



# Welcome to the



## USA Parkway Project (SR 439)

I-80 to US 50

Location/Design Hearing

ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION.

November 5, 2014



[nevadadot.com](http://nevadadot.com)



# What to Expect Tonight

- Review the Environmental Assessment (EA)
  - Learn the purpose and need of the project
  - Review alternatives considered and elements of the Build Alternative
  - Review impacts and mitigation
- Submit comments
- Have questions answered by project experts
  - Please hold questions until the end of the presentation
- Hold all questions and comments until the end of the presentation



# Project History and Status

## HISTORY:

2000

- Tahoe Reno Industrial Center (TRIC) builds USA Parkway from I-80 to the Storey/Lyon County line
- TRIC analyzes alignment options to US 50 and holds public and stakeholder meetings
- 2011 – NDOT begins scoping to address improved connectivity between I-80 and US 50.
- 2012 – NDOT initiates Environmental Assessment (EA) for completion of USA Parkway to US 50
- 2012-2014 – NDOT gathers public and stakeholder input, evaluates potential alternatives and completes environmental studies and agency consultations
- 2014 – EA approved for public review

NOW

## STATUS:

- Receive public comments until November 21, 2014
- Address public comments and request Finding of No Significant Impact (FONSI) from FHWA
- Begin final design and construction





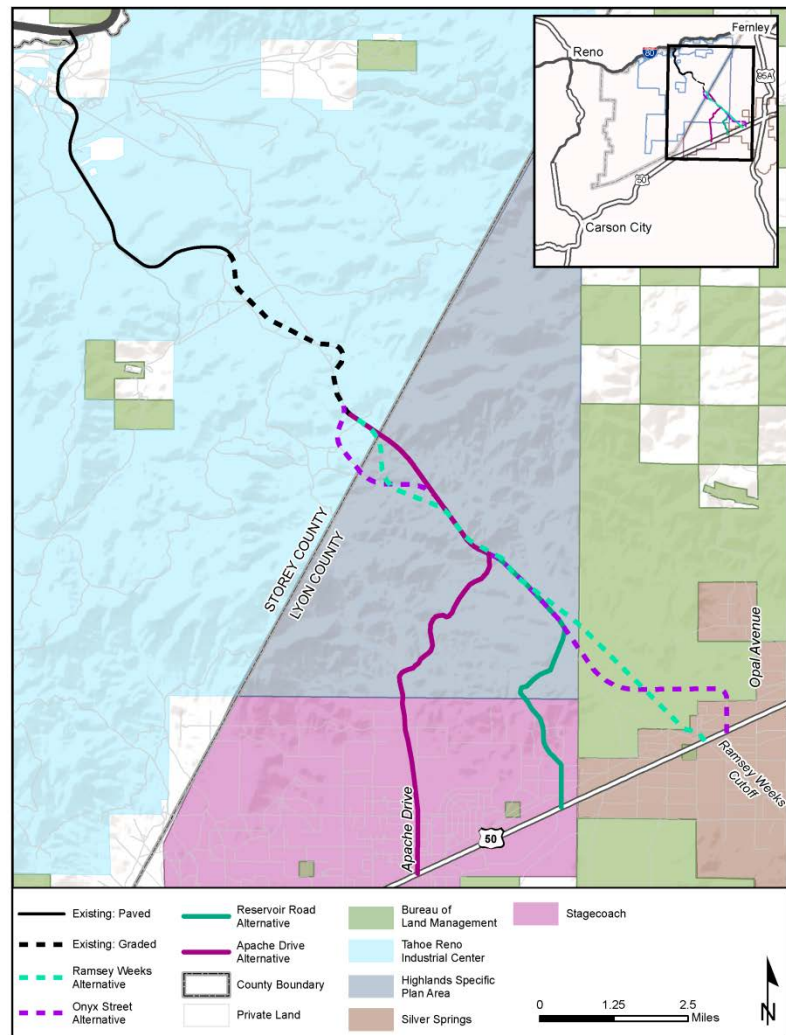
# Purpose and Need of Project

- Provide a new north-south transportation link between I-80 and US 50 that will enhance local and regional access and mobility
- Support planned land uses and economic development
- Improve efficiency of freight movement from areas east of Reno to points south
- Provide additional freight access and mobility





# Alternatives NDOT Considered

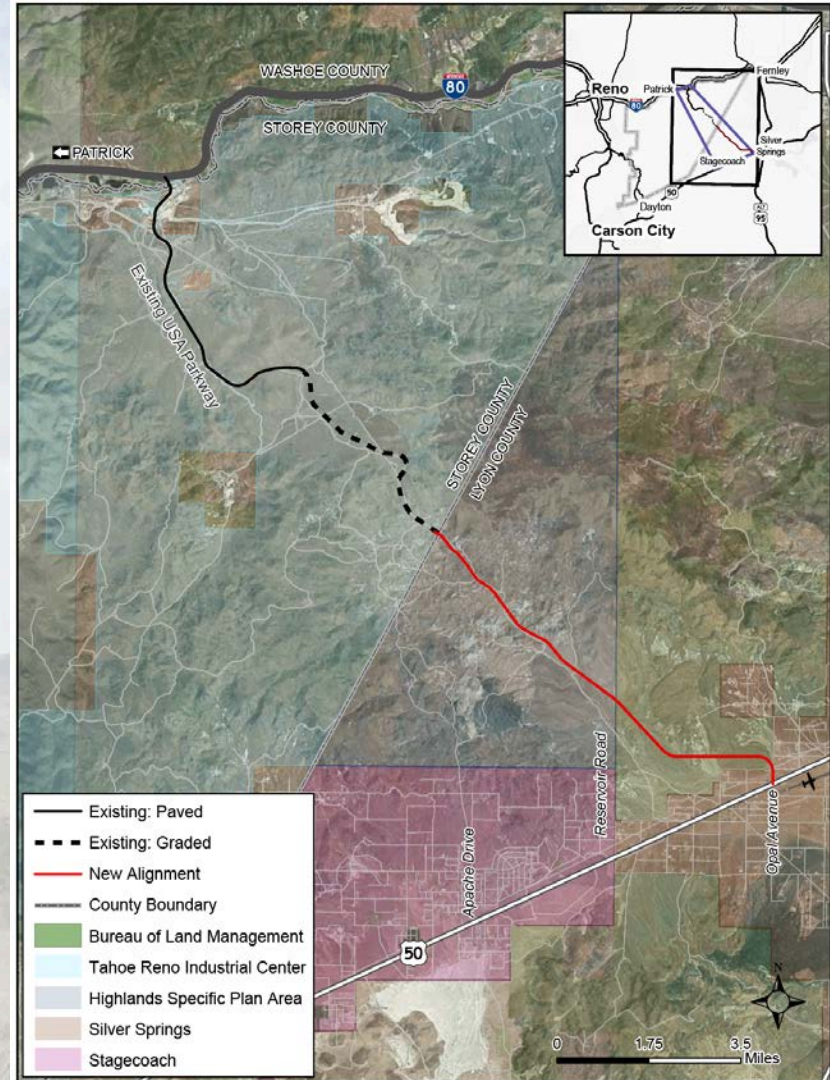


- Five alignments were considered, four were eliminated from consideration
- Eliminated based on screening criteria and environmental impacts. Considerations included:
  - mountainous terrain concerns
  - earthwork requirements
  - cultural resource impacts
  - potential residential and commercial relocations,
  - community facility impacts
  - natural resource impacts
- Design elements that had the least environmental impact were incorporated into the preferred alternative



# Preferred Alternative

- Improvements to 6 miles of paved roadway (existing USA Parkway) beginning south of I-80.
- Construction of 4 miles of roadway generally following an alignment that has already been graded within TRIC to the Storey/Lyon County line.
- 8.5 miles of new alignment terminating at Opal Avenue in Silver Springs.



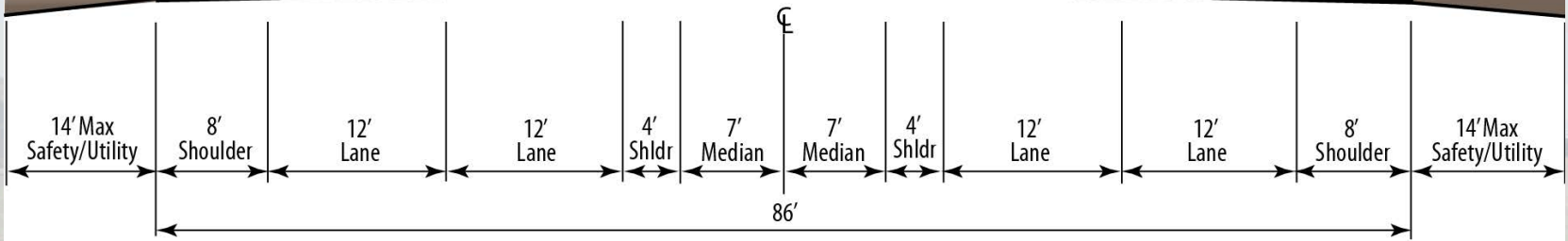


# Selection of Preferred Alternative

- Provides 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/US 95A and the City of Reno
- The terminus at Opal would be the most consistent with future Lyon County land use plans
- Designed to NDOT design standards to achieve desirable design speeds, grades, and sight distances
- 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
- Incorporates local stakeholder input on desired terminus location



# USA Parkway Typical Section

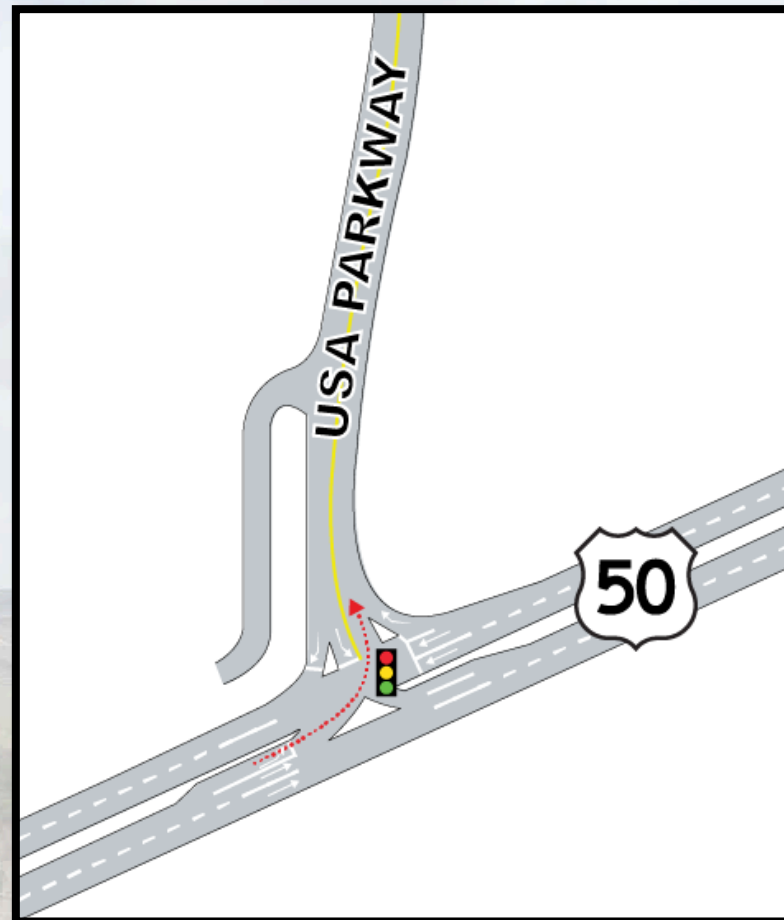






# USA Parkway Termination at US 50

- Several intersection and interchange designs were considered
- Initial construction would include a signalized T Intersection,
- Acceleration and deceleration lanes
- No stop required for eastbound traffic





# Benefits of Project

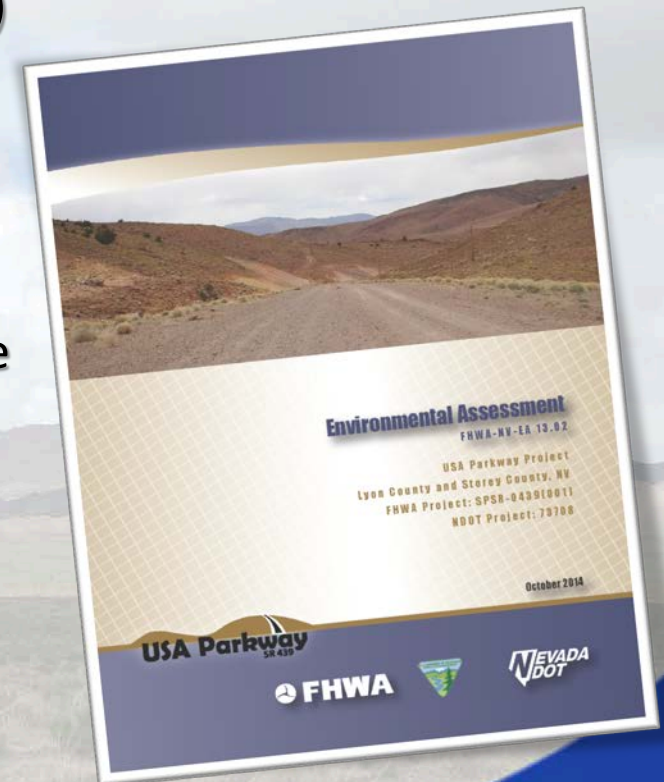
- Reduces trips and congestion on US 50, US 95A, and I-80
- Direct route reduces the number of vehicle miles traveled by 451,000 in 2035 (10% reduction in total northern Lyon County miles traveled)
- Reduces the daily truck travel by 3,408 hours (24 percent of 14,200 hours) by 2035
- Reduces freight delays by 886,080 hours annually
- Reduced freight delay costs total \$22 million a year in 2035





# About the EA Study

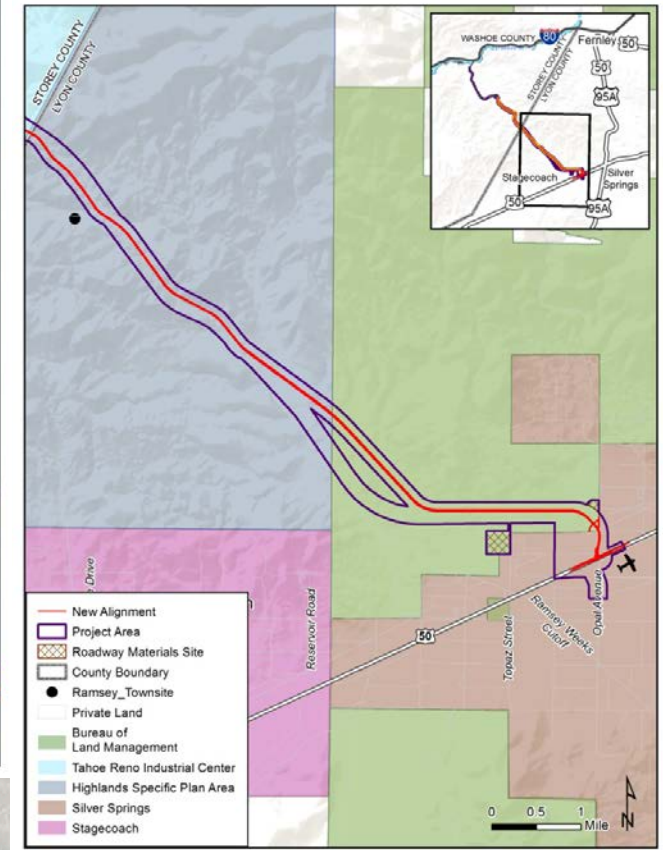
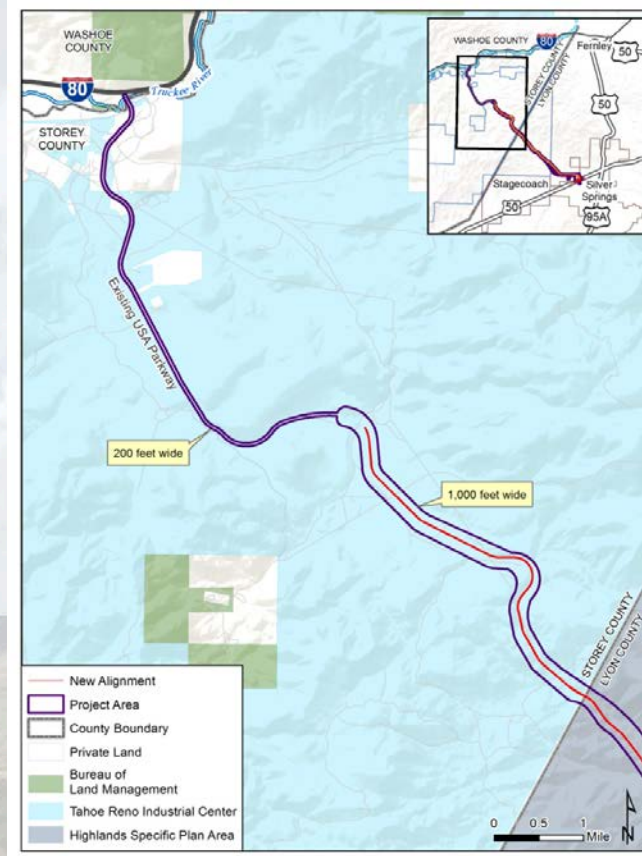
- Purpose of Environmental Assessment
  - To satisfy the requirements of the National Environmental Policy Act (NEPA)
  - To identify the transportation problems and needs in the study area
  - To evaluate alternative transportation solutions to improve connectivity between I-80 and US 50
  - To evaluate and document impacts of the project
  - Required if federal funding becomes available
  - Required for right-of-way on BLM administered land





# About the Study Area

- 2,466-acre corridor (1,000-foot wide corridor for the extension)
- Material source sites and access road locations





# Resources Studied

## Areas of No Impact

- Air Quality
- Areas of Critical Environmental Concern
- Environmental Justice
- Farmlands
- Geology and Soils
- Hazardous Materials
- Section 4(f)
- Wetlands
- Wilderness
- Wild and Scenic Rivers
- Paleontological Resources

## Resources Studied In Depth

- Biological Resources
- Water Resources
- Land Use
- Traffic Noise
- Socio-economic Considerations
- Cultural Resources
- Visual Resources
- Rights-of-way, Acquisitions, and Relocations
- Cumulative Impacts





# Additional Efforts

- Field Alternatives Review Report
- Design Standards Compliance Report
- Benefit-Cost Analysis
- Traffic Study
- Value Engineering Study
- Drainage Report
- Geotechnical Report
- Preliminary Design Plans



# Next Steps

11/21/14



Comments Due



Q1 2015

FHWA Issues its Decision Document

Q2 2015

Design/Construction

Q4 2017

Construction Complete



# Provide Input



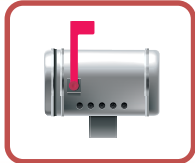
## Complete Form

- Fill out a comment form and place it in the comment boxes



## Verbal Input

- Give verbal comments to the court reporter
- Give verbal comments via the presentation Q&A



## Mail Form

- Submit comments forms by mail to: Pedro Rodriguez, Project Manager, NDOT, 1263 S. Stewart Street, Carson City, Nevada 89712



## Email Comments

- Submit your comments by email to: [info@dot.state.nv.us](mailto:info@dot.state.nv.us) with a reference to this project in the subject line





# Open Comment Period

- Approach the microphone, state your full name and address prior to your question or statement for the public record
- A court reporter is recording the presentation
- Three-minute maximum comment per individual

**Comments accepted until  
5 p.m. Friday, November 21, 2014**

