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MEMORANDUM
Project Management Division

May 13, 2015

TO: John Terry, Assistant^{PS} Director Engineering
FROM: Pedro Rodriguez *PK*
SUBJECT: Right-of-Way Setting

PIN: 73900 **PROJECT: SPSR-0439(002)** **PCEMS: 3-19052**
Location: SR-439 USA PARKWAY FROM US-50 IN LYON COUNTY TO I-80 IN STOREY COUNTY.

Milepost Limits: MP LY 0.00 TO 8.53; ST 0.00 TO 10.00

Project Type: New Alignment

Background: SR-439 (USA Parkway) is a new alignment which starts at US-50 near Opal Ave. about 2.5 miles west of US-95A and heads northwest for 13 miles and ties into the existing pavement in the Tahoe Reno Industrial Center. The existing pavement continues northwest to the USA Parkway interchange at I-80 for another 6 miles.

A portion of the SR-439 alignment from US-50 to the north is in mostly virgin ground through BLM land and into private land all in Lyon County. From the Lyon/Storey line north, it follows a previously graded but unpaved alignment for 4.4 miles to where the existing paved portion begins. The terrain for the virgin alignment starts out in a fairly uniform alluvial fan area and then winds through a canyon before tying into the existing graded alignment at the county line.

The construction of this project will be by way of the Design Build construction method. The existing graded portion contains some substandard radii curves that could possibly be realigned by the successful design builder to meet a 60mph design speed. There will be extensive drainage improvements with about 80 drainage facilities within the graded and the virgin alignments. There is a combination of open medians with widths of 50 feet and 30 feet and closed medians with type FA barrier and in some cases closed median without barrier rail. In areas of steep cuts or fills there is type A shoulder barrier rail at the shoulders. It appears that some of the large cuts may be rocky and may require blasting. The total alignment will be fenced with cattle guards in the approach roads and across the main road. There will also be

locked gates in the fence line for utility or stock access. There may be up to two crossings under the road that will accommodate animals as well as storm water.

Scope: SR-439 will be constructed to subgrade with a 12" overexcavation below subgrade in areas of R-Value less than 45. This will be followed by 10" of aggregate base and paved with 8" of plantmix bituminous surface with a full width plantmix open graded wearing course. There will be two travel lanes in each direction with four foot inside shoulders and eight foot outside shoulders. Except for the aforementioned curves, the alignment is based on a 60 mph design speed.

A meeting to set the right-of-way for the subject project was held on Tuesday February 17th, 2015. Representatives from all the required NDOT divisions along with the consultant engineer were present at the meeting. The right-of-way requirements were discussed in detail for purpose and need, temporary or permanent in nature, and ownerships. Any comments or revisions discussed from the setting meeting have been incorporated into the attached right-of-way exhibit.

The exhibit showing the fee acquisitions near the Opal/US-50 intersection, the easements for the BLM property and the easements for the private property to the north between the BLM land and the Storey/Lyon County line is attached for your use. The private property to the north is to be acquired as a permanent easement. The exhibit has been modified per the discussion at the setting meeting. The BLM property starts at Mackey Dr and ends where private property begins. The private property continues north to the Storey/Lyon County line. In general, the right-of-way through the BLM property and the property north to the county line is 400' wide to allow for drainage improvements, earthwork limits, maintenance activities, and utility easements. In some locations the right-of-way is wider to accommodate wide slope limits.

As part of safe access management to US-50, the existing Opal Ave will be cut off from access to US-50 by fencing, and it will remain in place and provide access to the north to Mackey Drive near the Mackey Drive/USA intersection. Since Lyon County owns the road they can either keep it for access as just described or they can dispose of the Opal Drive right-of-way per county criteria to the adjacent property owner, or other use as the county decides.

Fee Acquisition and permanent easement near US-50:

SR-439:

Total Acquisition; Parcel APN 018-371-10 left of approximate station "USA" 12+00 POT.

This parcel will be acquired in total to accommodate the USA roadway improvements and drainage features.

Partial acquisition for roadway and drainage features; Parcel APN 018-371-09 left of approximate station "USA" 14+50 POT.

Partial acquisition for roadway and drainage features and a separate permanent easement for areas of adverse drainage impacts, the property owners use of the permanent easement will not be restricted; Parcel APN 018-371-08 left of approximate station "USA" 19+50 POT.

Partial acquisition for roadway and drainage features and a separate permanent easement for areas of adverse drainage impacts, the property owner's use of the permanent easement will not be restricted; Parcel APN 018-371-07 left of approximate station "USA" 23+00 POT.

Permanent Easement BLM:

SR-439 will require a permanent easement for the BLM property. The BLM property (parcels 015-131-11 and 015-091-10) starts at approximate station "USA" 25+55 near Mackey Dr. and ends at approximate station "USA NB" 211+94 where the private property to the north of the BLM property begins.

Permanent Easement Private:

SR-439 will require a permanent easement for the privately owned property north of the BLM property (parcels 015-091-11, 015-011-02, 015-011-03 and 021-411-04). This property starts at approximate engineer's station "USA-NB" 211+94 POC (at the end of the BLM property) and ends at approximate station "USA" 461+70 POT (at the Lyon/Storey Line at the beginning of the graded alignment). This easement will be preceded by an agreement to the effect that the current easement description could change and the actual right-of-way easement will be determined based on the Design Builder's design.

APPROVALS:

The following notices to proceed shall be put into effect by approval of this memorandum by the Assistant Director of Engineering.

The Right-of-Way Division is responsible for the preparation of right-of-way plans, legal descriptions, letter agreements, entry permits and certifications (etc.) necessary to acquire the above stated easements and the "in fee" parcels needed to build the project.

Design is hereby authorized to proceed with the advancement of this project to the level needed for the Design Build method of procurement.

Reviewed and Recommend Approval:

DocuSigned by:
Paul Frost
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5/14/2015

Paul Frost, Chief Road Design Engineer

Date

Reviewed and Recommend Approval:

DocuSigned by:
Steve Cooke
D70CAC1AF7214C4...

5/14/2015

Steve Cooke, Chief Environmental Services

Date

Reviewed and Recommend Approval:

DocuSigned by:
Charles Wolf
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5/14/2015

Charles Wolf PE, Chief Hydraulics Engineer

Date

Reviewed and Recommend Approval:

DocuSigned by:
Paul Saucedo
729746EEFDA64E7...

5/14/2015

Paul Saucedo, Chief Right-of-Way Agent

Date

Approved:

DocuSigned by:
John M. Terry
F8663DD9AE87415...

5/18/2015

John Terry PE, Assistant Director, Engineering

Date