2020 LONG RANGE TRANSPORTATION PLAN

DRAFT REPORT

PREPARED FOR

THE RENO-SPARKS INDIAN COLONY

MARCH 2021

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Executive Summary
The purpose of this study is to identify and evaluate current and future transportation needs of the Reno Sparks Indian Colony (RSIC). Present needs are determined by evaluating existing conditions including traffic volume, hazards, roadway conditions, sidewalks, and other transportation infrastructure alongside the RSIC’s current goals. Future needs are evaluated based on the RSIC’s social, economic and development goals and objectives, including specific development proposals, as well as the land use and transportation plans of the surrounding area.

Tribal Transportation Plan
The Tribal Transportation Plan (TTP), originally known as the Indian Reservation Roads (IRR) Program, addresses transportation needs of the 567 federally recognized Tribes and Alaska Native Villages in the United States. Jointly administered by the Federal Highway Administration’s Office of Federal Lands Highway (FHWA, FLH) and the Bureau of Indian Affairs (BIA), the program provides funding for planning, design, construction, and maintenance activities for facilities that provide access to or are located within tribal land. The regulations that govern the TTP are defined in Title 25 of the Code of Federal Regulations Part 170.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Public Law 109-59 established in 2005, gave tribes the ability to work directly with the FHWA in the administration of their IRR program. The IRR Program Delivery Guide developed in 2008 to assist Tribes with the management of IRR programs was replaced by the Tribal Transportation Program Delivery Guide, the most up to date version was issued in 2019. The TTP Program Delivery Guide is intended to be a valuable resource for Tribal Governments in their administration of the TTP, providing a source of technical transportation and program information, and describing several other key Federal transportation programs available to Tribes.

This Long Range Transportation Plan (LRTP) has been prepared in accordance with the 2019 TTP Program Delivery Guide Section VI Transportation Planning included as Appendix A and covers a 20-year time horizon. Existing routes in the National Tribal Transportation Facility Inventory (NTTFI) have been evaluated as well as routes the Colony is proposing to add to the NTTFI. The LRTP includes a Tribal Transportation Improvement Program (TTIP) and priority list that will be forwarded to the BIA for inclusion in a regional TTP and the Nevada Statewide Transportation Improvement Plan (STIP).

Organization of Study
The RSIC land base consists of a number of separate parcels scattered throughout the Truckee Meadows region in this LRTP, but mainly consisting of the Reno and Hungry Valley communities. After a general introduction describing the RSIC population, transit system, and overall land uses the report is divided by area. The Reno Colony including Colony Road and Reservation Road residential areas and surrounding RSIC owned parcels is considered in one section. The Hungry Valley community is discussed in another section, and the various commercial parcels located throughout the Washoe County area are considered in a third section. This is done to make it easier for RSIC members and decision makers to track conditions and proposed projects in each area. Next, current transportation funding and expenditures are examined. In the final chapters of the report, regional transportation planning responsibilities are discussed, priority transportation projects are identified, and procedures for implementing the transportation plan and managing transportation improvement projects are described. Finally, existing NTTFI routes are listed and any changes to existing routes and proposed routes are identified.
Public/Tribal Member Participation in Planning Process

On March 23, 2021, a public meeting regarding transportation planning for the Reno Sparks Indian Colony will be held. The meeting will be held virtually at 6:30 p.m. via Zoom. This is an opportunity for the public to learn about the planning process and provide input on the contents of the final LRTP. Some topics of discussion may be transportation safety, transit service, transportation mode choice, among others. The public meeting advertisement and a list of meeting attendees will be available in Appendix B in the final LRTP.

Introduction and Background

The RSIC consists of approximately 1,172 enrolled members from three Great Basin Tribes: the Numa (Northern Paiute), Washeshu (Washoe), and Newe (Western Shoshone). Established in 1917, the RSIC is located in Washoe County in northwestern Nevada occupying both an urban setting and a rural land base. The reservation lands consist of the original 28-acre Colony located in central west Reno and another 15,539 acres in Hungry Valley, which is 19 miles north of the Colony and west of Spanish Springs, nestled in scenic Eagle Canyon. A tribal government was formed in 1935 under the Indian Reorganization act of 1934. The RSIC is governed by a Chairman and an eight-member Tribal Council. The Colony land base consists of multiple parcels surrounded by Washoe County, the cities of Reno and Sparks, and by federal land managed by the Bureau of Land Management (BLM).

Population

Washoe County had an estimated 2018 population of 465,765 people. The estimated population of Reno was 250,998 people; of Sparks, 104,246 people (US Census). A summary of the Demographics of the RSIC (2010 US Census) states the official tribal population that resides on the reservation is 917 individuals. The Reno community consists of 401 individuals, and the Hungry Valley community consists of 516 individuals. The chart in Figure 1 summarizes the ages of the RSIC resident population.

As the chart shows, the RSIC has a relatively young population, with almost 53% of the population under thirty years of age. If this relatively young population continues to reside on Colony lands, the population can be expected to grow significantly over the coming years. Population modeling based upon the 2010

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<tr>
<td>60-64</td>
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<tr>
<td>65 and over</td>
<td>81</td>
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* Includes Reno and Hungry Valley Community

SOURCE: 2010 US Census
Washoe County and State Demographer’s Forecast projects a year 2030 population of approximately 1,246 individuals.

RSIC Transit
The RSIC Transit Service is a service of the Public Works Department of the RSIC. The service is funded and authorized by the Tribal Council to provide a reliable transportation service for RSIC community members to access employment, medical services, and social services, as well as to reduce dependence on and costs of maintaining automobiles. Service between Hungry Valley and Reno began on January 20, 2004 with a 12-passenger van. It has since grown to a fleet consisting of two (2) new 12 passenger buses with wheelchair lifts, and three (3) older 12 to 16 passenger buses. The transit service is a fixed-route service that runs seven days a week except on major holidays and the most recent schedule is included as Appendix C. Stops include:

- Hungry Valley Community Center
- Hungry Valley Housing
- Wal-Mart, E. Second Street
- Smoke shop 5 (Pyramid Way in Greenbrae Shopping Center)
- RTC Sparks CitiStation
- Reno CitiCenter
- RSIC Administration Office at 98 Colony Road
- 34 Reservation Road – RSIC Finance, Human Resources, Education and Recreation Programs
- Tribal Health Center on Giroux Street

In 2019, transit ridership was 4,855 passengers. Ridership statistics maintained by the Public Works Department show that most trips end and originate in Hungry Valley and 34 Reservation Road in Reno. In the March 2021 public meeting held virtually, attendees were able to provide comments on the current transit service and potential improvements. The installation of transit bus shelters to provide protection from weather was identified as a recommended and priority project for the Reno Colony at the time of the 2007 LRTP. As of 2019 two (2) RSIC transit shelters have been constructed.

Land
While the ancestral lands of the Numa, Washeshu, and Newe people, who make up much of the RSIC population, covered all of northern Nevada into eastern California, the current land base consists of nineteen areas contained in multiple parcels totaling approximately 15,659 acres. The Colony began in 1917 with 20 acres of the former Scott Ranch located on the boundary between the towns of Reno and Sparks. Since that time numerous parcels have been added to the RSIC land base. Table 1 shows RSIC lands in 2021, with their acreage, and Appendix D is a map of the location of the parcels.
Table 1: Inventory of RSIC property including type, location, assessor parcel numbers, and acreage.

<table>
<thead>
<tr>
<th>Parcel Name</th>
<th>Type</th>
<th>Location</th>
<th>APN</th>
<th>Acreage</th>
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Reno Colony

The Reno Colony is located to the east of central Reno and to the west of Interstate 580. The Reno Colony is adjacent to the Medical Regional Center planning area and the Mill Street Transit Oriented Development (TOD) Corridor planning area. Both these areas are zoned for mixed use; complete development plans for each planning area can be found in Appendix E. Older industrial zoning remains immediately to the west of the Reservation Road parcel, and to the west and northwest of the Colony Road parcel. Current surrounding land use consists of industrial and commercial uses including car repair shops, automobile sales, auto glass shops, and dry cleaners. Table 2 shows Reno Colony lands in 2021, with their acreage, and Appendix F is a map of the land use of the parcels.

<table>
<thead>
<tr>
<th>Parcel Name</th>
<th>Type</th>
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Land Use and Economic Development Plans

The Reno Sparks Tribal Health Center (RSTHC) is a tribally-owned and operated clinic, located in the Reno Colony at 1715 Kuenzli Street. Since opening in 2008, the RSTHC plays a major role as part of the continuing health care for eligible American Indians and Alaskan Natives in the Reno-Sparks metropolitan area. The clinic employs a staff of over 110 employees and recorded over 50,000 patient encounters in 2016. The 65,000-square-foot clinic offers care in podiatry, ophthalmology, physical therapy, diabetes treatment and awareness, women’s health, psychiatry, and substance abuse counseling.

A Wal-Mart Super Center was constructed on Colony land at 2425 E. Second Street. The 189,000 square foot building opened for business in 2010. The Colony participated in the development of the floodwall and levee along the south bank of the Truckee River, prior to the construction of the Wal-Mart Super
Center. That undertaking involved the RSIC partnering with the Washoe County Flood Control Project, the Washoe County Public Works Department, the Nevada Department of State Lands, and Wal-Mart. At the Colony’s expense, the RSIC completed a $1.3 million environmental cleanup of the site with the assistance of a Brownfields Loan, administered by the Nevada Division of Environmental Protection.

Under an agreement with the State of Nevada, the Colony financed the design and construction of the Northern Nevada Transitional Housing Center (NNTHC) located at 1840 E. Second Street. Construction of the 21,500 square foot facility was completed in 2015 at a cost of eight million dollars. As part of the agreement, once the construction was completed, the Colony and the State exchanged lands. The State received the parcel housing the NNTHC in addition to the adjacent parcel located at 290 Kietzke Lane. In exchange, the Colony took ownership of the parcel located at 2595 E. Second Street adjacent to the Wal-Mart Super Center. The Colony demolished the Northern Nevada Restitution Center previously located at the site and is actively marketing the site for commercial development.

The RSIC will continue its policy of acquiring parcels within the sphere of influence for redevelopment. One project in the conceptual stage is a multi-family housing development on the Sunshine Lane parcel located just north of the existing residential area on Colony Road. According to the Year 2000 Comprehensive Plan, the Reno Colony currently “supports both an active economic development program and approximately one-half of the residential needs of the population”. Planning issues in the area include:

- The proximity of Reno industrial zoning, which allows land uses that may result in pollution and/or toxic emissions affecting residents’ health and safety.
- Traffic congestion in the surrounding Reno areas results in access difficulty, noise, air pollution, pedestrian safety issues, and possible constraint on new development.

Traffic Control
Traffic control devices in the Reno Colony consist of signs and pavement markings, and a speed hump across Golden Lane between South Park and North Park Streets. There are “Stop” signs at the intersections of Colony and Reservation with Second Street; a “Stop” sign at the intersection of Reservation and Mill Street; “Stop” signs at the intersections of South Park and North Park with Golden Lane; and a “Stop” sign at the intersection of Colony Road and Colony Circle. There are Pedestrian Crossing and 15 MPH warning signs on Golden Lane near the gym and community center. There also are pavement markings that include centerlines, red “no-parking” curb markings at intersections, and stop lines. There is parallel automobile parking on most Colony streets between the sidewalks and the traffic lanes. Reference Appendix G for existing transportation system elements.

Pedestrian and Bicycle Routes
Since the Reno Colony is in an urban area, pedestrian routes are an important part of the transportation system. Mill Street, E. Second Street, and Kietzke Lane are major arterial roadways carrying heavy traffic moving at relatively high speeds, making pedestrian crossing difficult. The RSIC transit system picks up and drops off passengers at several locations, of which include a school bus stop at one location. These transit riders become pedestrians as soon as they step off the bus, finishing the journey to their destination on foot. Further, Colony residents walk to school, shopping, services, employment, or RTC transit stops nearby. Principal areas of pedestrian and bicycle use in the Reno Colony are between the community center/gym area to residential areas and to the RSIC’s two major new developments in the
area, the Wal-Mart Super Center and the RSTHC. Ideally, safe and convenient pedestrian access should be available to these locations so that Colony residents can easily get to them without having to drive.

There is a pedestrian bridge across E. Second Street connecting the Reservation Road and Colony Road areas. A Nevada Department of Transportation (NDOT) Bridge Inspection Report indicated the pedestrian bridge was structurally sound but there were several aesthetic issues including rust, exposed rebar, deterioration to the walkway, and cracks in the sidewalks. Enhancement to the pedestrian bridge was a priority project in the 2007 LRTP and has since been completed. The project addressed the aesthetic issues and added Native American artwork creating a dramatic gateway to the RSIC Reno Colony.

A priority of the last LRTP was to designate walking routes within the Reno Colony between residential areas and community services, to Vaughn and Wooster schools, RTC transit stops and to evaluate the need for pedestrian improvements. Since then, improvements were completed on E. Second Street between I-580 and Kietzke Lane to make pedestrian crossings ADA-compliant. A 2019 NDOT project on Second Street between Keystone Avenue and Kietzke Lane included the construction of enhanced pedestrian-accessible ramps, upgraded signs and striping, new crosswalks, LED lighting, traffic calming bulb outs, upgraded curbs and sidewalks, and a roundabout at Second Street and Giroux Street. One more 2019 NDOT project on Kietzke Lane from Mill Street to Galletti Way included bicycle and pedestrian safety improvements, construction of enhanced pedestrian and driveway ramps, minor pavement rehabilitation, sidewalk widening and intersection safety improvements.

The Regional Transportation Commission (RTC) is planning a Shared Use Path to extend the Tahoe-Pyramid Bikeway on the south side of the Truckee River from John Champion Park to the Wal-Mart Super Center. Although it was not included as a priority project in the 2007 LRTP, the completion a feasibility study and cost estimate for this project was identified as a recommended transportation improvement. As of 2020 agency approval is pending and the goal is to have the path completed as part of NDOT’s Spaghetti Bowl Xpress (SBX) project currently under construction. The RTC Shared Use Path will provide pedestrian connectivity between the RSTHC and the Wal-Mart Super Center offering a direct route that avoids high traffic in the surrounding areas. A shortfall of the proposed path is that it does not include a south leg connecting the Colony Road residential area of the Reno Colony. It would be highly beneficial to the Colony residents to add this connection as part of the residential development planned for the parcel on Sunshine Lane.

Several improvements have been made since the 2007 LRTP but there are still areas that are lacking. A primary area of concern at the time of the 2007 LRTP was on Golden Lane between N. Park Street and S. Park Street where several community service buildings are located on both the east and west sides of the street. The installation of a traffic calming device and pedestrian crossing was one of the priority projects identified in the 2007 Plan. A standard pedestrian crossing was added at Prosperity Street and Golden Lane between N. Park Street and S. Park Street but no other improvements were made. A crossing enhanced by rapid flashing beacons, bulb outs, or a pedestrian refuge median should still be considered at this location due to the high number of small children, youth, and elders that utilize it. Golden Lane dissects the major business arterials of Mill Street and Glendale Avenue, which have congested traffic much of the day. Trying to avoid the traffic backups, numerous cars use Golden Lane in an attempt to avoid traffic creating a hazardous situation.
A pedestrian route of significant concern is from the Reno Colony to Earl Wooster High School, the zoned high school for the area. The shortest pedestrian route requires crossing Mill Street between Kietzke Street and Interstate 580 where there are no marked pedestrian crossings. Pedestrians have to travel west to Kietzke Street to cross safely at the traffic light. There are also no marked pedestrian crossings across Sunshine Lane, Golden Lane, or Reservation Road on either side of Mill Street. Crossing one or more of these side streets may be required in route to the marked pedestrian crossing at Kietzke. The addition of a crosswalk with rapid flashing beacons or a pedestrian bridge across Mill Street between Golden and Sunshine Lanes to the north and at Redwood Place to the south would provide a convenient, safe route from the Reno Colony to the high school and other services located south of Mill Street. In addition, marked pedestrian crossings Sunshine Lane, Golden Lane, and Reservation Road would help to improve pedestrian safety. According the 2040 Regional Transportation Plan (RTP) The Washoe County RTC has a reconstruction project for Mill Street from the Reno-Tahoe Airport to Downtown Reno planned between 2022 and 2026. This would be an excellent opportunity for the RSIC to partner with RTC to complete these safety improvements. The RTC 2040 RTP can be found on the RTC website at www rtcwashoe.com.

There are no bicycle lanes in the residential areas of the Reno Colony or on E. Second Street. Designated bicycle lanes can be found on Kietzke Lane and Mill Street in the Reno Colony area.

Transit, School Bus and Mail Routes
- Mail delivery service in the Reno Colony is door to door.
- School Bus routes: Washoe County School District Bus #8035, to Corbett Elementary School, stops at Reno-Sparks Indian Colony Head Start at 34 Reservation Road.
- RSIC Transit Service stops at: 98 Colony Road, the Tribal Health Clinic on Giroux, 34 Reservation Road, and Wal-Mart Super Center.
- Washoe RTC buses do not cross RSIC parcels but bus routes 9 (Keitzke), 18 (2nd St.), 14 (Mill Street), and 12 (Terminal-Neil) all pass close to the Colony/Reservation Road area. Reference Appendix G for existing transportation system elements.

Safety, Traffic Hazards, and Motor Vehicle Accident Data
This section will describe current and past safety, traffic hazards, or accident data once information has been provided by the RSIC Police Department.

For example: In a previous report to the BIA on the Reno Sparks Indian Colony Highway Safety Program, it is stated that there were 6 traffic crashes on RSIC lands before 2005. In the September 2006 transportation public meeting and in subsequent communications, RSIC members reported that speeding along Golden Lane and on Reservation Road were leading to unsafe conditions for pedestrians and residents.

Existing Traffic Volume and Projected Travel Demand
Traffic counts were conducted at several locations on the Reservation and Colony parcels as a part of the 2020 Inventory Update. Table 3 shows the 2020 traffic counts, and projected twenty-year traffic based on standard BIA assumptions of 2% growth in traffic volume per year.
**Table 3: Traffic counts for the Reno Colony of the RSIC.**

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Section Number</th>
<th>Location</th>
<th>Month Counted</th>
<th>Current ADT</th>
<th>Projected ADT (2040)</th>
<th>% Heavy Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIA-0101</td>
<td>10</td>
<td>Reservation Road at Mill Street</td>
<td>Dec</td>
<td>318</td>
<td>472</td>
<td>-</td>
</tr>
<tr>
<td>BIA-0101</td>
<td>20</td>
<td>North Park at Golden Lane</td>
<td>Dec</td>
<td>506</td>
<td>751</td>
<td>-</td>
</tr>
<tr>
<td>BIA-0101</td>
<td>20</td>
<td>Reservation at E. 2nd Street</td>
<td>Dec</td>
<td>543</td>
<td>806</td>
<td>-</td>
</tr>
<tr>
<td>BIA-0103</td>
<td>20</td>
<td>Colony Road at E. 2nd Street</td>
<td>Dec</td>
<td>567</td>
<td>842</td>
<td>-</td>
</tr>
<tr>
<td>SR-9648</td>
<td>830</td>
<td>E. Second Street and Sunshine Lane</td>
<td>Dec</td>
<td>21,500</td>
<td>31,928</td>
<td>2%</td>
</tr>
<tr>
<td>UR-9101</td>
<td>810</td>
<td>Golden Lane at E. Second Street</td>
<td>Dec</td>
<td>896</td>
<td>1,331</td>
<td>-</td>
</tr>
<tr>
<td>UR-9102</td>
<td>810</td>
<td>Sunshine Lane at Lewis Street</td>
<td>Dec</td>
<td>1,182</td>
<td>1,755</td>
<td>-</td>
</tr>
<tr>
<td>UR-9104</td>
<td>810</td>
<td>Mill Street at Sunshine Lane</td>
<td>Dec</td>
<td>23,400</td>
<td>34,749</td>
<td>2%</td>
</tr>
<tr>
<td>TR-0114</td>
<td>010</td>
<td>Wal-Mart Access Road Entrance</td>
<td>Dec</td>
<td>4,728</td>
<td>6,353</td>
<td>2%</td>
</tr>
</tbody>
</table>

**ADT = Average Daily Traffic**

SOURCE: Lumos and Associates, *Reno Sparks Indian Colony Road Inventory Update*, STARnext, December, 2020

Highest traffic counts were recorded on the main arterials adjacent to the Reservation on Mill Street and E. Second Street.
Recommended Transportation Improvements

Reno Priority Transportation Projects List (To be finalized by Tribal Council and RSIC Staff)

1. Designate walking routes within RSIC parcels, to Wal-Mart and Tribal Clinic, to Vaughn and Wooster Schools, and to transit stops (Both RSIC and Washoe RTC). Once these routes are designated, evaluate the need for pedestrian improvements and estimate costs, and coordinate with surrounding landowners and jurisdictions to carry out pedestrian infrastructure improvements on designated walking routes.

2. Evaluate a pedestrian crosswalk with rapid flashing beacon or a bridge across Mill Street between Golden Lane and Sunshine Lane. Coordinate with the RTC on the future Mill Street project.

3. Improve RSIC Transit Service stops at 98 Colony Road, the Senior Center (on Golden Lane), and new health clinic with seating, shelter and signage (3 shelters with benches, 3 signs).

4. Add a south leg to the RTC Shared Use Path once it is completed with the Spaghetti Bowl Express (SBX) project to connect it to the Reno Colony and future Sunshine Industrial development.

5. Establish a walking promotion and safety education program.

6. Establish a preventative maintenance program and schedule for RSIC owned and maintained roadways.
Hungry Valley

The RSIC Hungry Valley lands are made up of ±15,538 acres north of Reno and northwest of Sparks and Spanish Springs. Table 4 lists the parcels that make up these lands. There are 150 homes in Hungry Valley, police and fire stations, cemetery, a Community Center, tribal offices, sewer ponds, and Pow Wow grounds. With the exception of the residential and community service areas, the land is not developed, and supports a range of native vegetation types including pinyon-juniper woodland at higher elevations; sagebrush, rabbit brush, and bitterbrush in middle elevations; and spiny hop sage, greasewood and other shrubs at the lowest elevations. Wildlife species in Hungry Valley include mule deer, pronghorn antelope, coyote, bobcat, fox, and many other species. The RSIC Hungry Valley land is located adjacent to Washoe County’s Spanish Springs, Warm Springs, and North Valleys Planning Areas. The three area plans designate land surrounding the RSIC Hungry Valley land as Open Space and/or Rural Residential/General Rural.

<table>
<thead>
<tr>
<th>Parcel Name</th>
<th>Type</th>
<th>APN</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hungry Valley</td>
<td>Residential</td>
<td>089-170-05</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Community</td>
<td>089-170-09</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Undeveloped</td>
<td>089-170-03</td>
<td>15,538.56</td>
</tr>
</tbody>
</table>

Land Use and Economic Development

In recent years, the passing of HR 2733 in the United States House of Representatives resulted in more than 13,000 acres of land surrounding the RSIC Hungry Valley community previously owned by the federal government and managed by the Bureau of Land Management (BLM) being transferred to the RSIC. In the past, a principal use of these lands was for off highway vehicle (OHV) recreation. As part of the transfer the RSIC committed to maintaining a north-south and east-west access routes through the expanded lands for OHV users to ensure continued ease of access to the Moonrocks OHV Recreation Area located north of the expansion area. Attached in Appendix H is an Allowed and Prohibited Use Map that defines the north-south and east-west routes and clearly identifies what type of activities are permitted within the expanded land area.

A Hungry Valley Neighborhood Master Plan approved by Tribal Council in 2017 includes plans to develop a 100 acre site north of the existing Hungry Valley residential and community development areas and south of the existing Pow Wow grounds. A summary of the plan is included in Appendix I. Phase I of the 2017 Master Plan includes the development of an additional 25 home site building pads and is currently awaiting final design and funding for construction. The overall development will result in the creation of 125 total home sites, trails, open space and natural areas, playgrounds, and activity fields. In addition, there are plans to add 7 home sites north of Running Deer Lane and south of Golden Sun Way with an access road off of Eagle Canyon Drive.

Another project currently in design development in Hungry Valley is the construction of West Eagle Canyon and Loop Road. Both roads currently exist in less than ideal conditions. West Eagle Canyon is a dirt road with severe drainage and safety issues and Loop Road is a gravel road with moderate drainage and safety issues. The proposed West Eagle Canyon project will include a raised paved roadway which will allow for a drainage culvert to convey runoff flows effectively underneath the new road. The proposed Loop Road project will include minor grading adjustments and storm drain improvements to better collect and convey drainage into existing culverts under the road. The road will also be paved from the Transitional Living Center to the Cemetery access road. These projects are proposed to be BIA funded and coincide with other improvements and projects in the vicinity of Hungry Valley.
In 2020, the Planning Department began a public outreach process to create a vision and conceptual land use map for Hungry Valley called “Hungry Valley Visioning”. The process was a combination of public meetings prior to the Covid 19 pandemic and an online survey supplemented by an informational video. The resulting public input allowed the Planning staff to create a conceptual land use map approved by the Tribal Council via Tribal Resolution 2020-RS-74. This map will help guide the development of a master plan for Hungry Valley and is included in Appendix J.

Traffic Control
Traffic control devices in Hungry Valley consist of “Stop” signs at intersections. In the southern housing area, there are “Stop” signs at the intersections of Running Deer, Quail Run, and Red Sky with Numaga and Prairie Moon; also “Stop” signs at the intersections of Prairie Moon and Numaga with Eagle Canyon Road. In the northern housing area, there are “Stop” signs at the intersections of all streets.

Pedestrian and Bicycle Routes
In the 2007 LRTP public meeting, some attendees commented on the need for sidewalks in Hungry Valley. Currently no sidewalks exist. Hungry Valley residents, especially children, walk across open areas between residential areas and the gym and community center. These routes have become “use trails.” Several attendees at the public meeting suggested that these use trails be improved, either by paving or with a firm and stable surface, to channel the use and to control potential erosion and dust. The planned Phase 1 development north of the existing subdivisions are proposed to have sidewalks along with a network of walking trails.

Transit, School Bus and Mail Routes
- Mail in Hungry Valley is delivered to cluster mail boxes. The boxes are situated in five locations in the Hungry Valley housing areas. (Locations of cluster mail boxes are shown in Appendix K)
- Washoe County School bus number 2024 to Spanish Springs High School has two stops in Hungry Valley: Fancy Dance Drive and Running Deer Lane
- Washoe County School District (bus number unknown) also serves Hungry Valley for Spanish Springs Elementary School, stopping at: Fancy Dance Drive, Golden Sun Way, Numaga Lane, and Running Deer Lane.
- RSIC Transit Service stops at the Hungry Valley Community Center on weekdays and at Hungry Valley Housing on weekends.

Safety, Traffic Hazards, and Motor Vehicle Accident Data
This section will describe current and past safety, traffic hazards, or accident data once information has been provided by the RSIC Police Department.

For Example: The 2005 report to the BIA on traffic hazards in RSIC communities describes the following traffic hazards in the Hungry Valley area:

- There have been an increase in conflicts between wildlife and vehicles in the Hungry Valley community.
- The combination of winter snow and ice conditions and speeding on upper Eagle Canyon Road. “There have been a cluster of motor vehicle crashes on ‘Cortez Corner’”
• In residential areas, there is a lack of speed limit signs, readable directional signs, “Children at Play” signs, school bus crossing signs and pavement markings.
• The same report states that in last three years (before 2005) there were 6 traffic crashes on RSIC lands.

Transportation public meeting attendees also mentioned several safety issues on Eagle Canyon Road including: speeding, shooting and target practice close to the road, and winter snow and ice conditions.

Evacuation Route
The 2007 LRTP included much discussion regarding the development of a secondary access road to Hungry Valley for safety and emergency access/evacuation. Recognizing that another paved road between Hungry Valley and Lemmon Valley may result in increased traffic with impacts on the Hungry Valley community, tribal staff asked Lumos and Associates to evaluate and compare several alternative routes. A matrix showing the attributes of three potential alternative routes was created and presented to tribal staff, council and members. As of 2019, none of the potential routes have been paved and two are included as part of the Hungry Valley Community Evacuation Map included as Appendix L which was located on the RSIC website. Further discussion is necessary to determine if the RSIC would like to pursue surface improvements on either of these routes.

Drainage
The 2007 LRTP included a non-prioritized project to improve drainage of Prairie Lane Road. A drainage study and evaluation of current conditions is needed to determine what mitigation may be necessary and the costs associated.

Existing Traffic Volume and Projected Travel Demand
Traffic counts were conducted at locations in Hungry Valley as a part of the 2020 Road Inventory Update. Table 5 displays 2020 traffic counts and projected twenty-year traffic based on standard BIA assumptions of 2% growth in traffic volume per year.

Table 5: Traffic counts for the Hungry Valley Colony of the RSIC.

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Section Number</th>
<th>Location</th>
<th>Month Counted</th>
<th>Current ADT</th>
<th>Projected ADT (2040)</th>
<th>% Heavy Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIA-0001</td>
<td>010</td>
<td>Eagle Canyon at Calle De La Plata</td>
<td>Dec</td>
<td>490</td>
<td>728</td>
<td>-</td>
</tr>
<tr>
<td>BIA-0001</td>
<td>020</td>
<td>Eagle Canyon at Prairie Moon</td>
<td>Dec</td>
<td>449</td>
<td>667</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Eagle Canyon at Golden Sun Way</td>
<td>Dec</td>
<td>438</td>
<td>650</td>
<td>-</td>
</tr>
</tbody>
</table>
Recommended Transportation Improvements

On December 3, 2018, Lumos performed a roadway inspection on Hungry Valley roadways maintained by the RSIC. As part of the inspection, approximately 1,272,000 square feet (141,333 square yards) of asphalt concrete pavement roadways were evaluated. Each individual roadway was evaluated as its own pavement management section (evaluation area). Various asphalt pavement distresses were evaluated in accordance with ASTM D6433. These asphalt pavement distresses were then ranked low, medium, or high in severity. During the inspection process pictures were taken of the roadway with the intent of tracking the distresses over time. A copy of the complete inspection findings and recommendations are included as Appendix M.

Maintenance recommendations from the 2018 Hungry Valley roadway inspection included the following:

**Eagle Canyon Drive**

**1-2 Years**
Overall Eagle Canyon Drive is in poor to very poor condition. Preventive Maintenance treatments such as slurry seal or micro surface would have little effect on prolonging the pavement life. However, preventive maintenance treatments may be used to provide an improved surface to the travelling public until more extensive pavement rehabilitation can be performed. Lumos is recommending the RSIC should consider the following treatments in the next 1 to 2 years:

- **Asphalt patching to correct areas of high severity alligator cracking, along with areas of high severity transverse and longitudinal cracking** (Estimated at 10% of the total pavement surface area) at $9.00/sf
  - Estimated Cost: $842,000
- **Crack fill pavement cracking** ($0.08/sf)
  - Estimated Cost: $75,000
- **Optional Cape Seal to Improve Ride Quality** ($0.65/sf)
  - Estimated Cost: $608,000

**5-10 Years**
Within the next 5-10 years it is anticipated that Eagle Canyon Drive will require additional Maintenance and Rehabilitation (M&R) activities. These activities may include the following:

- **Complete Pavement Reconstruction** at $8.50/sf (this unit cost factors anticipated cost inflation)
  - Estimated Cost: $7.95 Million

<table>
<thead>
<tr>
<th>BIA-0001</th>
<th>020</th>
<th>Eagle Canyon east of Community Center</th>
<th>Dec</th>
<th>136</th>
<th>202</th>
<th>-</th>
</tr>
</thead>
</table>

ADT = Average Daily Traffic

SOURCE: Lumos and Associates, *Reno Sparks Indian Colony Road Inventory Update*, STARnext, December, 2020
Residential / Local Roadways

1-2 Years
Overall the residential/local roadways are in fair condition. Lumos is recommending the RSIC should consider the following treatments in the next 1 to 2 years:

- Asphalt patching to correct areas of high severity alligator cracking, along with areas of high severity transverse and longitudinal cracking (Estimated at 5% of the total pavement surface area) at $10.00/sf (unit cost is more expensive than Eagle Canyon due to far less improvement quantity).
  - Estimated Cost: $170,000
- Crack fill pavement cracking ($0.08/sf)
  - Estimated Cost: $27,000
- Type 2 Micro Surfacing ($0.40/sf)
  - Estimated Cost: $135,000

3-10 Years
Residential/local roadways should be evaluated 2-3 years after the treatments recommended above. It is anticipated that continued preventive maintenance treatments placed at a 5 to 7 year interval will be effective in maintaining the current condition of the residential/local roadways.

Hungry Valley Priority Transportation Project List (To be finalized by Tribal Council and RSIC Staff)

1. Install guard rails at “Cortez Corner” curve on Eagle Canyon Road.
2. Develop walking paths through natural area between north and south housing areas
3. Complete construction of Loop Road and West Eagle Canyon Projects (grade, drain, pave)
4. Complete Eagle Canyon Road approaches: grade, drain, pave
5. Complete drainage improvements, Prairie Moon Lane
6. Evaluate speed limit, warning, and directional signage and improve as needed.
7. Relocate north-south OHV access route closer to developed areas of the Hungry Valley Colony to simplify the monitoring of its use.
8. Install signage restricting shooting and target practice on Tribal lands.
9. Define and implement a preventative maintenance program and schedule for RSIC owned and maintained roadways based on 2018 pavement inspection results and recommendations.
Economic Development Properties

The Verdi, Sparks, Spanish Springs, and South Reno properties are considered together in this section because they have similar characteristics:

- The purpose of all the parcels is commercial development for tribal income.
- There is no existing or proposed housing or RSIC community services on any of the parcels.
- None of the parcels are close to or adjacent to RSIC residential communities.
- All the commercial parcels are “Trust” land. Trust lands are areas for which the United States holds fee title in trust for the benefit of a tribe.

Land Use and Economic Development Plans

All commercial parcels will continue to be developed in commercial uses in order to provide income to the tribe. The tribe’s economic development plans call for the gradual conversion from smoke shops to more diversified commercial development. Table 6 below shows the acreage, current land use, and existing conditions/physical characteristics of the commercial parcels.

Table 6: Inventory of RSIC commercial properties including current land use, description, and acreage.

<table>
<thead>
<tr>
<th>Parcel Name</th>
<th>Land Use</th>
<th>Description</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verdi</td>
<td>Smoke Shop and vacant land</td>
<td>Partly developed lot close to Verdi freeway exit on Gold Ranch Road. Gold Ranch frontage mostly developed, western (back) portion of lot vacant. Undeveloped portion is sagebrush chaparral, some trees.</td>
<td>4</td>
</tr>
<tr>
<td>Sparks</td>
<td>Smoke Shop, Ralph's Silver Shop, vacant commercial space</td>
<td>Developed urban parcel adjacent to Pyramid Highway. &quot;Strip&quot; commercial building fronting Pyramid; parking in rear.</td>
<td>1</td>
</tr>
<tr>
<td>Spanish Springs</td>
<td>Smoke Shop and vacant land</td>
<td>Partly developed urban parcel adjacent to Pyramid Highway. Frontage on Eagle Canyon Road the rest vacant. Bare dirt and sagebrush.</td>
<td>24</td>
</tr>
<tr>
<td>South Reno</td>
<td>Smoke Shop, Mercedes-Benz dealership, Car Max Dealership, vacant land</td>
<td>Between Virginia Street and US Highway 395 freeway/Old Virginia Street freeway frontage road. Frontage on both streets. Undeveloped portion is grass/former pasture.</td>
<td>22</td>
</tr>
</tbody>
</table>

Surrounding Zoning and Land Use

Verdi

Land use in the Verdi Area is controlled by Washoe County’s Verdi Area Plan. The Verdi Area Plan designates the RSIC Verdi parcel and the adjacent land to the north as low density suburban residential. Land to the south is designated tourist commercial. Land to the east, a narrow strip between Gold Ranch Road and Interstate 80, is undesignated in the plan, and is probably state-owned right-of-way. The California state line is adjacent to the parcel on the west. Land in California’s Sierra County adjacent to the RSIC parcel on the west is zoned residential or mixed zoning.
Sparks
The RSIC’s Sparks parcel, and the parcels immediately surrounding it, are designated by the City of Sparks as General Commercial. To the west of the parcel, on the other side of Pyramid Highway, is a park.

Spanish Springs
The Spanish Springs Area Plan (and by reference the Washoe County Development Code) designates the RSIC’s Spanish Springs parcel as general commercial. Land to the west and south is zoned medium density suburban residential. Land to the north, on the other side of Eagle Canyon Road, is designated neighborhood commercial/office. A triangle of land south of Spanish Springs Blvd, on the other side of Pyramid Highway from the RSIC parcel, is designated as parks and recreation. Other land on the east side of the Pyramid highway, opposite the RSIC parcel, is designated by the City of Sparks as general commercial to the south, and residential/one dwelling unit per acre to the north.

South Virginia
The RSIC’s South Virginia parcel is in Washoe County, and surrounding land use is controlled by the South Virginia Corridor Specific Plan. This plan designates the RSIC’s south Virginia property as general commercial. Land on the west (opposite) side of South Virginia Street is designated office commercial.

Transportation Plan
On all the commercial parcels, access to the parcels is provided by the Reno, Washoe County, and Sparks roadway systems. Internal circulation within the parcels has been developed as a part of the commercial developments on the parcels in order to provide access to the businesses. Transportation improvements on the commercial parcels will be carried out as a part of commercial development projects on the parcels. It is anticipated that private developers and the RSIC will share the cost of the improvements. Roads contained within the Spanish Springs, Wal-Mart, and South Virginia commercial parcels are included in the NTTFI as new routes. Adjacent roadways providing access to the properties are already listed in the NTTFI.

Development Planning Guidelines
The RSIC has adopted development planning guidelines that lay out a process for obtaining approval for development on RSIC lands. These guidelines contain several requirements and conditions related to the provision of transportation facilities, including:

- **Special Studies and Compatibility Hearings**
  If certain conditions - such as the potential to generate unmitigated, external effects, *including traffic* - are found to exist in a proposed development, a special study and/or a special “compatibility hearing” may be required. Outcomes of the study or meetings relating to transportation might be requirements for improved road design, separated pedestrian and vehicle traffic, and access control.

- **Critical Land Use Standards**
  The Guidelines contain “Critical Land Use Standards” that have been adopted by the RSIC. These standards are meant to serve as uniform guides for development review. All development except for certain temporary uses is required to meet standards regarding traffic and congestion, and transportation and access. These standards include standards for driveway materials, driveway
placement, and most importantly, “Development shall be required to construct adequate new roads where roads do not exist to provide access and smooth transportation routes to meet the 5-year planned need for the development…”

Regarding traffic impacts, the guidelines state that the development will be required to mitigate traffic problems potentially caused by the development. A developer might also be required to submit a traffic study. Developments also are required to provide safe and adequate pedestrian circulation.

- Project Review Checklist
  The RSIC has established a procedure for staff review of proposed projects. As a part of this procedure, staff consider a number of issues relating to transportation including vehicle trips and congestion, safety and access, non-vehicular transportation, parking, new roads, and rights-of-way or planned routes.

Taken together, these various aspects of the RSIC’s development guidelines provide a way to integrate transportation planning and the provision of transportation improvements into the development process on RSIC lands.

Existing Traffic Volume and Projected Travel Demand
Traffic counts were conducted at locations in commercial parcels as a part of the 2020 Road Inventory Update. Table 7 displays 2020 traffic counts and projected twenty-year traffic based on standard BIA assumptions of 2% growth in traffic volume per year.

Table 7: Traffic counts for the Commercial Parcels of the RSIC.

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Section Number</th>
<th>Location</th>
<th>Month Counted</th>
<th>Current ADT</th>
<th>Projected ADT (2040)</th>
<th>% Heavy Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-0112</td>
<td>010</td>
<td>Southwest of Roundabout at Eagle Canyon</td>
<td>Dec</td>
<td>1,072</td>
<td>1,592</td>
<td>7%</td>
</tr>
<tr>
<td>TR-0112</td>
<td>020</td>
<td>Entrance to Smoke Shop 6</td>
<td>Dec</td>
<td>312</td>
<td>463</td>
<td>-</td>
</tr>
<tr>
<td>TR-0113</td>
<td>010</td>
<td>East of Auto Center Drive at S. Virginia St.</td>
<td>Dec</td>
<td>622</td>
<td>924</td>
<td>1%</td>
</tr>
<tr>
<td>TR-0114</td>
<td>010</td>
<td>Entrance to Wal-Mart at E. Second Street</td>
<td>Dec</td>
<td>4,278</td>
<td>6,353</td>
<td>2%</td>
</tr>
</tbody>
</table>

ADT = Average Daily Traffic

SOURCE: Lumos and Associates, *Reno Sparks Indian Colony Road Inventory Update*, STARnext, December, 2020
Transportation Funding and Expenditures

The RSIC is currently in the process of developing a Program Agreement (PA) to roll over money remaining from previous projects that were constructed under budget, or were never constructed. The goal is to combine this money to the annual allocated BIA TIP funding budget to develop a means to plan and fund the main priority projects that are to be determined by the RSIC. The money remaining from previous projects can be dispersed a number of different ways. It can all be applied early on for a major project, split amongst a few priority projects, or split evenly among the duration of this LRTP (20 years).

BIA System

The BIA is obligated by CFR 25, Section 170 to maintain the BIA Road System to a safe and satisfactory condition based upon the availability of funds and the road’s as-built condition. This includes the RSIC’s BIA road system. Road maintenance funds are appropriated by Congress and allocated to the BIA separately from construction funds. Road maintenance funds are used to “maintain an optimal level of road maintenance based on the road condition and the availability of funds.” Road maintenance activities include the preservation and repair of the road surface (crack sealing, patching, and slurry seal), blading roadway shoulders and ditches, clearing drainage structures, snow removal, and the installation/replacement of traffic control, directional and street signs.

Funds for the maintenance of BIA roads on the Colony are provided to the RSIC under a PL 93-638 (Indian Self-Determination and Education Assistance Act) Contract by the BIA’s Western Nevada Agency.

The current annual BIA TIP funding budget allocated to the RSIC is $293,368 and may be used towards projects on roadways listed in the NTTFI. The money which remains from previous projects to be rolled into the future PA is $1,750,623.40. A summary of this total is provided in Appendix N.

The RSIC Public Works department 2020 road maintenance expenditures was $11,379.55.

Table 8 below shows estimated per-mile maintenance costs for RSIC roads. The estimated per-mile annual cost of road maintenance is ±$16,470; this includes only preservation and repair of the road surface. The 2020 inventory update shows approximately 14.3 miles of BIA and Tribal roads in the Reno Sparks Indian Colony, therefore an annual $235,521 budget is needed per year for regular road maintenance. Therefore, it may not be feasible to use 80% of the allocated funding on maintenance with a backlog of anticipated priority projects.

After the public meeting, the RSIC Tribal Council and staff should determine the priority of projects, such as, 1-2 year maintenance needs, 5-10 year maintenance needs, construction needs, and other potential improvements or maintenance projects, so a funding plan can be developed for the short term (5 years), and long term (20 years).

Table 8: Anticipated Average Paved Street Maintenance Cost – Per Mile

<table>
<thead>
<tr>
<th>Anticipated Average Paved Street Maintenance Cost - Per Mile</th>
<th>Reno Sparks Indian Colony</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
<td>Operation</td>
</tr>
<tr>
<td>------</td>
<td>-----------</td>
</tr>
<tr>
<td>1</td>
<td>None</td>
</tr>
<tr>
<td>2</td>
<td>None</td>
</tr>
<tr>
<td>3</td>
<td>Crack Seal</td>
</tr>
<tr>
<td>3</td>
<td>Slurry Seal</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td></td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>None</td>
</tr>
<tr>
<td>7</td>
<td>Crack Seal</td>
</tr>
<tr>
<td>8</td>
<td>None</td>
</tr>
<tr>
<td>9</td>
<td>None</td>
</tr>
<tr>
<td>10</td>
<td>None</td>
</tr>
<tr>
<td>11</td>
<td>Crack Seal</td>
</tr>
<tr>
<td>11</td>
<td>Patch (3%)</td>
</tr>
<tr>
<td>11</td>
<td>Slurry Seal</td>
</tr>
<tr>
<td>12</td>
<td>None</td>
</tr>
<tr>
<td>13</td>
<td>None</td>
</tr>
<tr>
<td>14</td>
<td>None</td>
</tr>
<tr>
<td>15</td>
<td>Crack Seal</td>
</tr>
<tr>
<td>16</td>
<td>None</td>
</tr>
<tr>
<td>17</td>
<td>None</td>
</tr>
<tr>
<td>18</td>
<td>None</td>
</tr>
<tr>
<td>19</td>
<td>Crack Seal</td>
</tr>
<tr>
<td>19</td>
<td>Patch (3%)</td>
</tr>
<tr>
<td>19</td>
<td>Slurry Seal</td>
</tr>
<tr>
<td>20</td>
<td>None</td>
</tr>
</tbody>
</table>

**Total:** $329,472.00

**Average Per Year:** $16,473.60

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Prices**

- Crack Seal (SF) $0.12
- Patching (SF) $10.00
- Slurry Seal (SF) $0.40

**Square Footage Calculations**

Road Unit Length = 1 mile = 1,963,104 SF

*According to Paul Bonar, BIA roads, BIA maintenance funds pay for crack sealing, patching, and slurry seal. Chip seals or overlays are paid for with construction funds. Crack sealing is usually performed on a 4 year cycle. Patching and slurry seal are performed on a 8 year cycle, as shown in the chart above. Assumptions used to determine the square feet to be sealed or patched are listed below.

**Estimated unit costs are based on actual construction bids in Washoe County in 2020, assuming minimal asphalt thickness. Any additional information on depth, quality of subgrade, etc, will lead to a more precise estimate of unit cost.

**Assumptions:**

1) Assumed typical road unit length of 1 mile long by 26’ wide.
2) Road is new at year 0.
3) Crack Sealing for year 3 is estimated for all cracks and joints within the roadway, including utilities.
4) Slurry Seal for year 3 is estimated for the entire surface area of the roadway, cost includes replacement of pavement markings.
5) Crack Sealing should occur every four (4) years after the initial year 3 maintenance.
6) Slurry Seal should occur every eight (8) years after the initial year 3 maintenance.
7) Patching should occur along with slurry seal beginning with year 11.
8) Patching quantity is assumed to be 3% of the total area of a portion of roadway

Regional Transportation Planning Responsibilities

The RSIC land area consists of many parcels scattered throughout the Truckee Meadows. Local governments with responsibilities for the planning, construction, and maintenance of roads and other transportation improvements that provide access to RSIC lands are Washoe County, the City of Reno, and the City of Sparks. The Washoe County Regional Transportation Commission (Washoe RTC) is responsible for planning for and constructing high volume regional roads: several of these roads provide access to or border RSIC lands. Washoe RTC also operates the regional public transportation system. The Nevada Department of Transportation (NDOT) is responsible for the construction and maintenance of state-owned highways in the region. Table 9 shows responsibilities for transportation planning, construction, and maintenance on RSIC roadways and on roads providing access to RSIC lands.

Table 9: Transportation planning, maintenance, and construction responsibility matrix.

<table>
<thead>
<tr>
<th>Property</th>
<th>RSIC/BIA</th>
<th>Reno</th>
<th>Sparks</th>
<th>Washoe County</th>
<th>Washoe RTC</th>
<th>NDOT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>P</td>
<td>C</td>
<td>M</td>
<td>P</td>
<td>C</td>
<td>M</td>
</tr>
<tr>
<td>Tribal Roads - Colony Road Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colony Road</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wa-Pai-Shone</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colony Circle</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tribal Roads - Reservation Road Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reservation Road</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Park</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Park</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tribal Roads - Hungry Valley</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colony Subdivision Streets</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eagle Canyon / West Eagle Canyon</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hungry Valley Road</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cemetery Road</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Reno Roads</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mill Street</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Golden Lane</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunshine Lane</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Giroux Street</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kuenzli Street</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State of Nevada Roads</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gold Ranch Road</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Virginia Street</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The RSIC and the BIA are responsible for planning, constructing, and maintaining roads and transportation improvements on RSIC lands. The BIA can only construct and maintain roads or other transportation improvements that are a part of, or are added to, the NTTFI road system. The RSIC is responsible for roads that are on RSIC lands but not a part of the BIA system.

Streets serving new residential, commercial or industrial areas within the cities of Reno and Sparks, and in Washoe County that are not arterials and regional roadways under the jurisdiction of the Washoe RTC, are generally constructed as part of development projects. City or County development standards require the construction of site improvements, including transportation, as a part of the overall project.

**City of Reno**

The Public Works Department of the City of Reno is responsible for the operations and maintenance of the City roadway network, which includes over 109 million square feet of paved streets equating to 518 center line miles of roadway. This includes snow and ice control, street sweeping, right-of-way maintenance, pavement maintenance, paint and signs, and traffic engineering. The City uses a computer-based pavement management system to rate the condition of a street. For 2020 fiscal year, the Reno City Council committed over $30 million for street maintenance and repair. The 2020 Capital Improvement Plan indicates no neighborhood street repairs scheduled adjacent to RSIC parcels.
City of Sparks
The Public Works Department of the City of Sparks is responsible for the maintenance of streets within the City. This includes crack sealing, patching, sweeping, and snow removal. Public works also is responsible for traffic signals, signs, and pavement markings. Work plans for 2005 show no maintenance or rehabilitation projects adjacent to the Sparks or Spanish Springs parcels. For 2020 fiscal year, the City of Sparks dedicated $6.3 million to their road fund for street maintenance and repair. The City of Sparks Roads and Transportation project listing on their website displays no current plans for neighborhood street repairs scheduled adjacent to RSIC parcels.

Washoe County
The Washoe County Roads Division maintains and preserves the transportation and drainage infrastructure throughout the unincorporated portion of Washoe County from the Oregon border to and including Incline Village. The division also performs other road-related tasks such as snow plowing, street sweeping and weed abatement along roadways. For 2020 fiscal year, the Washoe County roads fund budget was just over $16 million. Washoe County has no projects currently planned that will impact RSIC lands.

Washoe County Regional Transportation Commission (Washoe RTC)
Washoe RTC plans, constructs, improves, and maintains the regional street and highway system of Washoe County. Regional roadways include arterial roads that serve large numbers of vehicle trips (greater than 5,000 average daily trips), and roads that provide connectivity between jurisdictions and across major geographic barriers. This does not include smaller neighborhood streets. This amounts to approximately 132 miles of freeways and freeway ramps, and approximately 360 miles of regional roadways. Washoe RTC also operates the region’s public transit system. RTC’s primary funds for street and highway repair come from local fuel tax funds and regional road impact fees imposed on new development to offset the cost of providing infrastructure improvements.

Washoe RTC has authority to plan and implement transportation improvement projects in Washoe County, using local and federal transportation funding sources. As the designated Metropolitan Planning Organization for Washoe County, Washoe RTC has prepared a 2040 Regional Transportation Plan (RTP) to serve as the region’s long-range transportation plan to accommodate the master-planned development in the City of Reno, City of Sparks and Washoe County. The RTP addresses travel by all modes including automobiles, transit, bicycles, pedestrians, aviation, rail and goods movement as well as transportation management strategies. Table 10 displays projects included in the 2040 RTP that are on, provide access to, or are adjacent to RSIC properties.

Table 10: Washoe RTC projects in the 2040 RTP impacting RSIC properties or adjacent routes.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Location</th>
<th>Project Description</th>
<th>RSIC Property</th>
<th>Project Funding Source</th>
<th>Est Project Cost</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Second Street</td>
<td>Keystone Ave to I-580</td>
<td>Multimodal Improvements</td>
<td>Reno Colony</td>
<td>Federal/Local/State</td>
<td>$3,000,000</td>
<td>2017-2021</td>
</tr>
</tbody>
</table>
### Road Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Responsible Agency</th>
<th>Funding</th>
<th>Start Year - End Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill Street/ Terminal Way</td>
<td>Mill Street/ Terminal Way</td>
<td>Preliminary engineering and NEPA for multimodal improvements, intersection improvements, and additional east bound lane</td>
<td>Reno Colony</td>
<td>Federal/Local</td>
<td>$ 3,000,000</td>
</tr>
<tr>
<td>Pyramid Highway</td>
<td>Queen Way to Golden View</td>
<td>Widen from 4 to 6 lanes</td>
<td>Spanish Springs</td>
<td>Federal/Local/State</td>
<td>$ 5,000,000</td>
</tr>
<tr>
<td>Lemmon Drive</td>
<td>I-580 to Military Rd and Fleetwood Dr to Chickadee Dr.</td>
<td>Widen 4 to 6 Lanes from I-580 to Military Rd and Widen 2 to 4 Lanes from Fleetwood Dr. to Chickadee Dr.</td>
<td>Hungry Valley</td>
<td>Federal/Local/State/Private</td>
<td>$ 12,300,000</td>
</tr>
<tr>
<td>W Second Street</td>
<td>Keystone Ave to Galletti Way</td>
<td>Enhanced Sidewalks, Landscaping, Bike Lanes</td>
<td>Reno Colony</td>
<td>Local/State</td>
<td>$ 10,500,000</td>
</tr>
<tr>
<td>Eagle Canyon Road Extension</td>
<td>Eagle Canyon to Lemmon Drive; Lemmon Drive to Military Rd.</td>
<td>New 4 Lane Arterial</td>
<td>Spanish Springs, Hungry Valley</td>
<td>Federal/State/Local</td>
<td>$ 8,265,000</td>
</tr>
<tr>
<td>Pyramid Highway</td>
<td>From Lazy S to La Posada</td>
<td>Widen from 4 to 6 lanes</td>
<td>Spanish Springs, Hungry Valley</td>
<td>Federal/State/Local</td>
<td>$ 99,500,000</td>
</tr>
</tbody>
</table>

### Nevada Department of Transportation

Maintenance of the state roadways is carried out by the NDOT. NDOT monitors state highways annually in a Pavement Management System, in which the “health” of the pavement is assessed based on measured pavement distress. The distresses and other factors are summed, and a repair strategy is assigned. Prioritization of projects is based on the points assigned in the Pavement Management System evaluation, as well as the pavement age, traffic loading, and maintenance costs. Once pavement maintenance project priorities are determined, the projects are included in the 5-year Statewide Traffic Improvement Program (STIP) in a “Statewide Pavement Maintenance” category.

The STIP is the state’s transportation capital improvement program. Federally funded and regionally significant projects across the state are included in the STIP. The Nevada Department of Transportation (NDOT) STIP is a four-year plan and includes funding levels by year for project obligation and is fiscally constrained. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approve the STIP. The STIP is prepared in cooperation with the state’s four Metropolitan Planning...
Organizations (MPO) and includes the projects identified in their respective Transportation Improvement Programs (TIP). Though the STIP is required to be updated a minimum of every four years, NDOT produces a STIP annually. Table 11 displays projects included in the current STIP that are on, provide access to, or are adjacent to RSIC properties.

Table 11: STIP projects impacting RSIC properties, NTTFI routes, or adjacent routes.

<table>
<thead>
<tr>
<th>STIP ID</th>
<th>Location</th>
<th>Project Description</th>
<th>RSIC Property</th>
<th>Est Project Cost</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>WA20180052</td>
<td>I80 from CA/NV Stateline to Keystone Ave</td>
<td>Barrier Rail Upgrade, Culvert Lining And Replacement, Hardware Upgrade For ITS Devices, Aesthetic And Fencing Improvements</td>
<td>Verdi Commercial Parcel</td>
<td>$13,265,000</td>
<td>2022 Start</td>
</tr>
<tr>
<td>WA20130111</td>
<td>2nd Street from Giroux to Galletti</td>
<td>Annual Pavement Preservation Program, Roadway Resurfacing</td>
<td>Reno Colony</td>
<td>$12,000,000</td>
<td>2018-2019</td>
</tr>
<tr>
<td>WA20180043</td>
<td>I580 from I80 to Mill St.</td>
<td>Reconfigure Wells Ave Ent. to EB I80. Widen EB I 80 to SB I 580 Ramp to 2 lanes. Widen I 580 SB to 3 lanes. Rehab/Replace 7 Bridges. Add sound walls.</td>
<td>Reno Colony</td>
<td>$162,000,000</td>
<td>2020 Start</td>
</tr>
<tr>
<td>WA20150064</td>
<td>Mill/Terminal from Lake to Plumb</td>
<td>Planning for Multimodal improvements in the Mill Street/Terminal Way Corridor from Lake street to Plumb Lane</td>
<td>Reno Colony</td>
<td>$1,550,000</td>
<td>2021</td>
</tr>
<tr>
<td>WA20170136</td>
<td>Pyramid from Queen Way to Golden View</td>
<td>Preliminary engineering report to widen Pyramid Highway from 4 lanes to 6 lanes.</td>
<td>Hungry Valley</td>
<td>$5,000,000</td>
<td>2019</td>
</tr>
</tbody>
</table>

Priority Transportation Projects List Summary

Once Tribal Council and RSIC Staff determine the project priorities, this section will summarize the projects and be presented in Tables 12 and 13 (Tables not provided in this draft). The anticipate elements of the tables are: Area in which transportation improvement projects are planned, the location and length in miles of the project are given (if applicable), the project description, with the general type of project also shown in a separate column, cost estimates (for planning purposes only), the potential responsible agency and funding source are listed for each project, and Tribal staff and Council assigned priorities to each project. These projects will become the Tribal Transportation Improvement Program (TTIP) and the priority list will be sent to BIA as well as to the State to be included in the STIP.
Plan Implementation and Updating

Roadway improvement projects contained in this Transportation Plan are listed in order of RSIC priority and will be implemented using the funding sources identified in the plan and the Tribal priority list. The priority list will be updated every five years to reflect the completion of current projects and the inclusion of new priority projects, contingent on anticipated available funding. The Transportation Plan will be reviewed and updated every five years, and may be updated sooner if there are additions to the RSIC land base, major changes in land use and/or economic development strategies, major development proposals on tribal land or on adjacent land that will impact RSIC transportation strategies; or when changes in the regional economy and transportation system necessitate an earlier update. These changes, redrafts, or revisions will be initiated based upon the direction of the Tribal Council or staff.

Procedures for Transportation Improvements

For the most part, tribal governments have not established policies or guidelines to monitor and control the construction of roads and other transportation improvements. It is the recommendation of this study that the RSIC adopt a process for approving and monitoring transportation improvement projects to ensure that the improvements will be constructed to an adequate standard, and properly maintained. The essential elements of such a process are outlined below.

Design Standards

The first element of the process is to define what is expected. When a transportation project is submitted for review, it should be given conditional approval only, subject to the improvements being constructed to proper standards. Roads should be designed to meet minimum geometric and structural standards for the anticipated volume and vehicle loads. Pedestrian improvements such as sidewalks, multi-use paths for non-motorized transportation, and improvements associated with public transit also should also be designed to meet proper standards; these are generally determined based on the location of the facility and the type of use it will receive. Standards for roadways and other transportation improvements should be adopted by the RSIC and made available to developers. The RSIC could use, as a basis for its standards, those currently in place in the surrounding Metropolitan Planning Organization (MPO), BIA standards, or State standards.

These design standards could be adopted “as-is,” or modified based upon the specific needs of the RSIC. Most cities in Nevada have adopted either NDOT or local MPO or design standards, so developers and design engineers are familiar with the requirements.

Plan Submittal and Review

The second element in the approval process is the submittal and review of construction documents (plans and specifications). The RSIC should employ experienced staff, or consultants, to review proposals and to ensure that the plans and specifications meet minimum design standards. Road plans should only be approved for construction if they conform to minimum design standards based on anticipated traffic loads. The RSIC should also seek review and approval of construction documents from the BIA if the RSIC anticipates adding the road or improvement to the BIA’s road system.
Construction Monitoring

Another essential step is the monitoring of the actual construction. The project should be inspected periodically by a qualified representative of the RSIC to ensure that construction is proceeding in accordance with approved plans and specifications. A final inspection should be performed prior to acceptance of responsibility for road maintenance. The RSIC should consider requiring a performance bond. In most jurisdictions, a performance bond is held until the improvement has been accepted and conditions for release have been met.

Maintenance Funding

The process should also address a method for financing the long-term maintenance of roads and other transportation improvements. For example, the RSIC could generate revenue for maintenance of transportation improvements by assessing a fee or tax on private properties or leases that benefit from the improvement, similar to a local ad valorem, or “property” tax. Revenues from this fee or tax could be deposited into a fund reserved for maintenance of improvements. Or alternatively, a portion of tribal enterprise revenues could be deposited into a fund dedicated to maintenance of the transportation improvements that provide access to the enterprise.

National Tribal Transportation Facility Inventory Existing Routes

The BIA can only provide funding for the planning, construction, and maintenance of roads or other facilities that are a part of the NTTFI road system. There is a total of 15.7 miles of BIA or RSIC owned routes included in the inventory and 17 miles of routes that are owned by other entities. This section includes a list of all roadways, or routes, that are currently listed on behalf of the RSIC in the NTTFI.

Description of Roadway Functional Classifications

Roads are classified as to the functions they perform with regard to the movement of traffic and access to property. These functional classifications become important to transportation planning when new roadways are being designed and developed. The type of land use and the overall population of an area served by a road determines its functional classification: the function of a road serving a few houses is to provide access to those houses, while the function of an arterial highway is to provide higher-speed travel for a greater volume and variety of traffic through an area.

Within the NFFTI system there are two types of road classifications: State Highway Classifications and BIA Road Classifications. Both the state and the BIA use functional classifications as the basis for classifying their roads: these systems are similar, but the road types are given different names or labels. Within and surrounding the RSIC lands there are a range of roads and transportation improvements with different functional classifications. The options that the RSIC has for developing and improving roads are determined to a certain extent by the roadway’s functional classification. A description of the two systems of functional classifications is in Appendix O.
Reno Colony

In the Reno Colony, the NTTFI includes 0.8 miles of roadway owned by the RSIC or the BIA. These, listed in Table 14, are roads within the Colony, and they are constructed and maintained by funding from the BIA.

Table 14: BIA or RSIC owned NTTFI routes located in the Reno Colony.

<table>
<thead>
<tr>
<th>BIA Route No.</th>
<th>Class</th>
<th>Route Name</th>
<th>Section No.</th>
<th>Section Length (miles)</th>
<th>Route Total (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0101</td>
<td>3</td>
<td>Reservation Road / North Park / South Park</td>
<td>10 20</td>
<td>0.2 0.2</td>
<td>0.4</td>
</tr>
<tr>
<td>0103</td>
<td>3</td>
<td>Colony Road / Wa-Pai Shone/ Colony Circle</td>
<td>10 20 30 40</td>
<td>0.1 0.1 0.1 0.1</td>
<td>0.4</td>
</tr>
</tbody>
</table>

Table 15 lists non-BIA or RSIC owned roads adjacent to the Reno Colony in the NTTFI totaling 5.8 miles. These are roads that, while not within the Colony lands, provide critical access to them. These roads are thus part of the NTTFI, but they are not constructed and maintained by the BIA.

Table 15: NTTFI routes adjacent to the Reno Colony not owned by BIA or the RSIC.

<table>
<thead>
<tr>
<th>BIA Route No.</th>
<th>Route Name</th>
<th>Class</th>
<th>Ownership</th>
<th>Owner ID No.</th>
<th>Section No.</th>
<th>Bridge ID No.</th>
<th>Section Length (miles)</th>
<th>Route Total (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9080</td>
<td>US Interstate 80</td>
<td>1</td>
<td>State</td>
<td>US I-80</td>
<td>810 815 820 825 830 835 840</td>
<td>G123 H1005 01005</td>
<td>0.5 0.1 0.6 0.5</td>
<td>1.7</td>
</tr>
<tr>
<td>9101</td>
<td>Golden Lane</td>
<td>7</td>
<td>Urban</td>
<td>N/A</td>
<td>810</td>
<td>G123</td>
<td></td>
<td>0.4 0.4</td>
</tr>
<tr>
<td>9102</td>
<td>Sunshine Lane</td>
<td>7</td>
<td>Urban</td>
<td>N/A</td>
<td>810 820</td>
<td>G123</td>
<td></td>
<td>0.4 0.3 0.7</td>
</tr>
<tr>
<td>9103</td>
<td>Giroux Street</td>
<td>7</td>
<td>Urban</td>
<td>N/A</td>
<td>810</td>
<td>G123</td>
<td></td>
<td>0.1 0.1</td>
</tr>
<tr>
<td>9104</td>
<td>Mill Street</td>
<td>7</td>
<td>Urban</td>
<td>N/A</td>
<td>810</td>
<td>G123</td>
<td></td>
<td>0.3 0.3</td>
</tr>
<tr>
<td>9105</td>
<td>Kuenzli Lane</td>
<td>7</td>
<td>Urban</td>
<td>N/A</td>
<td>810</td>
<td>G123</td>
<td></td>
<td>0.2 0.2</td>
</tr>
<tr>
<td>9580</td>
<td>State Route 580/ US Highway 395</td>
<td>2</td>
<td>State</td>
<td>US I-580</td>
<td>810 815 820 825 830</td>
<td>H1234 G1233</td>
<td>0.3 0.2 0.2</td>
<td>0.7</td>
</tr>
<tr>
<td>9648</td>
<td></td>
<td>6</td>
<td>State</td>
<td>SR648</td>
<td>810</td>
<td>G123</td>
<td></td>
<td>0.1 1.1</td>
</tr>
</tbody>
</table>
Hungry Valley

In the Hungry Valley Colony, the NTTFI includes 14.9 miles of roadway owned by the RSIC or the BIA. These routes, listed in Table 16, are within the Colony, and they are constructed and maintained by funding from the BIA.

**Table 16: BIA or RSIC owned NTTFI routes located in the Hungry Valley Colony.**

<table>
<thead>
<tr>
<th>BIA Route No.</th>
<th>Class</th>
<th>Route Name</th>
<th>Section No.</th>
<th>Section Length (miles)</th>
<th>Route Total (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001</td>
<td>5</td>
<td>Eagle Canyon</td>
<td>10</td>
<td>3.9</td>
<td>7.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>40</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>50</td>
<td>0.9</td>
<td></td>
</tr>
<tr>
<td>0002</td>
<td>5</td>
<td>W. Eagle Canyon</td>
<td>10</td>
<td>0.2</td>
<td>4.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20</td>
<td>3.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30</td>
<td>0.8</td>
<td></td>
</tr>
<tr>
<td>0015</td>
<td>5</td>
<td>Cemetery View Rd.</td>
<td>10</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>0102</td>
<td>3</td>
<td>Many Nations/ Fancy Dance/ Morning Dawn / Blaze Way</td>
<td>10</td>
<td>0.3</td>
<td>1.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30</td>
<td>0.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>40</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>0104</td>
<td>3</td>
<td>Prairie Moon/ Running Deer/ Quail Path/ Red Sky/ Numaga</td>
<td>10</td>
<td>0.3</td>
<td>1.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20</td>
<td>0.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30</td>
<td>0.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>40</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>50</td>
<td>0.1</td>
<td></td>
</tr>
</tbody>
</table>
Table 17 lists non-BIA or RSIC owned roads adjacent to the Hungry Valley Colony listed in the NTTFI totaling 1.7 miles. These are roads that, while not within the Colony lands, provide critical access to them. These roads are thus part of the NTTFI, but they are not constructed and maintained by the BIA.

**Table 17: NTTFI routes located adjacent to the Hungry Valley Colony not owned by BIA or the RSIC.**

<table>
<thead>
<tr>
<th>BIA Route No.</th>
<th>Route Name</th>
<th>Class</th>
<th>Ownership</th>
<th>Owner ID No.</th>
<th>Section No.</th>
<th>Bridge ID No.</th>
<th>Section Length (miles)</th>
<th>Route Total (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9001</td>
<td>Eagle Canyon Road</td>
<td>5</td>
<td>County and Township</td>
<td>810</td>
<td>820 830</td>
<td>840 850</td>
<td>0.5 0.4 0.2 0.4 0.2</td>
<td>1.7</td>
</tr>
</tbody>
</table>

**Commercial Properties**

Table 18 lists non-BIA or RSIC owned roads providing access or adjacent to RSIC commercial properties listed in the NTTFI totaling 9.5 miles. These are roads that, while not within the Colony lands, provide critical access to them. These roads are thus part of the NTTFI, but they are not constructed and maintained by the BIA.

**Table 18: NTTFI routes located adjacent to RSIC commercial properties not owned by BIA or the RSIC.**

<table>
<thead>
<tr>
<th>BIA Route No.</th>
<th>Class</th>
<th>Ownership</th>
<th>Owner ID No.</th>
<th>Section No.</th>
<th>RSIC Parcel</th>
<th>Description</th>
<th>Section Length (miles)</th>
<th>Route Total (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9425</td>
<td>6</td>
<td>State</td>
<td>SR425</td>
<td>810</td>
<td>Verdi</td>
<td>Gold Ranch Rd.</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>9430</td>
<td>6</td>
<td>State</td>
<td>SR430</td>
<td>810 820</td>
<td>S. Reno</td>
<td>S. Virginia St.</td>
<td>0.2 1</td>
<td>1.2</td>
</tr>
<tr>
<td>9445</td>
<td>2</td>
<td>State</td>
<td>SR445</td>
<td>810 820 830</td>
<td>Sparks</td>
<td>Pyramid Way</td>
<td>0.5 1.4 5.9</td>
<td>7.8</td>
</tr>
</tbody>
</table>

**National Tribal Transportation Facility Inventory Proposed Updates**

The BIA can only provide funding for the planning, construction, and maintenance of roads or other facilities that are a part of the NTTFI road system. The RSIC has proposed to add new routes to the NTTFI consisting of RSIC and County owned and maintained roads. There is a total of 11.6 new routes being added to existing routes, 18.7 new miles of RSIC owned routes being added to the inventory, and 1.8 new miles of routes that are owned by other entities. This section includes a list of updates to the existing roadway inventory and also a list of all new roadways, parking lots, or trails that are being added on behalf of the RSIC in the NTTFI.
Updates to existing NTTFI Routes

As a part of the road inventory update process, the existing routes are reviewed and evaluated to determine if there are changes in condition since the previous evaluation was performed. This can result in new sections, changes in section length, or additional length of roadway as long as it meets the criteria set forth in the BIA 25 CFR Part 170 for new routes or access roads.

Table 19 lists all existing route updates to the NTTFI totaling 11.6 additional miles. These are roads that are currently a part of the NTTFI, regardless of ownership and maintenance responsibility.

Table 19: Existing NTTFI route updates, including additional route sections and/or route length.

<table>
<thead>
<tr>
<th>BIA Route No.</th>
<th>Route Name</th>
<th>Class</th>
<th>Ownership</th>
<th>Owner ID No.</th>
<th>Section No.</th>
<th>Bridge ID No.</th>
<th>Section Length (miles)</th>
<th>Route Total (miles)</th>
<th>Added Length (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9445</td>
<td>Pyramid Way</td>
<td>2</td>
<td>State</td>
<td>SR445</td>
<td>810</td>
<td>N/A</td>
<td>0.5</td>
<td>7.8</td>
<td>0</td>
</tr>
<tr>
<td>9080</td>
<td>US Interstate 80</td>
<td>1</td>
<td>State</td>
<td>US I-80</td>
<td>810</td>
<td>B764</td>
<td>0.5</td>
<td>13.6</td>
<td>11.9</td>
</tr>
</tbody>
</table>
New Route Additions to the NTTFI

As a part of the road inventory update process, the RSIC evaluated potential routes to be added to their inventory. These routes include existing tribal roads, proposed tribal roads, existing County/State roads, existing tribal parking lots, and an existing pathway. These new routes meet the criteria set forth in the BIA 25 CFR Part 170 for new routes or access roads.

Table 20 lists all new route additions to the NTTFI totaling 20.5 miles of roadway and trails, and 174,000 square feet of parking lots.

Table 20: New NTTFI route addition summary.

<table>
<thead>
<tr>
<th>BIA Route No.</th>
<th>Route Name</th>
<th>Class</th>
<th>Ownership</th>
<th>Section No.</th>
<th>Section Length (miles)</th>
<th>Route Total (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NON-BIA OR TRIBAL OWNED ROUTES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9002</td>
<td>Chickadee Drive</td>
<td>3</td>
<td>County or Township</td>
<td>010</td>
<td>0.5</td>
<td>1.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>020</td>
<td>0.7</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>030</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>9003</td>
<td>Kinglet Drive</td>
<td>3</td>
<td>County or Township</td>
<td>010</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>BIA OR TRIBAL OWNED ROUTES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>0105</td>
<td>Hungry Valley Road</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>1.8</td>
<td>1.8</td>
</tr>
<tr>
<td>0106</td>
<td>Hungry Valley North-South Public Access</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>4.7</td>
<td>4.7</td>
</tr>
<tr>
<td>0107</td>
<td>Big Dog Evacuation Route</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>0.6</td>
<td>0.7</td>
</tr>
<tr>
<td>0108</td>
<td>Phase 1 Subdivision Roads (Future)</td>
<td>3</td>
<td>Tribal</td>
<td>010</td>
<td>0.2</td>
<td>0.1</td>
</tr>
<tr>
<td>0109</td>
<td>Kinglet Water Tank Access Road</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>0110</td>
<td>Sonoma Highlands Access Road</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>1.2</td>
<td>1.2</td>
</tr>
<tr>
<td>0111</td>
<td>Argonaught Way</td>
<td>5</td>
<td>Tribal/Easement</td>
<td>010</td>
<td>1.0</td>
<td>2.0</td>
</tr>
<tr>
<td>0112</td>
<td>APN#089-460-02 Access Roads</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>0113</td>
<td>Auto Center Drive</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>0.1</td>
<td>0.2</td>
</tr>
<tr>
<td>0114</td>
<td>Walmart Access Road</td>
<td>5</td>
<td>Tribal</td>
<td>010</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>0115</td>
<td>Prairie Road</td>
<td>5</td>
<td>Easement</td>
<td>010</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>P-0001</td>
<td>34 Reservation Road Parking Lots</td>
<td>9</td>
<td>Tribal</td>
<td>010</td>
<td>9,900 SF</td>
<td>13,900 SF</td>
</tr>
<tr>
<td>P-0002</td>
<td>Hungry Valley Community Center Parking Lots</td>
<td>9</td>
<td>Tribal</td>
<td>010</td>
<td>45,000 SF</td>
<td>66,000 SF</td>
</tr>
<tr>
<td>P-0003</td>
<td>Hungry Valley Transitional Learning Center Parking Lot</td>
<td>9</td>
<td>Tribal</td>
<td>010</td>
<td>11,800 SF</td>
<td>11,800 SF</td>
</tr>
<tr>
<td>P-0004</td>
<td>Tribal Court, Library, Police, and Human Services Parking Lots</td>
<td>9</td>
<td>Tribal</td>
<td>010</td>
<td>3,800 SF</td>
<td>3,500 SF</td>
</tr>
<tr>
<td>P-0005</td>
<td>98 Colony Road Parking Lot</td>
<td>9</td>
<td>Tribal</td>
<td>010</td>
<td>3,900 SF</td>
<td>3,900 SF</td>
</tr>
<tr>
<td>T-0001</td>
<td>Truckee River Pathway</td>
<td>8</td>
<td>Tribal</td>
<td>010</td>
<td>0.5</td>
<td>0.5</td>
</tr>
</tbody>
</table>

For a general overview of the street inventory update, refer to Appendix P – *2020 RSIC Road Inventory Update – Overview Map.*
VI. Transportation Planning

A. Overview (See 25 CFR §§ 170.400-447).

The Tribe performs “transportation planning” in order to evaluate and assess the transportation facilities serving the Tribe, including both the existing facilities and future facilities. Transportation facilities generally include streets, highways, sidewalks, trails, boardroads, bike lanes, public transit systems, buildings for vehicle storage/repair, and ferry systems.

B. Roles and Responsibilities of Transportation Planning (see 25 CFR § 170.402).

1. Tribes. Tribes participating in the Tribal Transportation Program (TTP) are responsible for completing the following transportation planning activities:

   - Develop the Tribe’s Long Range Transportation Plans (LRTP), which includes short and long range transportation plans;
   - Facilitate public involvement;
   - Perform traffic studies;
   - Conduct special transportation studies;
   - Data collection. Prepare National Tribal Transportation Facility Inventory (NTTFI) data updates as needed. Tribes collect data and provide this information to the BIA who maintains the NTTFI;
   - Mapping;
   - Perform Pre-Project Planning;
   - Participate in transportation planning and other transportation related meetings;
   - Develop Program budgets including transportation planning cost estimates;
   - Perform transportation planning for operational and maintenance facilities;
   - Research rights-of-way documents for project planning;
   - Develop the Tribe’s Tribal Transportation Improvement Program (TTIP). FHWA approves the TTIP developed by the Tribes, and the Tribe implements the activities and projects from the approved TTIP; and
   - Coordinate with States, their political subdivisions, appropriate planning authorities, and local governments on regionally and locally significant projects.

2. FHWA:

   - Review and approve TTIPs developed by the Tribe;
   - Ensure the TTIP is on the State TIP (STIP).
   - Review LRTPs developed by the Tribe;
   - Review TTIPs developed by the Tribe;
   - Provide technical assistance to Tribal governments;
   - Coordinate with Tribal, state, regional, local governments, as requested by the Tribe; and
   - Coordinate with other Federal agencies, as requested by the Tribe.

C. Tribal Long Range Transportation Plan (LRTP)

1. Overview. The Tribe develops the LRTP, which is a long-range (20+ year) strategy and capital improvement program developed to guide the effective investment of TTP funds in multimodal transportation facilities. The Tribe reviews and updates its LRTP every 5 years (25 CFR § 170.414). The Tribe may amend its LRTP as a result of changes in projected Federal, State, and Tribal funding, major improvement studies, major changes in Tribal goals, vision and mission for
their transportation facilities, projects or corridor justification studies, and environmental impact studies. The LRTP provides the foundation on which the Tribe develops its TTIP.

LRTP development, updates, amendments, and adoption are described in (25 CFR §§ 170.409-414).

2. **Steps to develop or update an LRTP.** The following Figure 6.1 shows the recommended steps for a Tribe to develop or update an LRTP according to 25 CFR §§ 170.409-414.

![Diagram of LRTP Steps]

**Figure 6.1 - Steps to develop or update an LRTP**

The Tribe needs to provide early and continuing public involvement when developing or updating an LRTP. See 25 CFR §§ 170.413 and 170.435-441 for details.

The recommended steps for a Tribe to develop or update an LRTP according to 25 CFR §§ 170.409-414 are listed as follows:

**Step 1. Create the goals, policies, and strategies.**

- First create a vision for the future of the Tribe’s community. Involve the community in this discussion, before any public meeting for the LRTP occurs.

- List transportation related **Goals** based on the vision, using community input. Examples of goals are:
  - Improved access to lands and uses;
  - Housing development (new subdivision);
  - Economic development (barge access, jobs);
  - Access for Law Enforcement;
- Safe routes to school;
- A healthy environment (correcting situations impacting community health, such as dust from dirt or gravel roads);
- Access to healthcare; and
- Environmental improvement.

- **Develop short and long-range transportation improvement strategies** (25 CFR § 170.411). These should:
  - Address current and future transportation needs;
  - Be consistent with applicable Tribal, Federal, and State government policies;
  - Consider the existing and future land uses, economic development, traffic demand, public safety, health, and social needs; and
  - Consider all modes of transportation including vehicle, transit, pedestrian, bicycle, freight, and as appropriate, rail, air, and water.

**Step 2. Take stock of what of what exists.** Look at the existing transportation system serving the Tribal community. This involves performing the following:

- Examine the condition, location, and adequacy of the existing transportation facilities including roads, boardroads, bridges, trails, barge facilities, etc.;
- Use community input to gain information about the condition and performance issues of the facilities;
- Note the modes of travel on each facility: foot travel, ATV’s, snow machines, boats, bicycles, school buses;
- Research and document reservation, Tribal and community history;
  - Assemble the safety and accident data, using both interviews and records (25 CFR §§ 170.101(a)(1) and 170.128);
- Identify existing routes needing to be added or changed on the National Tribal Transportation Facility Inventory (NTTFI) (25 CFR § 170.442-447);
- Access needs for land users; and
- Existing material sources; ownership, types.
- Organize and analyze the information using mapping, graphs, charts and tables.

**Step 3. Identify Transportation Needs (what is needed).**

- Identify the Gap between your vision/goals and what exists now = NEEDS.
  - **Community input** on transportation needs is very important. Discussion with the community should begin before the public meeting.

- When identifying transportation needs:
  - Consider all 4 seasons (Fall/Winter/Spring/Summer). Each season may have different transportation needs;
  - Consider safer routes to school or public facilities; employment opportunities; public health/safety facilities; subsistence or cultural access;
  - Perform trip generation studies, including determination of traffic generators (25 CFR § 170.411(b)); and
  - Consider land uses.

- Identify projects or activities for each transportation need. Examples are:
  - Roads and boardroads: construction or reconstruction;
  - Trail construction or reconstruction;
  - Trail marking projects (for safety);
trail wayside shelters;
- Trail hardening (plastic grid, boardwalks, gravel);
- Bridge repair/replacement;
- Transit: vehicles, shelters, storage building;
- Water, barge access roads;
- Ice roads;
- Road and trail maintenance, dust control; and
- Training for Tribe’s people to work on “force account” construction projects or maintenance.

- For each project or activity, identify the following:
  - Preliminary cost estimate (25 CFR §§ 170.402(b)(10) and 170.415(a));
  - Funding sources, existing or potential (25 CFR §§ 170.411(j) and 170.415(a));
  - Who will maintain the facility;
  - Environmental, archeological sites affected (25 CFR § 170.415(a)(5));
  - Right-of-way difficulty and other risks; and
  - Agencies (BLM, USFWS, USFS, NPS, State) on or near project. You will need to contact these.

- Identify existing and future transportation routes to be added or changed on the National Tribal Transportation Facility Inventory (NTTFI) (25 CFR § 170.442-447).

**Step 4. Set Priorities.** Identify which projects or activities are most important. When prioritizing, use the same criteria to see how projects measure up against each other. Prioritizing is an important step because:

- The cost of all the projects and activities added up may be more than the available funding; and
- Prioritizing projects makes the LRTP a do-able and visionary document, not just a "wish list".

Examples of criteria to use when prioritizing projects/activities include:

- The needs, goals and ideas expressed by members of the community;
- The “Bang” for the buck; that is, how much good does a project do for the cost;
- Availability of funding for a project;
- Degree of community support for a project; and
- Risk items that could stop a project: Right-of-way problems, environmental issues, etc.

Performing this process should result in a prioritized list of do-able and fundable projects and activities for:

- Short range: 3 - 5 years;
- Medium range: 5 - 10 years; and
- Long range: 10 - 20 years.

**Step 5. Establish a funding plan.** Perform an analysis of funding alternatives to carry out the LRTP recommendations.

Identify the existing and proposed funding sources (local, State, Federal, Tribal, and private), and the funding expected from each source (25 CFR §§ 170.411(j) and 170.415(a)).
Perform a reality check by comparing the project cost to the expected funding. Identify any shortages in funding needed to implement the projects/activities in the LRTP.

**Step 6. Finish up the LRTP.** The following steps are needed before the LRTP is complete:

- **Public involvement.** Tribe performs public involvement according to 25 CFR § 170.413.

- **Tribe makes Draft LRTP available to the public and agencies.** The Tribe will make the draft LRTP available to the public (stakeholders, private citizens, major public and private entities, etc.) through appropriate methods (public meetings and/or public notice). The Tribe should send an electronic copy of the draft LRTP to FHWA and any other state or local organizations interested in coordinating transportation projects with the Tribal Government. The Tribe should further refine the LRTP to address any issues identified during the public review process. The Tribe then finalizes and approves the LRTP and submits a copy to the TC.

- **LRTP Approval.** The Tribal Government approves the LRTP per 25 CFR § 170.412(c). FHWA does not approve a Tribe’s LRTP. The FHWA Planning Specialist will be available for technical assistance during the plan development, update, or amendment prior to adoption by the Tribal Council. Once adopted, FHWA will review each plan and prepare a written record of the plan’s adherence to applicable laws and regulations. The TC will provide the review to the Tribal Government for their information.

### 3. LRTP Resources

The following are resources that can assist a Tribe to develop or update their LRTP:

**Web links:**


- Regional NTTFI Reports - [https://nttfs.fhwa.dot.gov/reports.shtml](https://nttfs.fhwa.dot.gov/reports.shtml)

- National Tribal Technical Assistance Program (TTAP) - [https://ttap-center.org/](https://ttap-center.org/)

**Books/Manuals:**


- *Trip Generation*, Institute of Transportation Engineers.

- *Parking Generation*, Institute of Transportation Engineers.


APPENDIX B:

PUBLIC MEETING INFORMATION

(TO BE ADDED AT FINAL)
APPENDIX C:

RSIC WEEK-DAY TRANSIT SCHEDULE
## WEEK-DAY-TRANSIT-SCHEDULE

### 10 AM AND 4 PM DOES NOT RUN ON WEDNESDAY (PINK)

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### TRANSIT SCHEDULE

**RICHARD 5 AM-1 PM**

- 6:45 AM: 7:35 AM
- 7:15 AM: 7:35 AM
- 7:30 AM: 7:35 AM
- 7:35 AM: 7:45 AM

**MIKE 1 PM-8:30 PM**

- 8:45 AM: 9:25 AM
- 9:10 AM: 9:35 AM
- 9:40 AM: 9:45 AM
- 9:55 AM: 10:05 AM
- 10:05 AM: 10:10 AM

**10 AM-12 PM 4 PM-6 PM**

- 10:00 AM: 10:20 AM
- 10:40 AM: 10:50 AM
- 11:00 AM: 11:10 AM

### BE AT BUS STOP 5 TO 10 MINUTES EARLY

### MORNING ROUTE YELLOW

### AFTERNOON ROUTE GREEN

### 10 AM 4PM ROUTE PINK

Up dated: Sept 2013

### SCHEDULE CHANGES

1. **7:35 AM** startups and is 5 minutes earlier than listed.
2. **8:45 AM** starts 15 minutes earlier than listed.
3. **9:25 AM** startup is 10 minutes earlier than listed.
4. **9:40 AM** startup is 5 minutes earlier than listed.

**Note:** All times shown are departure times, unless otherwise noted.

---

**ALL TIMES LISTED ARE DEPARTURE TIMES**

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APPENDIX D:

RSIC PARCELS – EXISTING LAND OWNERSHIP MAP
APPENDIX E:

MEDICAL REGIONAL CENTER PLAN / MILL STREET TOD CORRIDOR PLAN
MEDICAL REGIONAL CENTER PLAN
ACKNOWLEDGMENTS

City Council
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Pierre Hascheff, At-Large
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Sharon Zadra, Ward Two
Jessica Sferrazza, Ward Three
Dwight Dortch, Ward Four
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Adopted by City Council August 24, 2005
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INTRODUCTION

Plan Organization
This plan is divided into three sections: Introduction; Development and Circulation Concept; and Land Use, Zoning and Code Amendments. The Introduction describes the boundary, time frame, relationship to other plans and why this plan is needed. The physical development pattern and various modes of circulation are discussed in the next section. The Land Use, Zoning and Code Amendments section describes the land use and zoning designations that apply to the parcels in this Regional Center and the development standards and processing provisions that are included as part of the Reno Municipal Code. Maps that are referenced are included in the document.

Boundary
This Regional Center Plan generally covers the Renown Regional Center and surrounding area. The parcels included are shown within the plan area boundary on the Medical Regional Center Development Concept (Map 1). The general boundaries are:

- North- Truckee River
- East – Kietzke Lane
- South – Approximately one parcel south of Mill and Ryland Streets
- West – Wells Avenue

Time Frame
This plan is intended to provide guidance for development and redevelopment for the next twenty year period.

Relationship to Other Plans
This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS) 278.150 through 278.170.

Policies of the Truckee Meadows Regional Plan are applicable regionwide. The City Master Plan has three different levels of applicability; Citywide, Center and Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Corridor plans are for the eight centers and five transit oriented development corridors in the City and its sphere of influence. This Medical Regional Center Plan is one of the eight center plans. Neighborhood plans cover other areas, not in centers or corridors, which have been designated as appropriate for more detailed planning. Policies in center, corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate municipal code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.
Need for Regional Center Plan

This area has been identified as a Regional Center in the Truckee Meadows Regional Plan. The Regional Plan states that to “conform with the Regional Plan, Local Government Master Plans must further define the boundary and character of each Regional Center within their respective jurisdiction”. The Regional Plan also identifies this area as being located along a transit oriented development (TOD) corridor. There are a number of Regional Plan requirements related to TOD corridors (e.g., provide for higher density housing, street design that supports public transportation and pedestrian circulation, design standards for compatibility with adjacent areas, etc.). Some of the key requirements that are particularly relevant to the Medical Regional Center include:

- Require mixed uses through amendments of zoning code and development of best practices development guidelines for centers and corridors
- Adjustments to permit fees, impact fees and exactions, to encourage infill development by lowering development costs and accelerating the development approval process
- Appropriate development standard adaptations (e.g., parking standard reductions)

Additionally, the City Planning Commission, after receiving input from all of the neighborhood advisory boards, identified preparation of center and corridor plans as the highest priority project for the upcoming fiscal year (FY2003/2004).
DEVELOPMENT AND CIRCULATION CONCEPT

The main focus of the Medical Regional Center Plan is the further development and expansion of the Renown Regional Center and Renown Health System offices. Mill Street, which is designated as a transit corridor connecting Downtown and the Reno-Tahoe International Airport, will have transit oriented development. Two major industrial uses, the Reno Gazette-Journal and Model Dairy, will be maintained. Additional ancillary facilities and offices, retail and residential development are also planned. Mixed use developments that will include more than one of these types of land uses are encouraged in this Regional Center.

Access will be provided through an integrated automobile, transit and pedestrian circulation system. To insure adequate access and continuous functioning of important regional medical facilities, temporary uses (e.g., construction staging, parking, etc.) are allowed in this Regional Center. New residential development in this center will be at a minimum density of 18 units per acre and an average of 30 units per acre. New non-residential development in this center will have a minimum of a 1.5 floor area ratio.

Development Concept

The main focus of the Medical Regional Center Plan, shown on the Medical Regional Center Development Concept map (Map 1), is the further development and expansion of the Renown Regional Center and Renown Health System offices. These buildings surround the City of Reno Pickett Park. The Medical Center is located to the north of Pickett Park across Mill Street, a designated transit corridor. The Park often serves as an overflow helicopter landing area for the Medical Center Emergency Room. The Medical Center is expected to expand to the north toward the Truckee River, and to the east along Mill Street. Renown Health System also plans to expand its medical facilities that are located on the west side of Pickett Park, across Kirman Avenue. This expansion will generally reach to Locust Street. On Ryland Street, south of Pickett Park, Renown Health System has its corporate offices and other properties that will be developed for medical uses. Pickett Park will become an even more important feature in this area, serving as the major urban open space in this Regional Center. A new north-south connection linking Yori Avenue and Manuel Street is anticipated to be built to provide internal automobile and pedestrian circulation through the Medical Center. New Medical Center parking facilities may be accessed from this street. The connection will include landscaping and pedestrian amenities that will connect the future transit stop(s) on Mill Street at Pickett Park to John Champion Park and pedestrian facilities along the Truckee River.

Transit oriented development along Mill Street should include a mix of public facility, office, residential, shopping, and entertainment land uses within easy walking distance of a transit station (e.g., ¼ mile or 5-10 minutes). To facilitate walking to the transit stations and along the transit corridor, a user-friendly pedestrian circulation system must be provided. This will include sidewalks wide enough for circulation as well as for outdoor seating for eateries, sidewalk sales, and similar activities.
The two major industrial uses in this center, the Reno Gazette-Journal and Model Dairy, will be maintained and enhanced. The Reno Gazette-Journal is located north of the Medical Center on Kirman Avenue between Kuenzli Street and the Truckee River. The land adjacent to the River is utilized as a linear park for bicycle and pedestrian circulation. This will be maintained with any expansion on these properties. Along Kirman Avenue and Kuenzli Street landscaping and sidewalks will be provided with expansions of this use. Model Dairy is located east of the Medical Center on Mill Street between Gould Street and Kietzke Lane. The Dairy plans to expand at the current site. The expansion may eventually encompass the entire block bounded by Lewis Street on the north, Mill Street on the south, Kietzke lane on the east and Gould Street on the west. Landscaping and sidewalks will be provided with expansion of these uses. On Mill Street, the sidewalk will be wide enough for transit corridor pedestrian access.

Additional ancillary medical facilities and offices, retail and residential development are also anticipated. Ancillary medical uses will expand the medical and medical support land uses to Kuenzli Street on the north, the edge of the Regional Center boundary on the south, between Locust Street and Wells Avenue on the West, and Gould and Giroux Streets on the east. The Reno-Sparks Indian Colony will also develop medical facilities at the northeast corner of Kuenzli and Giroux Streets along the Truckee River. Urban residential and commercial uses will be along the western boundary of the Regional Center on Wells Avenue and the Truckee River, and on the eastern boundary of the Regional Center on Kietzke Lane between the Truckee River and Second Street.

Mixed use developments that will include more than one of these types of land uses are permitted in this Regional Center.

**Circulation Concept**
Access will be provided through an integrated automobile, transit and pedestrian circulation system as shown on the Medical Regional Center Circulation Concept map (Map 2).

The major north-south automobile circulation through the Regional Center will be on Kirman Street. Wells Avenue on the west boundary and Kietzke Lane on the east boundary are also major north-south streets. North-south automobile circulation within the Regional Center will be on Locust Street and the new connection of Pringle Way and Manuel Street. Pringle Way will be realigned to connect from Mill Street to Second Street, with a signal at Ryland Street and Mill Street. To facilitate better circulation, Second Street has been converted from a one-way couplet to two-way street, from Kirman Avenue to Giroux Street. The major east-west automobile circulation through the Regional Center will be on-Mill Street and Second Street. Mill Street, will serve as a transit oriented development (TOD) corridor providing access for autos, pedestrians, transit and to the emergency room facilities at the Medical Center. Kuenzli Street will serve as the minor, or secondary, street through the Regional Center. Parking facilities will generally be located with automobile access to Second Street and Pringle Way.
Transit circulation will be along the designated Mill Street TOD corridor from Downtown to the Reno-Tahoe International Airport. It is anticipated that as the transit use on this corridor increases the Regional Transportation Commission will consider conversion to Bus Rapid Transit.

East-west pedestrian circulation will be focused along the Mill Street TOD corridor and along the Truckee River. Major north-south pedestrian circulation will be from the Mill Street TOD corridor and Pickett Park to the Truckee River through the Renown Regional Center and along Pringle Way.

**LAND USE, ZONING AND CODE AMENDMENTS**

Amended land use designations and zoning districts, as well as modified Reno Municipal Code provisions, are included in this Plan to implement the development and circulation concepts.

**Land Use**
The Medical Regional Center was designated as Special Planning Area in the Reno Land Use Plan at the time this Regional Center Plan was adopted. The Special Planning Area designation recognizes that customized land use and zoning provisions are appropriate in designated regional centers. The Development Concept map (Map 1) serves as the detailed land use plan. Provisions of this Regional Center Plan govern land use and development within the Renown Regional Center. When this Regional Center Plan does not specifically address an issue, provisions of other parts of the Reno Master Plan apply.

**Zoning**
The entire Regional Center was rezoned to the Mixed Use base zoning district and Medical Regional Center Planning Area Overlay at the time this Regional Center Plan was adopted (Map 3). Mixed use development (i.e., combinations of uses) is permitted by the underlying Mixed Use base zoning district. Specific modifications to allowed land uses, development standards and processing requirements are identified in the Medical Regional Center Planning Area Overlay. This Planning Area Overlay designation permits continuation of existing uses when a currently established use is going to be maintained or expanded. In other words, as long as it remains the same use it is considered a conforming use. Any change in the use must be to a use included in the list of uses allowed by the Medical Regional Center Planning Area Overlay. To help encourage new development, most projects internal to the Regional Center Plan are allowed to proceed without discretionary review by the City of Reno.

**Code Amendments**
The Mixed Use base zoning district and Medical Regional Center Planning Area Overlay contain a number of provisions to facilitate implementation of this Plan:
- Requirement for the Medical Regional Center Plan, including boundaries, to be adopted in order to utilize the Medical Regional Center Planning Area Overlay
- Modifications to the list of uses allowed in the Mixed Use base zoning district, as well as addition of temporary (e.g., parking, etc.) uses
- Modifications to building height and setback requirements
- Modifications to parking requirements
- Modifications to building orientation requirements
- Requirements for pedestrian amenities, including sidewalk and parkway standards, and/or public art
- Modifications to the processing requirements for development applications that meet minimum units/acre or floor area ratio standards
MILL STREET TRANSIT ORIENTED DEVELOPMENT CORRIDOR PLAN
ACKNOWLEDGMENTS

City Council
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Jenny Brekhus, Ward One
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Adopted by City Council September 14, 2005
Amended December 11, 2013
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INTRODUCTION

Plan Organization
The Mill Street Transit Oriented Development (TOD) Corridor Plan is divided into two sections: Corridor Plan and Station Area Plans. The Corridor Plan describes the boundary, time frame, relationship to other plans and identifies policies for development within this TOD. The development concept, circulation, land use, and zoning that apply to the parcels are included in the plan for each station area. Development standards and processing provisions are included in the Reno Municipal Code.

Boundary
The Mill Street TOD Corridor area is shown below. In conformance with the Truckee Meadows Regional Plan, the Mill Street TOD Corridor is generally located ¼ mile on each side of the route beginning at the Washoe Medical Regional Center. From that point the corridor travels east on Mill Street to Terminal Way and then south on Terminal Way to the Reno-Tahoe International Airport Regional Center. The adjacent regional center plans include all station areas in the TOD corridor except one. The Station not included in one of the adjacent regional centers is River Landing at Mill Street.
West and north of the plan area lays the Reno-Sparks Indian Colony. This area has established land uses and proposed land development under the Colony’s jurisdiction, hence residential adjacency standards are included to provide appropriate transition between uses. This will maintain separation between the lower density housing on the Colony and the high density housing proposed by the plan.

**Time Frame**
The planning horizon for development and redevelopment of this area is twenty years.

**Relationship to Other Plans**
This plan is an element of the City of Reno Master Plan prepared in accordance with Nevada Revised Statutes (NRS 278.150 through 278.170).

Policies of the Truckee Meadows Regional Plan are applicable region wide. The Reno Master Plan has three different levels of applicability: Citywide, Center and Corridor, and Neighborhood. Citywide plans include the Land Use Plan and other plans that apply to the entire City and its sphere of influence. Center and Corridor plans are for the nine centers and five transit oriented development corridors in the City and its’ sphere of influence. Neighborhood plans cover other areas, not in centers or corridors, which have been designated as appropriate for more detailed planning. Policies in center, corridor and neighborhood plans elaborate, with greater detail, upon general policies contained in the citywide and regional plans. Center, corridor and neighborhood plans must conform with and not be in conflict with policy direction of the citywide plans and the Truckee Meadows Regional Plan. Similarly, appropriate municipal code provisions (e.g., zoning, development standards and processing requirements) must be consistent with these plans.

Outside of centers, corridors are comprised of a series of station areas, or activity station areas, and the links between them. Each transit corridor plan is comprised of a series of station area plans. Transit corridors contain land use, circulation, density, and general design standards. As new station area plans are prepared, they are added to the appropriate transit corridor plan.
CORRIDOR PLAN

Development Concept
The majority of land within the corridor has been developed. Non-restricted gaming is entitled on the property west of Greg Street, east of Highway 395, north of Mill, and South of 2nd Street. Much of the property in the area is in need of redevelopment and intensification to create a successful transit corridor. Development and redevelopment within this corridor and the associated station areas is required to develop at a minimum density of 30 units per acre. When a mixed-use or non-residential development is being constructed, a floor area ratio of 1.5 or greater is required.

The Transit Corridor has a base zoning of mixed use (MU) and an overlay zoning district of the Mill Street Transit Corridor (MSTC). The zoning designation of MU/MSTC refers to MU/MSTC overlay sections of code. These sections include specific development requirements for the area, such as setbacks, parking, site layout, architecture, and landscaping. The River Landing at Mill (RLM) Station Area is located within the MSTC overlay zone and has area specific development standards differing from the other portions of the corridor.

Excluding River Landing at Mill Station area, the area located east of Interstate 580 is designated as a Secondary Corridor. No minimum density or FAR requirements should be required.

Policies
To support transit-oriented development there are eight “Best Practices” that should be utilized. These “Best Practices” include: identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways.

Each Transit Corridor should maintain its own unique identity in terms of its mix of uses, development intensity and character, should largely be informed by and relate to the surrounding development context.

In order to encourage and facilitate successful transit-oriented development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within each corridor in order to accommodate the type of urban, mixed-use neighborhood development that is desired.

Establishing a mix of complementary land uses within a TOD corridor allows individuals to meet their day-to-day needs within walking distance of their home or place of work; creating a neighborhood environment that increases transit use, extends hours of activity, and reduces traffic. Higher density development is one of the key components necessary to create compact, vibrant transit-oriented development neighborhoods that encourage pedestrian activity, support retail businesses, and promote transit usage. Buildings should be placed on the street with any parking needed to the rear of the site.
In keeping with building that support pedestrian scale, pedestrian connections separate from automobile circulation, should also be constructed between open space, stations and high activity areas.

Parking standards should be reduced in corridor areas as well as a number of alternative parking solutions, such as shared parking encouraged. This will allow for more land to be available for higher density uses or open space. The policies that should encourage these types use developments are listed below.

Policy 1 - Identity

A. Provide alternative transportation between the airport and downtown.

B. Public spaces should interconnect with the adjacent Washoe Medical and Reno-Tahoe International Airport Regional Centers.

Policy 2 - Infrastructure

A. Provide pedestrian connections throughout the corridor to services, parks, the Truckee River and businesses (see Map 1).

B. Encourage the development of sidewalks, which are eight feet or wider within the corridor.

Policy 3 - Attractions

A. Promote the improvement of key attractions in the area including recreation, the Truckee River, the Reno-Tahoe International Airport, the Washoe Regional Center, businesses, and natural features.

B. Provide a mix of land uses including a mix of housing types, offices, retail, personal services, hotels, restaurants, urban parks, day care, and public agencies/services.

Policy 4 - Intensity/density

A. Outside of the Secondary Corridor and the station area, new development should provide a minimum density of 18 units per acre with a minimum FAR of .25 through a variety of building heights and pedestrian oriented structures.

B. Require transition between the lower densities and building heights of the existing surrounding neighborhoods, to the desired higher densities and building heights along the transit corridor.
Policy 5 - Pedestrian Connections

A. Promote the enhancement of the identified pedestrian corridor connections within the plan.

B. Encourage the installation of wider sidewalks, landscaped parkways, street trees, street furniture, and other pedestrian amenities.

Policy 6 - Quality Site Layout/Urban Design

A. Commercial and office land uses should be concentrated near Mill Street and the transit stations.

B. Incorporate residential units into the upper floors adjacent to Mill Street and within the transit stations.

C. Encourage a variety of building heights and forms to create visual interest and establish a distinct identity with architecture detail that provides a high level of interest at the street level.

D. Buildings within the corridor should be oriented toward the primary street frontage or provide a prominent pedestrian access.

E. Buildings should front the sidewalk edge on major streets, providing for compact development and creating public space along the street frontage.

Policy 7 - Parking Management

F. Encourage shared parking in mixed land use development to decrease the amount of parking on the site and decrease the emphasis of private vehicles.

G. Parking should be located inside, underground, or behind buildings.

Policy 8 - Public Space

A. Encourage the use of public space for recreation entertainment, restaurant, and other commercial land uses.

STATION AREA PLAN

River Landing at Mill
River Landing at Mill will be developed as one of the major transit stops along this corridor. This plan generally covers the area north of Mill Street, south of the Truckee River, east of Highway 395, and west of Greg Street and Bible Way. This area is an appropriate location for a bus rapid transit (BRT) station when the BRT system is expanded to this corridor. Until such a time as the BRT station can be located on Mill
Street it is anticipated the bus service will be at the main existing terminal on the south side of the property. River Landing at Mill has a Master Plan Land Use designation of Special Planning Area, indicating that this plan, not the more general provisions of the Master Plan is applicable for the area.

The River Landing at Mill Station Area has a MU (Mixed Use) base zone with an overlay zoning of RLM (River Landing at Mill). This designation refers to the Mixed Use/ River Landing at Mill section of Code. This section includes specific development requirements for the area such as setbacks, parking, site layout, architecture, and landscaping.

To support transit-oriented development there are eight “Best Practices” that apply. These “Best Practices” include: identity, infrastructure, attractions, intensity/density, pedestrian connections, site layout/urban design, parking management, and public space/greenways. The application of these practices to this station area is further defined below.

1. **Identity** – The River Landing at Mill area establishes an identity that ties it in with the Mill Street Transit Corridor but also sets it apart from other station areas within the Corridor. This identity should be established through building scale and density, landscaping, signage, and unique pedestrian amenities connecting the river to the station area.

2. **Infrastructure** – The infrastructure within and connecting to this area should be enhanced. Sidewalks should be improved, any necessary improvements to the adjacent streets will be completed, and access to the Truckee River should be enhanced.

3. **Attractions** – The permitted uses within this area should give visitor and the general public a reason to go to River Landing at Mill. The transit station should play a key role in bringing people to the area. A mix of land uses including a mix of housing types, offices, retail, personal services, hotels, restaurants, urban parks, day care, public agencies/services are all permitted land uses within the area.

4. **Intensity/density** – A variety of building heights and high residential densities should be provided. The minimum density within this station area will be 18 units per acre with a minimum FAR of .75. Mixed use and recreation facility development will contribute to the vibrant intensity of this station area.

5. **Pedestrian connections** – The pedestrian corridors within the River Landing at Mill Station Area as shown on Map 1. These corridors connect the Mill Street Transit Corridor with the Truckee River. A public plaza or gathering area should be provided at each end of this pedestrian connection.
6. **Quality site layout/urban design** – Encourage a variety of building heights and forms to create visual interest and establish a distinct identity with architecture detail that provides a high level of interest at the street level. Buildings within the corridor should be oriented toward the primary street frontage or provide a prominent pedestrian access. Buildings should front the sidewalk edge on major streets, providing for compact development and creating public space along the street frontage. Architectural detailing should include generous articulation, varying building materials, awnings, balconies, and other details. Blank walls, with no architectural detailing will not be permitted on any building.

Sidewalks should be widened, street trees installed, and commercial buildings should be placed at the edge of the sidewalk. Commercial land uses should be concentrated near Mill Street and the transit station. This should provide activities and services adjacent to the TOD to attract people to the area. Residential units should be located on the northern portion of the site.

7. **Parking Management** – Vehicular access and parking should be secondary to all pedestrian access and amenities. Parking should be located behind buildings, inside or underground. If parking is located along any public streets, the amount of perimeter landscaping will be increased. Additional oversized trees and berming should be used to screen the parking. Parking should be shared in mixed land use development to decrease the amount of parking on the site and decrease the emphasis on private vehicles.

8. **Incorporate Public Space** – The use of public space should be encouraged for entertainment, restaurant, and other commercial land uses. A strong emphasis should be placed on the association between this station area and the Truckee River. Public space should be encouraged adjacent to Mill Street and adjacent to the Truckee River.
MAP 1: DEVELOPMENT CONCEPT

- **Proposed Transit Stop**
- **Existing Transit Stop**
- **Pedestrian Corridor**
- **Mill Street TOD Boundary**
- **MSTC (Mill Street Transit Corridor) Primary**
- **MSTC (Mill Street Transit Corridor) Secondary**
- **RLM (River Landing at Mill Street)**
APPENDIX F:

RENO COLONY – EXISTING LAND USE MAP
APPENDIX G:

RENO COLONY – EXISTING CONDITIONS – TRANSPORTATION SYSTEM MAP
Allowed and Prohibited Use Map

Resolution 2020-RS-24
Exhibit A

Prohibits target shooting, discharge of firearms, camping without permit, any fires, use of fireworks, treasure hunting, disturbance of cultural sites, and illegal dumping on all tribal lands.

Prohibits all Off-Highway Vehicles (OHV), UTM, ATV, and motorcycles, trucks, rock crawlers, and motorized vehicles on all tribal lands.

Allows non-destructive, peaceful activities including hiking, biking, horseback riding, and running within NNNLA boundary.

All OHV vehicles must travel on OHV designated routes only (yellow route).

TO REPORT PROHIBITED ACTIVITIES:
RSIC TRIBAL POLICE:
Non-emergency dispatch number:
(775) 323-2677

Date: 02/25/2021
APPENDIX I:

HUNGRY VALLEY MASTER PLAN REPORT
Hungry Valley Development Master Plan

PREPARED FOR THE RENO-SPARKS INDIAN COLONY
HUNGRY VALLEY, WASHOE COUNTY, NEVADA
NOVEMBER 2017
ABOUT THE PROJECT

The Reno-Sparks Indian Colony has desire to develop a 100 acre site located north of the existing Hungry Valley development and south of the existing pow wow grounds. Lumos and Associates was hired to provide master planning services for the 100 acre area and construction documents for Phase I, approximately 25 home site building pads and associated infrastructure. The location and configuration of Phase I was determined through the master planning process. There is one culturally sensitive area within the master plan boundary that requires avoidance and protection. This area is not to be disturbed by any grading or exploration operations.

During the master planning process there have been multiple opportunities for the community to offer their opinion and thoughts on what the characteristics and culture should be for the new development. Two public workshops and several meetings with Tribal staff were held to refine the master plan alternatives into a single preferred master plan.
The roadway design for the proposed Hungry Valley development will be similar to the current roadway network in the existing subdivision, such as Fancy Dance Drive or Many Nations Road. Localized roads will be narrowed and curvilinear to discourage speeding throughout the neighborhood. Sidewalks are not proposed adjacent to any roadway in order to encourage the use of a proposed trail system and to give the public a safer pedestrian route. The structural section of the proposed roadways will be determined by a Geotechnical Engineer once the subsurface investigation and testing is concluded. Wide roadway corridors are not proposed so the rural feel and culture is reflected in the new development.
UTILITY

The existing water and sewer systems for Hungry Valley were evaluated to determine the capacity and potential improvements required for Phase I and also full buildout of the master plan.

The Hungry Valley water system relies exclusively on groundwater with a total of four active production wells. The water system also includes one tank to provide operational, emergency, and fire storage for the community.

The existing Hungry Valley wells are sufficient to meet required water supply capacities in accordance with NAC for existing and future conditions. At the buildout MDD, there would be an excess well capacity equivalent to 64 additional homes.

The distribution system meets NAC standards with the exception of fire flow deficiencies at a couple of locations and some high pressures in the distribution system during static conditions. Individual service PRVs should be installed at any locations where pressures exceed 100 psi. If RSIC desires to eliminate the fire flow deficiencies, the 8-inch diameter waterline to the storage tank should be upsized to a minimum 12-inch diameter or a parallel 8-inch diameter waterline should be added. The existing waterline is approximately 2,000 feet in length from the intersection of Loop Road and Eagle Canyon Drive to the storage tank site.

Existing storage volumes may be insufficient to meet existing and future conditions and RSIC should consider installing an additional storage tank. Sizing of a new storage tank will depend on how much emergency reserve and operating storage is desired by RSIC and whether the IFC is used for fire storage requirements.

The Hungry Valley sewer collection system consists of approximately 0.5 miles of 8-inch diameter gravity sewer mains. Wastewater collected from the community flows by gravity to the wastewater treatment facilities. The wastewater treatment facilities are located at the north end of the community and include two facultative treatment ponds and two percolation ponds.

The gravity sewer collection system has sufficient capacity for buildout wastewater flows with enough excess capacity for an additional 725 homes beyond buildout of the new housing area.

The facultative ponds and percolation ponds have sufficient treatment and hydraulic capacity to accommodate the proposed housing area through buildout.
PROCESS

PROJECT VISION

DILEMMA
How to create future development in Hungry Valley with the respect of both culturally special and environmentally sensitive? The site is at North edge of the Metropolitan area, a 30 minute drive from the heart of Reno. Previous development suggests linear community pattern with straight roadways and no formal pedestrian walk. How can this planning process balance the needs of creating a walkable community while protecting the cultural and environmental resources of The Hungry Valley and Reno-Sparks Indian Colony?

THESIS
The site is characterized by stunning views to the mountain range, and numerous drainage corridors running down with native planting, valleys and channels crafted by water flows. These drainage corridors should be an essential public amenity to all, connected to development by large open space trail corridors to respect and restore the valley watershed. Between these corridors are community development with various housing types. Development will be organized through a network of meandering, low speed roadway system with traffic calming strategy.

To further improve pedestrian safety, the master plan recommend improvements to the traffic and pedestrian flow on Eagle Canyon Drive intersections at Many Nations Road, Fancy Dance Lane, and access to the Hungry Valley Community Center (HVCC). A new emergency center will be proposed adjacent to HVCC to provide future space for fire, police and emergency response team. The master plan will consider to relocate existing maintenance yard with respect to fitting into the future community development.

DEVELOPMENT CRITERIA
The following objectives will help to guide the planning process;

• Develop planning recommendations that preserves the natural and quiet setting throughout the community.

• Develop vehicular roadway network that calms traffic, providing visibility / access and improve safety for all modes of travel.

• Develop pedestrian and bicycle network that create walkable distance from neighborhood to public facilities.

• Develop open space system with preserved drainage corridor and revegetation area to improve community sustainability.

• Develop a 25-year master plan that accommodates a logical phasing and construction for long term success.
OVERALL DEVELOPMENT PLAN
The hungry valley overall development is based on creating 125 home sites separated by meandering roadways, large drainage and open space corridors onsite. An extensive network of trails will be proposed along drainage corridors, providing safe pedestrian connection to/from community center, community parks, and the new outdoor active fields. The following illustrative plan shows the development principles outlined by the vision and goals.
PHASE I DEVELOPMENT

PHASE I COMMUNITY
Based on existing roadway infrastructure, the first phase of 25 home site will be located near Southeast Corner of the site. Existing Hungry Valley housing development would provide access from Many Nations Road and Fancy Dance Lane. The following illustrative enlargement shows the development principles outlined by the vision and goals.
DEVELOPMENT PROGRAMS

TRAIL, OPEN SPACE & NATURAL AREAS

Decomposed Granite Trail with Equestrian Corridor  Concrete Trail with Mileage Marker  Asphalt Multi-use Trail

KIDS ACTIVE OUTDOOR USE / PLAYGROUND

Adventure Play - Kids Swing  Adventure Play - Kids Slide  Modular Playground Equipment

ACTIVE FIELDS

Baseball Field  Multi-functional Sports Field  Bike Pump Track
DEVELOPMENT PROGRAMS

COMMUNITY PARK

- Community Park Entry Signage
- Drainage Corridor Crossing
- Kids Play

COMMUNITY GATHERING / EVENT SPACE

- Park Gathering Place with Shade and Seating
- Desert Amphitheater
- Cultural Pattern Plaza

SHELTER / PAVILION / OTHER IMPROVEMENTS

- Trail Head Shade Pavilion
- Fabric Shade Structure
- Regular Shade with Seating and BBQ Rack
# OPINION OF PROBABLE COST

## PHASE I DEVELOPMENT (5 YEARS)

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<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
<th>COMMENT</th>
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<td>PCC Sidewalk</td>
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<td>4</td>
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<td>$ 30,000</td>
<td>Speed limit signs, stop signs, crosswalks, light poles, etc...</td>
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**STREET SUBTOTAL** $ 1,740,000

| 6           | Clear and Grub                                        | 10       | ACRE| $ 2,000.00 | $ 20,000 | Estimated at 3-inch depth                                              |
| 7           | Mass Grading                                          | 50,000   | CT  | $ 4.00     | $ 200,000| Estimated - grading to be minimized during preliminary and final design|

**GRADING SUBTOTAL** $ 220,000

| 8           | Drainage/Inflow Improvements                         | 32,000   | SF   | $ 2.50     | $ 80,000 | Channel and low flow improvements. Minor grading                      |
| 9           | Storm Drain 12" Diameter PVC                         | 1,300    | LF   | $ 50.00    | $ 65,000 | Storm Drain system to be gravity system discharging to drainageways    |
| 10          | Manholes/Catch Basins                                 | 15       | EA   | $ 4,500.00 | $ 67,500 | Manholes located at junctions, horizontal and vertical alignment changes|
| 11          | Channel/Roadway Crossings - Culverts                 | 4        | EA   | $ 20,000.00| $ 80,000 | Includes ends sections, pipe placement, rip rap placement, and grading |

**STORM DRAINAGE SUBTOTAL** $ 292,500

| 12          | Sewer Main 8" Diameter PVC                           | 2,500    | LF   | $ 50.00    | $ 125,000| Lift stations are not anticipated. Sewer system to gravity flow to lagoons|
| 13          | Manholes                                             | 10       | EA   | $ 4,500.00 | $ 45,000 | Manholes located at junctions, horizontal and vertical alignment changes|
| 14          | Sewer Laterals and Cleanouts                         | 25       | EA   | $ 1,500.00 | $ 37,500 | Lateral to connect to main and a cleanout installed behind new curb     |

**SANITARY SEWER** $ 207,500

| 15          | Water Main 8" Diameter PVC                           | 2,500    | LF   | $ 60.00    | $ 150,000| New water system to tie into the existing Hungry Valley water system   |
| 16          | Gate Valves and Appurtenances                         | 24       | EA   | $ 1,500.00 | $ 36,000 | Includes valves, couplers, tees, etc...                                 |
| 17          | Fire Hydrants                                         | 7        | EA   | $ 5,500.00 | $ 38,500 | Spaced every 500 feet or in a cul-de-sac                               |
| 18          | Service Laterals                                      | 25       | EA   | $ 2,500.00 | $ 62,500 | Water service tap to main and a water meter installed behind new curb  |

**WATER SUBTOTAL** $ 287,000

| 19          | Gas/Electric/Communications                           | 2,500    | LF   | $ 140.00   | $ 350,000| Includes individual lot services and boxes                             |

**DRY UTILITY** $ 350,000

| 20          | Neighborhood Parks                                    | 11,000   | SF   | $ 6.00     | $ 66,000 | Minimal landscape, low maintenance, and community play equipment       |
| 21          | Trails System                                         | 1,800    | LF   | $ 60.00    | $ 108,000| Six foot wide hard-surfaced and illuminated trail network              |
| 22          | Re-vegetation                                         | 36,250   | SF   | $ 0.25     | $ 9,063  | Graded areas that will not have landscaping will be re-vegetated       |

**PARKS AND TRAILS** $ 183,063

**TOTAL** $ 3,280,063

**CONTINGENCY (20%)** $ 656,013

**GRAND TOTAL** $ 3,936,075

*General Note:* This preliminary estimate of probable construction cost is the Engineer’s best judgement as a professional engineer generally familiar with this type of construction. However, since the Engineer has no control over market conditions, the Engineer does not guarantee that proposals, bids, or actual construction cost will not vary from this estimate.
<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
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<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
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<td>Mass Grading</td>
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<td>$17,414,820</td>
<td></td>
</tr>
</tbody>
</table>

General Note:
This preliminary estimate of probable construction cost is the Engineer’s best judgement as a professional engineer generally familiar with this type of construction. However, since the Engineer has no control over market conditions, the Engineer does not guarantee that proposals, bids, or actual construction cost will not vary from this estimate.
MASTER PLANNING AND PHASE I DESIGN SCHEDULE

-Nov. 2017-
- Master Plan Refinement

-Dec. 2017-
- Final Master Plan and Phase 1 Development Rendering

-Phase 1 Design Kickoff

-Jan. 2018-
- Phase 1 Development 30% SD

-RSIC Staff Review Meeting

-Feb. 2018-
- Phase 1 Development 60% SD

-RSIC Council Presentation

-Mar. 2018-
- Phase 1 Development 90% SD

-Apr. 2018-
- Phase 1 Development Final Submittal
APPENDIX J:

HUNGRY VALLEY CONCEPTUAL LAND USE MAP
APPENDIX K:

HUNGRY VALLEY – EXISTING CONDITIONS – TRANSPORTATION SYSTEM MAP
Hungry Valley Community Evacuation Map

- Emergency Shelter *
- Evacuation Route

0 0.25 Miles

Please call 911 if emergency assistance is needed during an evacuation

* Note: Hungry Valley Recreation Center is Emergency Shelter unless otherwise noted by RSIC Rapid Notify System

Reno-Sparks Indian Colony
Planning Department
August 24, 2018
December 20, 2018

Reno-Sparks Indian Colony
Attn: Tim McCauley
9055 Eagle Canyon Drive
Sparks, Nevada 89441

RE: Hungry Valley Pavement Investigation & Maintenance Recommendation

Dear Mr. McCauley,

Lumos & Associates, Inc. (Lumos), appreciates the opportunity to submit this pavement investigation and maintenance recommendation.

On December 3, 2018, Lumos performed a roadway inspection on Hungry Valley roadways currently maintained by the Reno-Sparks Indian Colony. The Hungry Valley paved roadways evaluated consist of approximately 1,272,000 square feet (141,333 square yards) of asphalt concrete pavement. Each individual roadway was evaluated as its own pavement management section (evaluation area) as detailed in Appendix A. Asphalt Pavement distresses were evaluated in accordance with ASTM D6433 and include the following distress descriptions:

- Alligator Cracking
- Bleeding
- Block Cracking
- Bumps & Sags
- Corrugation
- Depressions
- Edge Cracking
- Joint Reflection Cracking
- Lane/Shoulder Drop-Off
- Long. & Transverse Cracking
- Patching & Utility Cut Patching
- Polished Aggregate
- Potholes
- Railroad Crossing
- Rutting
- Shoving
- Slippage Cracking
- Swell
- Raveling
- Weathering

These asphalt pavement distresses were then ranked low, medium, or high in severity. During the inspection process pictures were taken of the roadway with the intent of tracking the distresses over time. A summary of the inspection findings and recommendations are included within.
Pavement Inspections:

*Residential / Local Roadways*

**Blaze Way**
- Roadway is in Fair Condition
  - Previous Slurry Seal in Poor Condition
    - Observed Pavement Distress
      - Low Severity Alligator Cracking
      - Low to Medium Severity Block Cracking
      - Medium Severity Transverse and Longitudinal Cracking
      - Medium Severity Weathering

**Fancy Dance Drive**
- Roadway is in Fair Condition
  - Previous Slurry Seal in Poor Condition
    - Observed Pavement Distress
      - High Severity Bumps and Sags (Tree Roots)
      - Low to Medium Severity Block Cracking
      - Medium Severity Raveling
      - Medium Severity Weathering
      - Medium to High Severity Alligator Cracking
      - Medium to High Severity Transverse and Longitudinal Cracking
      - Medium to High Severity Utility Cut Patching

**Morning Dawn Drive**
- Roadway is in Fair Condition
  - Previous Slurry Seal in Poor Condition
    - Observed Pavement Distress
      - Low to High Severity Utility Cut Patching
      - Medium Severity Alligator Cracking
      - Medium Severity Block Cracking
      - Medium Severity Weathering
      - Medium to High Severity Raveling
      - Medium to High Severity Transverse and Longitudinal Cracking

**Many Nations Road**
- Roadway is in Fair Condition
  - Previous Slurry Seal in Poor Condition
    - Observed Pavement Distress
      - High Severity Distortions
      - High Severity Utility Cut Patching
      - Low Severity Alligator Cracking
      - Medium Severity Block Cracking
      - Medium Severity Raveling
      - Medium Severity Weathering
      - Medium to High Severity Transverse and Longitudinal Cracking
Golden Sun Way
- Roadway is in Fair to Poor Condition
  o Previous Slurry Seal in Poor Condition
    ▪ Observed Pavement Distress
      • Low to High Severity Alligator Cracking
      • Medium Severity Raveling
      • Medium Severity Weathering
      • Medium Severity Block Cracking
      • Medium to High Severity Transverse and Longitudinal Cracking
      • Medium Severity Utility Cut Patching

Running Deer Lane
- Roadway is in Fair Condition
  o Previous Slurry Seal in Poor Condition
    ▪ Observed Pavement Distress
      • Medium Severity Alligator Cracking
      • Medium Severity Block Cracking
      • Medium Severity Raveling
      • Medium Severity Weathering
      • Medium Severity Transverse and Longitudinal Cracking

Quail Path Lane
- Roadway is in Fair Condition
  o Previous Slurry Seal in Poor Condition
    ▪ Observed Pavement Distress
      • Medium to High Severity Transverse and Longitudinal Cracking
      • Medium Severity Raveling
      • Medium Severity Weathering
      • Medium Severity Block Cracking

Red Sky Lane
- Roadway is in Fair Condition
  o Previous Slurry Seal in Poor Condition
    ▪ Observed Pavement Distress
      • Medium to High Severity Transverse and Longitudinal Cracking
      • Medium Severity Alligator Cracking
      • Medium Severity Raveling
      • Medium Severity Weathering
      • Medium Severity Block Cracking
Numaga Lane

- Roadway is in Fair Condition
  - Previous Slurry Seal in Poor Condition
    - Observed Pavement Distress
      - Medium to High Severity Transverse and Longitudinal Cracking
      - Medium Severity Raveling
      - Medium Severity Weathering
      - Medium Severity Block Cracking
      - Medium Severity Alligator Cracking
      - Low to Medium Severity Utility Cut Patching

Prairie Moon Lane

- Roadway is in Fair to Poor Condition
  - Previous Slurry Seal in Poor Condition
    - Observed Pavement Distress
      - Medium to High Severity Transverse and Longitudinal Cracking
      - Medium Severity Raveling
      - Medium Severity Weathering
      - Medium Severity Block Cracking
      - Medium Severity Alligator Cracking

Collector Roadways

Eagle Canyon Drive

- Roadway is in Poor to Very Poor Condition
  - Previous Chip Seal in Poor Condition
    - Observed Pavement Distress
      - Medium to High Severity Transverse and Longitudinal Cracking
      - Medium to High Severity Raveling
      - Medium to High Severity Bleeding
      - Medium Severity Weathering
      - Medium to High Severity Alligator Cracking
      - Medium Severity Block Cracking
      - Low to High Severity Utility Cut Patching
      - Medium Severity Edge Cracking
General Pavement Information:

As a general rule of thumb, asphalt concrete (AC) roadways have a design life of 25 years. If the roadway network is properly maintained, an entity can extend the life of their roads well beyond the original design life. Conversely, if regular maintenance is ignored, the roads will fail prior to the 25-year design life and costs to repair these roads will increase significantly. The goal of a pavement management program is to continually maintain the roads and delay the increased cost of complete road reconstruction once a road has failed.

Figure 1 below illustrates a typical asphalt performance curve (red) and typical application of Maintenance and Rehabilitation (M&R) phases. The figure illustrates that as pavement ages and/or deteriorates, the cost to reconstruct an AC road substantially increases. It is estimated that reconstructing a road costs four times more than on-going roadway maintenance and rehabilitation strategies throughout the pavement’s service life.

Figure 1: Asphalt Performance Curve and M&R Costs

Selecting the correct type of treatment and rehabilitation technique is imperative to an effective Pavement Management Program. The factors considered when determining these techniques includes types of pavement distress, age, condition, traffic levels, expected future plans and available funding. Based on the data collected during our pavement evaluation the roadway has deteriorated well below the critical PCI level of 70.
Maintenance and Rehabilitation Techniques:

Crack Seal
Crack seal is a flexible, polymer-modified, rubberized asphalt blend that adheres to the edges of existing cracks and fills in the voids. When dried, crack seal provides a barrier that prevents water from intruding and impacting the subbase section of the road. Crack seal is a long-term, cost-effective way to maintain and extend the life of the pavement. Sealing minor cracking may extend the useful pavement life for several years when an overlay project is not scheduled.

Surface Seal
Surface seal is a generic term for fog seal or rejuvenating seal, which includes the application of an asphalt emulsion sprayed on an existing pavement to protect the surface of the roadway. In general, surface seals coat the aggregate particles of the roadway to improve chip retention, prevent raveling, fill small cracks and surface voids and provide a waterproof layer that protects the base course and subgrade. Surface seals can provide improvements to distresses of minor cracking and alligator cracking. Instances of minor raveling may adequately be sealed with a surface seal thereby preventing further deterioration.

Slurry and Micro Sealing
A slurry seal is a mixture of fine aggregate, asphalt emulsion, water, and mineral filler. The mineral filler most often used is Portland cement. A slurry seal acts as a wearing surface and seals the existing asphalt surface. Slurry seals are used to seal the existing asphalt pavement surface, slow surface raveling, seal small cracks, and improve surface friction. Slurry seals can be placed in areas where chip seals would not be a good choice due to high traffic volume, such as intersections, signaled and stop areas, and business areas. These seals can be placed in areas where pavement and ambient temperatures are as low as 50 degrees Fahrenheit. Slurry seals should not be placed at night, and by design are intended to be a single stone thick application. In the event that application during the night or colder temperatures is required, the use of a standard slurry seal may not be permissible. Micro sealing uses a chemical break and may be placed in cooler conditions, as low as 40 degrees Fahrenheit. Micro seals can give more structural support than slurry seals and may be used on pavements with more severe distresses.

Chip Seal
Generally, alligator cracking or more general cracking can be repaired most cost effectively by chip seals. A chip seal is a single spray application, usually of liquid or emulsified asphalt followed by a single layer of aggregate. This type of seal reduces the infiltration of air and water into the pavement and may be used to improve skid resistance of slippery pavements.
Shallow Pavement Patching

Shallow pavement patching restores structural integrity and improves ride quality. Repairs of partially deteriorated sections of pavement will improve the overall quality without the expense of a full depth patch. Shallow pavement patching is typically used where pavement deterioration is confined to the top one-third of the pavement section and the existing substructure and bottom pavement section has not been compromised. Shallow pavement patching is the recommended repair for raveling, bleeding and minor alligator cracking.

Full Depth Pavement Patch

When a pavement surface has failed from sub-soil issues or severe distresses, the entire pavement section will typically need to be replaced. Full depth replacement consists of pulverizing the entire depth of pavement and possibly replacing the substructure if compromised. If the damage is due to underlying soils, the unsuitable soils are removed from the site and structural material is installed prior to the base and new asphalt pavement. Full depth pavement patch is recommended for more severe alligator cracking, rutting, swelling and depressions.

Mill and Overlay

Overlay patches are generally applied when an area is too large to be economically repaired by hand with a small crew. Roads are typically milled down to at least one-third the pavement thickness and then a pavement overlay is applied. The overlay, which uses hot plant-mix asphalt, also has the advantage of setting quickly. Typically, pavement overlays are applied in areas of pavement failure or wear problems rather than areas with a base or subgrade problems. Pitting, surface cracking, weathering and oxidation are typical failures where overlay can be effective by quickly and permanently restoring the surface.

Pavement Reconstruction

Pavement reconstruction is the replacement of the entire existing pavement structure by the placement of the equivalent or increased pavement structure. Reconstruction generally requires the complete removal and subsequent replacement of the existing pavement structure. This process may utilize either new or recycled material incorporated into the build materials, which are then used for the reconstruction of the complete pavement section. Pavement reconstruction is required when a pavement has either failed or has become functionally obsolete.

Table 1 lists the estimated unit cost for each repair treatment, along with each category’s description and typical application interval. The application interval specifically applies to preventative maintenance treatments for roads in very good or good conditions.
Table 1: Maintenance and Rehabilitation (M&R) Cost

<table>
<thead>
<tr>
<th>Category</th>
<th>Unit Cost $/SY</th>
<th>Application Interval (Yrs.)</th>
<th>Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEAL CRACKS</td>
<td>1.25 (LF)</td>
<td>3</td>
<td>Clean and Seal Cracks, Unit Cost is in Linear Feet</td>
</tr>
<tr>
<td>PREVENTIVE MAINTENANCE</td>
<td>3.60</td>
<td>6</td>
<td>Slurry Seal, Surface Treatment</td>
</tr>
<tr>
<td>CORRECTIVE MAINTENANCE</td>
<td>22.50</td>
<td>-</td>
<td>Deep Patching, Base Repair and Surface Treatment or Overlay</td>
</tr>
<tr>
<td>CORRECTIVE MAINTENANCE/REHABILITATION</td>
<td>40.50</td>
<td>-</td>
<td>2” Mill and Overlay</td>
</tr>
<tr>
<td>RECONSTRUCTION/FULL DEPTH RECLAMATION</td>
<td>76.50</td>
<td>-</td>
<td>Removal of Old Surface and Repaving</td>
</tr>
</tbody>
</table>

The data shown in Figure 2 below illustrates the flux in price for asphalt since 2007 from the Nevada Department of Transportation (NDOT). This data may be interpreted as a variant in estimation for future construction. The pricing included within this report has been based upon the best available information. However, fluctuation in asphalt pricing should be anticipated which would impact the budgeting of future projects.

**Figure 2: Asphalt Price Index from NDOT**

A look into previous calculation of the national inflation rate must also be taken into consideration while looking at price. On average in the last 10 years the inflation rate is 1.9%. As of this report the inflation rate is 2.7%.
Recommendations:

**Eagle Canyon Drive**

**1-2 Years**
Overall Eagle Canyon Drive is in poor to very poor condition. Preventive Maintenance treatments such as slurry seal or micro surfacing would have little effect on prolonging the pavement life. However, preventive maintenance treatments may be used to provide an improved surface to the travelling public until more extensive pavement rehabilitation can be performed. Lumos is recommending the RSIC should consider the following treatments in the next 1 to 2 years:

- Asphalt patching to correct areas of high severity alligator cracking, along with areas of high severity transverse and longitudinal cracking (Estimated at 10% of the total pavement surface area) ($9.00/sf)
  - Estimated Cost: $842,000
- Crack fill pavement cracking ($0.08/sf)
  - Estimated Cost: $75,000
- Optional Cape Seal to Improve Ride Quality ($0.65/sf)
  - Estimated Cost: $608,000

**5-10 Years**
Within the next 5-10 years it is anticipated that Eagle Canyon Drive will require additional Maintenance and Rehabilitation (M&R) activities. These activities may include the following:

- Complete Pavement Reconstruction ($8.50/sf)
  - Estimated Cost: $7.95 Million

**Residential / Local Roadways**

**1-2 Years**
Overall the residential/local roadways are in fair condition. Lumos is recommending the RSIC should consider the following treatments in the next 1 to 2 years:

- Asphalt patching to correct areas of high severity alligator cracking, along with areas of high severity transverse and longitudinal cracking (Estimated at 5% of the total pavement surface area) ($10.00/sf)
  - Estimated Cost: $170,000
- Crack fill pavement cracking ($0.08/sf)
  - Estimated Cost: $27,000
- Type 2 Micro Surfacing ($0.40/sf)
  - Estimated Cost: $135,000
5-10 Years
Residential/local roadways should be evaluated 2-3 years after the treatments recommended above. It is anticipated that continued preventive maintenance treatments placed at a 5 to 7 year interval will be effective in maintaining the current condition of the residential/local roadways.

Additional pavement evaluations are recommended to identify the correct M&R activity prior to selection.

Lumos will be happy to answer any questions or concerns you may have about the inspections, recommendations, or any alternative treatment options. If you have any questions, please do not hesitate to contact us.

Sincerely,

[Signatures]
Brian Harer
Project Manager, Construction Division

[Signatures]
Alex Greenblat, P.E.
Senior Engineer, Engineering Division

Attachments: Appendix A – Inspection Areas Map
Pavement Distress Photos
- Medium Severity Alligator Cracking
- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Weathering
- Medium Severity Raveling

- Medium Severity Bleeding
- Medium Severity Block Cracking
- High Severity Raveling
- Medium Severity Weathering

- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling
- Medium Severity
  Alligator Cracking

- High Severity Transverse
  Cracking

- Medium Severity
  Weathering & Raveling

- High Severity Utility Cut
  Patching

- Medium Severity
  Transverse & Longitudinal Cracking

- Medium Severity
  Weathering & Raveling

- Medium Severity Block
  Cracking

- High Severity Alligator
  Cracking

- High Severity Raveling

- Medium Severity Weathering
- Medium Severity Block Cracking
- High Severity Alligator Cracking
- High Severity Raveling
- Medium Severity Weathering

- Medium Severity Block Cracking
- High Severity Alligator Cracking
- Medium Severity Raveling & Weathering

- Medium Severity Block Cracking
- High Severity Alligator Cracking
- Medium Severity Raveling & Weathering
- Medium Severity Block Cracking
- High Severity Alligator Cracking
- Medium Severity Weathering
- High Severity Raveling

- Medium Severity Block Cracking
- High Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Bleeding
- High Severity Transverse Cracking
- Medium Severity Weathering
- High Severity Raveling
- Medium Severity Block Cracking
- Medium Severity Alligator Cracking
- Low Severity Utility Cut Patching
- Medium Severity Weathering & Raveling

- Medium Severity Block Cracking
- Medium Severity Alligator Cracking
- Medium Severity Raveling & Weathering

- Medium Severity Block Cracking
- Medium Severity Alligator Cracking
- Medium Severity Raveling & Weathering
• Medium Severity Bleeding
• High Severity Transverse Cracking
• Medium Severity Weathering
• High Severity Raveling

• Medium Severity Block Cracking
• Medium Severity Alligator Cracking
• Medium Severity Weathering & Raveling

• Medium Severity Block Cracking
• Medium Severity Weathering
• High Severity Raveling
- Medium Severity Block Cracking
- Medium Severity Weathering
- Medium Severity Raveling

- Medium Severity Block Cracking
- Medium to High Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Patching
- Medium Severity Weathering & Raveling
- Medium Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering
- High Severity Raveling

- Medium Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering & Raveling
• Low Severity Alligator Cracking
• Medium Severity Transverse Cracking
• Medium Severity Weathering

• Low Severity Block Cracking
• Medium Severity Transverse & Longitudinal Cracking
• Medium Severity Weathering

• Low Severity Block Cracking
• Medium Severity Transverse & Longitudinal Cracking
• Medium Severity Weathering
• Medium Severity Block Cracking
• Medium Severity Weathering

• Medium Severity Transverse Cracking
• Medium Severity Weathering
- High Severity Alligator Cracking
- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- High Severity Alligator Cracking
- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- High Severity Distortion
- Medium Severity Weathering & Raveling
- High Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- High Severity Transverse Cracking
- Medium Severity Longitudinal Cracking
- Medium Severity Weathering & Raveling

- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling
- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- High Severity Utility Cut Patching
- Medium Severity Longitudinal Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Block Cracking
- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling
- Medium Severity Block Cracking
- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling
- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Weathering & Raveling
- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Alligator Cracking
GOLDEN SUN WAY – PAVEMENT DISTRESS PHOTOS

- High Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- High Severity Longitudinal Cracking
- Medium Severity Alligator Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling

- High Severity Transverse Cracking
- Low Severity Alligator Cracking
- Medium Severity Weathering & Raveling
• High Severity Transverse Cracking
• Medium Severity Longitudinal Cracking
• Medium Severity Alligator Cracking
• Medium Severity Weathering & Raveling

• Medium Severity Block Cracking
• Medium Severity Alligator Cracking
• Medium Severity Raveling & Weathering

• Medium Severity Utility Cut Patching
• Medium Severity Longitudinal Cracking
• Medium Severity Weathering & Raveling
MANY NATIONS ROAD – PAVEMENT DISTRESS PHOTOS

- Drainage Issue
- High Severity Utility Cut Patching
- Medium Severity Transverse & Longitudinal Cracking
- Low Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- Drainage Issue
- High Severity Utility Cut Patching
- Medium Severity Transverse & Longitudinal Cracking
- Low Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- High Severity Distortion
- Medium Severity Transverse Cracking
- Medium Severity Weathering & Raveling
- High Severity Transverse Cracking
- Medium Severity Longitudinal Cracking
- Low Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling
- Medium Severity Transverse & Longitudinal Cracking
- Low Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse Cracking
- Medium Severity Lip Cracking
- Medium Severity Raveling & Weathering

- Medium Severity Transverse Cracking
- Medium Severity Weathering & Raveling
- High Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Longitudinal Cracking
- Medium Severity Weathering & Raveling

- High Severity Transverse Cracking
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- Medium Severity Weathering & Raveling
- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- High Severity Utility Cut Patching
- Medium Severity Longitudinal Cracking
- Medium Severity Lip Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Block Cracking
- Medium Severity Alligator Cracking
- Medium to High Severity Raveling
- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse & Longitudinal Cracking
- Low Severity Utility Cut Patching
- Medium Severity Weathering & Raveling

- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Weathering & Raveling
• High Severity Transverse Cracking
• Medium Severity Block Cracking
• Medium Severity Lip Cracking
• Medium Severity Weathering & Raveling

• Medium Severity Alligator Cracking
• Medium Severity Transverse & Longitudinal Cracking
• Medium Severity Lip Cracking
• Medium Severity Weathering & Raveling

• Medium Severity Lip Cracking
• Low Severity Utility Cut Patching
• Medium Severity Transverse Cracking
• Medium Severity Weathering & Raveling
NUMAGA LANE – PAVEMENT DISTRESS PHOTOS

- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling
Medium Severity Transverse & Longitudinal Cracking

Medium Severity Weathering & Raveling

Medium Severity Transverse & Longitudinal Cracking

Medium Severity Weathering & Raveling

Medium Severity Utility Cut Patching

Medium Severity Transverse & Longitudinal Cracking

Medium Severity Weathering & Raveling
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<th>Distress Type</th>
<th>Description</th>
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<tr>
<td>High Severity Transverse Cracking</td>
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</tr>
<tr>
<td>Medium Severity Alligator Cracking</td>
<td></td>
</tr>
<tr>
<td>Medium Severity Lip Cracking</td>
<td></td>
</tr>
<tr>
<td>Medium Severity Weathering &amp; Raveling</td>
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</tbody>
</table>

- High Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Lip Cracking
- Medium Severity Weathering & Raveling

- High Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Raveling & Weathering

- High Severity Transverse Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling
- High Severity Transverse Cracking
- Medium Severity Lip Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling

- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Alligator Cracking
- High Severity Transverse Cracking
- Medium Severity Lip Cracking
- Medium Severity Weathering & Raveling
- Medium Severity Alligator Cracking
- High Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Alligator Cracking
- Medium Severity Transverse Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Block Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering & Raveling
• Medium Severity Longitudinal Cracking

• Medium Severity Alligator Cracking

• Medium Severity Weathering & Raveling

• High Severity Lip Cracking

• Medium Severity Alligator Cracking

• Medium Severity Weathering & Raveling

• High Severity Lip Cracking

• Medium Severity Block Cracking

• Medium Severity Alligator Cracking

• Medium Severity Weathering & Raveling
- High Severity Lip Cracking

- High Severity Transverse Cracking

- Medium Severity Longitudinal Cracking

- Medium Severity Weathering & Raveling

- Medium Severity Block Cracking

- Medium Severity Weathering & Raveling
- Medium Severity Lip Cracking

- Medium Severity Raveling & Weathering

- Medium Severity Longitudinal & Transverse Cracking

- Medium Severity Weathering & Raveling

- Medium Severity Transverse & Longitudinal Cracking

- Medium Severity Weathering & Raveling
• High Severity Transverse Cracking
• Medium Severity Alligator Cracking
• Medium Severity Lip Cracking
• Medium Severity Weathering & Raveling

• Medium Severity Alligator Cracking
• Medium Severity Transverse Cracking
• Medium Severity Weathering & Raveling

• Medium Severity Transverse & Longitudinal Cracking
• Medium Severity Weathering & Raveling
- Medium Severity Transverse Cracking
- Medium Severity Block Cracking
- Medium Severity Raveling & Weathering

- Medium Severity Transverse Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse Cracking
- Medium Severity Weathering & Raveling
RUNNING DEER LANE – PAVEMENT DISTRESS PHOTOS

- Medium Severity Alligator Cracking
- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Block Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Alligator Cracking
- Medium Severity Lip Cracking
- Medium Severity Weathering & Raveling
RUNNING DEER LANE – PAVEMENT DISTRESS PHOTOS

- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse & Longitudinal Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering & Raveling

- Medium Severity Transverse Cracking
- Medium Severity Alligator Cracking
- Medium Severity Weathering & Raveling
APPENDIX N:

FUNDING ROLLOVER SUMMARY
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<th>RSIC #</th>
<th>Project Name</th>
<th>BIA #</th>
<th>$ Remaining</th>
<th>Roll Over $ Into PA</th>
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<th>2018 TIP</th>
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APPENDIX O:

ROAD CLASSIFICATION INDEX
Functional Classification of Roadways

Rods are classified as to the functions they perform with regard to the movement of traffic and access to property. Within the IRR system there are two types of road classifications: State Highway Classifications and BIA Road Classifications. Both the state and the BIA utilize functional classifications as the basis for classifying their roads. However, the criteria used to determine specific classifications differ between the state and the BIA.

Generalized Functional Classification Definitions

Functional classification is the grouping of roads, streets, and highways into integrated systems, each ranked by its relative importance and the function it is intended to serve, relative to mobility and land access. Functional classification also identifies the role each street or highway should play in channelizing the flow of traffic through a rural and/or urban environment in a logical and efficient manner. The three general functional classification categories are Arterials, Collectors, and Local Roads. At one extreme, an arterial's function is to move through-traffic at high speed over long distances with limited land access. Local roads or streets, by contrast, move traffic at relatively low speeds and provide access to adjacent property; through-traffic is discouraged. Definitions of these general functional classifications, along with desirable characteristics, are given below.

Arterials carry relatively large volumes of traffic through the state and to major trip destinations such as employment or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include United State and interstate highways, and state highways that serve all urban areas with a population greater than 50,000 and a large majority of those areas with a population of 25,000 or more. Minor arterials are routes that provide interstate and inter-county service to cities and towns with populations of less than 25,000 and other traffic generators capable of attracting travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide storage for left turns at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and should include a storage lane for left turns at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, with wider rights-of-way being needed for roads with more than four lanes.

Collectors generally serve travel of primarily intra-county and regional importance, rather than statewide importance, and have shorter travel distances than arterials. They also provide a balance between mobility and land access by customarily permitting access to all abutting properties. There are two categories of collectors; major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density, collect traffic from local roads, and provide access to all developed areas within a reasonable distance of a major collector or higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector.

Local Roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local
roads usually serve residential areas and may also serve scattered business and industry sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

**State Highway Classifications**

The Nevada Department of Transportation’s “Roadway Functional Classification, Washoe County and Washoe County Urbanized Area, Nevada,” shows several roads near to or providing access to RSIC lands as arterial highways. Keunzli, 2nd, South Virginia, and Pyramid are “other Principal Arterials.” Eagle Canyon Road and Mill Street are “Minor Arterials.”

**BIA Road Classifications**

The BIA road system has eleven classes of routes: seven vehicular and four non-vehicular classes. Functional classification is used by the BIA to group roads into specific vehicular class based on the existing or anticipated functional use of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the BIA road system classes are given below:

**Class One**

These are major arterial roads that provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more.

**Class Two**

These roads are rural minor arterials which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may also link smaller towns and communities to major destination areas that attract travel over long distances. They are generally designed for relatively high overall speeds with minimum interference to through-traffic, and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density.

**Class Three**

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification.

**Class Four**

These roads are rural major collectors which collect traffic from rural local roads.

**Class Five**

These are local rural roads that may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the Indian Reservation Roads system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes.
**Class Six**
These are city minor arterial streets that are located within communities and provide access to major arterials.

**Class Seven**
These are city collector streets that are located within communities and provide access to city local streets.

**Class Eight**
These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic.

**Class Nine**
These routes encompass other transportation facilities such as parking facilities adjacent to IRR routes and scenic byways such as rest areas, other scenic pullouts, ferry boat terminals, and transit terminals.

**Class Ten**
These routes are defined as airstrips that are within the boundaries of the IRR system and are open to the public. These airstrips are included for inventory and maintenance purposes only.

**Class Eleven**
This classification indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only.
APPENDIX P:

RSIC INVENTORY UPDATE – OVERVIEW MAP