



USA Parkway (SR 439) Environmental Assessment



Location/Design Hearing

Presentation at 5:30 p.m.

Wednesday, November 5, 2014
4 - 7 p.m.

Silver Stage High School
3755 W. Spruce Avenue
Silver Springs, NV 89429

Brian Sandoval
Governor

Rudy Malfabon
Director

Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712



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BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

RUDY MALFABON, P.E., Director

In Reply Refer To:

November 5, 2014

WELCOME:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration and the Bureau of Land Management, has prepared an Environmental Assessment (EA) addressing the potential environmental impacts for proposed improvements to USA Parkway (SR 439).

The hearing will be held in an open-house format from 4 to 7 p.m. There will be a short presentation regarding the key elements of this study at 5:30 p.m., followed by a short question and answer period. As you enter the room, you will notice display boards describing the proposed project. Project representatives are present to discuss the project and to answer your questions. Please take this opportunity to discuss the project with them.

During this hearing, as well as any public meeting conducted by NDOT, we are seeking your comments. There are several methods to present your comments for the public record. Any exhibits you wish to submit as a part of the public record of this study will also be accepted.

1. You may complete the comment form attached to this handout and deposit it in the comment box or give the completed form to one of our representatives.
2. During the open-house portions of the hearing, you may make an oral statement to the court reporter. Comments you make during the audience comment period following the presentation will also be recorded for the public record.
3. You may also mail a letter or completed comment form and any exhibits, which will become part of the official record, to Pedro Rodriguez, Project Manager, Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, NV 89712, and received by 5 p.m. Friday, November 21, 2014.
4. You may e-mail your comments to info@dot.state.nv.us with reference to the USA Parkway Environmental Assessment in the subject line. E-mail comments will also be accepted until 5 p.m. Friday, November 21, 2014.

Thank you for attending this public hearing and for your comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pedro Rodriguez".

Pedro Rodriguez, P.E.
NDOT Project Manager

Environmental Assessment

Summary



Purpose

The purpose of the project is to enhance local and regional access and mobility between I-80 and US 50, as well as provide transportation infrastructure to support existing and future planned land uses and economic development in Storey and Lyon counties.

Need

Population and employment growth in both Storey and Lyon counties have and will continue to increase the demand for improvements to the area's transportation network. Limited and inefficient regional access and mobility limit opportunities for development of land outside of the existing transportation corridors.

Presently, there are no north-south routes connecting I-80 and US 50 for approximately 30 miles between US 395, which connects the City of Reno to Carson City, and US 95A, which connects the community of Silver Springs to the City of Fernley. The lack of north-south routes results in out-of-direction travel, increased commuter travel times, and deteriorating levels of service for trips between the bedroom community in Lyon County and major job centers in Storey County. Improved connectivity between I-80 and US 50 is needed to provide additional north-south capacity, improve regional mobility, and reduce system demand on I-80, US 95A, and US 50, which would improve travel efficiency and extend the useful life of these roads through the 20-year planning horizon.

The proposed USA Parkway (SR 439) connection would support opportunities for future development without changing the nature of the region and public lands. The proposed transportation infrastructure would provide further connectivity to the transportation network, more efficiently link the supply of affordable housing in Lyon County to employment opportunities in Storey County, and advance economic growth throughout the region. Furthermore, USA Parkway would also support regional and national economic growth by increasing freight access and mobility.

Project History

The State of Nevada and both Storey and Lyon counties have supported the USA Parkway project since its inception in 2000, and the State approved funding for several studies to analyze the cost, benefits, and a potential alignment. In 2009, a State Legislative subcommittee reported that USA Parkway was vital to the continued

growth and economic diversification of Nevada. In addition, private-development interests in the area have supported the project for more than 13 years. In 2001, developers of the Tahoe-Reno Industrial Center (TRIC) planned a roadway that would connect I-80 to US 50. They presented various alignment options to Storey and Lyon county commissions between 2001 and 2009. From this effort, the developers privately funded the construction of the first 10 miles of the existing portion of USA Parkway between 2006 and 2009. In 2011, the Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the Bureau of Land Management (BLM), began the preparation an Environmental Assessment (EA) addressing the potential environmental impacts for proposed improvements to USA Parkway that would complete the connection between I-80 and US 50.

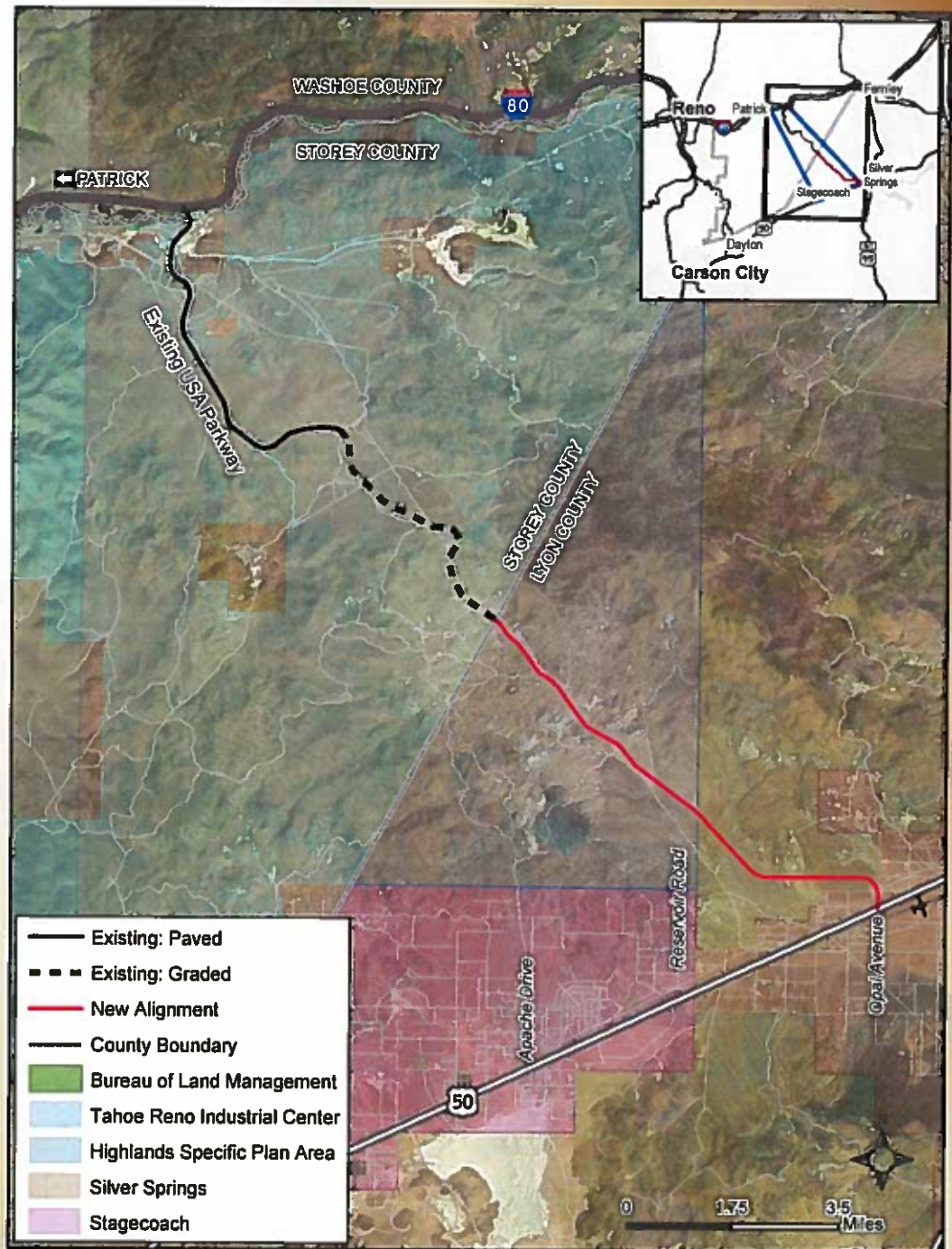


Project Description

USA Parkway's Build Alternative would improve 6 miles of the existing paved section through TRIC; improve the graded, unpaved section of the roadway to the Storey/Lyon County line; and construct a new alignment across private and BLM land that would terminate at Opal Avenue. The Build Alternative alignment was selected as the preferred alternative for the following reasons.

- The alignment would provide a direct and efficient travel route that reduces the number of vehicle hours traveled and would offer the largest reduction in the trip length between the community of Silver Springs and the City of Reno.
- The alignment would be the most consistent alternative with future land use plans.
- The alignment can be designed to achieve desirable design speeds, grades, and sight distances.
- The total earthwork volumes and disturbance to undeveloped land, native vegetation, and habitat would be less than or equal to the other alternatives considered.
- No potentially significant community or environmental impacts were identified.
- The alignment incorporates local stakeholder input on the desired terminus location.

The existing paved section of USA Parkway is two lanes in each direction with a center median. However, some portions of existing USA Parkway within TRIC do not conform to NDOT or American Association of State Highway and Transportation Officials design standards. Additionally, some adjustments to the existing 4 miles of graded alignment within TRIC to the Storey/Lyon county line have also been proposed to comply with NDOT standards. For the new alignment, the Build Alternative would include an 86-foot-wide typical section beginning where the existing pavement ends and continuing to US 50 at Opal Avenue, approximately 12.5 miles. This typical section would have two travel lanes in each direction, 8-foot-



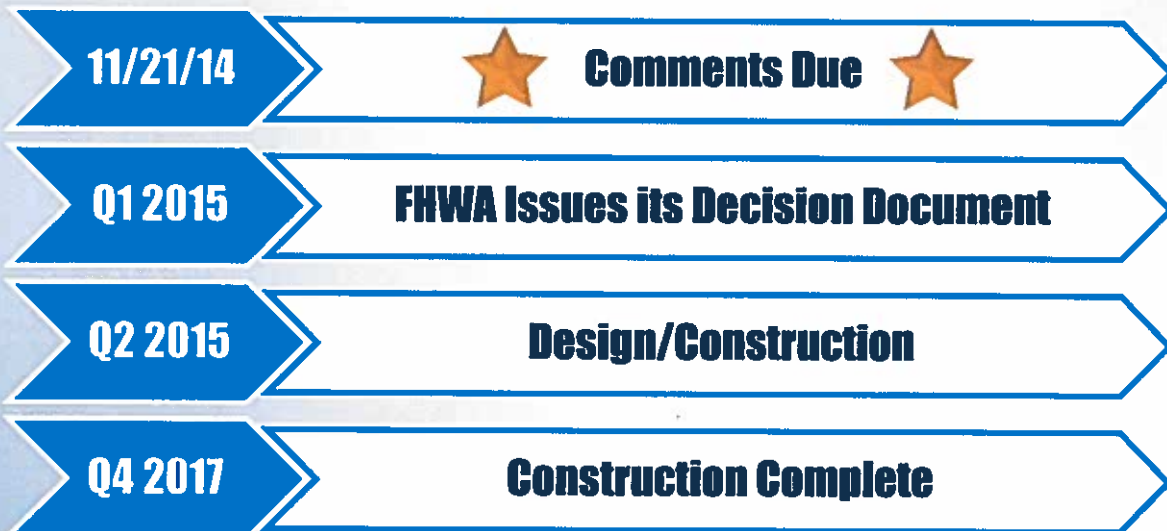
wide outside shoulders, and a center median. In the mountainous area, the use of barrier rails would eliminate the median and the need for recoverable side slopes. This design consideration would also reduce the overall footprint width and earthwork requirements. Lastly, the initial construction phase of the Build Alternative would include a signalized T intersection for the proposed terminus of USA Parkway at Opal Avenue.

Summary of Environmental Impacts and Mitigation

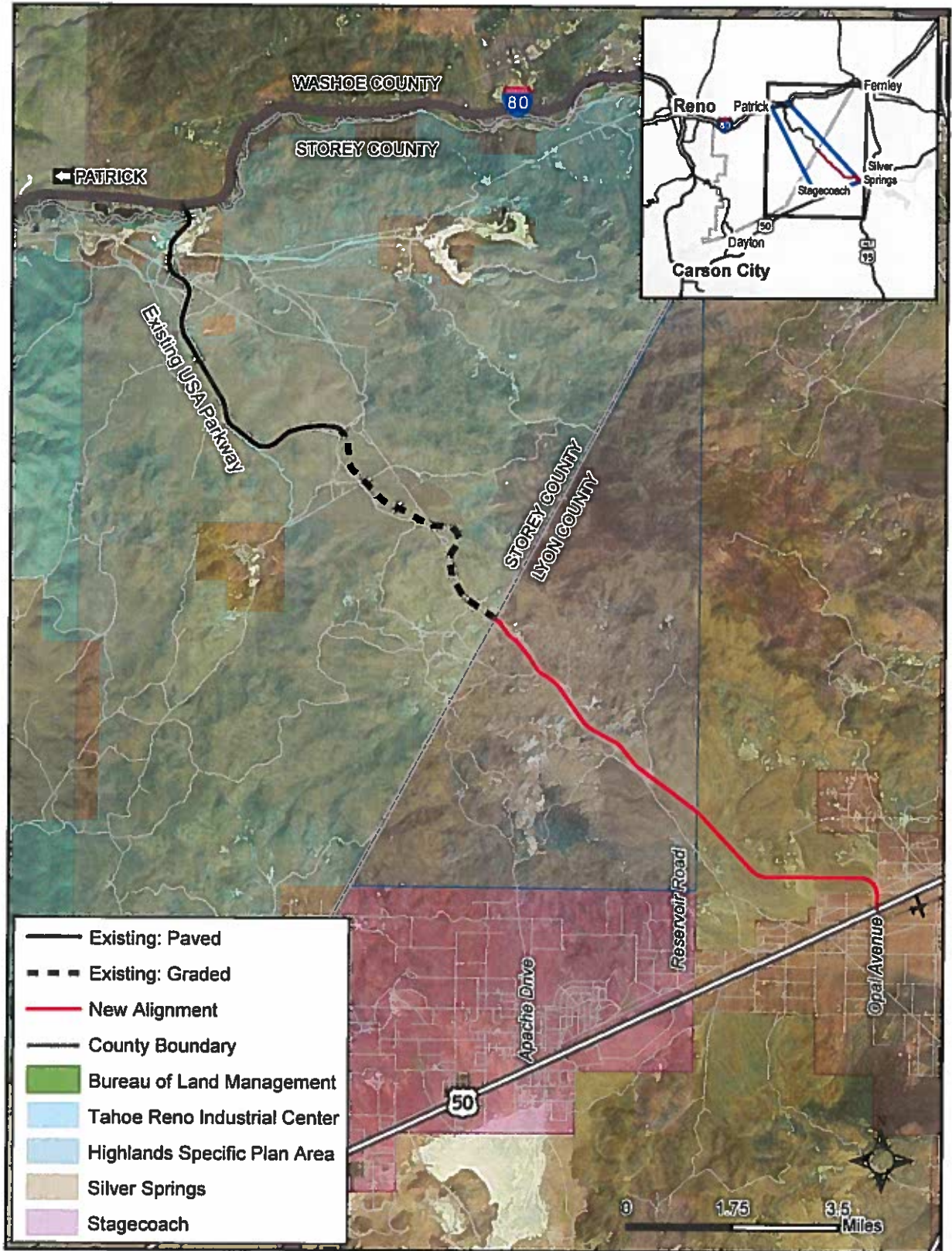
Resource	Impact	Mitigation
Biological Resources	<ul style="list-style-type: none"> No threatened or endangered species would be impacted. Physically disturbs approximately 345 acres and fences about 500 acres within the right-of-way. Could impact bighorn sheep, mule deer, stray horses, and other wildlife/bird species through habitat fragmentation, vehicle mortality, disturbances caused by roadway operations (i.e., noise and ground vibration), and reduced access to watering sites. Construction activities would displace the smaller common wildlife species that inhabit or use the area for forage or cover, potentially causing direct mortality of less mobile species, such as reptiles. Construction could impact individual cactus plants. 	<ul style="list-style-type: none"> Establish an Environmentally-Sensitive Area during construction Salvage and relocate cactus plants Minimize and Revegetate Disturbed Areas Adhere to Migratory Bird Nesting Season Restrictions Install Exclusionary Wildlife Fencing Install Wildlife crossings Maintain Access to Watering Stations Conduct Preconstruction Surveys for Bats
Water Resources	<ul style="list-style-type: none"> Lead to an increase in impervious roadway surface, which would reduce natural surface area for stormwater infiltration and increase runoff. Overall water quality in the surrounding area and specifically the Truckee River would not be adversely affected by the project. No wetlands impacts. Could influence flooding near the US-50 and USA Parkway Intersection. 	<ul style="list-style-type: none"> Consult with USACE and Obtain Clean Water Act Section 404 and 401 Permits Implement Stormwater Best Management Practices Obtain Required Stormwater Permits Prepare a Stormwater Pollution Prevention Plan (SWPPP) Coordinate Permanent water quality features with Local Agencies and tribes Complete detailed drainage modeling and develop mitigation options for flooding during final design Obtain Appropriate Water Use Waivers
Land Use	<ul style="list-style-type: none"> Consistent with the goals and strategies found in the master plans for Lyon and Storey counties. Consistent with the BLM land management designations identified in the 2001 CRMP. 	<ul style="list-style-type: none"> No mitigation necessary.
Traffic Noise	<ul style="list-style-type: none"> Increases in noise during construction would be temporary and intermittent. Three residences along Opal Avenue met the criteria for consideration of a traffic noise abatement measure. 	<ul style="list-style-type: none"> Traffic noise abatement evaluation was completed and determined a sound wall was not cost effective; therefore, abatement was not considered reasonable for these residences and could not be proposed per NDOT policy. Construction noise minimization measures include BMPs for stationary and mobile equipment.
Socio-Economic Considerations	<ul style="list-style-type: none"> No environmental justice impacts. No community character or cohesion impacts are anticipated. No community facility or service impacts would occur. Lead to an increases emergency access for TRIC, Silver Springs, northern Lyon County, and Storey County. Promote economic development objectives of adopted plans. Travel time savings. Reduces vehicle operations costs. Reduces traffic accident cots through reduced travel. 	<ul style="list-style-type: none"> No mitigation necessary.

Resource	Impact	Mitigation
Cultural Resources	<ul style="list-style-type: none"> The study team recorded 53 archaeological sites, 7 of which are eligible for the National Register of Historic Places (NRHP). The preferred alignment avoids 6 NRHP eligible sites. No Adverse Effect on the one NRHP eligible site. 	<ul style="list-style-type: none"> The alignment was refined to avoid impacts to cultural resources to the extent possible. Where avoidance was not possible, the alignment was designed to impact those portions of the site that have already been heavily disturbed and no longer contribute to the site's eligibility. No additional mitigation is necessary.
Visual Resources	<ul style="list-style-type: none"> Introduces man-made urban elements into a predominately undeveloped setting. The new alignment would slightly degrade visual quality. Very few sensitive viewers (i.e., three residences and some recreational users) would be affected by these visual changes. Consistent with BLM visual resource management classifications and Lyon County community character designations. 	<ul style="list-style-type: none"> Design retaining walls to blend into the surrounding environment Minimize Cut and Fill Areas. Establish Clearing Limits. Blend new slopes to mimic the existing contours
Rights-Of-Way, Acquisitions, And Relocations	<ul style="list-style-type: none"> <u>Right-of-way estimates are preliminary and subject to revision during final design.</u> Requires right-of-way from BLM. Requires acquisitions from private property owners; however, no relocations of private homes or businesses are expected. 	<ul style="list-style-type: none"> Acquisitions will comply with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act. NDOT right-of-way staff will be available for additional discussion with affected property owners.
Cumulative Impacts	<ul style="list-style-type: none"> While cumulative development would result in habitat fragmentation, large contiguous areas of habitat would remain in tact to adequately support species affected by cumulative development. The project could contribute or accelerate growth; however, growth is already expected and is consistent with adopted long-range master plans. Cumulative impacts to cultural resources could occur as a result of increased human presence and activities in an area that is currently inaccessible. 	<ul style="list-style-type: none"> The effects of growth would occur with or without the project. The Build Alternative would not contribute to any adverse cumulative impacts requiring mitigation.

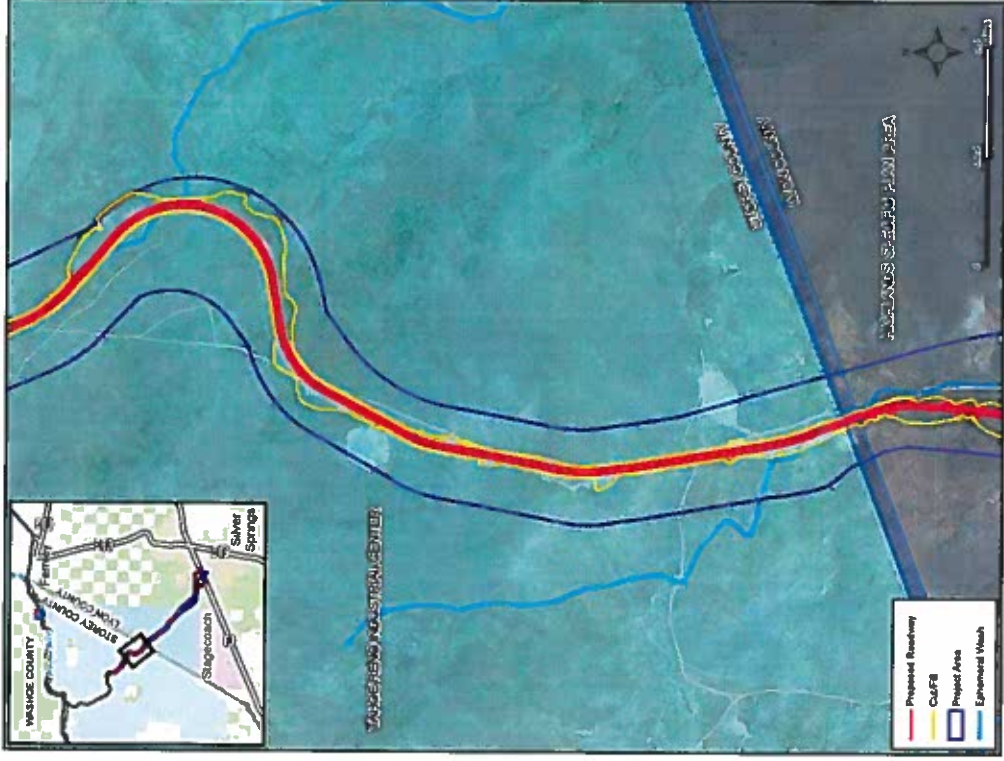
Next Steps



Preferred Alternative



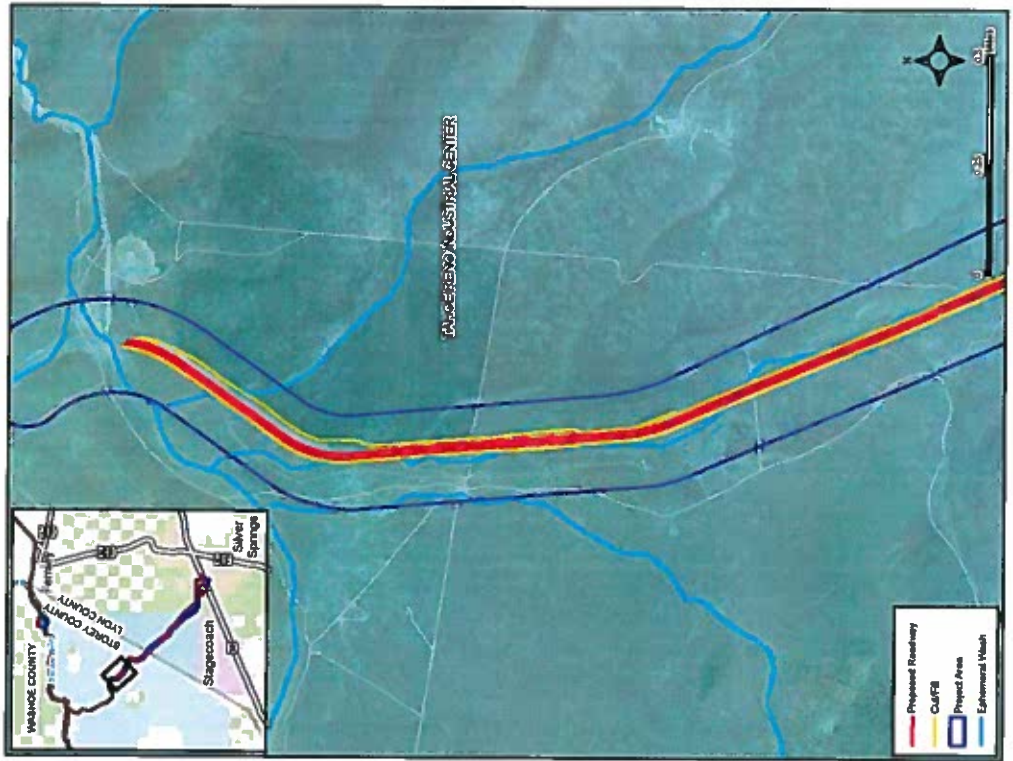
Preferred Alternative



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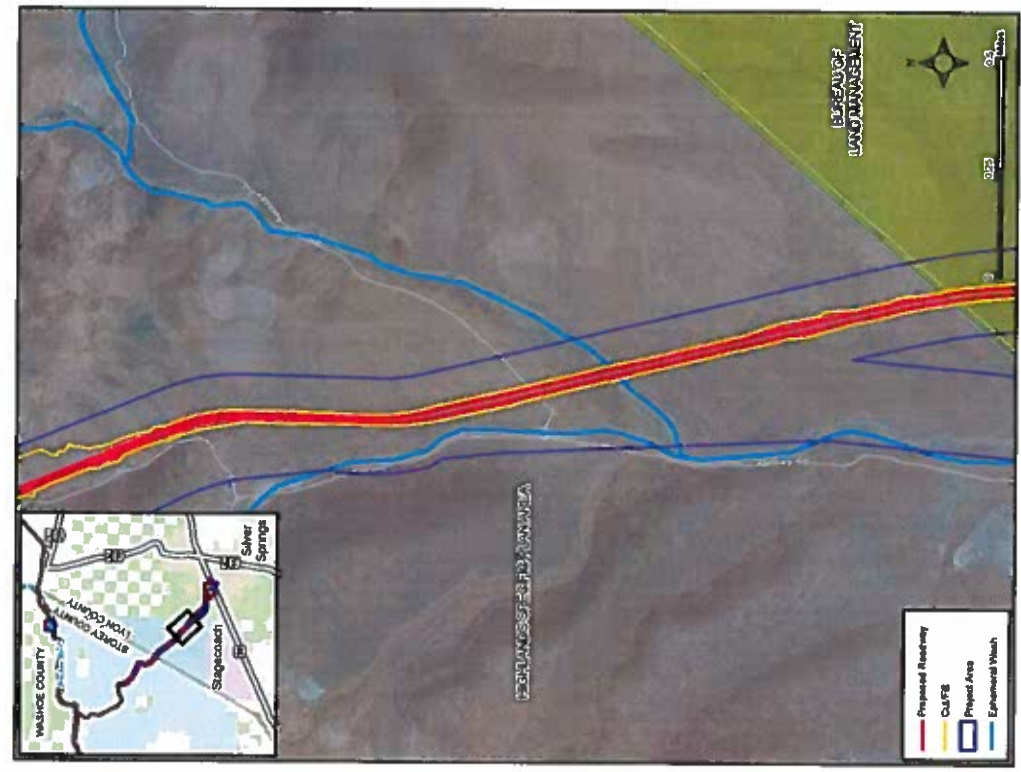
Preferred Alternative



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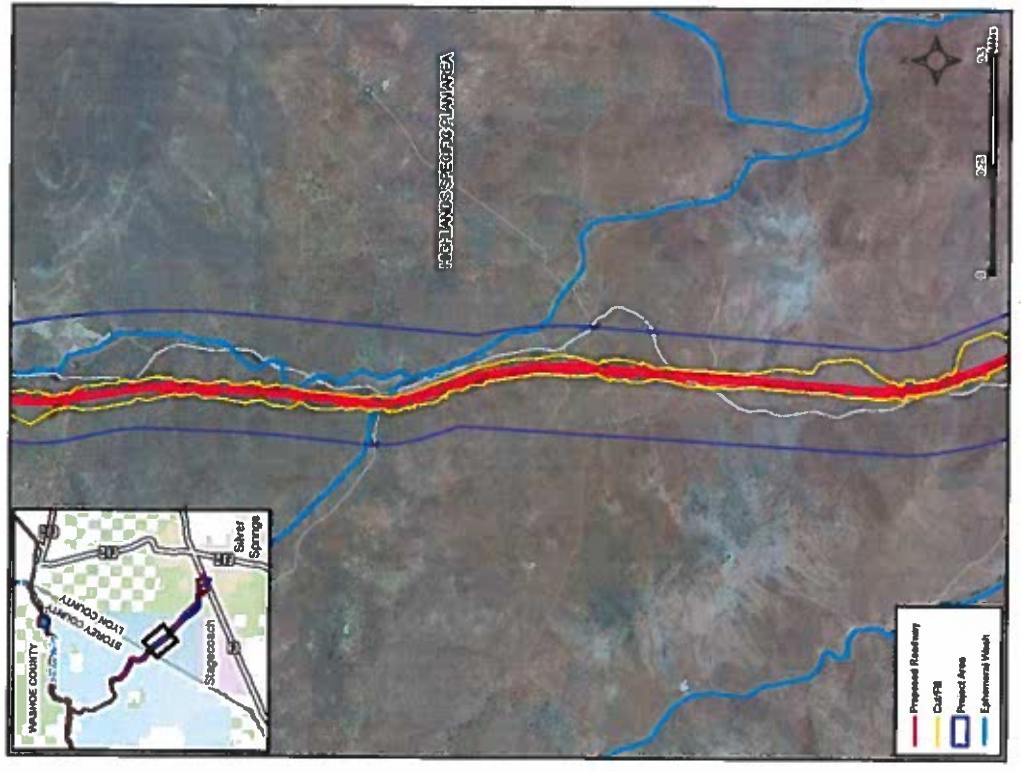
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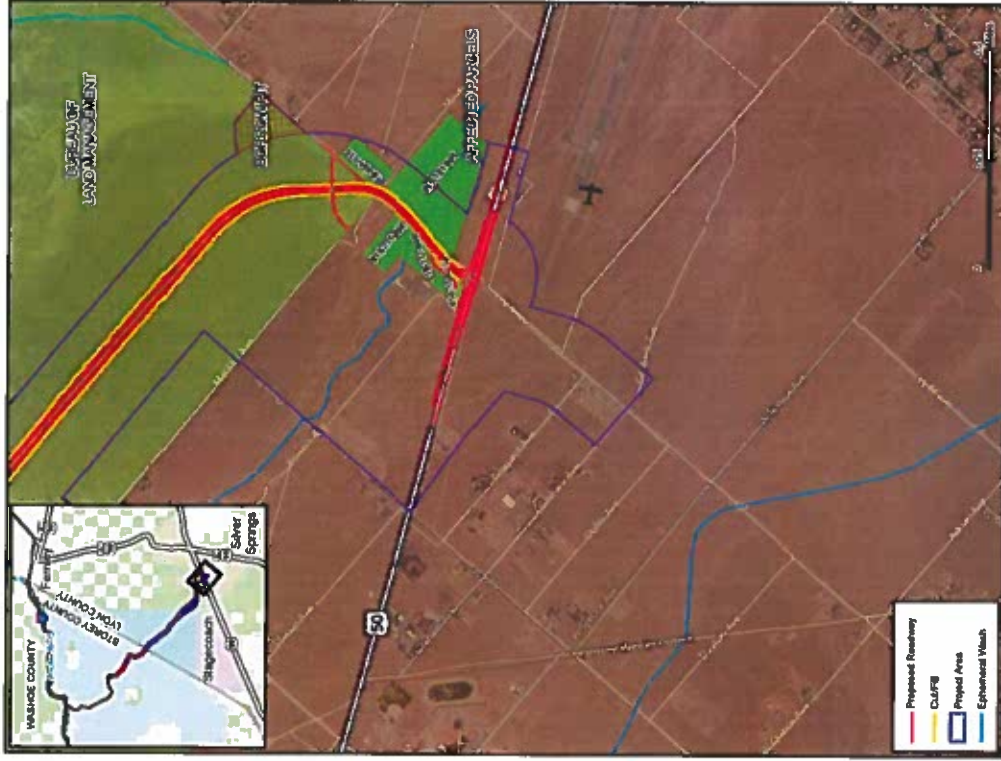
Preferred Alternative



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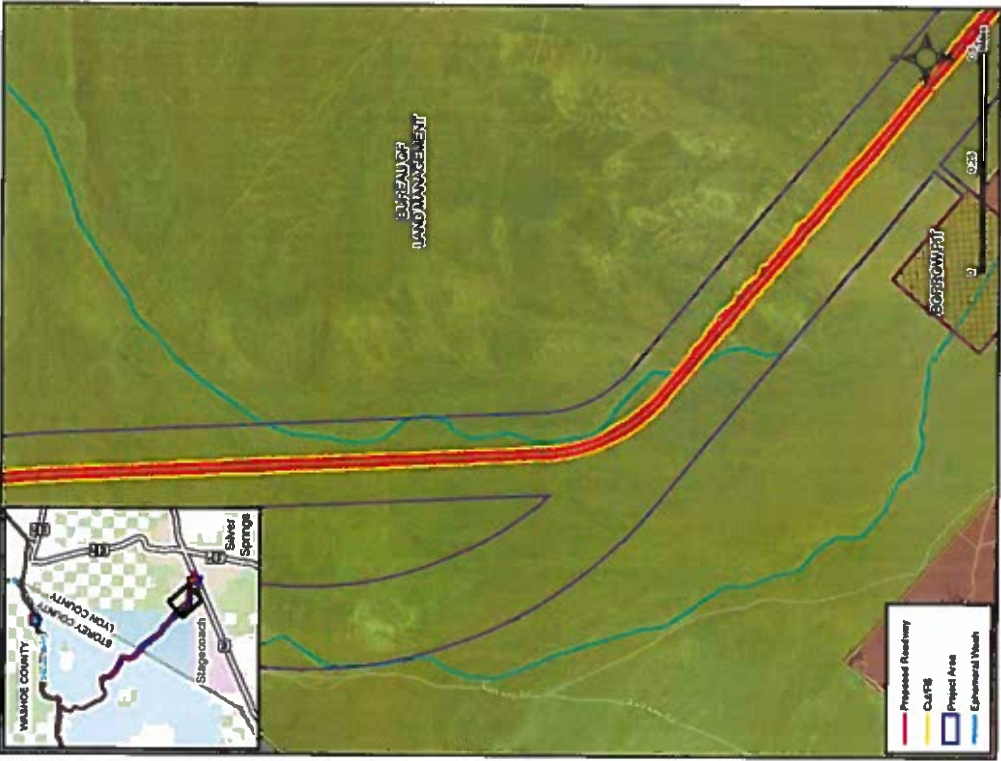
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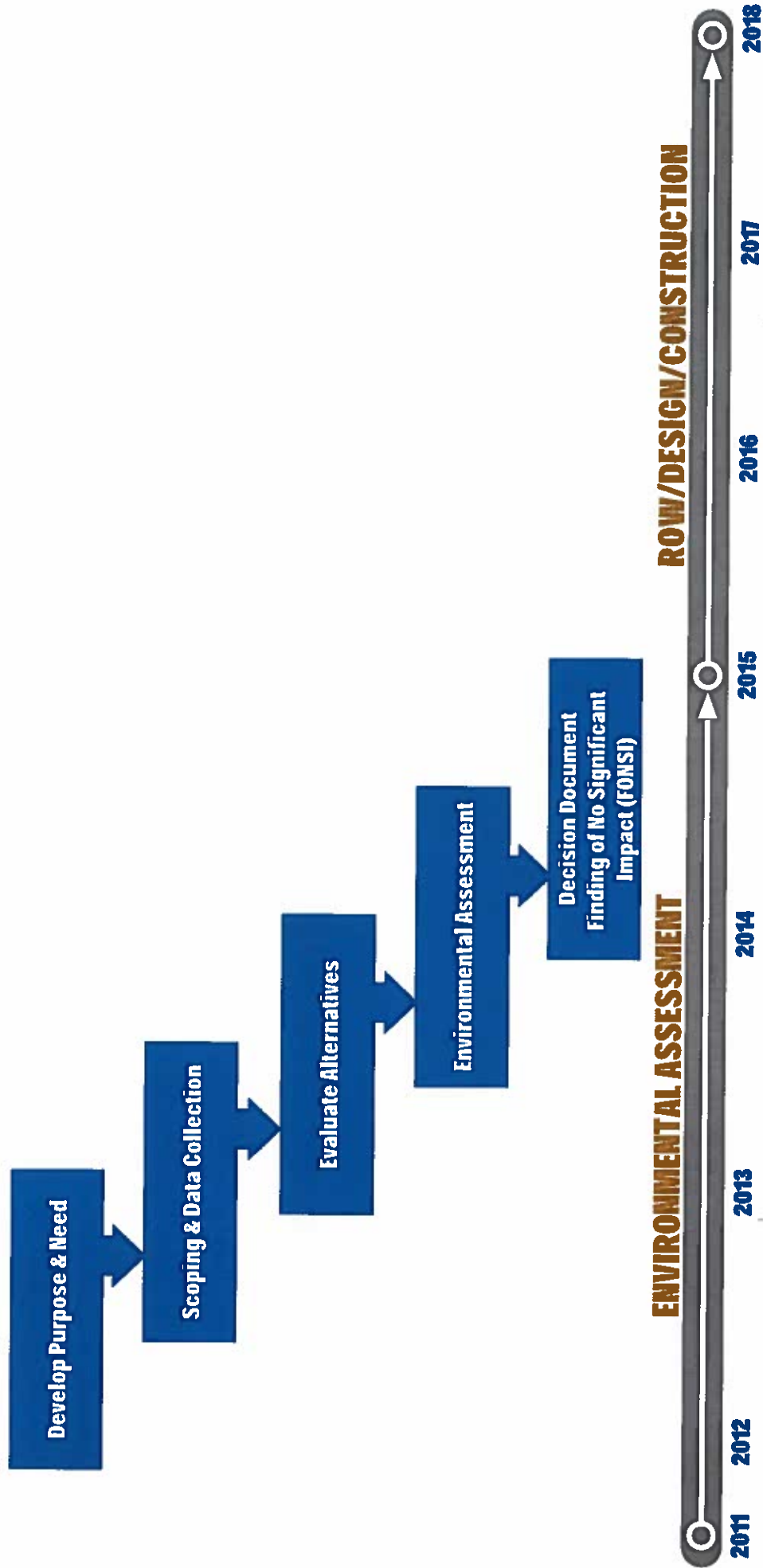
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Schedule



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COMMENT FORM
 Location/Design Hearing
 USA Parkway Environmental Assessment
 Wednesday, November 5, 2014



• Please Print Clearly •

Date: _____

Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Phone (Day): _____ Phone (Evening): _____

E-mail Address: _____

Would you like someone to call you to discuss your comment or question? YES NO

Comment/Question: _____

**Comments will be accepted through 5 p.m., November 21, 2014. Please mail to:
 Pedro Rodriguez, Project Manager, NDOT, 1263 S. Stewart St., Carson City, NV 89712
 Thank you for your time and interest.**

NDOT USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____