

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
MEETING OF FEBRUARY 11, 1987
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The following minutes summarize the significant testimony and actions taken at the Carson City Regional Transportation Commission Meeting of February 11, 1987 held at the Carson City Community Center, Sierra Room, 851 East William Street, Carson City, Nevada. A complete recording of the meeting is on file at the Public Works Department, 2621 Northgate Lane, Suite 59, Carson City, Nevada.

PRESENT: Tom Fetic, Marilee Chirila, Harriet Schaller

ABSENT: None

STAFF: Lynn Hamilton, City Manager
Bill Barker, Street Superintendent
Dan O'Brien, Public Works Director
Walt Sullivan, Community Development Director
Bob Auer, Deputy District Attorney
Charlie Cockerill, Chief Deputy District Attorney
Bill Madigan, Traffic Engineer
Darlene Cain, Recording Secretary

The Regional Transportation Commission Meeting convened at 5:00 p.m. for an on-site inspection at the intersection of Hillview and Koontz Lane.

Mr. Bill Barker introduced Mr. Mike Donovan, surveyor. He said that there was a survey done in 1963 by BLM that used a section corner a mile north as a reference for everything on the east side of the line. The Chattin corner was established in 1956, and everything in the quarter section to the west was surveyed using this monument.

Mr. Donovan said that both surveys are recognized. The southeast portion was done in 1956; all the corners reflect that. He noted that the lines are 55 feet apart at the section corner; no right and wrong. One survey was done in 1956 and one was done in 1963; neither one is right.

The forty acres has a 30-foot right-of-way dedicated from Mr. Chattin's section corner. There is a difference of 4 feet at one end and 55 feet at the other end (Clearview). In his opinion, the BLM section line in 1963 does not apply; Mr. Chattin was a surveyor.

Fran McClain commented that her property must have been grandfathered in according to the original line then.

The inspection of the property was completed at 5:30 p.m., at which time the members resumed the meeting at the Carson City Community Center at 6:00 p.m.

Roll call was taken and a quorum was present.

3. MARJORIE LEE TO PRESENT REQUEST FOR PUBLIC TRANSIT SYSTEM IN CARSON CITY

Ms. Marjorie Lee stated that she circulated a petition to see if there was a demand for a mass transit system in Carson City. Almost 400 people signed the petition, even though her capability was limited in circulating the petition. She stated that even Elko has a transit system that is doing well. She said that the senior transportation system is only for medical trips and meals; they do not run after 4 p.m. or weekends, and they only serve senior citizens.

Citifare built a transfer system that cost \$1.9 million that was funded (75%) by the Urban Mass Transportation Administration. Carson City needs at least two or three buses to serve all the public, teenagers, the disabled, tourists, etc. She cited the example of a person who could not drive a car due to

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cataract surgery and had to stay in Reno because Carson City had no bus system.

Mr. Ron Quick, representing the Northern Nevada Center for Independent Living and the PERS Support Group Director of Carson City, distributed copies of studies done in 1979: "Executive Summary," "Appendices," "Final Report." He stated that out of a population of 40,000 people in Carson City, there are approximately 3,500 to 4,000 that are handicapped. Handicapped includes all disabilities: the blind, deaf, head injuries, partially handicapped, permanently handicapped, mentally handicapped.

He stressed the great need for a transportation system for the handicapped and noted that the senior transportation system cannot take a physically handicapped person unless it is for food or medical reasons. He asked that the Commission restudy the need for a transportation system.

Mr. Harold Jacobsen, former mayor of Carson City, said that this was his pet project when he was mayor. He said the elderly and teenagers would definitely use the system. At that time, they laid out routes and ascertained a need for at least four buses to start with, adding more buses as the need arises.

He suggested ways of helping finance the project such as contracting some of the school busing, a Tourism Center for meetings and providing a service which would pick up people at the airport and take them to various meetings, etc. Shopping centers could also be involved.

Mr. Jacobsen explained that they went to the Legislature and got an enabling act passed which would allow them to levy another one-quarter percent sales tax for the purpose of mass transit. Later, someone else had the bill changed to use the money for paving streets. It was put on the ballot a couple of years ago. It was defeated the first time, but later passed. So now the one-quarter percent sales tax will be used for street repair instead.

Mr. Jacobsen said it would take the support of the community for the project to be successful. The original cost projected was \$300,000.

Mr. Jim Mallory, Department of Transportation, co-authored the study with Don Pray in 1979 at the request of the City with Urban Mass Transportation funds. The study was to determine if there was a need for a mass transit system in Carson City and, if so, to set up a system and derive funding sources for it. The culmination of the report was the findings of the parties involved: the senior citizens, the handicapped, committees.

At that time, there was a major UMTA program, (Section 3, Discretionary Money) which provided money to small communities for starting up transit systems. Since that time, Federal money seems to have dried up. Mr. Don Pray, now working for the Department of Transportation in Elko, has been working with Mr. Frank Geddes on a successful mass transportation system.

Mr. Sullivan stated that the Master Plan at that time did not address mass transit; however, the study has been included as part of the Master Plan. Funding is a definite concern; 1987 prices could be one-half a million dollars to \$600,000 for start up costs. He suggested a bond issue that the community could vote on as a method for funding.

Member Fetic asked City Manager Lynn Hamilton if staff could review the report with an update of current costs required. Mr. Hamilton replied yes.

1. JIM NEWMAN REQUEST FOR PAYMENT FOR IMPROVEMENTS AT LOMPA PARK ESTATES AND SALIMAN ROAD

Mr. Barker stated that, in consideration for the dedicated right-of-way to Fairview, the City was to pay for street improvements (including street and gutter) on the east side of Saliman between Fifth Street and Linear Park Ditch when Mr. Newman developed the property. In 1985 when he submitted his request, the City had

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not budgeted for the expense.

Dale Ryan, the Public Works Director at that time, told Mr. Newman that if he would connect up to the existing pavement on Saliman, we would pay for those improvements out to Saliman from the right-of-way property line. Mr. Newman did that. Mr. Newman now requests payment for the November 1986 bill.

Member Feticc asked if a verbal agreement was made between the Deputy Public Works Director and Mr. Newman. Mr. Barker replied yes. Mr. Newman stated that there was a written agreement between himself and the City in 1979 with an Addendum in 1984 clarifying the agreement. The agreement basically said that such time as he developed the property, the City would be responsible for putting in the improvements on Saliman Road between Fifth Street and the Linear Park.

When he developed the property, the City (through spokesman Dale Ryan) indicated that they didn't have the funds, they had other priorities. Since he had a time restraint, Dale Ryan agreed with him verbally that if he paid the front costs and went ahead and did the improvements, the City would reimburse him. Since the City didn't live up to their obligation to put in their half of Saliman in a timely manner, this expense was incurred.

Mr. Bob Auer stated that the Addendum and the agreement say that the City will bill, and/or install . . . There is nothing in the agreement that says the City will reimburse you if you do it yourself. Mr. Newman said that it doesn't say "and/or install." The agreement says:

"The City agrees to build all street improvements, including paving curbs, sidewalks, and gutters in the eastern half of Saliman Street right-of-way between east Fifth Streets and the northern border of Unit No. 1 of Lompa Park Estates. Construction of said street improvements shall commence on or before the development of the abutting parcels of lands."

Mr. Auer asked when the improvements were done; Mr. Newman replied 1986. Mr. Auer asked when he talked to Mr. Ryan about it. He replied when the map was being recorded for the subdivision, probably early 1986. Mr. Auer asked if there was any discussion of coming back to the Board to get a second addendum. Mr. Newman answered no, that Mr. Ryan appeared to have the authority to back up what he was talking about. He (Mr. Ryan) had done it on previous projects.

Member Feticc asked Mr. Barker if he had talked with Dale Ryan concerning the matter. Mr. Barker replied yes, and Dale verified the fact that he had a verbal agreement with Mr. Newman. Member Feticc asked if Mr. Newman went ahead based on the Deputy of Public Works Director's promise that he would be reimbursed for the work because the City, at that time, didn't have the money to do it. Mr. Barker replied yes, the City was not budgeted at that time for it.

Member Feticc asked what the amount was. Mr. Newman replied \$10,939.86. Mr. Auer said a second addendum should have been brought to the Board, rather than Dale making a verbal agreement with Mr. Newman. Mr. Newman said that he had no reason to doubt it because the same thing happened on the other side of the street and it was handled in the same manner; he put in the improvements since the City, for whatever reason, didn't do it when he needed it done, and he was reimbursed for the improvements. Mr. Newman said that he doesn't like playing banker, he would rather have the City do it.

Mr. Hamilton stated that future business with the City will not be conducted that way.

Member Schaller moved to recommend to the Board of Supervisors that Mr. Newman be paid \$10,939.86, seconded by Member Marilee Chirila, and PASSED 3-0.

2. UPDATE FROM NEVADA DEPARTMENT OF TRANSPORTATION ON CARSON BYPASS ROUTE

Mr. John Crawford, Chief Right-of-Way Agent, Nevada Department of Transportation (NDOT), stated that a

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number of studies have been undertaken for a bypass route of Carson City. After numerous studies and the final completion of the environmental impact statement which was signed in May of last year, they are now in a position to start acquiring rights-of-way for the bypass. Construction funds are a number of years off, 15-20 years away, depending upon the amount of Federal funding available.

He stated that he has \$4 million in advanced right-of-way acquisition funds. These are funds that can be obtained once they have a definite location and the environmental impact statement has been completed. A design hearing has not yet been held on the alignment. At that time, the public will be given the opportunity to comment on specific design features such as the number of lanes, location of interchanges, grade separations, etc.

Mr. Crawford's division is concentrating in acquiring vacant undeveloped land in total that lie wholly or mostly within the right-of-way limits. (He pointed to a map showing the area referenced.) They will avoid some of the larger properties where they are not sure how the land will be impacted. Currently, the survey crew is staking the center line. In the near future, they will be purchasing those properties identified as "hold takings." The estimated cost of right-of-way alone is \$30 million, which will increase as time goes on.

Mr. Crawford pointed out on the map where the road starts at the junction of U.S. 50 and 395 heads easterly, curves, goes along the Edmonds alignment, around the prison, and intersects U.S. 50 near Lucky's market (in fact, right through Lucky's Market), on up parallel to Lompa Lane, and then to Jockey International, and then out to connect with existing U.S. 395. He distributed a handout, and said that more were available at the headquarters at 1263 Stewart Street, Room 313, Carson City.

Mr. Anthony Villardi asked what the required right-of-way distance was for the 395 bypass. Mr. Crawford said between 250 and 300 feet wide, but interchange locations will be wider to accommodate ramps and overpass structures.

Mr. Frank Luchetti asked if the center line could be moved. Mr. Crawford replied no. Mrs. Lillian Geddes asked if they red bars on the map were underpasses. Mr. Crawford replied no, they indicated areas of great separations rather than interchanges; whether they will be over or under will be a matter of the design criteria. She noted that the bypass appears to run adjacent to Edmonds.

Mrs. Geddes said that she heard that in some cases, from Koontz Lane to Fifth Street, that it would be adjoining the land of Edmonds and there would be an acre in between; there are houses along there now. She asked if he knew if there were any houses between the freeway and Edmonds. He replied that between Koontz and Fairview, the easterly right-of-way will be coincident with the right-of-way of Edmonds Drive.

Mrs. Joyce Bohm asked why it would be called 395, and not 395 and 50. Mr. Crawford said it would be called 395 and 50. Carson Street is signed as both U.S. 395 and 50.

Mrs. Geddes asked if the highway would be above ground level. Mr. Crawford replied yes, for the most part.

Mrs. Fran McClain asked if the road would run with Edmonds, or just to the west of Edmonds, down around Koontz to Fairview Drive. Mr. Crawford stated that it would be just west and along side of Edmonds.

4. REVIEW OF MASTER STREETS AND HIGHWAY PLAN WITH REGARD TO CONSTRUCTION OF SALIMAN ROAD TO KOONTZ LANE

Mr. Bill Barker presented a conceptual drawing of what is proposed and noted that the map is now drawn to scale. The north end of the section where Gene Butler lives and Bill Owen on the other side, there were two surveys done. Chattin corner, everything to the west of there in the 40 acres was surveyed off of Chattin corner. Originally it was set on the map in 1956; his notes went back to 1954. The BLM corner which was re-established by Bob Fuller in 1972 when he surveyed for the subdivision of parcels is a straight line all the way through and should have been the one that was used originally by everyone. But, prior to BLM setting

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that corner, Chattin put in the previous survey marker. Actually it was put in by a person by the name of Clock.

Mr. Barker said that 52 feet is the minimum right-of-way needed. The impact of the 52 feet on Mr. Butler would be the 30 feet measured from Chattin's corner to the corner of Mr. Butler's lot; they would need to acquire five additional feet there. To the east (Mr. Owens, Mr. Luchetti, Mr. Martin, and Mr. Geddes) starts out at 14 feet and then decreases all the way south to Clearview. Right now there is a ditch on the property that measures 14 feet, so there would be no further impact on them. On the west side, it goes from 5 feet to the McClains' residence to approximately 2 1/2 feet. They are not proposing a four-lane road at this time; probably a two-lane road with turn pockets at Koontz Lane.

Mr. Mike Donovan stated that the men who generated the problem are already dead. This problem was generated in 1956; Mr. Chattin was dead at that time, and Mr. Clock has since died. Mr. Clock has been dead ten years. Mr. Donovan said that, realizing that there wasn't anything out there then, Mr. Chattin did the best he could in determining the quarter corner. There just weren't real good corners in that area of Carson City.

When the Chattin subdivision was put in in 1961 (which he worked on), the corner monumentation was not in evidence. Many of the corners were destroyed; he did the best he could. It was the earliest survey of the 40-acre subdivision; it is simply something that occurred.

Mr. Elliott Melnick asked what would happen to the drain ditch on the east side of Hillview. Mr. Barker replied that it would go underground to Koontz Lane.

Mr. Bill Sides asked what size pipe would be put underground and if it would pick up the water from Valley View in the big open ditch. Mr. Barker replied that he did not know what size pipe they would be using, and yes, it would pick up the water from Valley View.

Mr. Frank Luchetti asked questions concerning road width and the number of lanes. Mr. Barker explained that there is an 80-foot right-of-way, the roadway width would be 64 feet from curb face to curb face. The 80 foot is to include curb, gutter, and sidewalk. They are going from 64 feet to 52 feet. Mr. Barker said that they are still looking at four lanes in the Kitchen subdivision coming up; it hasn't been designed, but has been proposed.

Mr. Madigan stated that in five years they anticipate the average daily traffic at the subject section to be 1300 cars per day. On the area of Saliman north of Sonoma, he anticipates the traffic to be about one and one-half times more than it would be on the south. As you progress north, the percentage of increase will be more drastic due to the streets that will feed into Saliman.

For the year 2007, Mr. Madigan anticipates an average daily traffic of 20,800 vehicles, and that is if 70% of the 6,000 sq. ft. lots (which are now vacant) will use Saliman. That is not considering the ring route, if it is ever completed. As you progress further south, the need for a four lane highway is not there.

Mr. Madigan said that we are looking at, in all probability, a two-lane highway with the necessary turn pockets at the intersection.

Mr. Luchetti asked if the road would be tied into Highway 50. Mr. Madigan said he had not seen any plans to tie Saliman into Highway 50 south. Mr. Luchetti said it was identified in the Master Plan. Mr. Madigan replied that the Master Plan changes as conditions and state of the art change. Saliman is going to be a residential collector for the Carson City residents that live in that area, not for the interstate traveler. He cannot perceive bringing interstate traffic through a residential area.

Member Fetic noted that the Master Plan is in the process of being updated.

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Mr. Luchetti asked if the appraiser will include damages in his appraisals. Public Works Director Dan O'Brien stated that the value of the property, as well as damages, would be included in the appraisals.

Mr. Bill Owens, who lives adjacent to the Saliman extension on the northeast section, asked if curbing and guttering would be done of the extension from the quarter-section line to Koontz and installing utility lines, or would there be an additional easement on the properties adjacent to the 52 feet.

Mr. Barker replied that the road would be curb and guttered with drop inlets were appropriate. The transmission lines would concern Sierra Pacific; they have power poles on the west side that will have to be attended to.

Mr. O'Brien said there was a question whether a utility easement would be needed on the east side; right now everything is on the west side. The current easements will be part of the property that will be acquired; they will probably acquire a utility easement also.

Mr. Jerry martin asked what would happen to his fence since it is on the property to be acquired. Mr. Barker replied that normal procedure would be to relocate his fence.

Mr. Bill Hughey asked where the money would come from to do the work. Mr. Barker replied that funding will come from the Regional Transportation Commission which receives its funds from the gas tax. Member Fetic explained that there is a four-cent gas tax that can only be used, according to State law, to build new streets.

Mr. Pat Walsh noted that the section of Hillview between Clearview and Valley View has been torn down and rebuilt twice since he has lived there. He asked why the City is planning on widening it. Mr. Barker stated that it was planned for the future. Mr. Walsh said that the City operates on a divide and conquer theory: "We are not going to screw you for another ten years, so why be upset? You will be an old man by the time it does it to you, so why be upset?" He said that when they don't like something, they are told the Master Plan is cast in stone.

Mr. Fetic said there was no thought of rezoning Mr. Walsh's area to SF600 or SF1200; Mr. Madigan computed it at that to get the worst case scenario for his traffic engineering studies. Even at 6,000, Mr. Madigan said he is not sure we need four lanes out there.

Mr. Walsh asked where the current Master Plan was. Mr. Madigan replied that he did not have a copy of it. Member Fetic said to go to the Community Development Department. Mr. Barker said there was a Master Plan for highways and streets approved in 1983; Mr. Walt Sullivan, Community Development Department, has a copy of it. The current Master Plan is a small map for the highways. Member Fetic noted that every year the Master Plan has to be updated. This year it will be in September. He welcomed those interested to attend the meetings.

Mrs. Fran McClain said that at the November 19 Regional Transportation Meeting, Mr. Hardin, representing Sierra Pacific, indicated that they would like to be considered for transmission lines straight down to Clearview. She has been trying to find out where the line would be, on the east side, west side, or down the middle of the road. She has been hearing that it is going to be on the east, and that they want an additional six-foot easement so as not to clutter the existing easement since it is high tension.

Mrs. McClain asked if a traffic study has been done of what the traffic will put on Koontz, considering there is a shopping center at the end near the highway. She said the residents would be saturated with dirt and dust. Mr. Madigan replied that a study will be done; it hasn't been done yet because everything was conceptual. He indicated that it will go along with the design part of the project, because the design cannot be done until they know how much traffic they are designing for.

Mr. Anthony Villardi asked if the City was going to condemn any homes. Mr. Barker replied no. He said

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that where Mr. Villardi lives on Christy Court only inches would be needed. If the center line is correct, thirty feet from the center line would be close to the right-of-way line.

Mr. Villardi stated that his house was on the condemnation path when 395 was proposed on Hillview Drive. It has since been declared a green belt, and the Department of Transportation can no longer dedicate funds to make that a ring road.

Mrs. Lillian Geddes said that they have already dedicated 25 feet; 25 plus 14 makes 39 feet. That is almost the 40 foot that originally was proposed with an 80 foot right-of-way. Why so much from her side? Mr. Barker replied that her property would be impacted the least because 14 feet is already a ditch. Mrs. Geddes said that she would be impacted since the ditch will be put underground.

She asked if the power lines had to be underground. Mr. Sullivan replied that they could be put above ground. She asked if sidewalks would be put in. Mr. Barker replied no. She also asked if she could be sure that the City won't come back and ask for more land. Mr. Barker replied that he could not answer for future administrations or what will happen twenty years from now. She said that she was concerned that they were not splitting it.

Mr. Frank Luchetti, Sierra Pacific Power Company, said that Sierra Pacific has plans to bring a 60,000 Kv line down Saliman to connect with the overline substation on Valley View. The line between Koontz Lane and Mr. Butler's property is a distribution line. He said that he hasn't seen the design but that they would be wood structures similar to what is around town except higher. He said that the lines would have to make a 90-degree bend the way it is set up now; utility lines always go in a straight line. He also was concerned about the need for a utility easement.

Dan O'Brien said that the City is looking at 14 feet there. If Sierra Pacific wants any additional right-of-way they would have to come to the City and negotiate for more.

Mrs. Lillian Geddes stated that the City could still consider shutting it off since there are other ways to get out of there, such as Baker.

Mrs. JoAnn Genescritti said she lives one block above the proposed street. She said that she was tired of hearing of everyone else's rights, the concern of the future of the City, etc. "Who is concerned about their rights? They don't want to the extra traffic. They have animals and children and like the way they live out there. Why do they want to change it? Why don't they consult us to see how we feel about this? No one seems to be concerned about us . . . just the City and this 80-foot highway that will be going past a grade school."

Mr. Cliff Weaver said he received a letter telling him not to create any permanent structures or do any building for the next five to seven years. He has a shop and a garage that need a driveway poured. He hopes that what will be done will be done soon so he can continue his plans. He also mentioned the fact that he has had to pull cars out of the ditch because there is no barricade at the end of the road. He asked that a barricade be erected until the road is completed.

Ms. Leona Cook asked when the decision would be made and who would make it as to why they need the road. They live out there because they like it the way it is. Member Fettic said that they will decide what they should recommend to the Board of Supervisors. The final decision will be made by the Board of Supervisors.

Mr. Bill Hughey asked how wide the lanes would be. Mr. Madigan replied that the standard lane is 12 feet wide; turning lanes can be reduced to 10 feet. He explained that the immediate need is for a two-lane highway. They are going through the right-of-way acquisition now. The City has to plan for what the ultimate needs may be in the future 20-30 years from now. When land is acquired, it is not done in a piecemeal manner. He restated that his recommendation for the immediate need would be for two 12-foot lanes

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plus a turn lane.

Mr. John Wilson asked what the load limits would be for the road. Member Fetic stated that Mr. Wilson doesn't want that road to be a truck route, and agreed with him. Mr. Wilson said that now trucks use the road frequently. Mr. Madigan said it was an enforcement problem; there is a seven ton weight limit now. Mr. Wilson said that the Sheriff's Department says it is up to the State, and the State says it is up to the Sheriff's Department. Member Fetic said it was a City street.

Mr. Madigan informed Mr. Wilson that the thicker the road is made, the longer it will last. A thicker base is not always designed just for truck routes. They are currently trying to design roads for a twenty-year life span.

Mr. Wilson then asked those present how many wanted to make the road wider. (Silence). He then asked if they wanted the area to remain the way it is. There was a resounding "yes" from the audience.

Mr. John W. Foster recalled his experiences with the City surprising him. He said that when he moved in three years ago, the title company did a search on the property. The deed showed footage deeded to the City for roadways. He didn't have a problem with that. In the back, there was ten feet deeded to the utility company for poles; he didn't have a problem with that.

In the last three years, he received a letter two weeks prior to construction that the City was going to rip up his road and put in a sewage effluent line in front of his house (which stinks - you can smell it in the morning). He received a letter saying that they are going to buy pieces of his property; now Mr. Luchetti says there may be high voltage lines coming down in front of his property. "Is there any way the City can prevent these nasty surprises from happening to future homeowners?"

Mr. Foster said the effluent line was placed 40 feet from his well, and wondered if there was contamination. He moved on a one-acre parcel. Everything indicated that he would remain on a one-acre parcel, which is now being whittled away. These other things were planned a good deal prior to his moving in. Why isn't there some way to warn young first-time home buyers like himself of these potential problems?

Member Fetic said that that is one reason they held this meeting at night instead of during the day. He said that he would forward his concerns to Lynn Hamilton to develop some procedures to make sure that these kinds of things happen as little as possible. Meanwhile, he will have someone from the wastewater treatment plant investigate the cause of the odor.

Mr. Fetic said no action would be taken tonight. This matter would be considered again at next month's meeting.

Mr. Gill Geddes said he was familiar with the mistakes of surveys. However, he does not think that 14 feet on one side and 5 feet on the other side is an equitable solution to the mistake in the surveys.

5. DISCUSSION OF RECONSTRUCTION OF U.S. HWY 50 MOUNDHOUSE PROJECT INVOLVING EAGLE VALLEY GOLF COURSE AREA TO THE JUNCTION OF SR341, VIRGINIA CITY TURNOFF

Mr. Barker explained that the State Highway Department asked them if there were any problems with the proposed reconstruction of Highway 50 from Moundhouse Project. Member Fetic said they were going to extend the four lanes up past the turnoff to the dump and all the way out to the Virginia City turnoff. We have to be notified because the widening starts in our county; we are not four lanes all the way to the top. Mr. Barker said that City staff reviewed the item, and were in agreement with the plans.

There being no further matters for discussion, the meeting was adjourned at 8:15 p.m.

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The Minutes of the Carson City Regional Transportation Commission Meeting of February 11, 1987

ARE SO APPROVED ON April 8, 1987.

/s/_____
TOM FETTIC, Vice-Chairman