul style="list-style-type: none"> • Develop and sign this Memorandum of Agreement • Manage project development schedule and preliminary engineering costs • Lead agency for all environmental compliance • Prepare and approve environmental documents and make project decisions based on the NEPA documents • Prepare right-of-way plans, legal descriptions, and other documents required for the Carson City Letter of consent/Highway Easement Deed (HED) and any private parcels to be acquired • Preliminary engineering towards the development of a PS&E construction contract package • Obtain permits required for Federally constructed projects • Advertise and award the contract (Bids will not be solicited by FHWA-CFLHD until maintaining agency has concurred with the plans and specifications) • Construction engineering/administration of the construction contract • Potentially enter into a formal partnering work session and agreement with all parties involved 	

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Responsible Party	Product/Service/Role	Comments
	<p>in the construction contract</p> <ul style="list-style-type: none"> • Provide Project Engineer on site for construction administration • Determine the need for any proposed changes to contract documents, evaluate change impacts, coordinate technical reviews as needed, and ensure that the construction meets the requirements intended in the PS&E • Ensure that the contractor will bear all expense of maintaining traffic, other than snow removal and normal state, county, and city maintenance work • Verify adherence to environmental documents • Set up and lead final inspection upon completion of construction 	
Carson City	<ul style="list-style-type: none"> • Review and sign this Memorandum of Agreement • Attend reviews and meetings • Provide in a timely manner available data including but not limited to traffic, accidents, material sources, construction costs, agreements, other technical data • Review and provide comments within two weeks of the environmental documents, plans, estimate, and specifications at each phase of design and provide project development support • Coordinate with FHWA-CFLHD on NEPA related issues • In coordination with the FHWA-CFLHD project manager, ensure that completed plans, specifications, and estimates (PS&E) are consistent with the intended outcome • Acquire any required state permits prior to advertisement of the project • Provide ROW and utility information and coordination • Acquire ROW and TCEs if necessary. No private property acquisition is anticipated. • Letter of consent/Highway Easement Deed prior to construction • Complete value findings or appraisals for Fair Market Values 	

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Responsible Party	Product/Service/Role	Comments
	<ul style="list-style-type: none"> • Prepare offers to landowners • Conduct ROW negotiations as necessary to acquire adequate rights from private • Complete all ROW activities prior to advertisement of the project • Sign CFLHD Right of Way Certification certifying that all rights on private property necessary to construct, operate, and maintain the road have been obtained. • Obtain all rights necessary to construct, operate, and maintain the facility • Provide overall direction regarding agency policy and administration for the project and concur with the final plans and specifications • Coordinate utility relocations if necessary per scope described above • Sign CFLHD Utility Certification • Develop a public information plan in coordination with CFLHD and the FLMA. Lead all public outreach needed for the project. • If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract • Designate a representative who will be the primary contact for FHWA's construction staff during construction • Consider proposed design changes, evaluate change impacts, and provide construction oversight as needed, ensuring that requests meet the requirements intended in the PS&E • Attend a final inspection and approve and provide final acceptance upon completion of construction • Assume responsibility of the NPDES permit until the Notice of Termination is filed and accepted • Provide long term maintenance and operation of the project upon completion 	
USFS	<ul style="list-style-type: none"> • Review and sign this Memorandum of Agreement • Attend reviews and meetings • Provide in a timely manner available data 	

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Responsible Party	Product/Service/Role	Comments
	<p>including but not limited to existing agreements or technical data</p> <ul style="list-style-type: none"> • Review and provide comments within two weeks of the environmental documents, plans and specifications at each phase of design and provide project development support • In coordination with the FHWA project manager, ensure that completed plans, specifications, and estimates (PS&E) are consistent with the intended outcome • Provide to CFLHD a Letter of Consent to transfer of an easement for the highway right of way of the route prior to advertisement of the project for construction. • Provide overall direction regarding FLMA policy and administration for the project and concur with the final plans and specifications • Provide a fire plan for incorporation into the Special Contract Requirements • Provide a seed mix for the final seeding mix into the Special Contract Requirements • Provide support to CFLHD (respond to questions regarding environmental issues), as requested, for the development of environmental documents • Develop a public information program in coordination with CFLHD and the maintaining agency • If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract • Designate a representative who will be the primary contact for the FHWA's Construction staff • Continue to update and implement the public information program • Consider proposed design changes, evaluate change impacts, and provide construction oversight as needed, ensuring that requests meet the requirements intended in the PS&E • Attend final inspection upon completion of construction 	

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H. ROLES AND RESPONSIBILITIES—SCHEDULE

Responsible Lead	Product/Service/Role	Schedule Finish	Comments
FHWA-CFLHD	Environmental Compliance	Fall 2019	Development and completion of NEPA Document
FHWA-CFLHD	Final Design	Winter 2019/2020	Development of PS&E
FHWA-CFLHD	Advertise, Award and NTP	March 2020	
FHWA-CFLHD	Administer Construction Contract	November 2020	Construction Engineering

I. PROPOSED DESIGN STANDARDS

Final design standards will be determined through the NEPA process.

Criteria		Comments
Standard	Manual on Uniform Traffic Control Devices, A Policy on Geometric Design of Highways and Streets, AASHTO Roadside Design Guide, Carson City Design Standards	
Functional Classification	Rural Local Road	
Surface Type	Asphalt Concrete Pavement	
Design Volume	900 ADT	

J. FUNDING

PROJECT FUNDING			
Funding Source	Estimated Funding	% of Total Project	Comments
Federal Lands Access Program	\$3,521,650	95%	
Carson City	\$185,350	5%	Reimbursable Agreement
Total	\$3,707,000		

K. MATCHING SHARE REQUIREMENTS

Carson City will provide 5.0% of the total Federal Lands Access Program eligible project costs required for the project through construction contract completion, closeout, and resolution of any disputes, in an amount not to exceed that 5.0% amount to be provided in separate funding agreements.

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Any direct costs that the City pays for right of way or utility relocation can be added to the total project costs and counted as match. All support costs for these items will be borne by the City and not included as match.

Matching or cost sharing requirements will be satisfied following the obligation of funds to the project as detailed above in Section J.

L. PROJECT TEAM MEMBERS—POINTS OF CONTACT

The following table provides the points of contact for this project. They are to be the first persons to deal with any issues or questions that arise over the implementation of each party's role and responsibility for this agreement.

Name/Title	Organization	Phone Number/Email
Dirk Goering	Carson City	(775) 283-7431 DGoering@carson.org
Troy Jorgenson	USFS	(775) 352-1260 tjorgenson@fs.fed.us
Doug Smith	FHWA-CFLHD	(720) 963-3435 doug.w.smith@dot.gov

M. CHANGES/AMENDMENTS/ADDENDUMS

The agreement may be modified, amended, or have addendums added by mutual agreement of all parties. The change, amendment, or addendum must be in writing and executed by all of the parties.

The types of changes envisioned include, but are not limited to, changes that significantly impact scope, schedule, or budget; changes to the local match, either in type or responsibility; changes that alter the level of effort or responsibilities of a party. The parties commit to consider suggested changes in good faith. Failure to reach agreement on changes may be cause for termination of this agreement.

A change in the composition of the project team members does not require the agreement to be amended.

It is the responsibility of the project team members to recognize when changes are needed and to make timely notification to their management in order to avoid project delivery delays.

N. ISSUE RESOLUTION PROCEDURES MATRIX

Issues should be resolved at the lowest level possible. The issue should be clearly defined in writing and understood by all parties. Escalating to the next level can be requested by any party. When an issue is resolved, the decision will be communicated to all levels below.

FHWA	Local/State Agency	FLMA	Time
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FHWA	Local/State Agency	FLMA	Time
Doug Smith, Project Manager	Dirk Goering, Senior Transportation Planner	Troy Jorgenson, Civil Engineer	30 days
Rob Eldred, Project Management Branch Chief	Lucia Maloney, Transportation Manager	Kevin Wilmot, Forest Engineer	60 days
Curtis Scott, Chief of Engineering	Darren Schulz, Public Works Director	William A. Dunkelberger, Forest Supervisor	90 days

O. TERMINATION

This agreement may be terminated by mutual written consent of all parties. This agreement may also be terminated if either the NEPA process or funding availability requires a change and the parties are not able to agree to the change. Any termination of this agreement shall not prejudice any rights or obligations accrued to the parties prior to termination. If Federal Access funds have been expended prior to termination, the party responsible for the match agrees to provide a match in the applicable percentage of the total amount expended on the project prior to the termination.

**Quality of Life - Open Space
Budget Commitments July 2018-2022**

Location	Project	Grant	Committed Funds	Anticipated Costs
Capital Improvement Projects				
Capital to State Park and Lincoln Bypass	Trail construction	Potentially submit in Fall 2019 - Recreational Trails Program (20% match required)		\$ 20,000
East Silver Saddle Ranch	Complete improvements started by PW and as identified in the Conceptual Design			\$ 15,000
Mexican Dam	Trail improvements	Potentially submit in February 2019 - Carson Water Subconservancy District (no match required)		\$ 5,000
Prison Hill Recreation Area, 5th Street Trailhead	Trail and trailhead improvements	Yes - Recreational Trails Program	\$ 51,141	
Silver Saddle Ranch	Roof replacement, painting, lawn and landscaping			\$ 10,000
JohnD Winters Centennial Park	Trail planning	Submitted by the International Mountain Bike Association on behalf of Carson City	\$ 5,000	
Prison Hill Recreation Area, Silver Saddle Ranch, and the old Buzzy's Ranch	Trail planning and construction	Yes - Southern Nevada Public Land Management Act	\$ 50,000	
V&T Trail (North of Combs Canyon Road) and Foothill Trail	Trail signage			\$ 5,000

Location	Project	Grant	Committed Funds	Anticipated Costs
Land Acquisition				
Clear Creek	Fee-title acquisition	Potentially submit in Fall 2018 - Forest Legacy Program (25% match requirement)		\$ 375,000
Hamm	Fee-title acquisition	Yes - Land and Water Conservation Fund (50% match requirement)	\$ 275,000	
Old Woods Ranch	Conservation easement	Potentially submit in Fall 2019 - Forest Legacy Program (25% match requirement)		\$ 325,000
W. Michael Fagen	Fee-title acquisition	no	\$ 250,000	
Water Rights				TBD
Management Activities				
Ash Canyon Road	Annual maintenance		\$ 10,000	
Carson River	Russian Olive removal and riverbank restoration			\$ 5,000
Kings Canyon Road (dirt segment)	Road repair	Potentially submit in Fall 2018 - Recreational Trails Program (5% match requirement)	\$ 4,000	
Multiple properties	Signage			\$ 30,000
Multiple properties	Weed control			\$ 5,000
Old Buzzy's Ranch	Rangeland rehabilitation	Potentially submit in 2019 - Natural Resource Conservation Service (50% match required)		\$ 20,000
Prison Hill Recreation Area, motorized area	Management Plan and identified improvements	Potentially submit in Fall 2018 - Nevada Off-Highway Vehicle Program (no match required, but helps)	staff time only	

Location	Project	Grant	Committed Funds	Anticipated Costs
Planning Activities				
Open Space Plan	Update			\$ 200,000
Prison Hill Recreation Area	Trail Plan - archeological review			\$ 15,000
Silver Saddle Ranch	Site Master Plan			\$ 75,000
Other Expenses				
New truck				\$ 37,000
UTV and tow trailer				\$ 18,000
Estimated Total			\$ 645,141	\$ 1,160,000