

FINAL REPORT APPENDICES

NORTHEAST CONNECTOR

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ENVIRONMENTAL DUE DILIGENCE REPORT



Northeast Connector Feasibility Study

Final Environmental Initial Due Diligence Report

October 2025

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1.0 INTRODUCTION

The Tahoe Reno Industrial Center (TRIC) is a large industrial development located about 13 miles east of Sparks, Nevada, along State Route (SR) 439 (USA Parkway). USA Parkway can be accessed from two existing routes: (1) Interstate 80 (I-80) from the north and (2) U.S. 50 from the south. Since residential development is not permitted within TRIC, its workforce commutes from surrounding cities and counties. Approximately 80-percent of TRIC commuters travel from the Reno/Sparks area, primarily using I-80. Additionally, about 80-percent of this traffic originates from north of I-80 in the Truckee Meadows.

As TRIC continues to grow, traffic congestion and safety concerns along the I-80 corridor have increased. The proposed Sparks to TRIC Connection would establish an alternative route, improve regional connectivity, help alleviate congestion on I-80 between Reno/Sparks and TRIC, and improve reliability. This project is included in the 2050 Regional Transportation Plan, Unfunded Projects category.

The purpose of this study is to assess the feasibility of the Sparks to TRIC Connection by evaluating potential corridors, coordinating with key stakeholders, estimating preliminary costs, identifying potential risks and impacts, and determining overall feasibility.

The study consists of three major phases:

Step 1 – Alignment Evaluation and Traffic Analysis
Step 2 – Alignment Evaluation
Step 3 – Alignment Refinement, Cost Assessment, and Performance Evaluation

This three-step process will provide an initial screening of potential roadway connections, estimate traffic demand, evaluate corridor alignment options, conduct a preliminary traffic and funding study, and identify costs to inform future planning. The study is conducted at a planning level and is pre-NEPA. The final deliverable is a Feasibility Study Report.

This study is being carried out in collaboration with local jurisdictions, including the City of Sparks (CoS), Washoe County (WC), Storey County (SC), the Nevada Department of Transportation (NDOT), the public, and other key stakeholders.

1.1 Purpose

Wood Rodgers, Inc. has prepared this report to summarize the findings from desktop research regarding environmental resource constraints pertinent to the proposed Project area located in Washoe and Storey Counties. The project area is defined by the following boundaries:

- **Northern boundary:** Extends east from La Posada Drive in Sparks, NV.
- **Eastern boundary:** Ends just east of USA Parkway.
- **Southern boundary:** Runs just south of I-80.
- **Western boundary:** Extends north to the terminus of La Posada Drive, just west of Lockwood, NV.

The proposed Project area spans across T.20N. R.21E., T.20N. R.22E., T.19N. R.21E., and T.19N. R.22E. (**Figure 1, Vicinity Map**). See **Appendix A** for a full list of parcel numbers associated with the Project area in Washoe and Storey counties. The designated Project area contains approximately 43,015 acres **[Figure 2, Project Area]** and is composed of a patchwork of both public BLM, BOR, and Federal rights-of-way] and private property (**Figure 3**). Should construction be deemed feasible, the RTC or other lead agency will commence the permitting process with the BLM and fulfill all necessary environmental review obligations.

The information provided herein represents a summary of the following environmental resource constraints with their associated source and reference within the report:

1. Land Ownership [**Figure 3**]
2. National Wetlands Inventory; U.S. Fish &Wildlife Service (USFWS); [**Figure 4, Appendix D**]
3. Sensitive Vegetation and Wildlife Species and Habitats; Nevada Natural Heritage Program (NNHP) [**Figure 5, Appendix B**]
4. Sensitive Vegetation and Wildlife Species and Habitats; Nevada Department of Wildlife (NDOW) [**Appendix C**]
5. Greater Sage Grouse Habitat, Sagebrush Ecosystem Technical Team (SETT) Habitat Management Areas (HMS); (**Figure 6**)
6. List of Threatened and Endangered Species; USFWS; (**Appendix D**)
7. Springs and Seeps; U.S. Geological Survey (USGS) Quad maps; (**Figure 7**)
8. Flood Hazard Zones; Federal Emergency Management Agency (FEMA); (**Figure 8**)
9. Livestock Grazing Areas; Bureau of Land Management (BLM); (**Figure 9**)
10. Well Driller Reports; Nevada Division of Water Resources (NDWR); (**Figure 10**)
11. Visual Resource Inventories (Classes, Scenic Quality Rating Unit, Visual Distance Zones, Sensitivity Level Rating Unit); BLM; (**Figure 11, Figure 12, Figure 13, Figure 14**)
12. Mining Claims; Nevada Division of Minerals (NDOM); (**Figure 15**)
13. Herd Areas; BLM; (**Figure 16**)
14. Herd Management Areas; BLM; (**Figure 17**)
15. Areas of Critical Environmental Concern; BLM; (**Figure 18**)
16. Wilderness Areas and Wilderness Study Areas; BLM; (**Figure 19**)
17. Lands and Realty; BLM; (**Appendix E**)
18. Class I Cultural Resources Review; CDM Smith; (**Appendix F**)

2. LOCATION

The project is located in Washoe and Storey counties in Nevada.

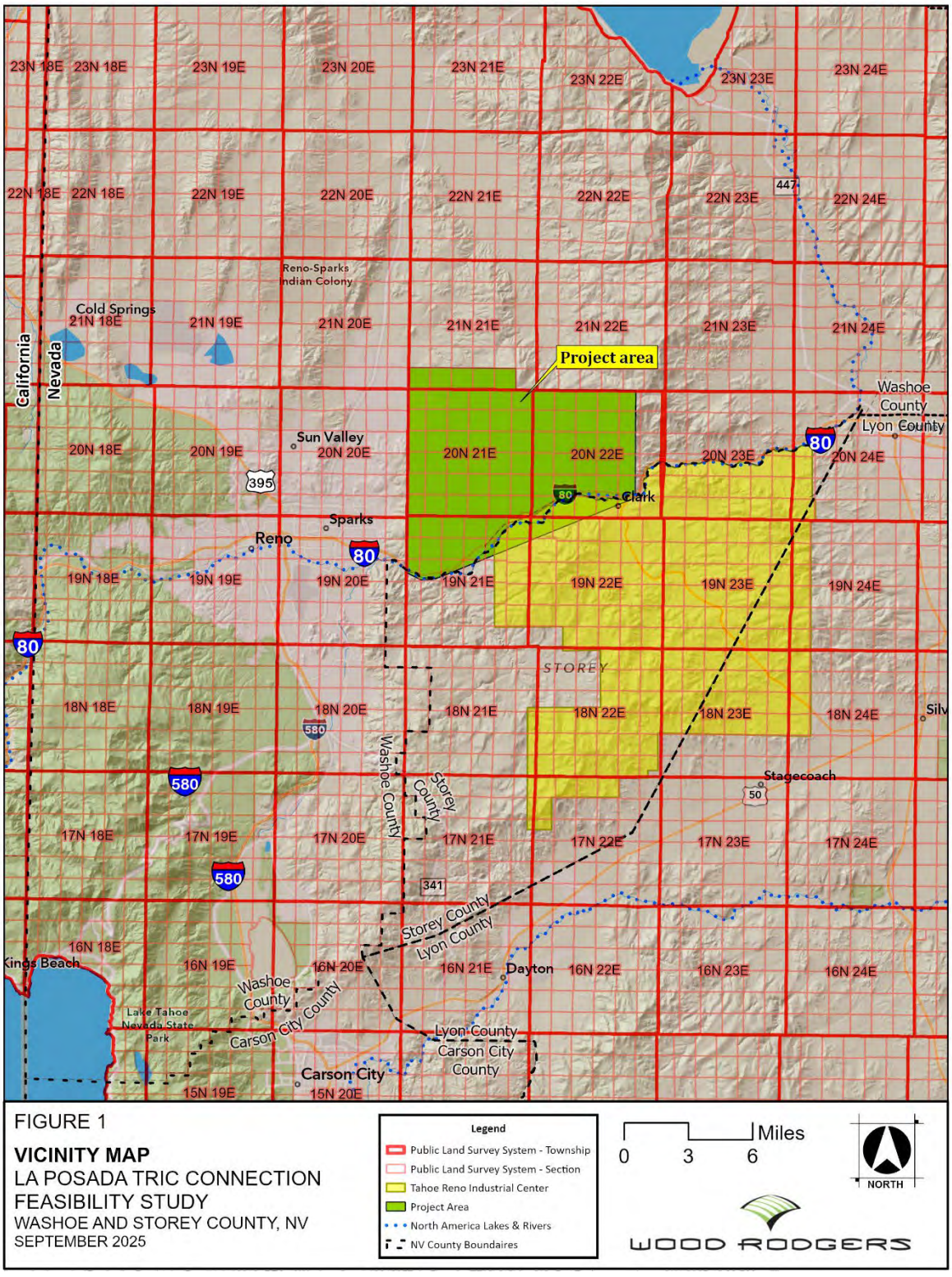


FIGURE 1
VICINITY MAP
LA POSADA TRIC CONNECTION FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

3. STUDY AREA

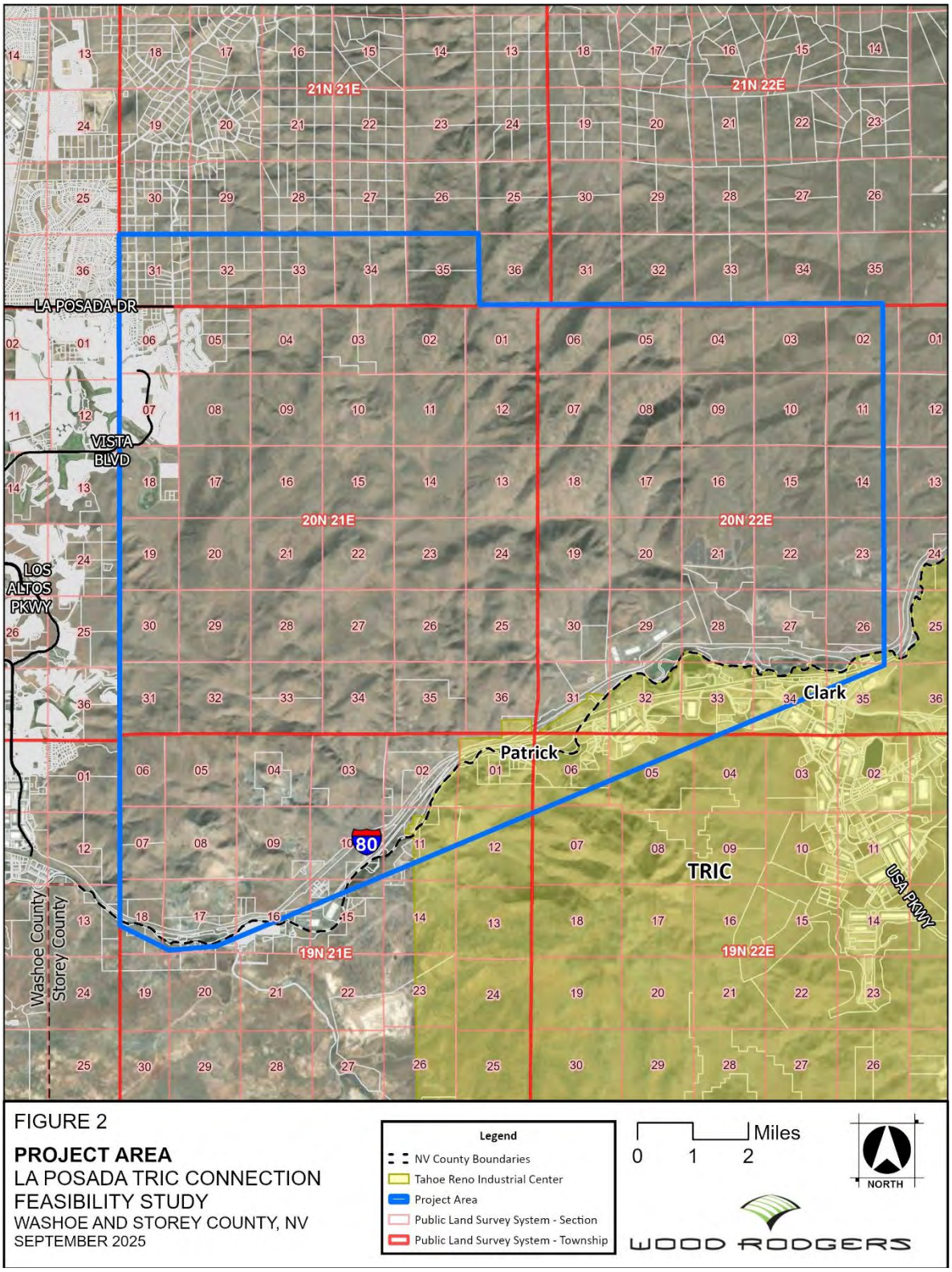
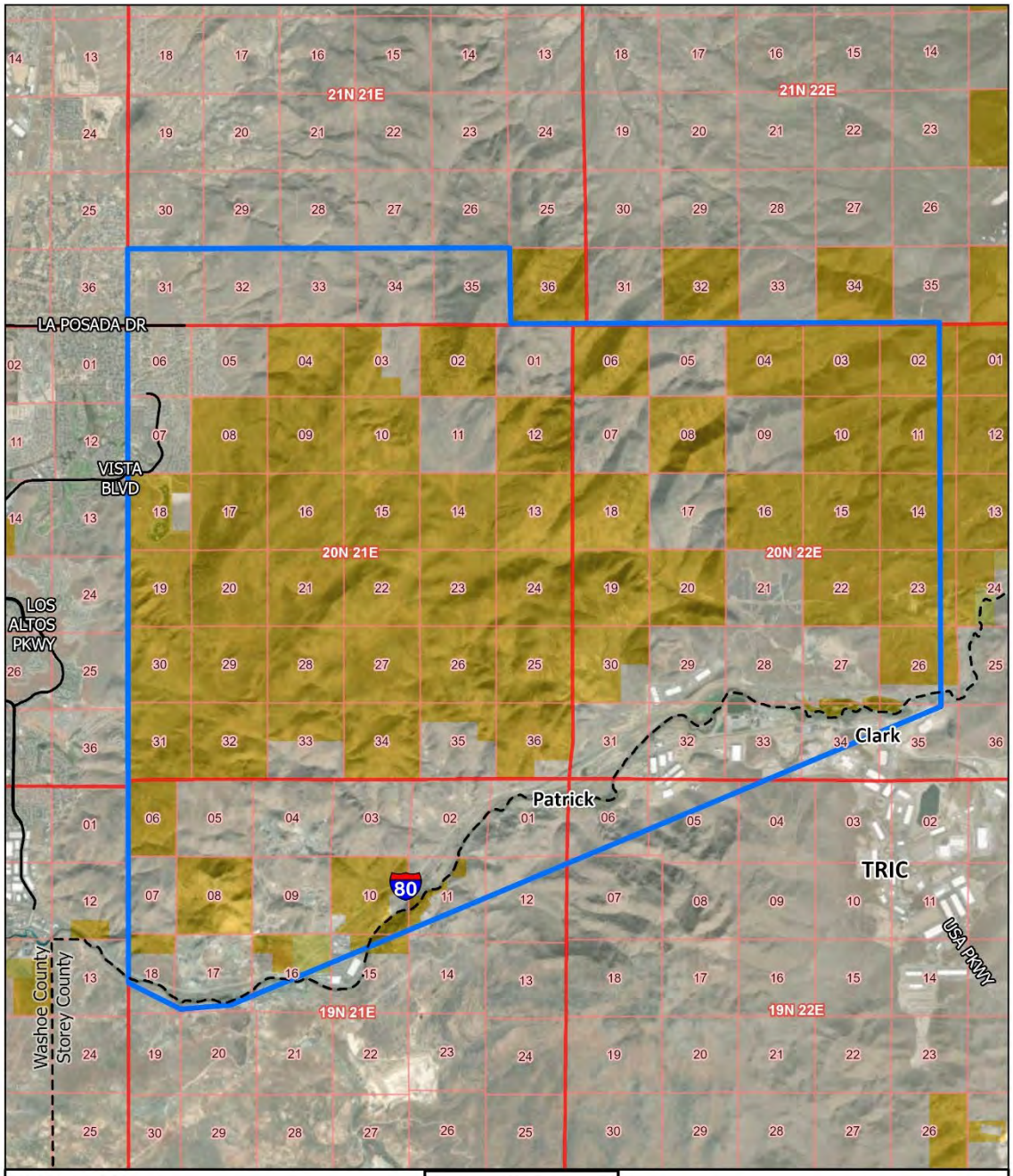


FIGURE 2

PROJECT AREA
LA POSADA TRIC CONNECTION FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

4. LAND OWNERSHIP

The designated project area contains approximately 43,015 acres and is composed of a patchwork of both public BLM, BOR, Federal rights-of-ways] and private property (**Figure 3**).



5. NATIONAL WETLANDS INVENTORY (NWI)

The proposed project are may contain NWI wetlands and other aquatic habitats that may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

The following wetlands as identified by USFWS NWI data contained within the project area are as follows:

Table 1: La Posada TRIC Connection Feasibility Study National Wetlands Inventory

Freshwater Pond	Riverine	Lake	Freshwater Emergent Wetland	Freshwater Forested/Shrub Wetland
PUSC	R4SBJ	L1UBHx	PEM1C	PSS1C
PUSJ	R4SBC	L1UBHh	PEM1A	PSS1/USC
PUBFx	R3UBF	L1UBH	PEM1/SS1C	PFO1A
PUBHx	R4SBAx		PEM1/SS1A	PSS1/EM1A
PUBF	R4SBJx			PFO1C
PUBFh	R4SBA			PSS1A
PUBH	R3UBH			PSS1Ax
	R3USC			PFO1/SS1A

Source: USFWS IPaC Species List

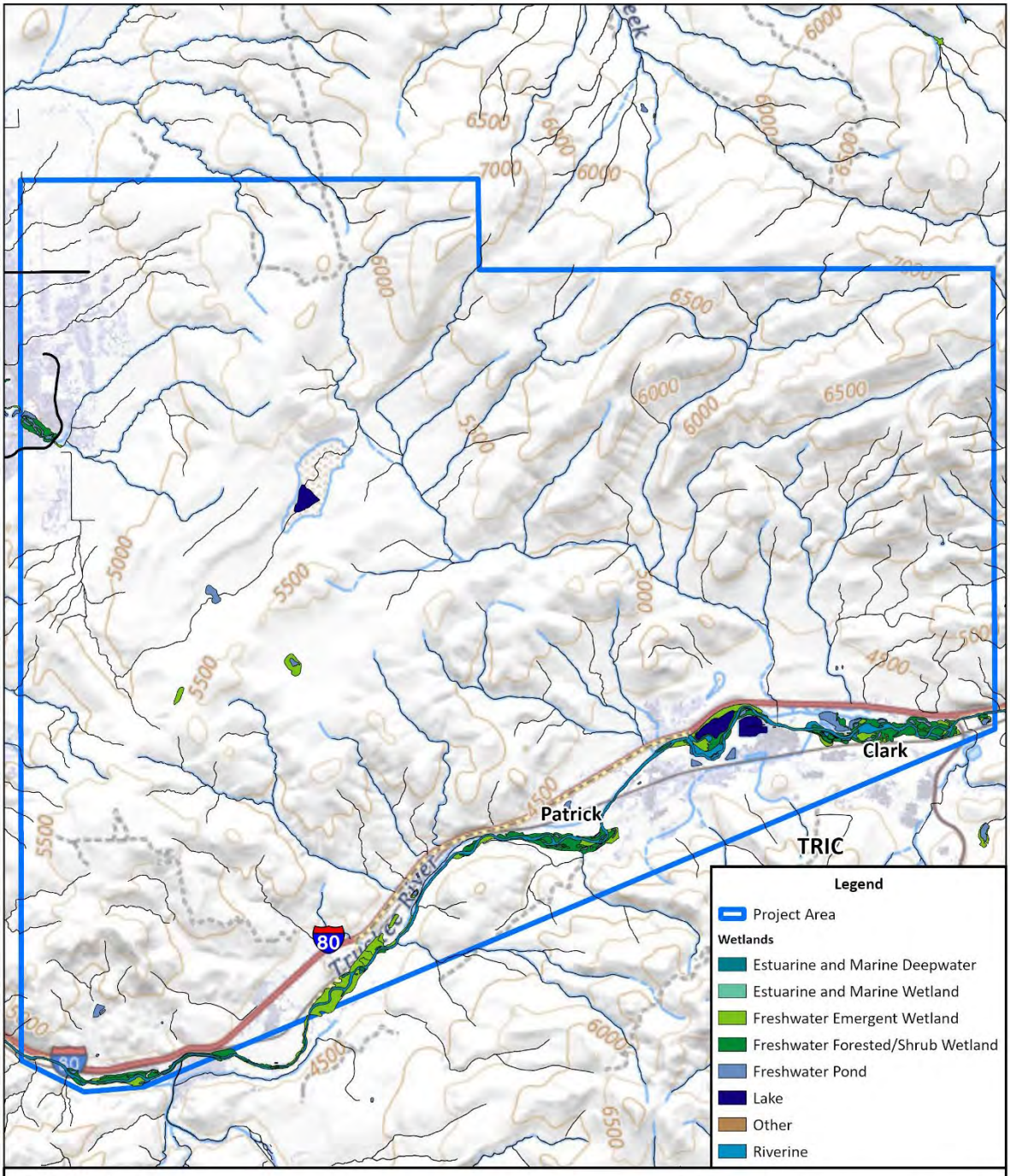


FIGURE 4

NATIONAL WETLANDS INVENTORY
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

6. SENSITIVE VEGETATION & WILDLIFE SPECIES & HABITATS (NNHP)

A data inquiry submitted to the Nevada Division of Natural Heritage revealed that there are nine endangered, threatened, candidate, and/or at-risk plant and animal taxa recorded within or near the project area (See **Appendix B** NNHP Data Request Letter). The Nevada Department of Wildlife (NDOW) manages, protects, and restores Nevada's wildlife resources and associated habitat. The project proponent would coordinate with NDOW to address potential adequate avoidance and minimization measures to ensure conservation and protection of wildlife and their associated habitats.

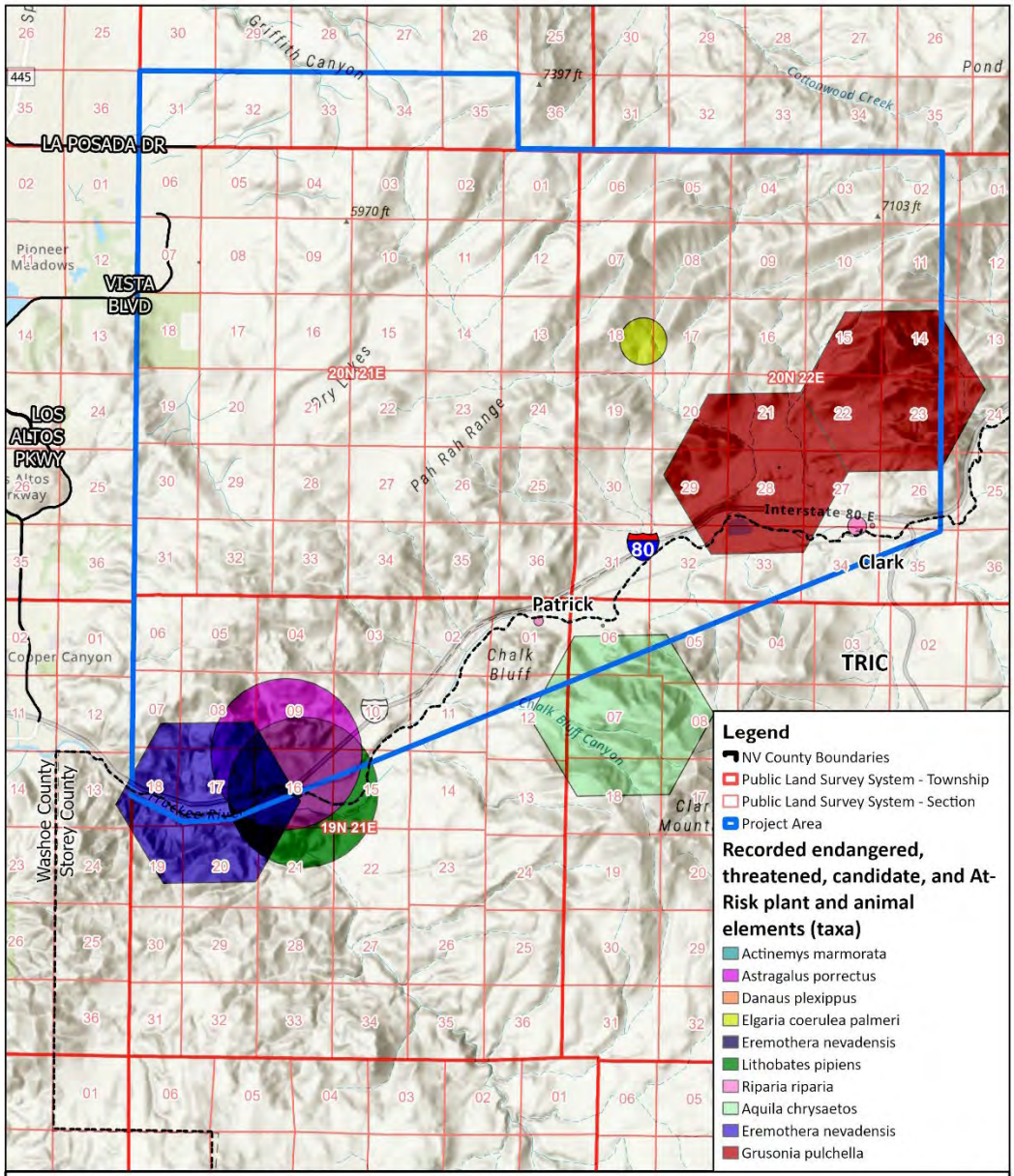


FIGURE 5
SENSITIVE VEGETATION AND WILDLIFE SPECIES AND HABITATS
LA POSADA TRIC CONNECTION FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

7. SENSITIVE VEGETATION & WILDLIFE SPECIES & HABITATS (NDOW)

A summary of the NDOW data requests can be found below. The full response to the NDOW Standard Data Request and Conservation Credit System Data Request can be found in **Appendix C**.

- Big Game – Occupied mule deer, pronghorn antelope, and bighorn sheep distributions exist within the project area. Please refer to the maps in **Appendix C** for details regarding big game distributions relative to the proposed project area.
- Greater Sage-Grouse – Greater sage-grouse habitat within the project area has been classified as other, general, and priority habitat by the Nevada Sagebrush Ecosystem Program (https://sagebrusheco.nv.gov/). As stipulated by Nevada State Regulation NAC 232.400 – 232.480, direct and indirect impacts to greater sage-grouse habitat must be mitigated using the Nevada Conservation Credit System. This process is started by visiting sagebrusheco.nv.gov to contact the NV Sagebrush Ecosystem Technical Team. There are no recorded tracking locations generated by radio-marked birds within the project area. There are no recorded sage-grouse leks within the project area.
- Raptors – Various species of raptors, which use diverse habitat types, may reside in the vicinity of the project area. American kestrel, Cooper's hawk, Swainson's hawk, bald eagle, barn owl, burrowing owl, ferruginous hawk, flammulated owl, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, northern harrier, northern saw whet owl, osprey, peregrine falcon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, short-eared owl, turkey vulture, and western screech owl have distribution ranges that include the project area.

The following raptor species have been directly observed within the project area.

Table 2: Raptor Species Common Name		
American kestrel	Barn owl	Osprey
Bald eagle	Golden eagle	Peregrine falcon

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, California spotted owl, ferruginous hawk, flammulated owl, golden eagle, northern goshawk, peregrine falcon, prairie falcon, and short-eared owl are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan. Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010).

NDOW queried their raptor nest database to include raptor nest sites within ten miles of the proposed project area. There is 1 known raptor nest within the project area.

Table 3: Raptor Nests					
Type	**Probable Origin**	**Occupied Species**	**Township, Range, Section**	**Last Visit**	**Status**
Stick nest	Eagle/buteo		21 0200N 0220E 023	2014	Unoccupied

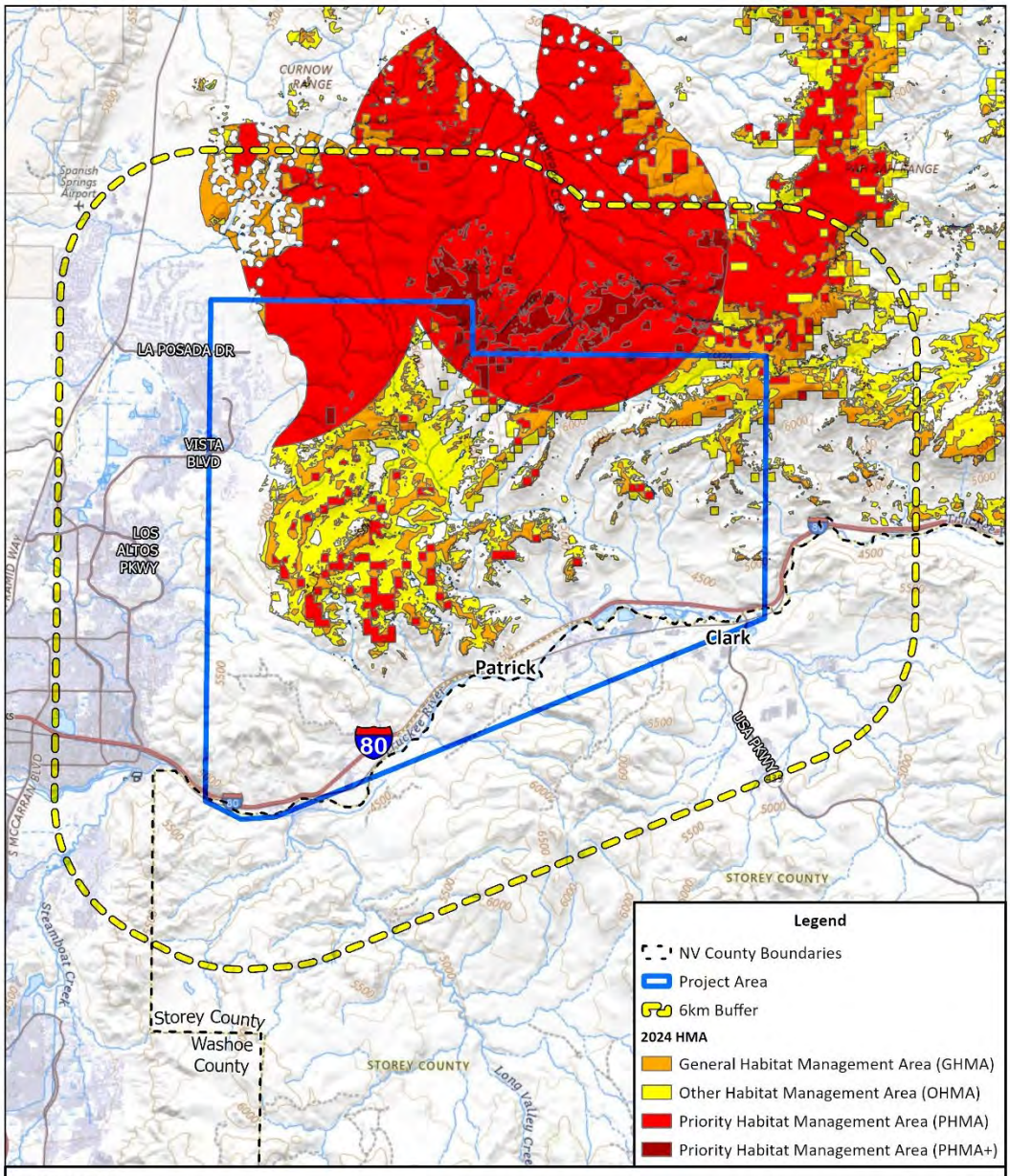
- Other Wildlife Resources – There are 2 big game water developments within the project area. There are 5 small game water developments within the project area. Lahontan cutthroat trout (LCT) wastershed(s) are present within the project area.

See **Appendix C** for wildlife species that have been observed directly within the project area.

The proposed project area may also be in the vicinity of abandoned mine workings, which often provide habitat for state and federally protected wildlife, especially bat species, many of which are protected under NAC 503.030. To request data regarding known abandoned mine workings in the vicinity of the project area contact the Nevada Division of Minerals (http://minerals.state.nv.us/).

8. GREATER SAGE GROUSE HABITAT (BLM)

The proposed project is currently within Greater Sage Grouse General Habitat Management Areas, Other Habitat Management Areas, Priority Habitat Management Areas, and Priority Habitat Management Areas+ (as per the 2024 HMA maps) [**Figure 6**]. The project would consult with the Sagebrush Ecosystem Technical Team (SETT) and adhere to State Mitigation Regulations NAC 232.400-232.480. The project proponent would also coordinate with appropriate agencies (such as NDOW) to address potential adequate avoidance and minimization measures to ensure conservation and protection of wildlife and their associated habitats.



9. LIST OF THREATENED & ENDANGERED SPECIES (USFWS)

The species list below identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of the project area and/or may be affected by the proposed project (See **Appendix D** for the official USFWS list). The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.)

Table 4: List Of Threatened And Endangered Species (USFWS)

Endangered Species Act Species

Organism	Name	Status	Notes
Birds	California Condor *Gymnogyps californianus*	Experimental Population, NonEssential	No critical habitat has been designated for this species.
Reptiles	Northwestern Pond Turtle *Actinemys marmorata*	Proposed Threatened	No critical habitat has been designated for this species.
Fishes	Cui-ui *Chasmistes cujus*	Endangered	No critical habitat has been designated for this species.
	Lahontan Cutthroat Trout *Oncorhynchus clarkii henshawi*	Threatened	No critical habitat has been designated for this species.
Insects	Carson Wandering Skipper *Pseudocopaeodes eunus obscurus*	Endangered	No critical habitat has been designated for this species.
	Monarch Butterfly *Danaus plexippus*	Proposed Threatened	There is proposed critical habitat for this species. Your location does not overlap the critical habitat.

*There are no critical habitats within the Project Area under USFWS – Reno's jurisdiction

USFWS National Wildlife Refuge Lands and Fish Hatcheries

There are no refuge lands or fish hatcheries within the Project Area

Bald and Golden Eagles

Name	Breeding Season	Notes
Bald Eagle *Haliaeetus leucocephalus*	Dec 1-Aug 31	This is not a Bird of Conservation Concern (BCC) in this area but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
Golden Eagle *Aquila chrysaetos*	Jan 1 – Aug 31	This is not a Bird of Conservation Concern (BCC) in this area but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

Migratory Birds		
Name	**Breeding Season**	**Notes**
American Avocet *Recurvirostra americana*	Apr 21-Aug 10	This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
American White Pelican *Pelecanus erythrorhynchos*	Apr 1-Aug 31	This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
Bald Eagle *Haliaeetus leucocephalus*	Dec 1-Aug 31	This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
California Gull *Larus californicus*	Mar 1-Jul 31	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Cassin's Finch *Haemorhous cassinii*	May 15-Jul 15	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Clark's Grebe *Aechmophorus clarkii*	Jun 1-Aug 31	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Evening Grosbeak *Coccothraustes vespertinus*	May 15-Aug 10	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Forster's Tern *Sterna forsteri*	Mar 1-Aug 15	This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA.
Golden Eagle *Aquila chrysaetos*	Jan 1-Aug 31	This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
Lewis's Woodpecker *Melanerpes lewis*	Apr 20-Sep 30	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Northern Harrier *Circus hudsonius*	Apr 1-Sep 15	This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA.
Olive-sided Flycatcher *Contopus cooperi*	May 20-Aug 31	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Pinyon Jay *Gymnorhinus cyanocephalus*	Feb 15-Jul 15	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Rufous Hummingbird *Selasphorus rufus*	Apr 15-Jul 15	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Sage Thrasher *Oreoscoptes montanus*	Apr 15-Aug 10	This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
Western Grebe *Aechmophorus occidentalis*	Jun 1-Aug 31	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Willet *Tringa semipalmata*	Apr 20-Aug 5	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

10. SPRINGS & SEEPS (USGS Quad)

There are no water resources (springs or wells), as identified by USGS topo quad maps and data, within the project area.

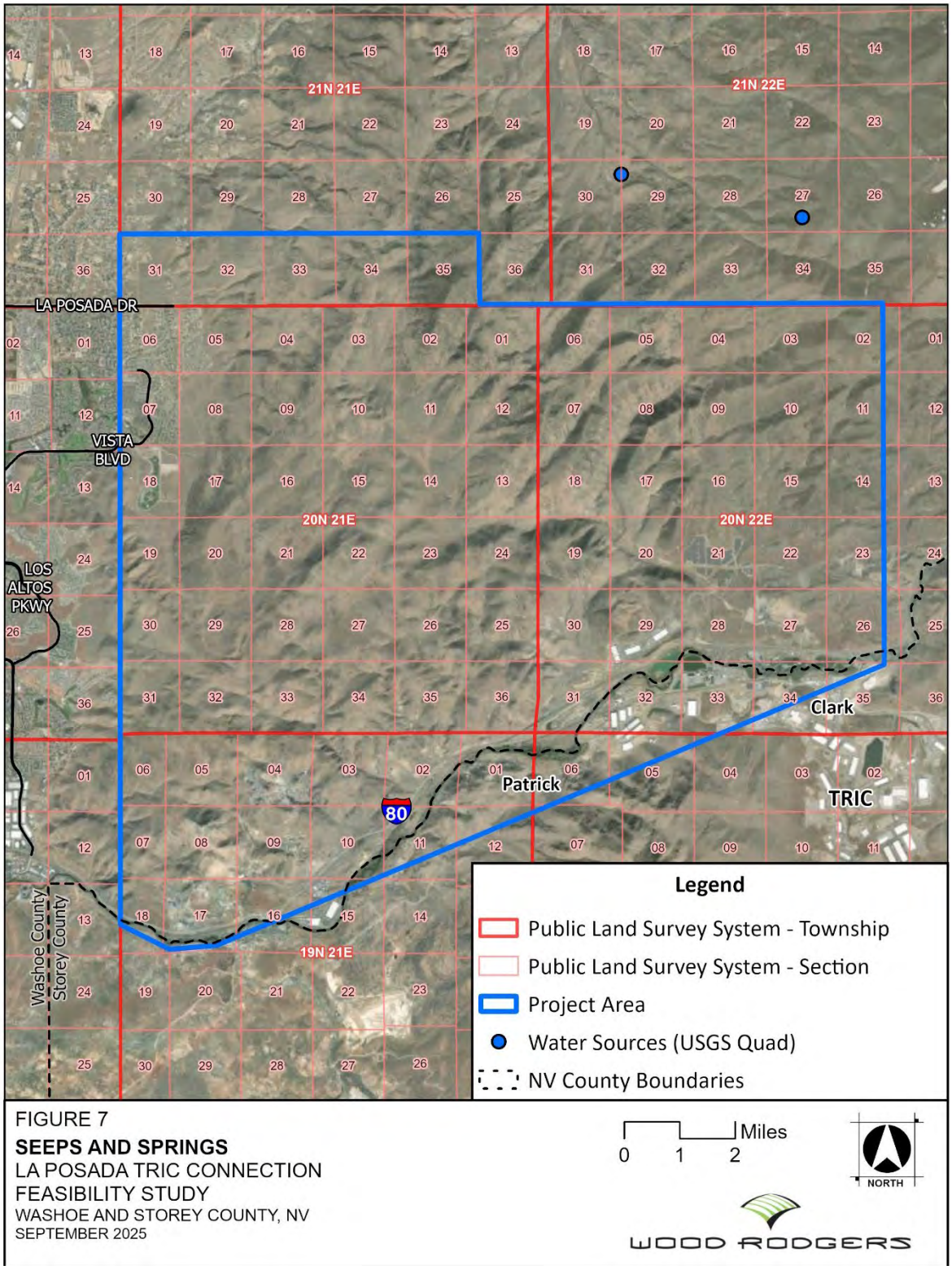


FIGURE 7
SEEPS AND SPRINGS
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

11. FLOOD HAZARD ZONES (FEMA)

The project area contains FEMA Flood Zones X (0.2% Annual Chance Flood Hazard), A, AE, and A0 (1% Annual Chance Flood Hazard), and AE (Regulatory Floodway). Development activities, if any, would comply with floodplain regulations and standards.

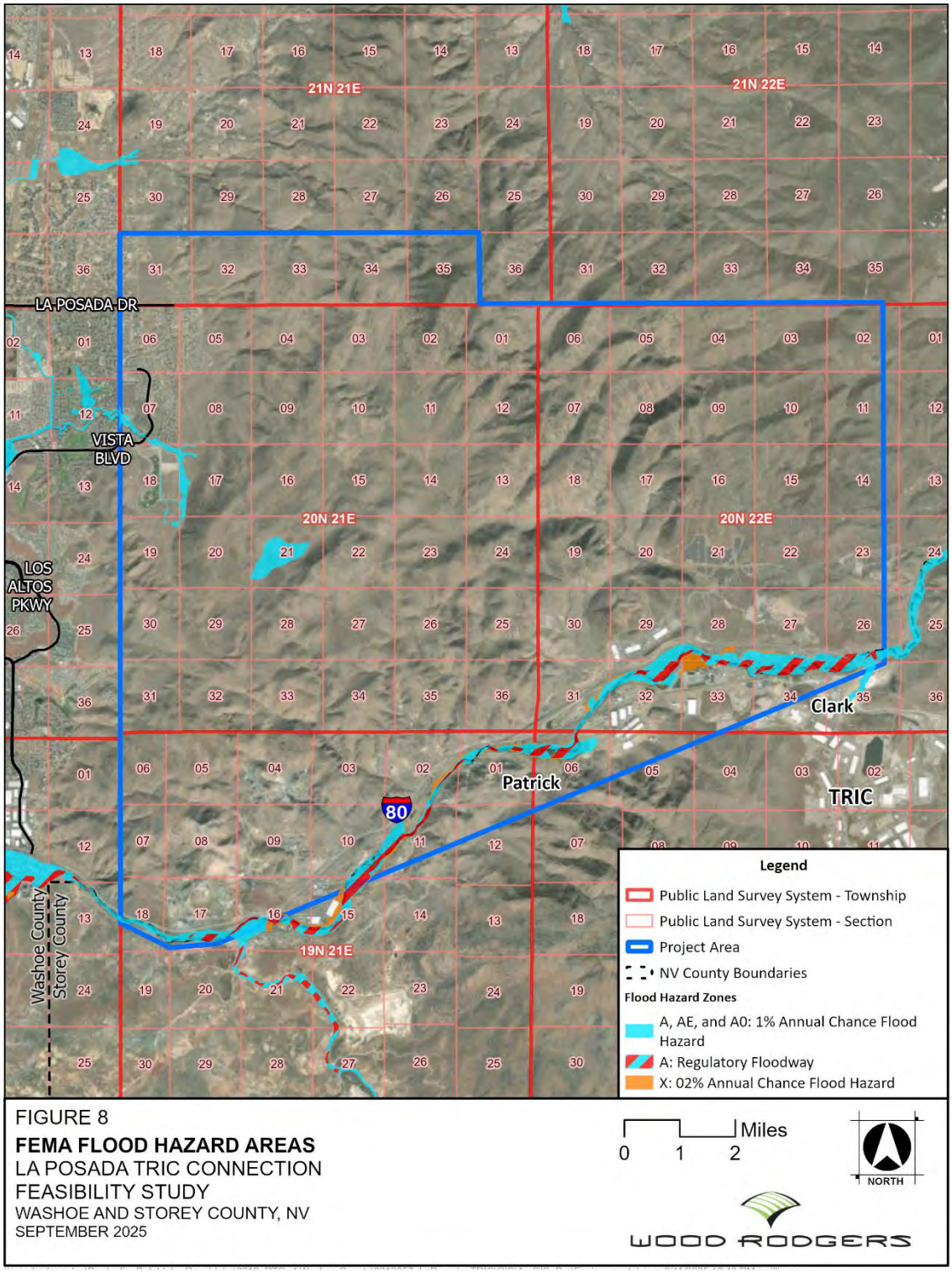


FIGURE 8
FEMA FLOOD HAZARD AREAS
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

12. GRAZING PASTURES (BLM)

There are two livestock grazing allotments, the Spanish Spring/Mustang and Olinghouse, as identified by the BLM within the Project Area. Development activities, if any, would need to verify with the BLM if livestock grazing allotment permittees exist within the project area and negotiate usage if necessary.

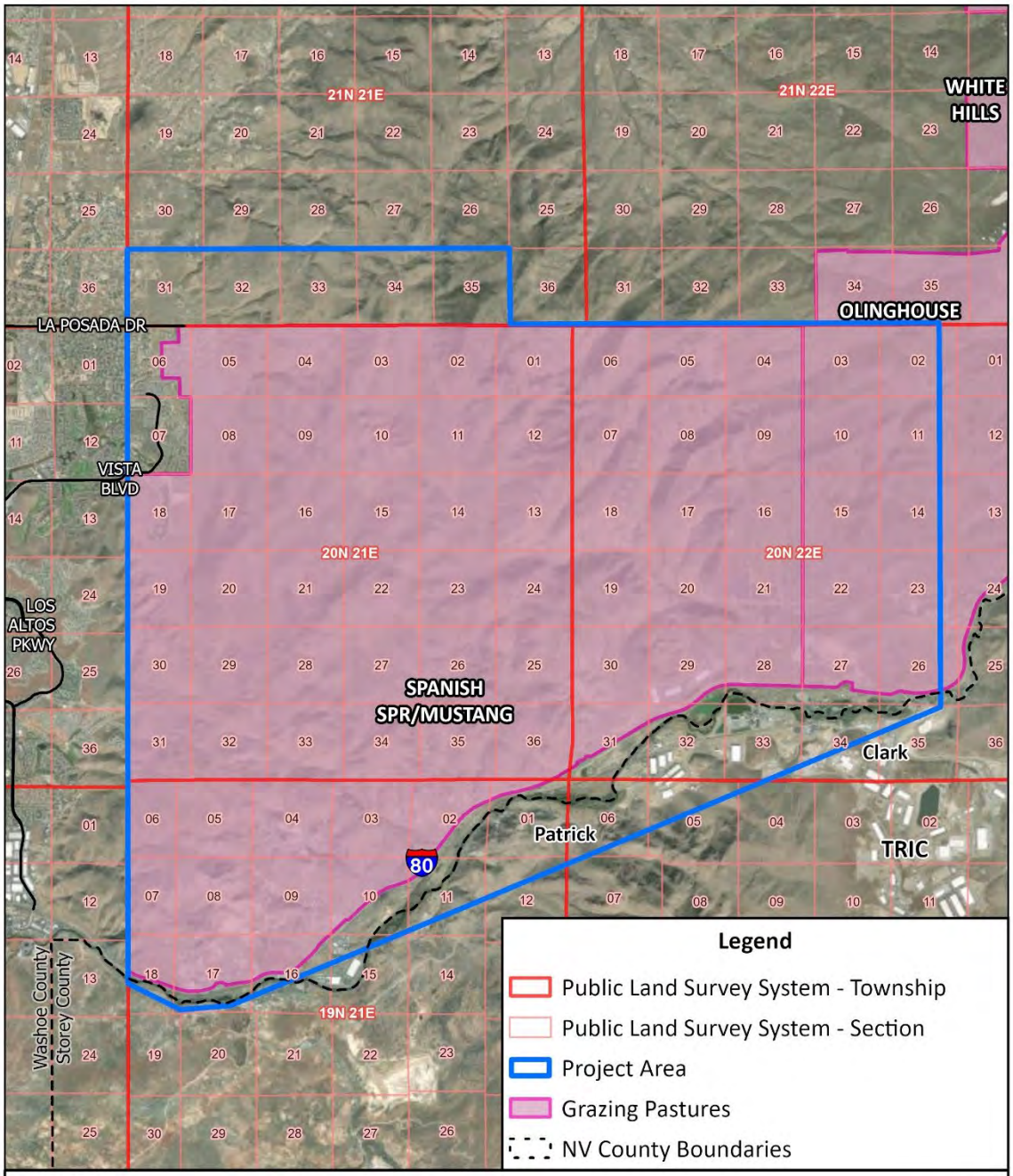


FIGURE 9
LIVESTOCK GRAZING AREAS
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

13. WELLS (NDWR)

There are 218 wells within the project area, as permitted by NDWR. The development of a road through this area could impact existing wells in several ways. Construction activities, including grading, excavation, and compaction, may temporarily disrupt groundwater flow patterns or impact well infrastructure if proper precautions are not taken. Additionally, changes in surface water drainage due to the road could affect groundwater recharge rates. If the land is further developed or sold to private entities in the future, increased water demand could lower the water table and reduce groundwater availability for existing well owners.

Note that wells mapped by NDWR may not be plotted in the correct locations; well logs and other information can help confirm well locations. The presence of a well does not necessarily mean that a water right exist at that well.

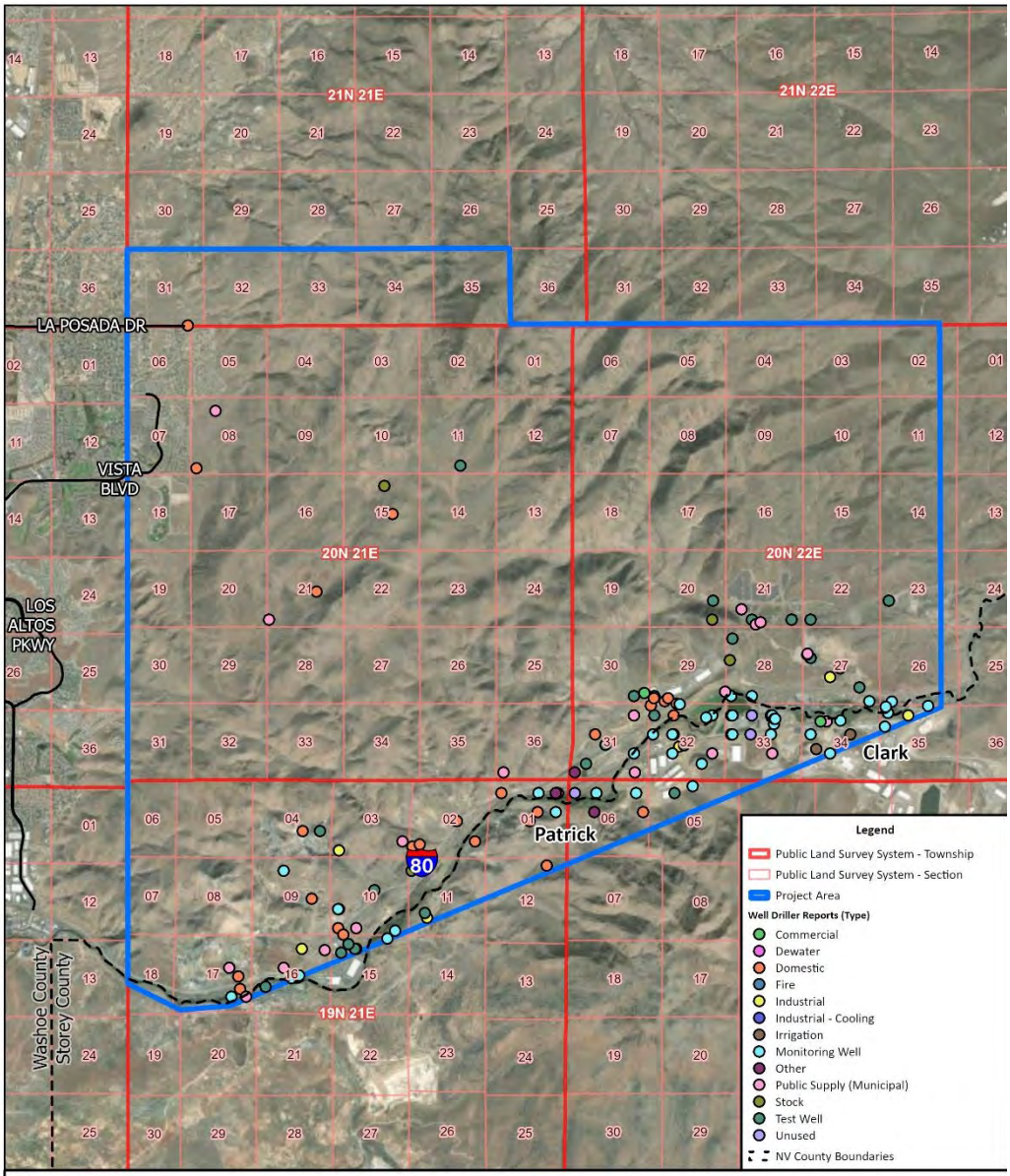


FIGURE 10
WELL DRILLER REPORTS (TYPE)
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

13.1 Visual Resource Inventory Classes (BLM)

Visual resource classes are categories assigned to public lands, which serves two purposes: (1) an inventory tool that portrays the relative value of the visual resources, and (2) a management tool that portrays the visual management objectives. There are four classes (I, II, III, and IV).

13.2 Objectives for Visual Resource Classes Within the Proposed Project Area

The proposed project area contains Class II, III, and IV objectives (**Figure 11**), which are described as follows:

Class II Objective: The objective of this class is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.

Class III Objective: The objective of this class is to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.

Class IV Objectives: The objective of this class is to provide for management activities which require major modifications of the existing character of the landscape. The level of change to the characteristic landscape can be high. These management activities may dominate the view and be the major focus of viewer attention. However, every attempt should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements.

Potential future development would adhere to BLM guidelines for visual resources.

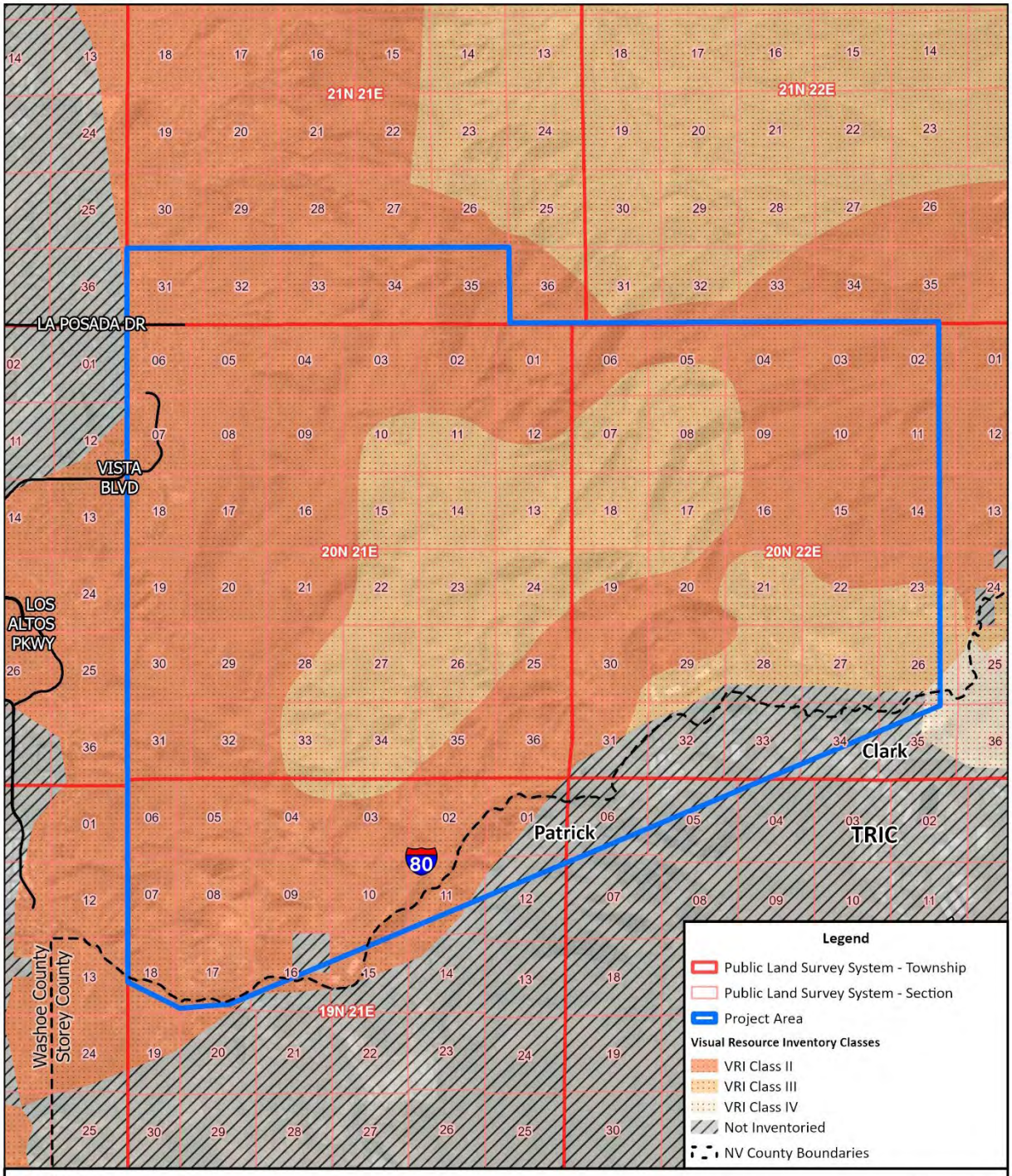


FIGURE 11
VISUAL RESOURCE INVENTORY CLASSES
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

14. VISUAL RESOURCE INVENTORY SCENIC QUALITY RATING UNIT (BLM)

Within the VRI process, public lands are evaluated with regard to their scenic quality, defined as the visual appeal of a particular tract of land. Scenic quality is determined systematically by:

1. Dividing the landscape into Scenic Quality Rating Units (SQRUs) based on conspicuous changes in physiography or land use, and
2. Ranking scenic quality within each SQRU based on the assessment of seven key factors: landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications.

The ratings are made in the field by trained observers who evaluate the landscape view from inventory observation points, which are either important viewpoints or points with views that are representative of the SQRU. Based on the outcome of this assessment, lands within each SQRU are assigned a scenic value rating of A (high scenic value), B (moderate scenic value), or C (low scenic value). Generally, those areas with the most variety and most harmonious composition have the highest scenic value ratings, while areas with less variety and greater levels of disturbance from human activities have the lowest scenic value ratings.

The proposed project area contains a B rating and areas not inventoried (**Figure 12**). The explanation provided for the B rating is that it contains, “Interesting outcrops, pinyon juniper, color variety in rock, adjacent mountains and river, somewhat distinctive, I-80. It is very large hilly / mountainous unit that borders 1-80 to the south, Spanish Springs Valley to the west, Pyramid Lake and reservation to the E / NE. The Warm Springs Valley bisects the unit generally from east to west. Vegetation is mostly short brown grass with sagebrush and juniper more visible on the east side of unit. Texture varies from smooth in the rolling areas to rougher in areas where rock outcrops are exposed from erosion.”

Potential future development would adhere to BLM guidelines for visual resources.

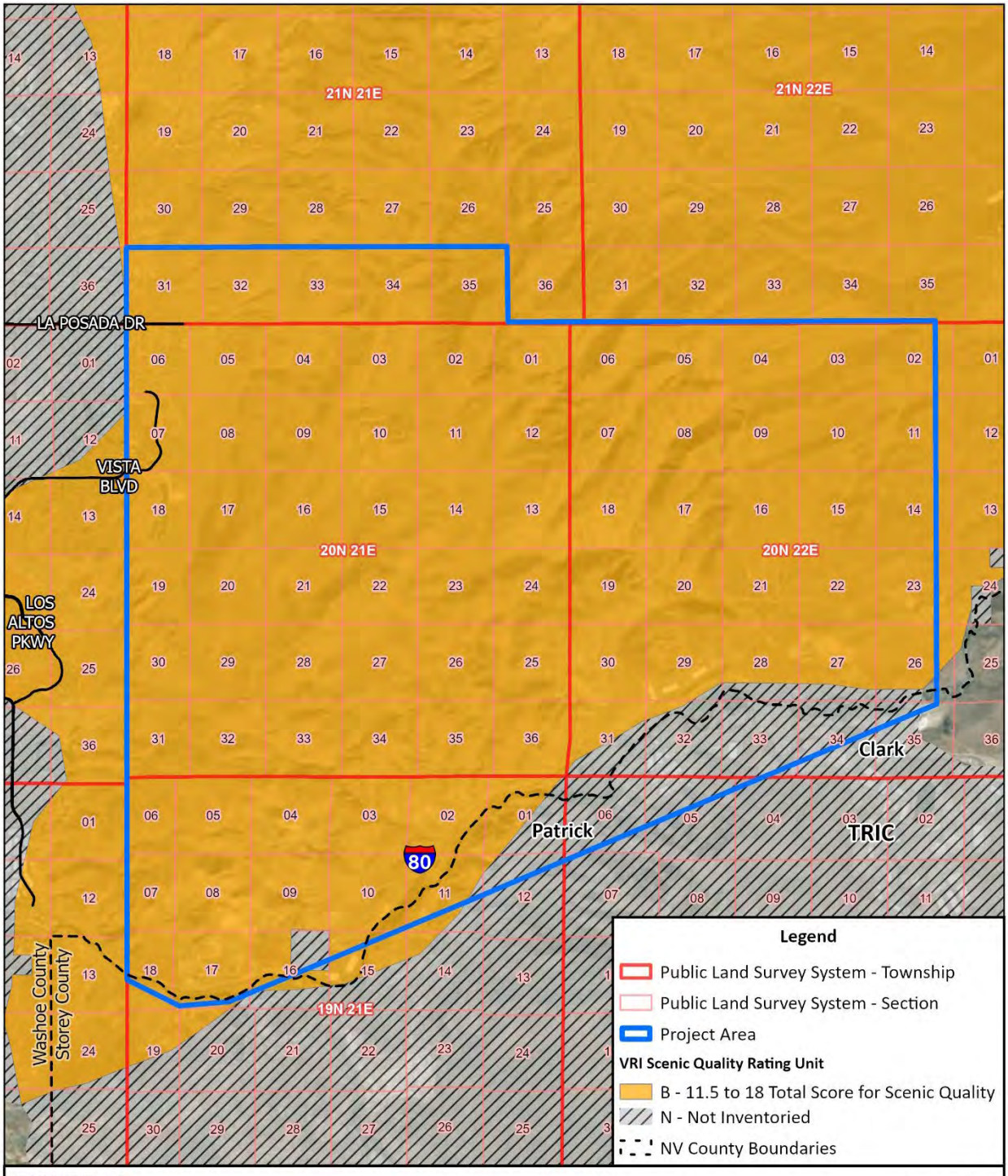


FIGURE 12
VISUAL RESOURCE INVENTORY
SCENIC QUALITY RATING UNIT
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

15. VISUAL RESOURCE INVENTORY VISUAL DISTANCE ZONES (VDZ) [BLM]

Within the VRI process, distance zones are assigned based on the distance of lands from places where people are known to be present on a regular basis, such as highways, waterways, trails, or other key locations. They include the following:

- **Foreground-middle ground** – This zone includes visible areas from 0 to 5 mi.
- **Background** – This zone includes visible areas from 5 to 15 mi.
- **Seldom seen** – This zone includes lands visible beyond 15 mi or lands hidden from view from key locations.

These distance zones are for use in conducting VRIs only. While distance is an important factor in the perception of visual contrast in the landscape, BLM distance zones as defined here are not used in visual contrast or impact analyses, or to identify appropriate mitigation. The effects of distance are highly dependent on the size and other characteristics of the facility and the landscape, and must be incorporated into the contrast and impact analyses and mitigation efforts on a case-by-case basis, as discussed in the Contrast Rating process.

The following distance zones are contained within the proposed project area (**Table 5, Figure 13**):

Table 5: Visual Distance Zones

VDZ Unique Identifier	Visual Distance Zone Code	Narrative Text about the VDZ
DZNVC00000020	Not Inventoried	Other Federal Agencies or Private Land
DZNVC00000006	Seldom Seen. Hidden from view, or not in foreground/middleground or background visibility zones	Areas more than 15 miles from selected viewing platforms or a non-visible viewshed result from the viewing platforms
DZNVC00000005	Foreground-Middleground. Visibility generally up to 5 miles.	Areas from 0-5 miles from selected viewing platforms

Potential future development would adhere to BLM guidelines for visual resources.

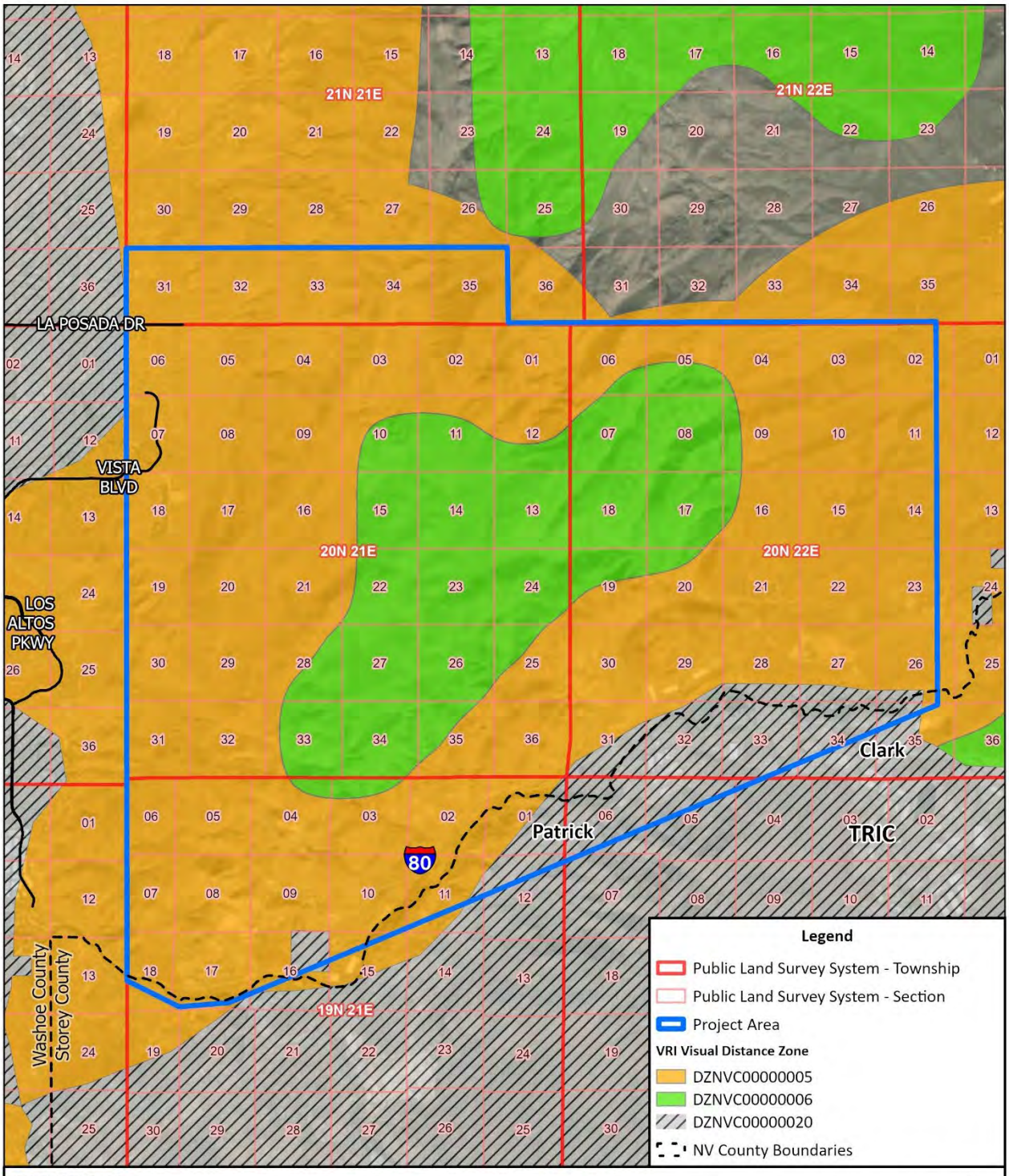


FIGURE 13
VISUAL RESOURCE INVENTORY
VISUAL DISTANCE ZONE
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

16. VISUAL RESOURCE INVENTORY SENSITIVITY LEVEL RATING UNIT (BLM)

Visual sensitivity is defined as a measure of public concern for scenic quality. Sensitivity is determined by evaluating the types and numbers of potential viewers of a specified area (this area is referred to as a Sensitivity Level Rating Unit or SLRU), the level of public interest in the SLRU, adjacent land uses, and the presence of special areas. The Sensitivity Level Analysis (SLA) is completed in two steps:

1. Delineation of SLRUs, and
2. Rating visual sensitivity within each SLRU. Public sensitivity is determined through analyzing various indicators including user types, amount of use, public interest, adjacent land uses, special areas and other factors unique to the SLRU.

Determining the level of sensitivity requires familiarity with the tracts of lands being evaluated, and with the people who use them. Sensitivity is generally determined by BLM staff most familiar with the users of the areas, and can be supplemented by direct input from other agencies, interest groups/stakeholders, and the general public.

Sensitivity levels are described as high, medium, or low within the VRI process. Scenic byways, wilderness areas, and lands adjacent to national parks are examples of lands that often have high sensitivity.

The proposed project area contains VRI areas that have high and moderate sensitivity ratings (**Figure 14**). Potential future development would adhere to BLM guidelines for visual resources.

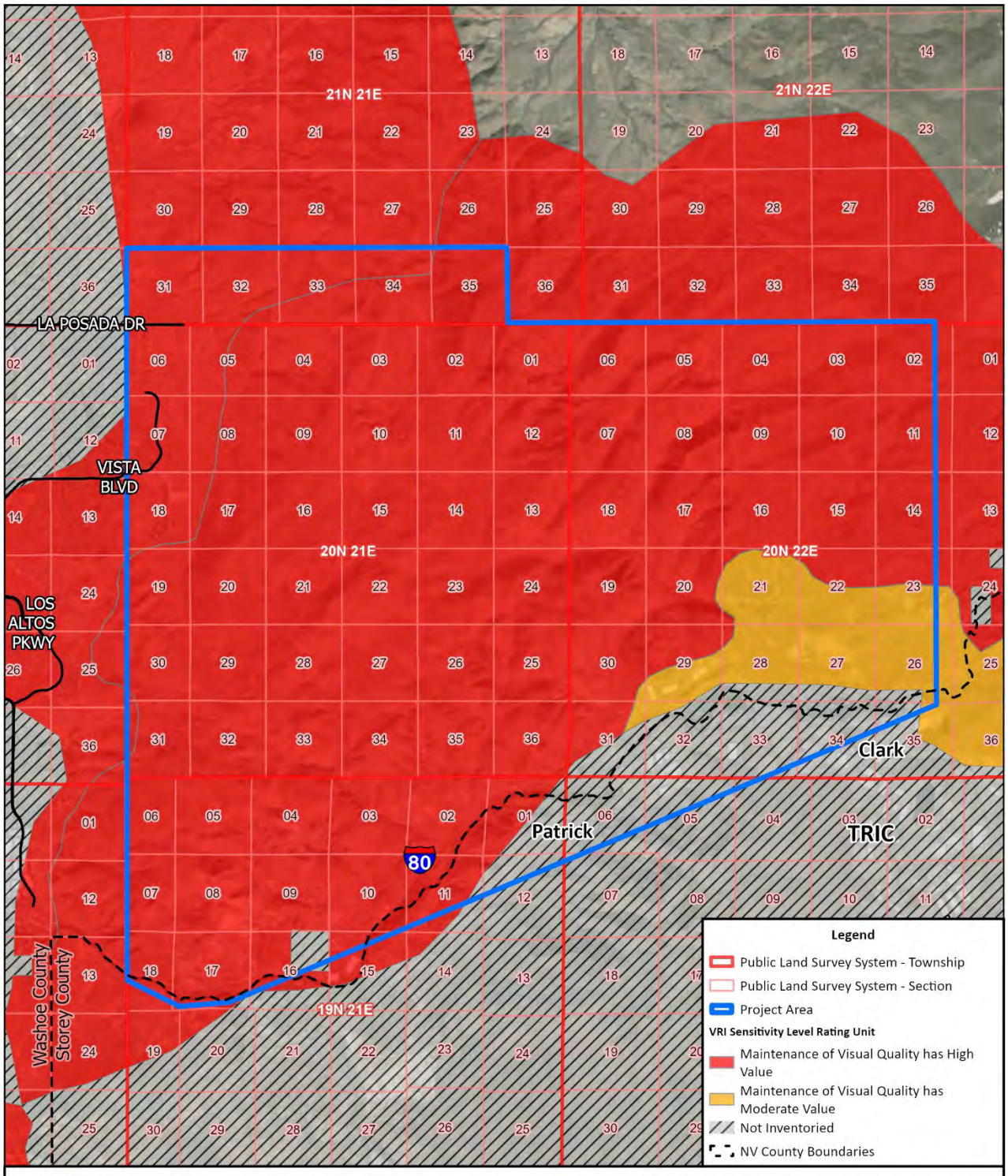


FIGURE 14
VISUAL RESOURCE INVENTORY SENSITIVITY LEVEL RATING UNIT
LA POSADA TRIC CONNECTION FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

17. MINING CLAIMS (NDOM)

Two mining claims are located within the proposed project area. Any future development would need to consider and address the claimants' valid existing mineral rights through negotiation or other appropriate processes.

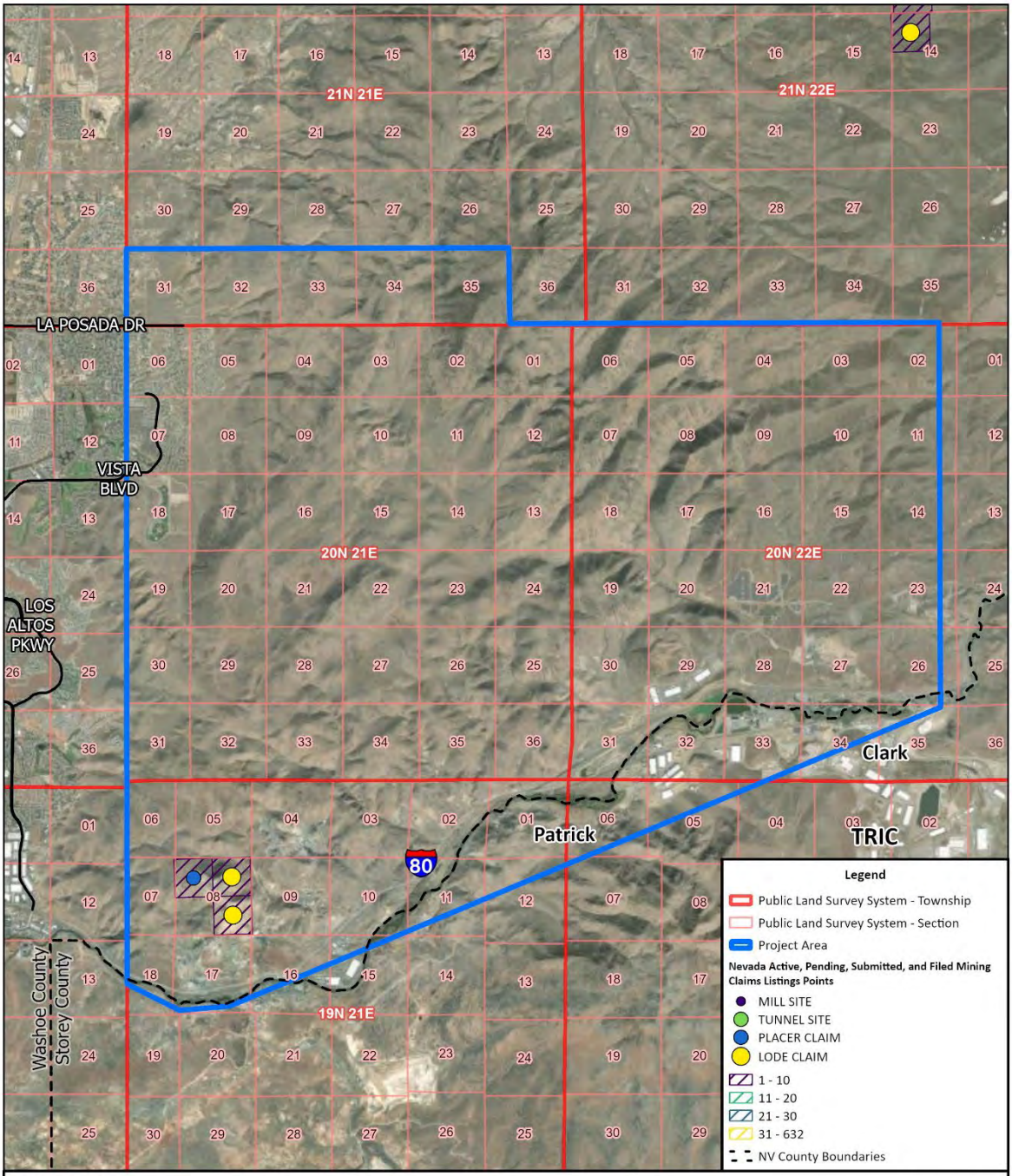


FIGURE 15

NV MINING CLAIMS
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

18. HERD AREAS (BLM)

The project area contains a portion of the Pah Rah Mountains Herd Area. Potential future development would adhere to BLM guidelines for herd area resources.

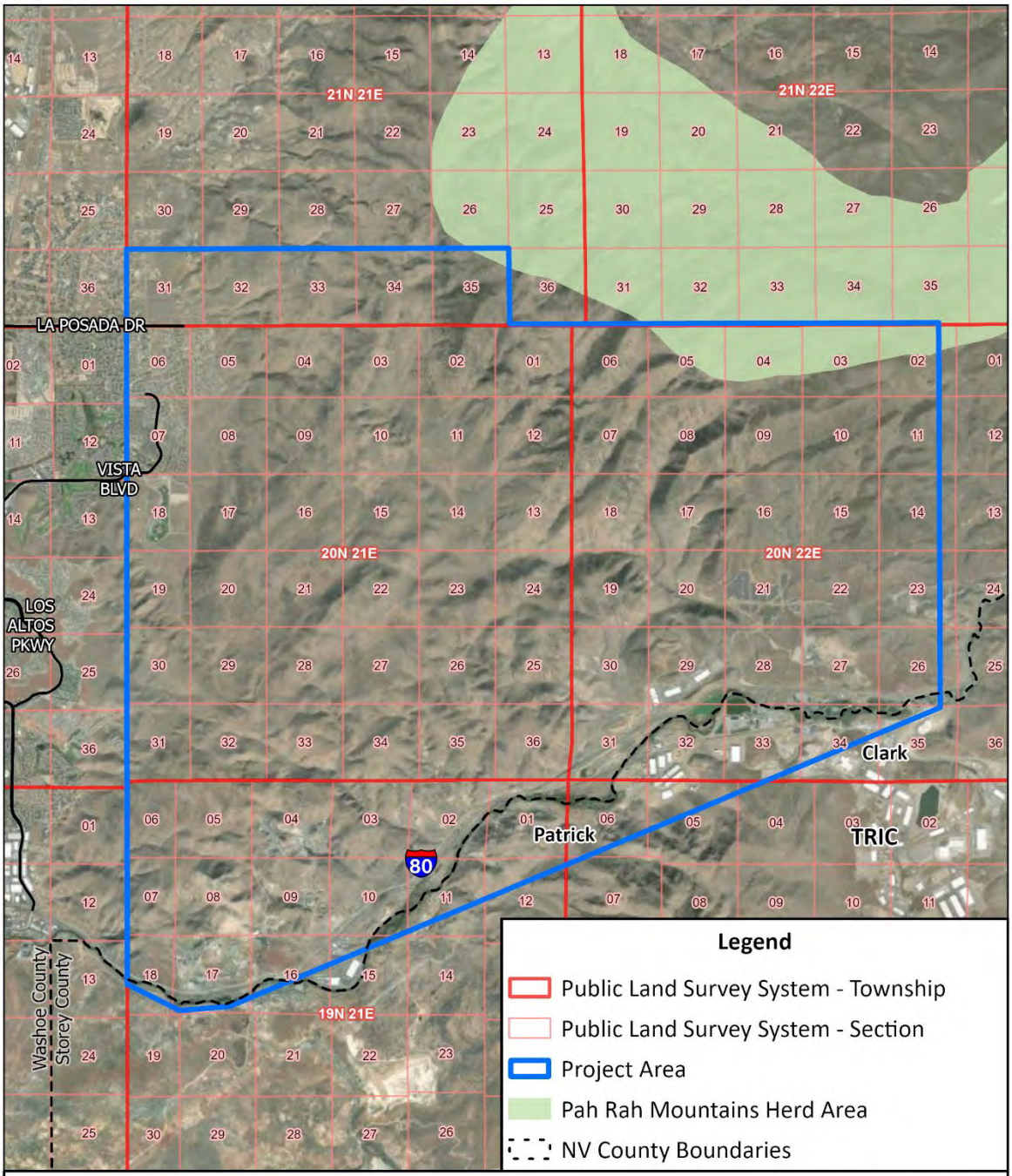
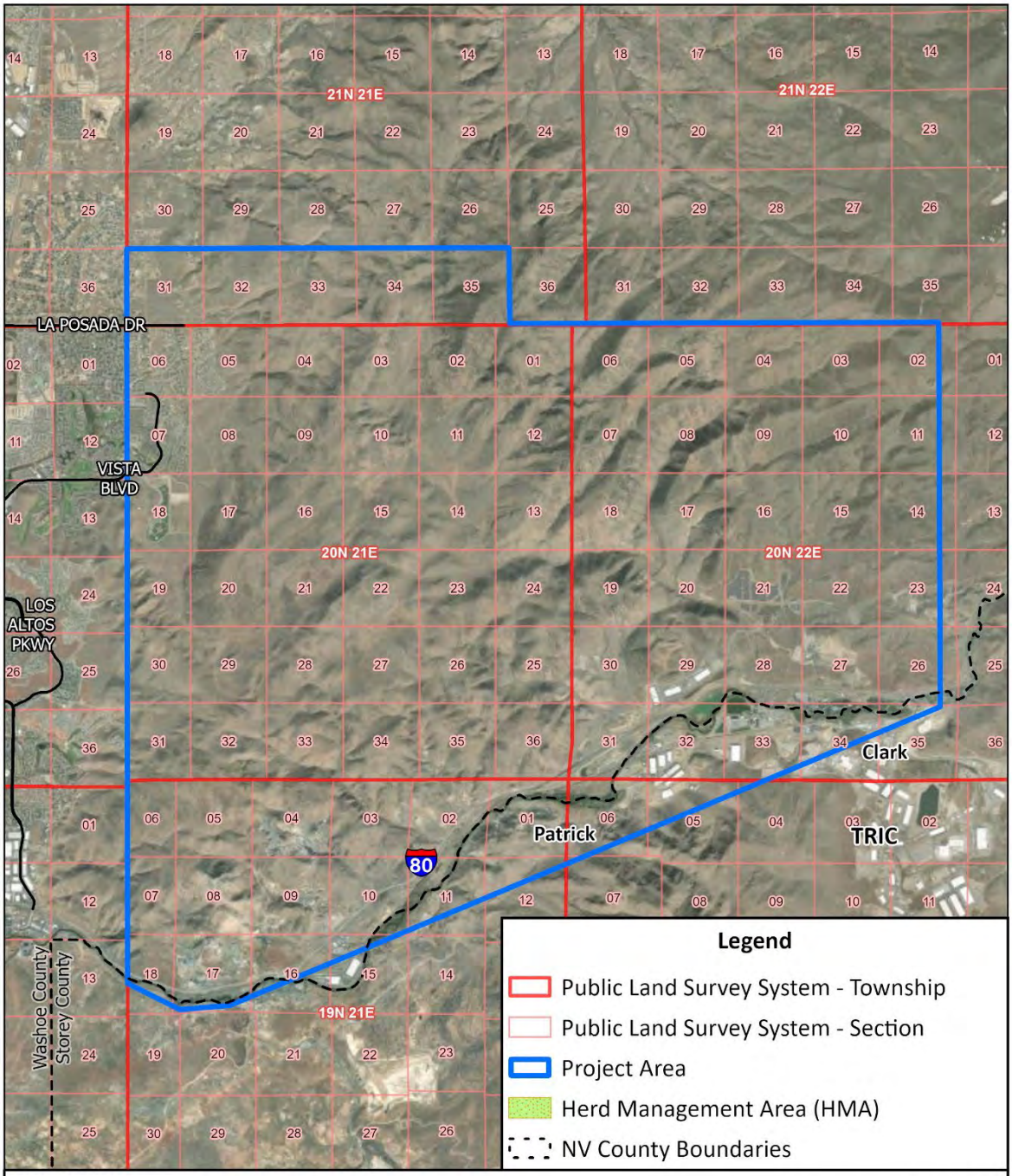


FIGURE 16

HERD AREAS
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

19. HERD MANAGEMENT AREAS

None exist within the proposed project area. This resource is not present and therefore would not be further analyzed.



20. AREAS OF CRITICAL ENVIRONMENTAL CONCERN (BLM)

The Pah Rah Basin Petroglyph Area of Critical Environmental Concern (ACEC) exists within the proposed project area. Potential future development would adhere to BLM guidelines for ACEC resources.

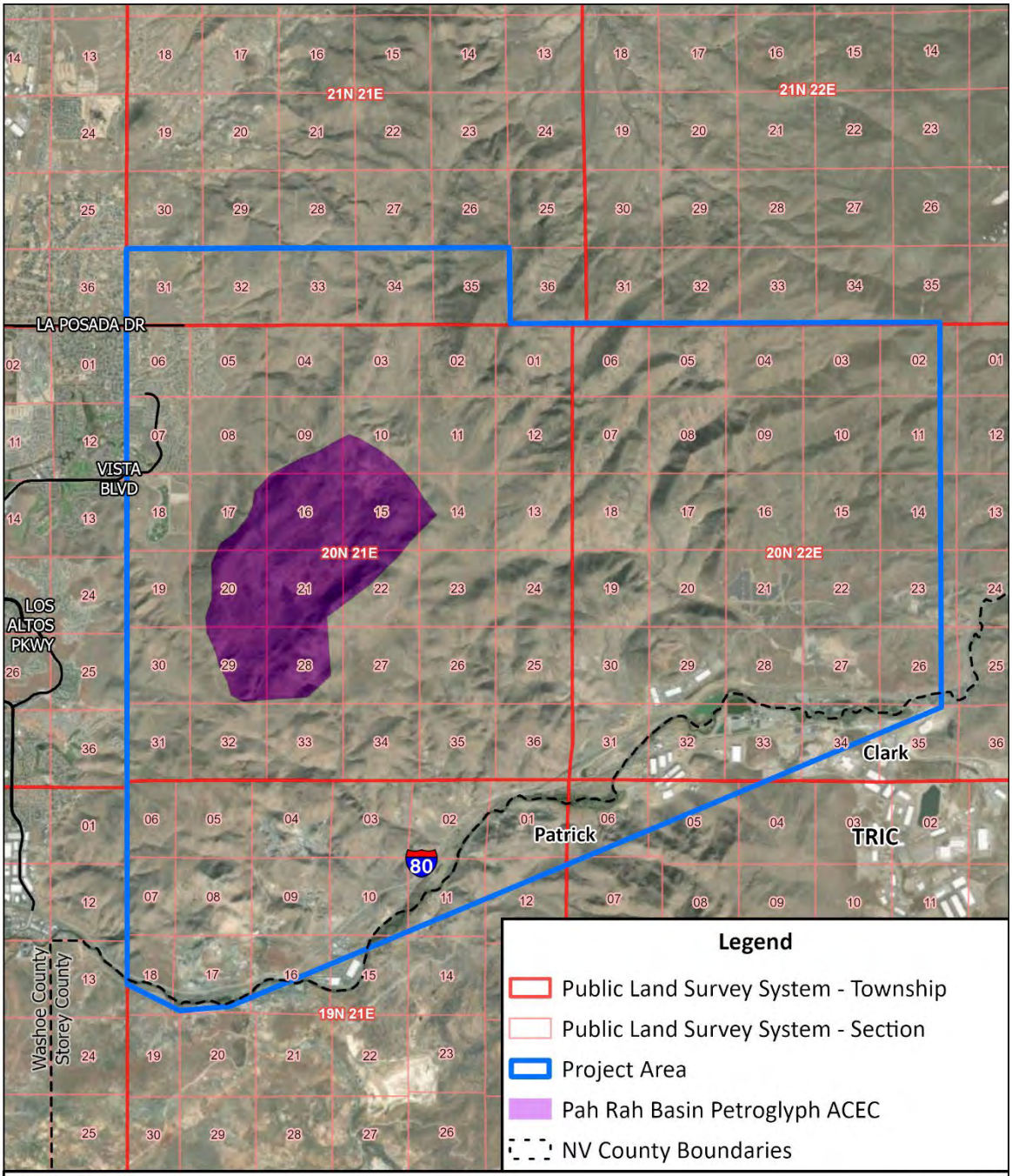


FIGURE 18

ACEC
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

21. WILDERNESS & WILDERNESS STUDY AREAS (WSA) [BLM]

The BLM requires that projects within half a mile of any WSA be defined. There are no Wilderness or Wilderness Study Areas within a half mile radius of the Project Area (**Figure 19**). This resource is not present and therefore would not be further analyzed.

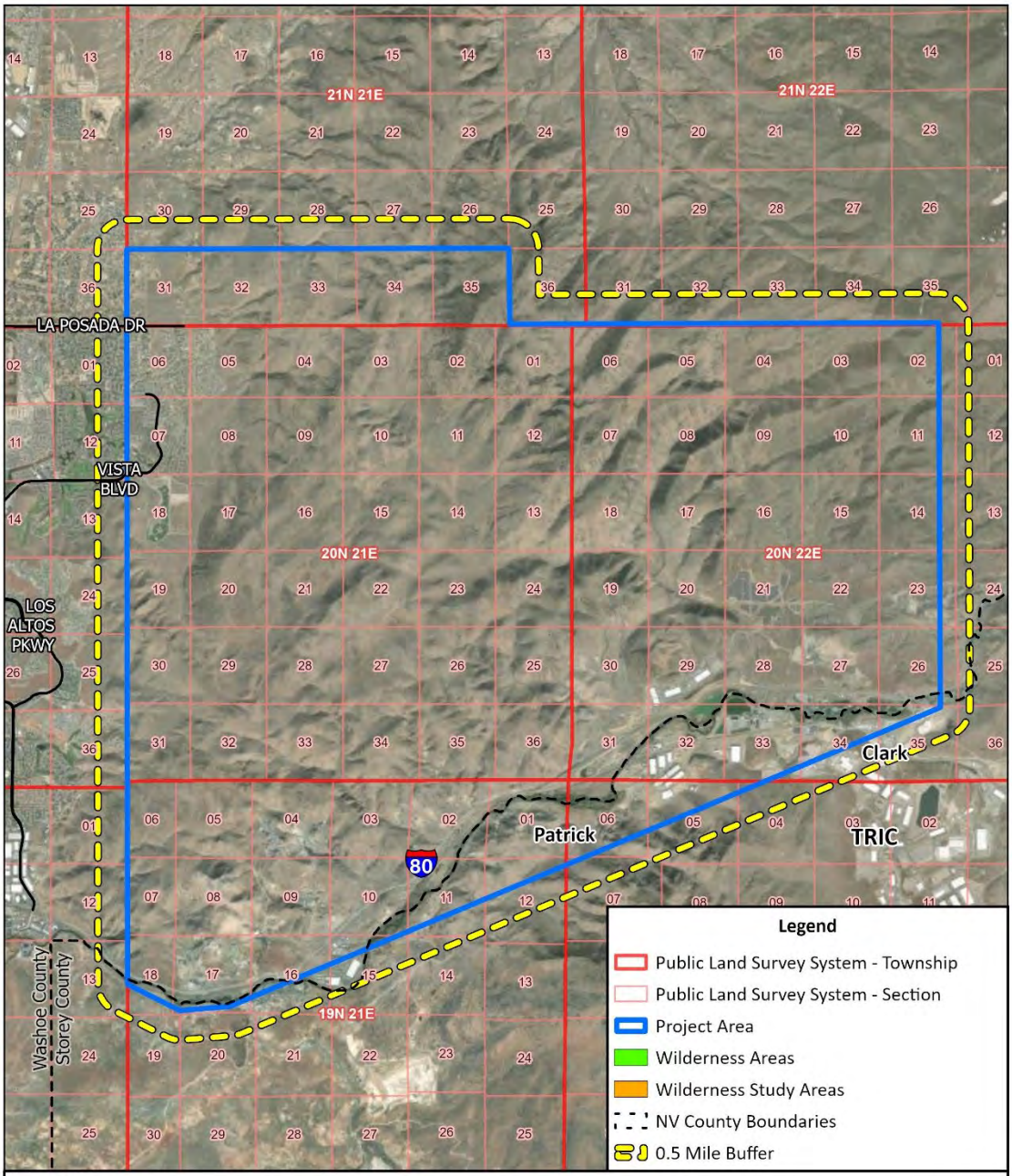


FIGURE 19

WILDERNESS AREAS
LA POSADA TRIC CONNECTION
FEASIBILITY STUDY
WASHOE AND STOREY COUNTY, NV
SEPTEMBER 2025

22. LANDS AND REALTY

The proposed project may impact realty and land resources. In coordination with the BLM, Carson City District Office (CCDO), further analysis is needed to evaluate the effects of road construction, access to public lands, potential impacts on valid and existing rights, and any other resources identified by the BLM. **Appendix E** provides land survey records and Master Title Plats for T.20N. R.21E., T.20N. R.22E., T.19N. R.21E., and T.19N. R.22E.

23. CULTURAL RESOURCES

An interim Class I archive search of the Nevada Cultural Inventory Resource System (NVCRIS) was completed by CDM Smith (**Appendix F**). This is an interim overview to establish a foundational understanding of the cultural context within the study area to inform project design and development. In addition, it also serves to support efforts in identifying and treating cultural resources and to facilitate ongoing compliance with Section 106 of the National Historic Preservation Act (NHPA) OF 1966, as amended. The Class I archive search will be updated with the findings of a BLM CCDO and Winnemucca District Office (WDO) archive search.

Data sources reviewed provided an interim overview of cultural resources inventories, archaeological sites, historic sites, buildings, structures, historic transportation routes and rock art in the study area. Previous cultural resource inventories covered approximately 23 percent of the study area, and there have been four rural architecture, and three urban architectural inventories previously conducted in the study area. The largest and most important cultural resource in the study area is the Pah Rah High Basin Petroglyph ACEC managed by the BLM. The site is significant primarily for its precontact cultural resources but also includes historical and scenic values.

Overall, the study area has relatively high sensitivity for precontact archaeological resources and relatively low sensitivity for historic archaeological resources. The study area is located within an area that contains a number of drainages, granitic and volcanic rock outcrops suitable for stone toll use and includes likely travel corridors that would be used for trade and journeys to exploit the resources of Pyramid Lake, Lake Tahoe and the Truckee River. The study area is also known for its importance to Native American groups for spiritual significance and the presence of many petroglyphs in areas within concentrations of basalt. Previously un-surveyed areas in the study area include areas where many basalt boulders and outcrops are likely exposed, and these areas may also have sensitive tribal and archaeological resources.

Large portions of land within the proposed study area have not been subject to formal cultural resource investigations, leaving limited knowledge of the prehistoric and historic uses of these specific areas. However, a review of completed studies in adjacent and surrounding regions provides a general understanding of land use patterns, chronological frameworks, and the intensity of both prehistoric and historic occupation. Additional studies within the study area will help refine these findings and contribute to a more comprehensive understanding of the cultural resources present. This information will be instrumental in guiding project design and balancing historic preservation with development goals.

APPENDIX A

Washoe and Story County Parcels Contained Within the Project Area

Washoe County APNs					
084-010-01	084-030-14	084-101-04	084-370-03	527-061-02	527-073-04
084-010-02	084-030-15	084-101-05	084-370-04	527-061-03	527-081-01
084-010-03	084-030-16	084-110-20	084-400-01	527-061-04	527-081-02
084-010-04	084-030-17	084-110-21	084-400-02	527-061-05	527-081-03
084-010-05	084-030-19	084-110-29	084-400-03	527-062-01	527-081-04
084-010-06	084-030-21	084-110-30	084-400-04	527-062-02	527-081-05
084-010-08	084-030-22	084-110-31	084-400-07	527-062-03	527-081-06
084-010-10	084-060-01	084-110-35	084-400-08	527-062-04	527-081-07
084-010-11	084-060-11	084-110-36	084-410-02	527-062-05	527-082-01
084-010-12	084-060-12	084-110-37	084-500-03	527-062-06	527-082-02
084-010-13	084-060-13	084-120-06	084-510-03	527-062-07	527-082-03
084-010-15	084-060-14	084-120-07	084-510-04	527-062-08	527-082-04
084-010-48	084-060-16	084-120-08	084-510-05	527-062-09	527-083-01
084-010-51	084-060-17	084-120-19	084-510-06	527-062-10	527-091-01
084-010-52	084-060-33	084-120-24	084-510-07	527-062-11	527-091-02
084-020-04	084-060-34	084-120-26	084-510-08	527-062-12	527-091-03
084-020-05	084-060-35	084-120-27	084-522-03	527-062-13	527-091-04
084-020-06	084-060-37	084-120-28	084-522-04	527-062-14	527-091-05
084-020-07	084-080-15	084-120-29	084-522-05	527-062-15	527-091-06
084-020-08	084-080-16	084-171-01	084-523-01	527-062-16	527-091-07
084-020-09	084-080-17	084-171-02	084-523-02	527-063-01	527-091-08
084-020-10	084-080-18	084-171-03	084-523-03	527-063-02	527-091-09
084-020-11	084-080-20	084-172-04	084-570-02	527-063-04	527-091-10
084-020-12	084-080-22	084-172-05	084-581-01	527-064-02	527-091-11
084-020-13	084-080-26	084-172-06	084-581-04	527-064-03	527-092-01
084-020-14	084-080-30	084-172-17	084-583-12	527-064-04	527-092-02
084-020-15	084-090-10	084-172-18	084-700-01	527-064-05	527-092-03
084-020-16	084-090-14	084-172-19	084-710-01	527-064-06	527-101-01
084-020-17	084-090-15	084-172-20	084-710-02	527-071-01	527-101-02
084-020-19	084-090-28	084-172-21	526-543-07	527-071-02	527-101-03
084-020-20	084-090-29	084-172-22	526-543-08	527-071-03	527-101-04
084-020-21	084-090-30	084-172-23	526-551-01	527-071-04	527-101-05
084-030-01	084-090-33	084-191-04	526-551-03	527-071-05	527-101-06
084-030-02	084-090-34	084-191-05	526-551-04	527-071-06	527-101-07
084-030-03	084-090-37	084-191-06	526-551-05	527-071-07	527-101-08
084-030-04	084-090-38	084-191-07	527-050-02	527-071-08	527-101-09
084-030-05	084-090-41	084-191-08	527-050-07	527-072-01	527-101-10
084-030-08	084-090-44	084-211-02	527-050-09	527-072-02	527-101-11
084-030-09	084-090-46	084-211-03	527-050-10	527-072-03	527-102-01
084-030-10	084-090-47	084-212-01	527-050-11	527-072-04	527-102-02
084-030-11	084-090-48	084-212-05	527-050-13	527-073-01	527-102-03
084-030-12	084-090-49	084-212-06	527-050-14	527-073-02	527-102-04
084-030-13	084-101-03	084-370-01	527-061-01	527-073-03	527-102-05

Washoe County APNs					
527-102-06	527-131-01	527-153-03	527-171-06		
527-102-07	527-131-02	527-153-04	527-171-07		
527-102-08	527-131-03	527-153-05	527-171-08		
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527-111-02	527-131-05	527-153-07	527-171-10		
527-111-03	527-132-01	527-153-08	527-171-11		
527-111-04	527-132-02	527-153-09	527-171-12		
527-111-05	527-132-03	527-153-10	527-171-13		
527-111-06	527-132-04	527-154-01	527-171-14		
527-111-07	527-141-01	527-154-02	527-171-15		
527-111-08	527-141-02	527-154-03	527-171-16		
527-111-09	527-141-03	527-154-04	527-171-17		
527-112-01	527-141-04	527-154-05	527-172-01		
527-112-02	527-142-01	527-154-06	527-172-02		
527-112-03	527-142-02	527-154-07	527-172-03		
527-112-04	527-142-03	527-161-01	527-172-04		
527-112-05	527-142-04	527-161-02	527-172-05		
527-112-06	527-143-01	527-161-03	527-172-06		
527-112-07	527-143-02	527-161-04	527-173-01		
527-112-08	527-143-03	527-161-05	527-173-02		
527-112-09	527-143-04	527-161-06	527-173-03		
527-112-10	527-143-05	527-161-07	527-173-04		
527-112-11	527-143-06	527-162-01	527-173-05		
527-112-12	527-143-07	527-162-02	527-173-06		
527-112-13	527-143-08	527-162-03	527-173-07		
527-112-14	527-143-09	527-162-04	527-173-08		
527-112-15	527-143-10	527-162-05	527-173-09		
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527-112-22	527-152-02	527-164-01	527-182-02		
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527-121-03	527-152-05	527-164-04	527-182-05		
527-121-04	527-152-06	527-164-05	527-182-06		
527-122-01	527-152-07	527-171-01			
527-122-02	527-152-08	527-171-02			
527-122-03	527-152-09	527-171-03			
527-122-04	527-153-01	527-171-04			
527-122-05	527-153-02	527-171-05			

Storey County APNs					
003-522-31	003-543-02	003-525-01	003-544-01	003-522-14	003-522-05
003-524-21	003-524-23	003-544-02	003-522-25	003-524-11	003-524-09
004-091-84	003-542-02	004-091-31	004-091-09	003-551-27	003-522-35
003-526-02	005-021-55	003-543-03	003-541-06	003-546-02	003-522-39
003-543-09	003-521-01	003-546-03	003-524-03	003-522-18	005-031-18
003-522-24	003-522-20	004-091-91	003-522-11	003-524-04	005-031-14
004-092-63	003-543-08	003-541-03	004-161-07	004-092-32	005-031-13
004-091-35	003-543-04	003-546-01	003-542-05	004-161-95	005-031-06
003-522-16	003-522-15	003-522-30	003-522-09	004-111-45	005-041-01
003-543-20	004-161-06	003-548-01	003-545-20	005-031-07	005-041-02
003-522-02	003-541-04	003-542-15	004-161-90	005-031-12	005-041-03
003-541-09	003-544-20	003-543-01	003-542-04	004-101-04	005-041-32
004-161-03	003-544-07	003-524-06	003-541-05	003-524-10	005-041-33
004-161-08	003-522-23	004-161-99	003-524-01	004-161-93	005-031-05
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004-091-78	004-161-87	003-522-36	003-551-02	003-541-10	005-041-55
003-521-03	003-541-15	003-541-08	003-551-03	004-121-24	005-041-53
003-551-01	003-524-16	004-091-77	003-545-03	003-523-20	005-041-31
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Storey County APNs					
005-021-46	005-121-04				
005-021-47	004-111-44				
005-021-48	004-161-14				
005-021-49	004-161-15				
005-021-38	004-093-36				
005-021-39	004-161-21				
005-021-42	004-111-39				
005-021-40	004-161-23				
005-021-37	004-161-22				
005-021-36	004-101-12				
005-021-35	004-161-24				
005-021-41	005-031-17				
005-021-15	004-162-06				
005-021-16	004-162-05				
005-021-10	004-162-03				
005-021-11	004-162-04				
005-021-17	004-154-30				
005-021-12	004-154-25				
005-021-18	005-021-61				
005-021-13	004-093-31				
005-021-29	004-093-33				
005-021-22	004-093-34				
005-021-21	004-093-32				
005-021-20	004-091-54				
005-021-19	005-031-19				
005-021-32	005-021-66				
005-021-33	005-041-85				
005-021-57	005-041-87				
005-021-58	004-093-39				
005-021-08	004-093-40				
005-021-09	005-021-63				
005-021-06	005-021-62				
005-021-07	004-041-88				
005-021-05	005-021-64				
005-021-04	005-021-68				
005-021-34	004-121-41				
005-021-03	004-121-39				
005-021-59	004-121-40				
005-021-01	005-021-69				
005-121-02	005-021-70				
005-121-01					
005-121-03					
004-093-30					

APPENDIX B
NNHP Data Request Response

NEVADA
DIVISION OF
NATURAL HERITAGE

STATE OF NEVADA
Department of Conservation & Natural Resources
Joe Lombardo, *Governor*
James A. Settelmeyer, *Director*
Jamey McClinton, *Administrator*

25 September 2024

Leslie Burnside
Wood Rogers, Inc.
1361 Corporate Blvd.
Reno, NV 89502

RE: Data request received 23 September 2024

Dear Ms. Burnside:

Please find a shapefile set containing the recorded endangered, threatened, candidate, and At-Risk plant and animal elements (taxa) recorded for La Posada Extension Project area (assumed to be extant, unless mentioned otherwise) in your project zone. This data set is packaged in GIS ArcGIS PRO Format (projected, UTM Zone 11, NAD 1983). The files contain a data set which represents the recorded element source feature occurrence records within Nevada and their associated attributes. Please refer to the Biotics Metadata (in the xml files included) for explanations and interpretations of each data set along with its respective attributes.

The file set with the "DS" in the file name contains Data Sensitive record occurrences with general locational data in the form of 10 km tessellation cells. This represents Data Sensitive occurrences, for which precise locations are considered sensitive. Precise data may be supplied upon request if sufficient need can be demonstrated, and confidentiality can be guaranteed.

The Nevada Department of Wildlife (NDOW) manages, protects, and restores Nevada's wildlife resources and associated habitat. Please contact NDOW at (775) 688-1500, or NDOWdata@ndow.org to obtain further information regarding wildlife resources within and near your area of interest. Removal or destruction of state protected flora species (NAC 527.010) requires a special permit from Nevada Division of Forestry (NRS 527.270).

Please note that your use of these data is contingent upon your acknowledgment of the enclosed DATA LIMITATIONS AND RESTRICTIONS (revised 20 August 2020). Please recognize we furnish data with the understanding that these data are privileged and are not to be provided to a third party without our consent. Products derived from our data should cite the Nevada Division of Natural Heritage as a source, along with the month and year in which we provided the data.

Many of our documents, including species lists and keys to our symbols, can be found on our website http://heritage.nv.gov. Please visit our website to learn more about our program and the sensitive species of Nevada.

Sincerely,

Eric S. Miskow
Aquatic Biologist/Data Manager

APPENDIX C
NDOW Standard Data

JOE LOMBARDO
Governor

STATE OF NEVADA
DEPARTMENT OF WILDLIFE
6980 Sierra Center Parkway, Suite 120
Reno, Nevada 89511
Phone (775) 688-1500 • Fax (775) 688-1595

ALAN JENNE
Director
JORDAN GOSHERT
Deputy Director
CALEB MCADOO
Deputy Director
MIKE SCOTT
Deputy Director

October 09, 2024

Katharine Moses
Environmental Planner
Wood Rodgers
1361 Corporate Blvd
Reno, Nevada 89502

Re: La Posada Drive Project Standard Data Request

Dear Katharine Moses,

We are responding to your request for information from the Nevada Department of Wildlife (NDOW) on the known or potential occurrence of wildlife resources in the vicinity of the La Posada Drive Project located in Washoe, and Storey Counties. In order to fulfill your request, NDOW queried the best available data from NDOW's wildlife occurrences, raptor nest sites and ranges, greater sage-grouse leks and habitat, and big game distributions databases. These data should be considered sensitive and may contain information regarding the location of sensitive wildlife species or resources. All appropriate measures should be taken to ensure that the use of this data is strictly limited to serve the needs of the project described on your GIS Data Request Form. Abuse of this information has the potential to adversely affect the existing ecological status of Nevada's wildlife resources and could be cause for the denial of future data requests.

Wildlife resource data were queried from NDOW databases based on the project area you provided on September 19, 2024. The results of this analysis are summarized below. Please note that the absence of recorded or observed wildlife resource data should not be interpreted to mean the wildlife resource is does not occur within the area of interest.

Big Game – Occupied mule deer, pronghorn antelope, and bighorn sheep distributions exist within the project area. Please refer to the attached maps for details regarding big game distributions relative to the proposed project area.

Greater Sage-Grouse – Greater sage-grouse habitat within the project area has been classified as other, general, and priority habitat by the Nevada Sagebrush Ecosystem Program (https://sagebrusheco.nv.gov/). As stipulated by Nevada State Regulation NAC 232.400 – 232.480, direct and indirect impacts to greater sage-grouse habitat must be mitigated using the Nevada Conservation Credit System. Please start this process by visiting sagebrusheco.nv.gov to contact the NV Sagebrush Ecosystem Technical Team. There are no recorded tracking locations generated by radio-marked birds within the project area. There are no recorded sage-grouse leks within the project area.

Raptors – Various species of raptors, which use diverse habitat types, may reside in the vicinity of the project area. American kestrel, Cooper's hawk, Swainson's hawk, bald eagle, barn owl,

burrowing owl, ferruginous hawk, flammulated owl, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, northern harrier, northern saw whet owl, osprey, peregrine falcon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, short-eared owl, turkey vulture, and western screech owl have distribution ranges that include the project area.

The following raptor species have been directly observed within the project area.

Raptor Species Common Name		
American kestrel	Barn owl	Osprey
Bald eagle	Golden eagle	Peregrine falcon

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, California spotted owl, ferruginous hawk, flammulated owl, golden eagle, northern goshawk, peregrine falcon, prairie falcon, and short-eared owl are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan. Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010).

We have queried our raptor nest database to include raptor nest sites within ten miles of the proposed project area. There is 1 known raptor nest within the project area.

Type	**Probable Origin**	**Occupied Species**	**Township, Range, and Section**	**Last Visit**	**Status**
stick nest	eagle/buteo		21 0200N 0220E 023	2014	Unoccupied

Other Wildlife Resources – There are 2 big game water developments within the project area. There are 5 small game water developments within the project area. Lahontan cutthroat trout (LCT) wastershed(s) are present within the project area.

The following wildlife species have been observed directly within the project area.

The proposed project area may also be in the vicinity of abandoned mine workings, which often provide habitat for state and federally protected wildlife, especially bat species, many of which are protected under NAC 503.030. To request data regarding known abandoned mine workings in the vicinity of the project area please contact the Nevada Division of Minerals (http://minerals.state.nv.us/).

The information provided is based on data stored at our Reno Headquarters Office and does not necessarily incorporate the most up to date wildlife resource information collected in the field. Please contact the Habitat Division Supervising Biologist at our regional offices to discuss the current environmental conditions for your project area and the interpretation of our analysis. Furthermore, it should be noted that the information detailed above is preliminary in nature and not necessarily an identification of every wildlife resource concern associated with the proposed project. Consultation with the Supervising Habitat biologist will facilitate the development of

appropriate survey protocols and avoidance or mitigation measures that may be required to address potential impacts to wildlife resources.

Federally listed Threatened and Endangered species are also under the jurisdiction of the United States Fish and Wildlife Service. Please contact them for more information regarding these species.

If you have any questions regarding the results or methodology of this analysis, please do not hesitate to contact us as (775) 688-1500 or via email at NDOWdata@ndow.org.

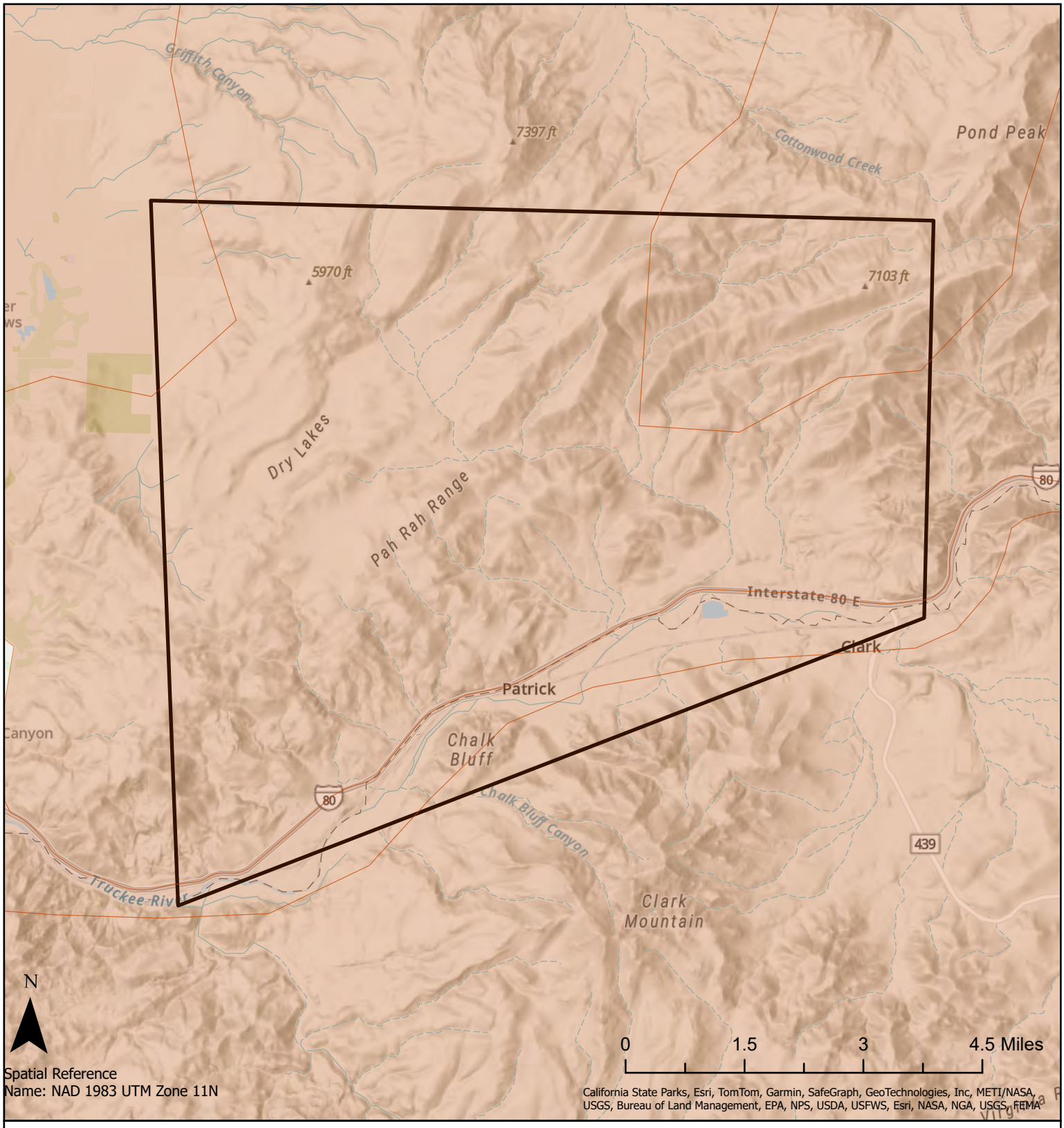
Appendix A: Other Wildlife Sightings Table

Common Name	ESA	State	SWAP SoCP
American kestrel		Protected	
American robin		Protected	
Audubon's warbler		Protected	
Bald eagle		Endangered	Yes
Barn owl		Protected	
Barn swallow		Protected	
Belted kingfisher		Protected	
Bewick's wren		Protected	
Black-headed grosbeak		Protected	
Black-throated gray warbler		Protected	
Black-throated sparrow		Protected	
Bluegill		Game	
Bohemian waxwing		Protected	
Brewer's blackbird		Protected	
Brewer's sparrow		Sensitive	Yes
Brown bullhead		Game	
Brown creeper		Protected	
Brown trout		Game	
Brown-headed cowbird		Protected	
Bullfrog			
Bullock's oriole		Protected	
Bushtit		Protected	
California ground squirrel			
California toad			Yes
Calliope hummingbird		Protected	
Canada goose		Game	
Canyon wren		Protected	
Channel catfish		Game	
Chipping sparrow		Protected	
Common carp			
Common kingsnake			
Common yellowthroat		Protected	
Cutbow trout		Game	
Downy woodpecker		Protected	
Dusky flycatcher		Protected	

European starling		Unprotected	
Fathead minnow			
Golden eagle		Protected	Yes
Golden-crowned kinglet		Protected	
Great Basin collared lizard			Yes
Great Basin collared lizard			
Great Basin fence lizard			
Great Basin gophersnake			
Great Basin spadefoot			Yes
Great Basin whiptail			
Green sunfish		Game	
Green-tailed towhee		Protected	
Hermit thrush		Protected	
House finch		Protected	
House sparrow		Unprotected	
House wren		Protected	
Killdeer		Protected	
Lahontan cutthroat trout	LT	Game	Yes
Lahontan redside			
Largemouth bass		Game	
Lazuli bunting		Protected	
Lesser goldfinch		Protected	
Lincoln's sparrow		Protected	
Loggerhead shrike		Sensitive	Yes
Long-nosed leopard lizard			Yes
MacGillivray's warbler		Protected	
Mountain lion		Game	
Mountain sucker			
Mountain whitefish		Game	Yes
Mourning dove		Game	
Mule deer		Game	Yes
Nashville warbler		Protected	
Northern alligator lizard			
Northern flicker		Protected	

Northern leopard frog		Protected	Yes
Northern rough-winged swallow		Protected	
Orange-crowned warbler		Protected	
Oregon junco		Protected	
Osprey		Protected	
Ovenbird		Protected	
Pacific chorus frog			
Pacific-slope flycatcher		Protected	
Peregrine falcon		Endangered	Yes
Rainbow trout		Game	
Red-breasted nuthatch		Protected	
Red-winged blackbird		Protected	
Redside shiner			
Rock wren		Protected	
Ruby-crowned kinglet		Protected	
Rufous hummingbird		Protected	Yes
Sacramento perch		Game	
Shasta alligator lizard		Protected	Yes
Smallmouth bass		Game	
Song sparrow		Protected	
Southwestern willow flycatcher	LE	Endangered	Yes
Speckled dace			
Spotted sandpiper		Game	
Spotted towhee		Protected	
Sucker (unknown)			
Sunfish (unknown)			
Tahoe sucker			
Terrestrial gartersnake			
Townsend's warbler		Protected	
Variable groundsnake			
Virginia's warbler		Protected	Yes
Walleye		Game	
Warbling vireo		Protected	

Western kingbird		Protected	
Western meadowlark		Protected	
Western mosquitofish			
Western pond turtle			Yes
Western rattlesnake			
Western tanager		Protected	
Western wood-pewee			
White bass		Game	
White-crowned sparrow		Protected	
Wilson's warbler		Protected	
Yellow warbler		Protected	
Yellow-backed spiny lizard			
Yellow-breasted chat		Protected	
Yellow-rumped warbler		Protected	



Legend

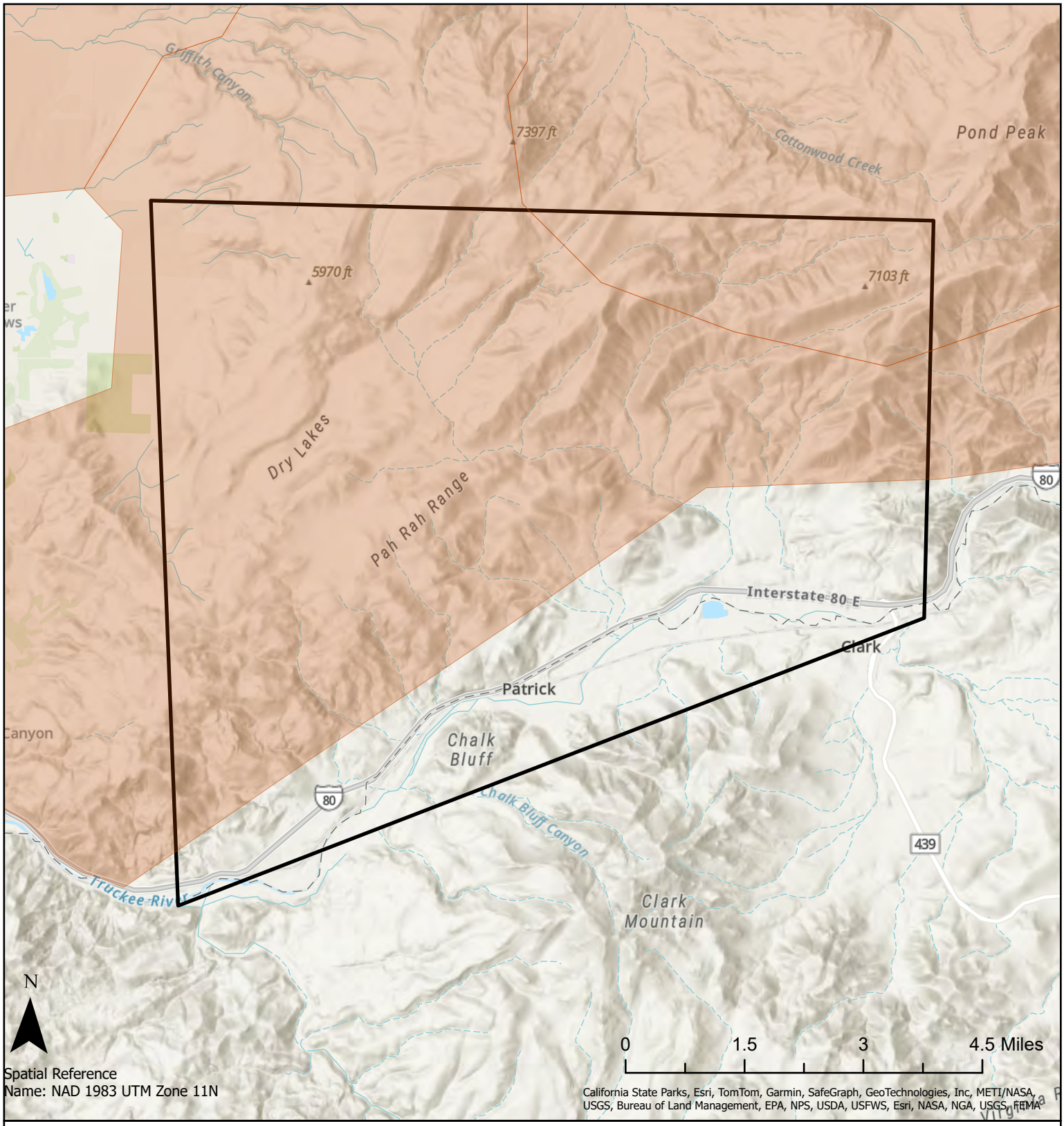
- Mule Deer Distribution
- Project Area

Mule Deer Distribution near the La Posada Drive Project

October 09, 2024

NEVADA DEPARTMENT OF WILDLIFE

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.



Legend

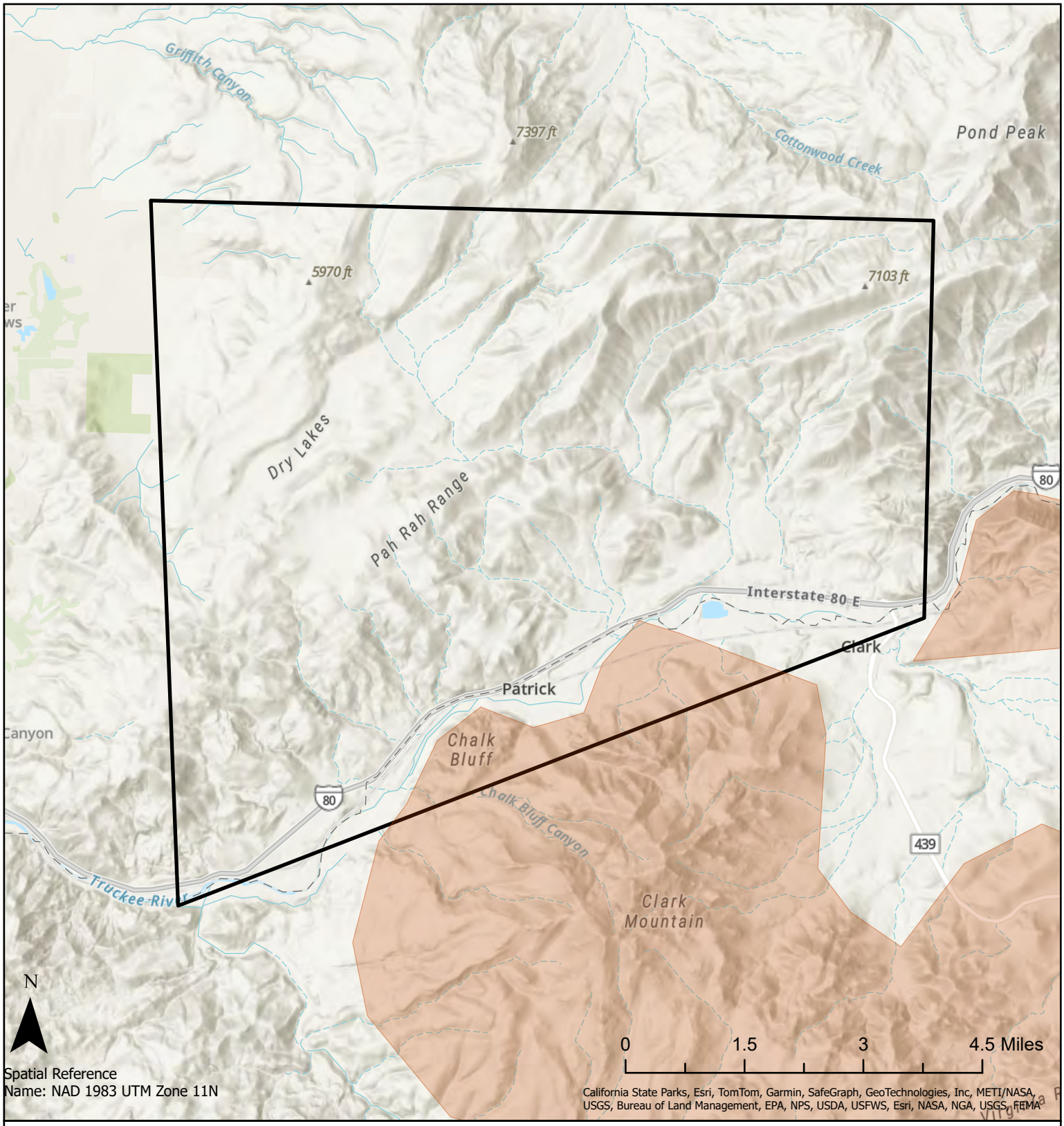
- Pronghorn Antelope Distribution
- Project Area

Pronghorn Antelope Distribution near the La Posada Drive Project

October 09, 2024

NEVADA DEPARTMENT OF WILDLIFE

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.



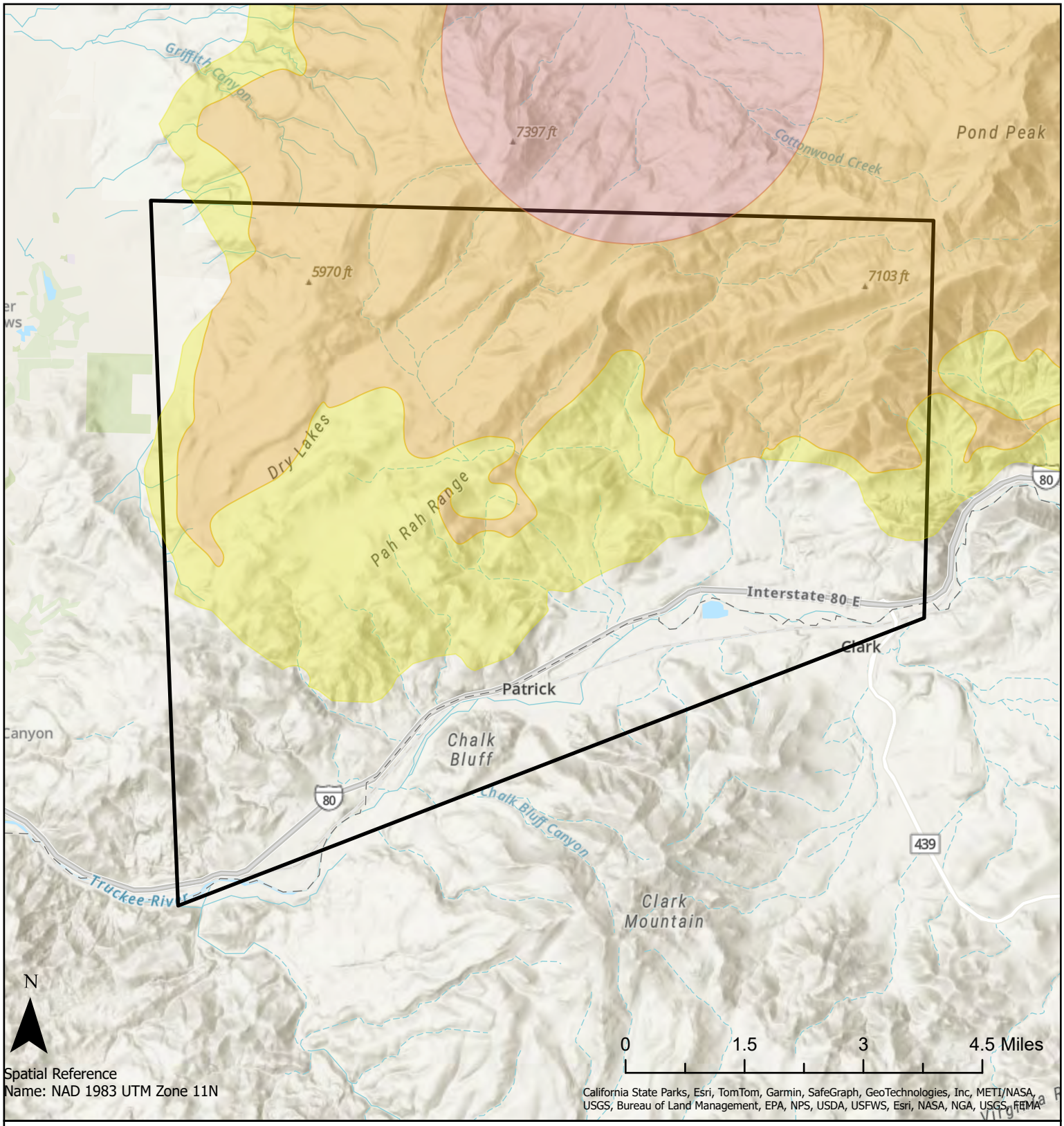
Legend

- Bighorn Sheep Distribution
- Project Area

Bighorn Sheep Distribution near the La Posada Drive Project

October 09, 2024

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.



Legend

- Priority Habitat
- General Habitat
- Other Habitat
- Bi-State Habitat
- Project Area

Greater Sage-Grouse Habitat near the La Posada Drive Project

October 09, 2024

NEVADA DEPARTMENT OF WILDLIFE

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.

APPENDIX D

USFWS List of Threatened, Endangered, Proposed, and Candidate Species

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Reno Fish And Wildlife Office
1340 Financial Boulevard, Suite 234
Reno, NV 89502-7147
Phone: (775) 861-6300 Fax: (775) 861-6301

In Reply Refer To: 01/22/2025 19:16:26 UTC
Project Code: 2025-0045671
Project Name: La Posada Expansion

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service (fws.gov).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Reno Fish And Wildlife Office
1340 Financial Boulevard, Suite 234
Reno, NV 89502-7147
(775) 861-6300

PROJECT SUMMARY

Project Code: 2025-0045671
Project Name: La Posada Expansion
Project Type: Road/Hwy - New Construction
Project Description: La Posada Expansion
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.57229195,-119.56816788600662,14z



Counties: Storey and Washoe counties, Nevada

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
California Condor *Gymnogyps californianus* Population: Pacific Northwest NEP No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8193	Experimental Population, Non-Essential

REPTILES

NAME	STATUS
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

FISHES

NAME	STATUS
Cui-ui *Chasmistes cujus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/456	Endangered
Lahontan Cutthroat Trout *Oncorhynchus clarkii henshawi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3964	Threatened

INSECTS

NAME	STATUS
Carson Wandering Skipper *Pseudocopaeodes eunus obscurus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/674	Endangered
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information

on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

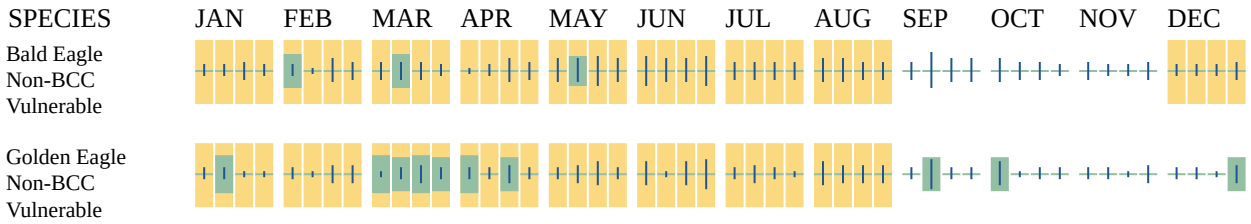
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Avocet *Recurvirostra americana* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11927	Breeds Apr 21 to Aug 10

NAME	BREEDING SEASON
American White Pelican *pelecanus erythrorhynchos* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
California Gull *Larus californicus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10955	Breeds Mar 1 to Jul 31
Cassin's Finch *Haemorhous cassinii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Clark's Grebe *Aechmophorus clarkii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10575	Breeds Jun 1 to Aug 31
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Forster's Tern *Sterna forsteri* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11953	Breeds Mar 1 to Aug 15
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lewis's Woodpecker *Melanerpes lewis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Northern Harrier *Circus hudsonius* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15

NAME	BREEDING SEASON
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pinyon Jay *Gymnorhinus cyanocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9420	Breeds Feb 15 to Jul 15
Rufous Hummingbird *Selasphorus rufus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Sage Thrasher *Oreoscoptes montanus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433	Breeds Apr 15 to Aug 10
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10669	Breeds Apr 20 to Aug 5

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

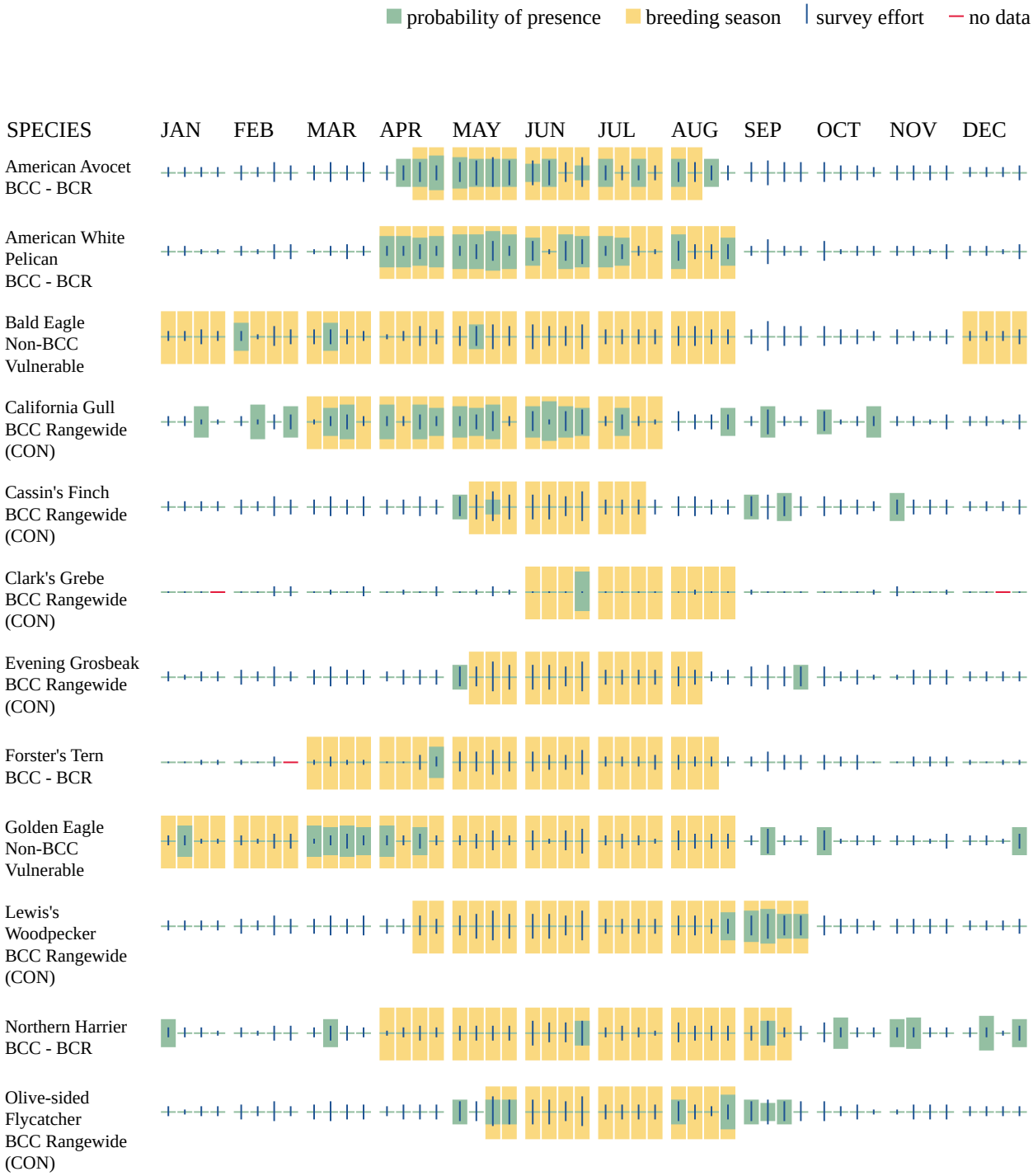
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

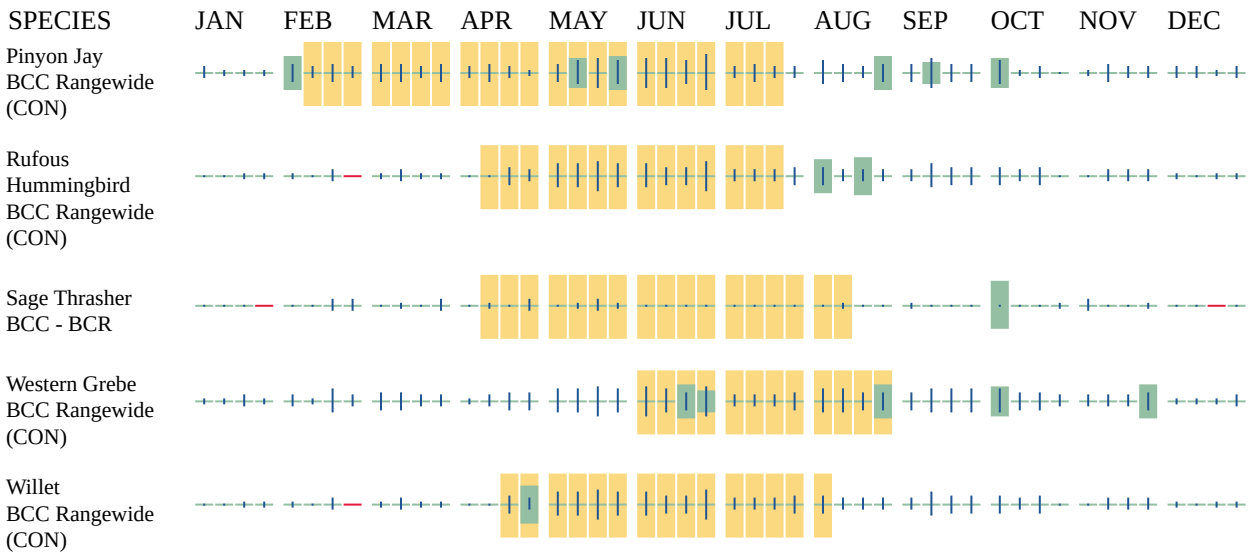
Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER POND

- PUSC
- PUSJ
- PUBFx
- PUBHx
- PUBF

- PUBFh
- PUBH

RIVERINE

- R4SBJ
- R4SBC
- R3UBF
- R4SBAx
- R4SBJx
- R4SBA
- R3UBH
- R3USC

LAKE

- L1UBHx
- L1UBHh
- L1UBH

FRESHWATER EMERGENT WETLAND

- PEM1C
- PEM1A
- PEM1/SS1C
- PEM1/SS1A

FRESHWATER FORESTED/SHRUB WETLAND

- PSS1C
- PSS1/USC
- PFO1A
- PSS1/EM1A
- PFO1C
- PSS1A
- PSS1Ax
- PFO1/SS1A

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Katharine Moses
Address: 1361 Corporate Blvd
City: Reno
State: NV
Zip: 89502
Email kjmoses@woodrodgers.com
Phone: 7753931278

APPENDIX E

Land Survey Records and Master Title Plats

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Admin State: NV
Geo State: NV

Serial Number: NVNV105435959
Legacy Serial Number: NVN 043732
Link to SRP: CR SRP Fluids
Total Acres: 2,342.53
BLM Product Name: GEOTHERMAL NONCOMPETITIVE LEASE PRE 2005
Case Disposition: CLOSED
Disposition Date: 8/14/1986

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	W2,N2NE,NESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105438059
Legacy Serial Number: NVN 043731
Link to SRP: CR SRP Fluids
Total Acres: 2,400
BLM Product Name: GEOTHERMAL NONCOMPETITIVE LEASE PRE 2005
Case Disposition: CLOSED
Disposition Date: 1/1/1995

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0220E	014	ALIQUOT	ALL	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0220E	016	ALIQUOT	ALL	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	ALL	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0220E	026	ALIQUOT	N2,N2S2	

Admin State: NV
Geo State: NV

Serial Number: NVNV105585555
Legacy Serial Number: NVN 043882
Link to SRP: CR SRP Fluids
Total Acres: 1,922
BLM Product Name: GEOTHERMAL NONCOMPETITIVE LEASE PRE 2005
Case Disposition: CLOSED
Disposition Date: 1/1/1995

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	ALL	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0210E	026	ALIQUOT	ALL	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	E2,E2W2	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	LESSEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	1-4	

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Admin State: NV
Geo State: NV

Serial Number: NVNV105640641
Legacy Serial Number: NVN 043730
Link to SRP: CR SRP Fluids
Total Acres: 2,318.66
BLM Product Name: GEOTHERMAL NONCOMPETITIVE LEASE PRE 2005
Case Disposition: CLOSED
Disposition Date: 5/21/1987

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	N2,N2SW,NWSE	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	036	LOT	1,4,5	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	ALL	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	028	ALIQUOT	N2,N2S2	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	030	ALIQUOT	E2W2,E2	
UNION OIL CO	BOX 7600	LOS ANGELES	CA	90017	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	030	LOT	3-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV105842628
Legacy Serial Number: NVN 099667
Link to SRP: CR SRP All Other Products
Total Acres: 0.66
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 1/24/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
ARCH INSURANCE COMPANY	HARBORSIDE 3 210 HUDSON ST STE 300	JERSEY CITY	NJ	07311-1107		0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESE	
ARCH INSURANCE COMPANY	HARBORSIDE 3 210 HUDSON ST STE 300	JERSEY CITY	NJ	07311-1107		0.000	MOUNT DIABLO	21 0190N 0210E	011	ALIQUOT	SW	
NEVADA BELL TELEPHONE COMPANY DBA AT&T NEVADA	ATTN: R/W DEPARTMENT PO BOX 11010	RENO	NV	89520-0005	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESE	
NEVADA BELL TELEPHONE COMPANY DBA AT&T NEVADA	ATTN: R/W DEPARTMENT PO BOX 11010	RENO	NV	89520-0005	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	011	ALIQUOT	SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105844733
Legacy Serial Number: NVN 099862
Link to SRP: CR SRP All Other Products
Total Acres: 500
BLM Product POWER

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Name: TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING **Disposition Date:** 7/22/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA POWER CO (NV ENERGY)	PO BOX 98910	LAS VEGAS	NV	89151-0001	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0220E	025	ALIQUOT	SESE	
NEVADA POWER CO (NV ENERGY)	PO BOX 98910	LAS VEGAS	NV	89151-0001	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0220E	036	ALIQUOT	NENE,NWNE,SWNE,SENE,SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105844735 **Legacy Serial Number:** NVN 099863 **Link to SRP:** CR SRP All Other Products
Total Acres: 9,562
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 10/24/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA POWER CO (NV ENERGY)	PO BOX 98910	LAS VEGAS	NV	89151-0001	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0220E	036	ALIQUOT	N2NE,SWNE,SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105845664 **Legacy Serial Number:** NVN 099937 **Link to SRP:** CR SRP All Other Products
Total Acres: 7.039
BLM Product Name: PIPELINE-OTHER
Case Disposition: AUTHORIZED **Disposition Date:** 11/5/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	E2	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,NENW	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NENE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NWNE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NWSE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	SESE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	SWNE	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	SWSE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV105846904
Legacy Serial Number: NVN 100071
Link to SRP: CR SRP All Other Products
Total Acres: 3
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 8/10/2022

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
LOCKWOOD INV CO LTD	8555 DOUBLE R BLVD STE 108	RENO	NV	89511-2271	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105848003
Legacy Serial Number: NVN 09986201
Link to SRP: CR SRP All Other Products
Total Acres: 500
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING
Disposition Date: 7/22/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA POWER CO (NV ENERGY)	PO BOX 98910	LAS VEGAS	NV	89151-0001	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0220E	025	ALIQUOT	SESE	
NEVADA POWER CO (NV ENERGY)	PO BOX 98910	LAS VEGAS	NV	89151-0001	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0220E	036	ALIQUOT	NENE,NWNE,SWNE,SENE,SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105848004
Legacy Serial Number: NVN 09986301
Link to SRP: CR SRP All Other Products
Total Acres: 25,004.7
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Case Disposition: MANAGEMENT ACT AUTHORIZED **Disposition Date:** 10/24/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA POWER CO (NV ENERGY)	PO BOX 98910	LAS VEGAS	NV	89151-0001	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0220E	036	ALIQUOT	N2NE,SWNE,SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105853367 **Legacy Serial Number:** NVN 100533 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.07
BLM Product Name: COMMUNICATION SITE FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING **Disposition Date:** 6/23/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
WASHOE COUNTY (NEVADA)	1001 EAST 9TH STREET	RENO	NV	89512	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	019	ALIQUOT	NWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105853896 **Legacy Serial Number:** NVN 100624 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.37
BLM Product Name: SURFACE MANAGEMENT-NOTICE
Case Disposition: AUTHORIZED **Disposition Date:** 9/10/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
AMERICAN PACIFIC MINING (US) INC	2785 JENNINGS WAY	ELKO	NV	89801-4716	CLAIMANT	100.000	MOUNT DIABLO	21 0190N 0220E	025	ALIQUOT	S2NW,N2SW	
AMERICAN PACIFIC MINING (US) INC	2785 JENNINGS WAY	ELKO	NV	89801-4716	CLAIMANT	100.000	MOUNT DIABLO	21 0190N 0220E	026	ALIQUOT	NE,N2SE	
AMERICAN PACIFIC MINING (US) INC	2785 JENNINGS WAY	ELKO	NV	89801-4716	CLAIMANT	100.000	MOUNT DIABLO	21 0190N 0220E	036	ALIQUOT	N2	
AMERICAN PACIFIC MINING (US) INC	2785 JENNINGS WAY	ELKO	NV	89801-4716	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0220E	025	ALIQUOT	S2NW,N2SW	
AMERICAN PACIFIC MINING (US) INC	2785 JENNINGS WAY	ELKO	NV	89801-4716	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0220E	026	ALIQUOT	NE,N2SE	
AMERICAN PACIFIC MINING (US) INC	2785 JENNINGS WAY	ELKO	NV	89801-4716	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0220E	036	ALIQUOT	N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV1058565 **Legacy Serial Number:** NVN 100968 **Link to SRP:** CR SRP All Other Products

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Total Acres: 45
BLM Product Name: 396 TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT AUTHORIZED
Case Disposition:
Disposition Date: 3/22/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,N2SE,SWSE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	NENE,S2NE,SENW, N2SW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2NE,N2NW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	027	ALIQUOT	N2NW,SWNW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	SENE,NESW,S2SW, N2SE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	029	ALIQUOT	SESE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	031	ALIQUOT	N2NE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	031	LOT	1	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2NE,N2NW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,S2SE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	N2NE,NENW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	LOT	1	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,NESW, N2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105861016
Legacy Serial Number: NVN 101315
Link to SRP: CR SRP All Other Products
Total Acres: 192.9
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 1/10/2025

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2SW,SWSW,N2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NW,SWNW	

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DEPARTMENT OF THE INTERIOR
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Public Geographic Report with Customer

Admin State: NV
Geo State: NV

Serial Number: NVNV105861707
Legacy Serial Number: NVN 101392
Link to SRP: CR SRP All Other Products
Total Acres: 192.9
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING
Disposition Date:

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	006	LOT	1-3	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	N2NW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	S2NE,SENW,N2SW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2SW,SWSW,N2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NW,SWNW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	030	MNR	W2SWSE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105862567
Legacy Serial Number: NVN 10084901
Link to SRP: CR SRP All Other Products
Total Acres: 111
BLM Product Name: OTHER FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 2/13/2023

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV POWER C/O SIERRA PACIFIC	PO BOX 10100	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0220E	025	ALIQUOT	SENW,NESW	
NV POWER C/O SIERRA PACIFIC	PO BOX 10100	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0220E	036	ALIQUOT	NENW,SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105863859
Legacy Serial Number: NVN 094483
Link to SRP: CR SRP All Other Products
Total Acres: 0.01
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY

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DEPARTMENT OF THE INTERIOR
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CASE RECORDATION
Public Geographic Report with Customer

AND MANAGEMENT ACT

Case Disposition: PENDING **Disposition Date:** 12/9/2015

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE MEADOWS WATER RECLAMATION FACILITY	8500 CLEAN WATER WAY	RENO	NV	89502-9574	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	019	ALIQUOT	N2NE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105869854 **Legacy Serial Number:** NVN 078423 **Link to SRP:** CR SRP All Other Products

Total Acres: 3.67
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT

Case Disposition: AUTHORIZED **Disposition Date:** 7/26/2004

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
LOCKWOOD INV CO LTD	8555 DOUBLE R BLVD STE 108	RENO	NV	89511-2271	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2N2	
LOCKWOOD INV CO LTD	8555 DOUBLE R STE 108	RENO	NV	89511	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV105874000 **Legacy Serial Number:** NVN 078915 **Link to SRP:** CR SRP All Other Products

Total Acres: 449.28
BLM Product Name: FREE USE PERMIT - GOVERNMENT SUBDIVISION -ALL

Case Disposition: CLOSED **Disposition Date:** 7/1/2004

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SPARKS, CITY OF (NEVADA)	BOX 857	SPARKS	NV	89432-0857	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,SWNE,W2SE,SESE	
SPARKS, CITY OF (NEVADA)	BOX 857	SPARKS	NV	89432-0857	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV105876101 **Legacy Serial Number:** NVN 087931 **Link to SRP:** CR SRP All Other Products

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Total Acres: 5
BLM Product Name: CONTEST - REIMBURSABLE
Case Disposition: CLOSED **Disposition Date:** 10/5/2022

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
WESTERN NEVADA MATERIAL LLC	50 FREEPORT BLVD STE 11	SPARKS	NV	89431	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	022	FREE FORM	S2;	

Admin State: NV
Geo State: NV

Serial Number: NVNV105879050 **Legacy Serial Number:** NVN 094326 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.74
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 11/16/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	W2SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105885014 **Legacy Serial Number:** NVN 094349 **Link to SRP:** CR SRP All Other Products
Total Acres: 3.44
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 3/22/2016

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SCANNELL PROP #294, LLC	8801 RIVER CROSSING BLVD	INDIANAPOLIS	IN	46240	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	SESWSWSW, SESWSW, SWSWSESW	
SCANNELL PROP #294, LLC	8801 RIVER CROSSING BLVD	INDIANAPOLIS	IN	46240	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	6,7,3,5	
SCANNELL PROPERTIES 294 LLC	8801 RIVER CROSSING STE 300	INDIANAPOLIS	IN	46240	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	SESWSWSW, SESWSW, SWSWSESW	
SCANNELL PROPERTIES 294 LLC	8801 RIVER CROSSING STE 300	INDIANAPOLIS	IN	46240	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	6,7,3,5	

Admin State: NV

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DEPARTMENT OF THE INTERIOR
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CASE RECORDATION
Public Geographic Report with Customer

Geo State: NV

Serial Number: NVNV105886361
Legacy Serial Number: NVN 087299
Link to SRP: CR SRP All Other Products
Total Acres: 2.89
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 1/13/2010

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
MUSTANG ASSETS COMPANY LLC	1050 SOUTH 21ST STREET	SPARKS	NV	89431	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2NW,NWNW,NESW	
SIERRA NEVADA CONSTRUCTION INC	PO BOX 50760	SPARKS	NV	89435-0760	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2NW,NWNW,NESW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105886434
Legacy Serial Number: NVN 087358
Link to SRP: CR SRP All Other Products
Total Acres: 1
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: INTERIM
Disposition Date: 9/1/2009

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	013	ENTIRE SECTION	ENTIRE SECTION	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	014	ENTIRE SECTION	ENTIRE SECTION	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	018	ENTIRE SECTION	ENTIRE SECTION	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	019	ENTIRE SECTION	ENTIRE SECTION	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	020	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV105887019
Legacy Serial Number: NVN 087359
Link to SRP: CR SRP All Other Products
Total Acres: 49.46
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMEN

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CASE RECORDATION
Public Geographic Report with Customer

Case Disposition: T ACT AUTHORIZED **Disposition Date:** 10/6/2010

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CHARTER COMMUNICATION, LLC	9335 PROTOTYPE DRIVE	RENO	NV	89521	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,N2SW, E2NESWSW	
CHARTER COMMUNICATION, LLC	9335 PROTOTYPE DRIVE	RENO	NV	89521	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	SENW	
CHARTER COMMUNICATION, LLC	9335 PROTOTYPE DRIVE	RENO	NV	89521	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	E2SE	
CHARTER COMMUNICATION, LLC	9335 PROTOTYPE DRIVE	RENO	NV	89521	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	S2N2,NWSW	
CHARTER COMMUNICATION, LLC	9335 PROTOTYPE DRIVE	RENO	NV	89521	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,NW	
CHARTER COMMUNICATIONS	9335 PROTOTYPE DR	RENO	NV	89521	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,N2SW, E2NESWSW	
CHARTER COMMUNICATIONS	9335 PROTOTYPE DR	RENO	NV	89521	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	SENW	
CHARTER COMMUNICATIONS	9335 PROTOTYPE DR	RENO	NV	89521	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	E2SE	
CHARTER COMMUNICATIONS	9335 PROTOTYPE DR	RENO	NV	89521	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	S2N2,NWSW	
CHARTER COMMUNICATIONS	9335 PROTOTYPE DR	RENO	NV	89521	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105888229 **Legacy Serial Number:** NVN 085174 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.52
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 8/18/2009

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE MEADOWS WATER AUTH	PO BOX 30013	RENO	NV	89520-3013	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105891184 **Legacy Serial Number:** NVN 093354 **Link to SRP:** CR SRP All Other Products
Total Acres: 250
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case AUTHORIZED **Disposition Date:** 11/5/2014

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Disposition:

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV DIVISION OF STATE LANDS	901 S STEWART ST	CARSON CITY	NV	89701	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	FREE FORM	WITHIN M&B;	
NV DIVISION OF STATE LANDS	901 S STEWART ST	CARSON CITY	NV	89701	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	011	FREE FORM	WITHIN M&B;	
NV DIVISION OF STATE LANDS	901 S STEWART ST	CARSON CITY	NV	89701	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	015	FREE FORM	WITHIN M&B;	

Admin State: NV
Geo State: NV

Serial Number: NVNV105895758
Legacy Serial Number: NVN 026471
Link to SRP: CR SRP All Other Products
Total Acres: 2.32
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 12/5/1997

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
WASHOE COUNTY (NEVADA)	PO BOX 11130	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	006	ALIQUOT	S2NE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105896043
Legacy Serial Number: NVCC 0025152
Link to SRP: CR SRP All Other Products
Total Acres: 192.9
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 9/27/2022

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	006	LOT	1-3	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	N2NW	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	S2NE,SENW,N2SW	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2SW,SWSW,N2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NW,SWNW	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0220E	030	MNR	W2SWSE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	006	LOT	1-3	
SIERRA PACIFIC	PO BOX 10100 R/W	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	N2NW	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
POWER CO	S4B20											
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	S2NE,SENW,N2SW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2SW,SWSW,N2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NW,SWNW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	030	MNR	W2SWSE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105906498
Legacy Serial Number: NVN 089360
Link to SRP: CR SRP All Other Products
Total Acres: 6.78
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT AUTHORIZED
Case Disposition:
Disposition Date: 6/24/2011

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NWNE	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	RSDL	NENE,NENE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105907260
Legacy Serial Number: NVN 05531501
Link to SRP: CR SRP All Other Products
Total Acres: 0.46
BLM Product Name: OIL AND GAS TEMPORARY USE PERMITS
Case Disposition: CLOSED
Disposition Date: 1/5/2022

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	NWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105910541
Legacy Serial Number: NVN 094856
Link to SRP: CR SRP All Other Products
Total Acres: 160
BLM Product MINERAL

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
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Public Geographic Report with Customer

Name: MATERIALS NEGOTIATED-ALL
Case Disposition: CLOSED **Disposition Date:** 11/17/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GRANITE CONSTRUCTION CO	1900 GLENDALE AVE	SPARKS	NV	89431-5507	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALLOTMENT	LOTS3&4	
GRANITE CONSTRUCTION CO	1900 GLENDALE AVE	SPARKS	NV	89431-5507	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	RSDL	N2SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105913518 **Legacy Serial Number:** NVN 094837 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.12
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 11/26/2018

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	3,5	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	3,5	

Admin State: NV
Geo State: NV

Serial Number: NVNV105948386 **Legacy Serial Number:** NVN 074195 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.5
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 10/16/2023

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
REFUSE INC	100 VASSAR ST	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105955430 **Legacy Serial Number:** NVN 043688 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.24

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 11/18/1991

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	SWNWSW	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	W2NESWSW, NWSWSW, N2SWSWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105957124 **Legacy Serial Number:** NVN 061498 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.06
BLM Product Name: TEMPORARY USE PERMITS
Case Disposition: CLOSED **Disposition Date:** 5/2/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
ALL LITE AGGREGATE	PO BOX 51990	SPARKS	NV	89435	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105958542 **Legacy Serial Number:** NVN 0046550 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.001
BLM Product Name: FEDERAL AID HIGHWAY (SEC 17)
Case Disposition: AUTHORIZED **Disposition Date:** 10/30/1960

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	E2NE,SENW,SW	
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	026	ALIQUOT	NESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105959314 **Legacy Serial Number:** NVN 045160PT **Link to SRP:** CR SRP All Other Products
Total Acres: 3,089.48
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Case Disposition: LAND POLICY MANAGEMENT ACT CLOSED **Disposition Date:** 7/31/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	OWNER	100.000	MOUNT DIABLO	21 0200N 0210E	015	ALIQUOT	ALL	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	OWNER	100.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	ALL	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	OWNER	100.000	MOUNT DIABLO	21 0200N 0210E	019	ALIQUOT	ALL	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	OWNER	100.000	MOUNT DIABLO	21 0200N 0210E	021	ALIQUOT	ALL	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	OWNER	100.000	MOUNT DIABLO	21 0200N 0210E	029	ALIQUOT	ALL	

Admin State: NV
Geo State: NV

Serial Number: NVNV105959512 **Legacy Serial Number:** NVN 065808 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.46
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 2/25/2000

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	008	MNR	W2NWNW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	008	MNR	W2NWNW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105960289 **Legacy Serial Number:** NVN 049610 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.2
BLM Product Name: COMMUNICATION SITE FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 9/29/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA TELECOM	1155 W 4TH ST #S122	RENO	NV	89503	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	FREE FORM	S2NWNW,N2SWNW;	

Admin State: NV
Geo State: NV

Serial Number: NVNV1059604 **Legacy Serial Number:** NVN 025627 **Link to SRP:** CR SRP All Other Products

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Total Acres: 45 8.75
BLM Product Name: COMMUNICATION SITE FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 4/10/2010

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
AMERICOM LAS VEGAS	961 MATLEY LANE, SUITE 120	RENO	NV	89502	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	NWNW	
AMERICOM LAS VEGAS	961 MATLEY LANE, SUITE 120	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	NWNW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105960871 **Legacy Serial Number:** NVN 0052960 **Link to SRP:** CR SRP All Other Products
Total Acres: 6.79
BLM Product Name: TELEPHONE TELEGRAPH 43USC961
Case Disposition: CLOSED **Disposition Date:** 6/24/2011

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105960925 **Legacy Serial Number:** NVN 024394 **Link to SRP:** CR SRP All Other Products
Total Acres: 1,578.377
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 11/7/2011

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO DBA NV ENERGY	PO BOX 10100, S4B20	RENO	NV	89511	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	014	ALIQUOT	N2SE,SWSE,S2SW	
SIERRA PACIFIC POWER CO DBA NV ENERGY	PO BOX 10100, S4B20	RENO	NV	89511	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	E2NE,SWNE,SENW, NWSE,E2SW,SWSW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	014	ALIQUOT	N2SE,SWSE,S2SW	
SIERRA PACIFIC	PO BOX 10100	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	E2NE,SWNE,SENW,	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
POWER COMPANY	(S4B20)										NWSE,E2SW,SWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105961111 **Legacy Serial Number:** NVN 0050935 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.26
BLM Product Name: OIL AND GAS PIPELINES
Case Disposition: CLOSED **Disposition Date:** 11/20/1976

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SOUTHERN PACIFIC PIPE LINES	610 S MAIN ST	LOS ANGELES	CA	90014	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	018	ALIQUOT	NESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105962335 **Legacy Serial Number:** NVN 062746PT **Link to SRP:** CR SRP All Other Products
Total Acres: 5,188.26
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 10/31/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	001	ALIQUOT	S2N2,S2	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	001	LOT	1-4	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	003	ALIQUOT	S2N2,S2	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	003	LOT	1-4	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	011	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	013	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	015	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	023	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV105962732 **Legacy Serial Number:** NVN 049819 **Link to SRP:** CR SRP All Other Products

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Total Acres: 0.004
BLM Product Name: COMMUNICATION SITE FEDERAL FACILITY
Case Disposition: AUTHORIZED **Disposition Date:** 8/12/1998

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NWS	2350 RAGGIO PKWY	RENO	NV	89510-3900	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	029	ALIQUOT	SWSE	
NWS	2350 RAGGIO PKWY	RENO	NV	89510-3900	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	030	LOT	2	

Admin State: NV
Geo State: NV

Serial Number: NVNV105965039 **Legacy Serial Number:** NVN 074203 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.9
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 4/10/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
MUSTANG ASSETS COMPANY LLC	1050 SOUTH 21ST STREET	SPARKS	NV	89431	ASSIGNEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWNW,SENW	
SIERRA NEVADA CONSTRUCTION INC	PO BOX 50760	SPARKS	NV	89435-0760	ASSIGNOR	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWNW,SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105968236 **Legacy Serial Number:** NVN 050172 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.02
BLM Product Name: FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 9/27/1991

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	021	ALIQUOT	SW	
TRACY CO	290 BALDWIN AVE	SAN MATEO	CA	94401-3915	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0220E	021	ALIQUOT	SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105968243 **Legacy Serial Number:** NVN 062113 **Link to SRP:** CR SRP All Other Products
Total Acres: 7.58

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Public Geographic Report with Customer

BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 1/28/1998

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
REFUSE INC	100 VASSAR ST	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,NESW,S2SW, NWSE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105968378 **Legacy Serial Number:** NVN 063161 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.92
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 3/7/2000

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE MEADOWS WATER AUTH	PO BOX 30013	RENO	NV	89520-3013	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	008	MNR	W2NWNW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105968833 **Legacy Serial Number:** NVN 055296 **Link to SRP:** CR SRP All Other Products
Total Acres: 449.28
BLM Product Name: RECREATION AND PUBLIC PURPOSES
Case Disposition: AUTHORIZED **Disposition Date:** 2/27/2006

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SPARKS, CITY OF (NEVADA)	BOX 857	SPARKS	NV	89432-0857	LESSEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,SWNE,W2SE, SESE	
SPARKS, CITY OF (NEVADA)	BOX 857	SPARKS	NV	89432-0857	LESSEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV105969326 **Legacy Serial Number:** NVN 007639 **Link to SRP:** CR SRP All Other Products
Total Acres: 596.514
BLM Product POWER

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Name: TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 8/23/1976

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO DBA NV ENERGY	PO BOX 10100, S4B20	RENO	NV	89511	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	014	ALIQUOT	S2SW,SE	
SIERRA PACIFIC POWER CO DBA NV ENERGY	PO BOX 10100, S4B20	RENO	NV	89511	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	NENE,S2NE,SENW, N2SW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	014	ALIQUOT	S2SW,SE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	NENE,S2NE,SENW, N2SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105969411 **Legacy Serial Number:** NVN 050844 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.68
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 9/18/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	FREE FORM	W2NESWSW, NWSWSW, N2SWSWSW;	

Admin State: NV
Geo State: NV

Serial Number: NVNV105969634 **Legacy Serial Number:** NVN 057517 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.46
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 9/22/1993

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE MEADOWS WATER AUTH	PO BOX 30013	RENO	NV	89520-3013	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	008	ALIQUOT	NWNW	
TRUCKEE MEADOWS WATER AUTH	PO BOX 30013	RENO	NV	89520-3013	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	020	ALIQUOT	SESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105970507 **Legacy Serial Number:** NVN 061005FD **Link to SRP:** CR SRP All Other Products
Total Acres: 228.26
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 12/5/1997

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
WESTERN RES MGMT INC	502 N DIVISION ST	CARSON CITY	NV	89703	PATENTEE	100.000	MOUNT DIABLO	21 0200N 0210E	006	ALIQUOT	S2NE,N2SE,SESE	
WESTERN RES MGMT INC	502 N DIVISION ST	CARSON CITY	NV	89703	PATENTEE	100.000	MOUNT DIABLO	21 0200N 0210E	006	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV105971051 **Legacy Serial Number:** NVN 042355FD **Link to SRP:** CR SRP All Other Products
Total Acres: 600
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 9/26/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	PATENTEE	100.000	MOUNT DIABLO	21 0200N 0220E	028	ALIQUOT	N2,N2S2	
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	PATENTEE	100.000	MOUNT DIABLO	21 0200N 0220E	030	ALIQUOT	E2SE	
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	PATENTEE	100.000	MOUNT DIABLO	21 0200N 0220E	030	FREE FORM	E2W2SE;	

Admin State: NV
Geo State: NV

Serial Number: NVNV105972103 **Legacy Serial Number:** NVN 0043362 **Link to SRP:** CR SRP All Other Products

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Total Acres: 1.69
BLM Product Name: TELEPHONE TELEGRAPH 43USC961
Case Disposition: AUTHORIZED **Disposition Date:** 1/19/1939

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	018	ALIQUOT	SWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105972173 **Legacy Serial Number:** NVN 052282 **Link to SRP:** CR SRP All Other Products
Total Acres: 10.21
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 1/11/2013

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
DIAMOND K BAR LAND AND CATTLE	37997 MILLWOOD DR	WOODLAKE	CA	93286-9671	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	002	ALIQUOT	SENE	
DIAMOND K BAR LAND AND CATTLE	37997 MILLWOOD DR	WOODLAKE	CA	93286-9671	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	002	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV105972641 **Legacy Serial Number:** NVN 037434 **Link to SRP:** CR SRP All Other Products
Total Acres: 12.12
BLM Product Name: FEDERAL FACILITY
Case Disposition: AUTHORIZED **Disposition Date:** 12/21/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SWNE,N2SE	
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	1,2	
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV105973436 **Legacy Serial Number:** NVN 0056838 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.001
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Case Disposition: AND MANAGEMENT ACT AUTHORIZED **Disposition Date:** 1/24/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	028	ALIQUOT	N2NE,SWNE,W2NW, N2SW,NWSE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105973820 **Legacy Serial Number:** NVN 0061475 **Link to SRP:** CR SRP All Other Products
Total Acres: 28.68
BLM Product Name: POWER TRANSMISSION LINE CLOSED
Case Disposition: **Disposition Date:** 9/8/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	E2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,NENW,W2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105974216 **Legacy Serial Number:** NVN 050843 **Link to SRP:** CR SRP All Other Products
Total Acres: 1.16
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 9/18/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	W2NESWSW, NWSWSW, N2SWSWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV105974411 **Legacy Serial Number:** NVN 029990 **Link to SRP:** CR SRP All Other Products
Total Acres: 1
BLM Product Name: ROADS FEDERAL LAND POLICY

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AND MANAGEMENT ACT

Case Disposition: CLOSED **Disposition Date:** 2/9/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
PATRICK TRACY DEV CO	BOX 3536	RENO	NV	89505	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	006	ALIQUOT	SESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105974795 **Legacy Serial Number:** NVN 0044126 **Link to SRP:** CR SRP All Other Products

Total Acres: 56.61
BLM Product Name: OIL AND GAS PIPELINES
Case Disposition: AUTHORIZED **Disposition Date:** 4/19/1960

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
KINDER MORGAN SFPP LP PTNRSHP	1001 LOUISIANA STREET	HOUSTON	TX	77002	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	LOT	3,4,6	
KINDER MORGAN SFPP LP PTNRSHP	1001 LOUISIANA STREET	HOUSTON	TX	77002	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	1-5	
KINDER MORGAN SFPP LP PTNRSHP	1001 LOUISIANA STREET	HOUSTON	TX	77002	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	SENE	
KINDER MORGAN, INC.	1001 LOUISIANA ST	HOUSTON	TX	77002-5089	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	LOT	3,4,6	
KINDER MORGAN, INC.	1001 LOUISIANA ST	HOUSTON	TX	77002-5089	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	1-5	
KINDER MORGAN, INC.	1001 LOUISIANA ST	HOUSTON	TX	77002-5089	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	SENE	
SANTA FE PACIFIC PIPELINE	1100 TOWN COUNTRY ROAD	ORANGE	CA	92868	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	LOT	3,4,6	
SANTA FE PACIFIC PIPELINE	1100 TOWN COUNTRY ROAD	ORANGE	CA	92868	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	1-5	
SANTA FE PACIFIC PIPELINE	1100 TOWN COUNTRY ROAD	ORANGE	CA	92868	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	SENE	

Admin State: NV
Geo State: NV

Serial Number: NVNV105987979 **Legacy Serial Number:** NVN 057589 **Link to SRP:** CR SRP All Other Products

Total Acres: 0.001
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: INTERIM **Disposition Date:** 6/16/1998

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
PALLAS RESOURCE CORP	4959 TALBOT LN #112H	RENO	NV	89509	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0220E	025	RSDL	S2SWNW,SWSENW, N2N2SW	

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Admin State: NV
Geo State: NV

Serial Number: NVNV105987992
Legacy Serial Number: NVN 0044040
Link to SRP: CR SRP All Other Products
Total Acres: 1
BLM Product Name: FEDERAL AID HIGHWAY (SEC 17)
Case Disposition: AUTHORIZED
Disposition Date: 8/9/1957

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	028	ALIQUOT	N2S2	

Admin State: NV
Geo State: NV

Serial Number: NVNV105988627
Legacy Serial Number: NVN 058653
Link to SRP: CR SRP All Other Products
Total Acres: 40
BLM Product Name: MINERAL MATERIALS SALE-COMPETATIVE NON RENEWAL-ALL
Case Disposition: CLOSED
Disposition Date: 11/21/2005

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
MARTIN MARIETTA MATERIALS INC	5575 DTC PKWY STE #325	GREENWOOD VLG	CO	80111	PERMITTEE	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV105989610
Legacy Serial Number: NVN 042760
Link to SRP: CR SRP All Other Products
Total Acres: 1.09
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 11/5/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
AGE ENTERPRISES INC	BOX 1546	SPARKS	NV	89432	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2S2SW	

Admin State: NV
Geo State: NV

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Serial Number: NVNV106009544 **Legacy Serial Number:** NVN 012773 **Link to SRP:** CR SRP All Other Products
Total Acres: 3.76
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 3/25/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,SESE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,SESE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106009550 **Legacy Serial Number:** NVN 0044542 **Link to SRP:** CR SRP All Other Products
Total Acres: 20
BLM Product Name: FEDERAL AVIATION ADMINISTRATION WITHDRAWAL
Case Disposition: AUTHORIZED **Disposition Date:** 4/4/1957

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	008	MNR	E2SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106033470 **Legacy Serial Number:** NVN 084337 **Link to SRP:** CR SRP All Other Products
Total Acres: 5
BLM Product Name: FREE USE PERMIT - GOVERNMENT SUBDIVISION -ALL
Case Disposition: CLOSED **Disposition Date:** 3/30/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SPARKS CITY OF	431 PRATER WAY	SPARKS	NV	89431	PERMITTEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	FREE FORM	WITHIN;	

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Admin State: NV
Geo State: NV

Serial Number: NVNV106035434
Legacy Serial Number: NVN 084113
Link to SRP: CR SRP All Other Products
Total Acres: 3,128
BLM Product Name: WIND DEVELOPMENT GRANT
Case Disposition: CLOSED
Disposition Date: 8/30/2016

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	012	ALIQUOT	SESE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	012	RSDL	SENESE,SESWSE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	NWNE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	013	RSDL	NWSWNE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	NE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	001	ALIQUOT	NWSW	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	001	RSDL	E2NESW,N2SWSW, N2SE,W2NESW	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	002	ALIQUOT	SESE,SWNE,N2S2	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	002	LOT	2	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	003	ALIQUOT	E2SE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	003	LOT	3,4	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	003	RSDL	N2SWNW,SESWSE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	004	RSDL	NESENE,S2SENE, N2N2SE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	006	RSDL	S2NESE,N2SESE, SWSESE,SESWSE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	008	RSDL	N2N2NW,SWNWNW	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	010	ALIQUOT	NENW	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	010	RSDL	E2NESE,NENWNE, W2NWNE,E2NWNW, SWNWNW	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	011	RSDL	W2NENE,S2NWNE, W2SW,W2SWNE, S2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106036120
Legacy Serial Number: NVN 083508
Link to SRP: CR SRP All Other Products
Total Acres: 5
BLM Product Name: CONTEST - REIMBURSABLE
Case Disposition: CLOSED
Disposition Date: 10/5/2022

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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
AMERICAN READY MIX	1457 EAST GREG STREET	SPARKS	NV	89431	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	022	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106036121
Legacy Serial Number: NVN 084488
Link to SRP: CR SRP All Other Products
Total Acres: 5
BLM Product Name: CONTEST - REIMBURSABLE
Case Disposition: CLOSED
Disposition Date: 10/5/2022

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
AMERICAN READY MIX	1457 EAST GREG STREET	SPARKS	NV	89431	PERMITTEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106036152
Legacy Serial Number: NVN 093724
Link to SRP: CR SRP All Other Products
Total Acres: 0.1
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 7/15/2016

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
HIATT LAND AND DEVELOPMENT CO, LTD.	PO BOX 1059	FALLON	NV	89407-1059	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106036154
Legacy Serial Number: NVN 093727
Link to SRP: CR SRP All Other Products
Total Acres: 3.5
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 11/19/2015

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township	Section	Survey Type	Aliquot Part	Metes And Bounds

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								Range				
TRUCKEE MEADOWS WATER AUTH	PO BOX 30013	RENO	NV	89520-3013	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	031	LOT	3	

Admin State: NV
Geo State: NV

Serial Number: NVNV106037984
Legacy Serial Number: NVN 084517
Link to SRP: CR SRP All Other Products
Total Acres: 0.065
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 3/3/2008

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CFS INVESTMENTS LLC	2400 TAMPA STREET	RENO	NV	89512	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106051623
Legacy Serial Number: NVN 097175
Link to SRP: CR SRP All Other Products
Total Acres: 0.42
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 9/15/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE MEADOWS WATER AUTH	PO BOX 30013	RENO	NV	89520-3013	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	008	ALIQUOT	W2W2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106051870
Legacy Serial Number: NVN 087417
Link to SRP: CR SRP All Other Products
Total Acres: 0.121
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 6/26/2009

Customer	Street	City	State	Postal Code	Interest	Interest Percent	Meridian Name	Meridian	Section	Survey Type	Aliquot Part	Metes And

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Name					Relationship			Township Range				Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106052542
Legacy Serial Number: NVN 097195
Link to SRP: CR SRP All Other Products
Total Acres: 0.78
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING
Disposition Date: 11/13/2018

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CANYON GENERAL IMPROVEMENT DISTRICT	800 PERI RANCH RD STE 103	SPARKS	NV	89434-7637	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NENE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106056529
Legacy Serial Number: NVN 095056
Link to SRP: CR SRP All Other Products
Total Acres: 0.072
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 3/23/2017

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	031	LOT	3	
SIERRA PACIFIC POWER CO	PO BOX 10100, MS S4B20	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	031	LOT	3	

Admin State: NV
Geo State: NV

Serial Number: NVNV106078802
Legacy Serial Number: NVN 062297
Link to SRP: CR SRP All Other Products
Total Acres: 182,663.42
BLM Product Name: BLM MISCELLANEOUS WITHDRAWAL

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DEPARTMENT OF THE INTERIOR
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Case Disposition: CLOSED **Disposition Date:** 2/8/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	006	ALIQUOT	S2NE,SE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	006	LOT	1-6	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	N2,N2S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	N2,SW,NWSE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NE,N2NW,SENW	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	018	ALIQUOT	N2NE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	018	LOT	1	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	002	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	002	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	004	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	004	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	008	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	010	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	012	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	013	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	014	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	015	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	016	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,SWNE,W2SE, SESE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	020	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	021	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	022	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	023	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	024	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	025	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	026	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	027	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	028	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	029	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	030	ALIQUOT	E2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	030	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	031	ALIQUOT	E2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	031	LOT	1-4	

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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	032	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	033	ALIQUOT	N2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	034	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	035	ALIQUOT	N2N2,SENE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	N2,N2SW,NWSE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	036	LOT	1,4,5	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	002	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	002	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	004	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	004	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	006	ALIQUOT	S2NE,SENW,E2SW,SE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	006	LOT	1-7	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	008	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	010	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	012	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	014	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	016	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	E2,E2W2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	E2,E2W2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	019	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	020	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	022	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	024	FREE FORM	IRREGULAR PORTION IN W2;	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	026	ALIQUOT	N2,N2S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	030	ALIQUOT	NE,E2W2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	030	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV106078837
Legacy Serial Number: NVN 0059799
Link to SRP: CR SRP All Other Products
Total Acres: 1.94
BLM Product Name: OIL AND GAS FACILITY SITES
Case Disposition: AUTHORIZED
Disposition Date: 7/24/1963

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township	Section	Survey Type	Aliquot Part	Metes And Bounds

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								Range				
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	W2SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106079059
Legacy Serial Number: NVN 0043254
Link to SRP: CR SRP All Other Products
Total Acres: 493.87
BLM Product Name: RAILROAD AND STATIONS OUTSIDE ALASKA
Case Disposition: AUTHORIZED
Disposition Date: 8/22/1892

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON & COLO	1 MARKET ST	SAN FRANCISCO	CA	94105-1420	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	002	FREE FORM	E2 LOT 1 OF NE, E2SW;	
CARSON & COLO	1 MARKET ST	SAN FRANCISCO	CA	94105-1420	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SENE,NWSE,SESW	
CARSON & COLO	1 MARKET ST	SAN FRANCISCO	CA	94105-1420	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	S2NE,SENW	
CARSON & COLO	1 MARKET ST	SAN FRANCISCO	CA	94105-1420	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	018	ALIQUOT	NESE	
CARSON & COLO	1 MARKET ST	SAN FRANCISCO	CA	94105-1420	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	018	LOT	3	
CARSON & COLO	1 MARKET ST	SAN FRANCISCO	CA	94105-1420	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	W2SW,NESW	
CARSON & COLO	1 MARKET ST	SAN FRANCISCO	CA	94105-1420	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0200N 0220E	032	ALIQUOT	N2SW	
CENTRAL PACIFIC	884 FLOOD BLDG	SAN FRANCISCO	CA	94112	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	002	FREE FORM	E2 LOT 1 OF NE, E2SW;	
CENTRAL PACIFIC	884 FLOOD BLDG	SAN FRANCISCO	CA	94112	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SENE,NWSE,SESW	
CENTRAL PACIFIC	884 FLOOD BLDG	SAN FRANCISCO	CA	94112	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	S2NE,SENW	
CENTRAL PACIFIC	884 FLOOD BLDG	SAN FRANCISCO	CA	94112	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	018	ALIQUOT	NESE	
CENTRAL PACIFIC	884 FLOOD BLDG	SAN FRANCISCO	CA	94112	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0190N 0210E	018	LOT	3	
CENTRAL PACIFIC	884 FLOOD BLDG	SAN FRANCISCO	CA	94112	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	W2SW,NESW	
CENTRAL PACIFIC	884 FLOOD BLDG	SAN FRANCISCO	CA	94112	PREVIOUS INT PARTY	0.000	MOUNT DIABLO	21 0200N 0220E	032	ALIQUOT	N2SW	
SOUTHERN PACIFIC	ONE MARKET PLZ	SAN FRANCISCO	CA	94105	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	002	FREE FORM	E2 LOT 1 OF NE, E2SW;	
SOUTHERN PACIFIC	ONE MARKET PLZ	SAN FRANCISCO	CA	94105	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SENE,NWSE,SESW	
SOUTHERN PACIFIC	ONE MARKET PLZ	SAN FRANCISCO	CA	94105	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	S2NE,SENW	
SOUTHERN PACIFIC	ONE MARKET PLZ	SAN FRANCISCO	CA	94105	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	018	ALIQUOT	NESE	
SOUTHERN PACIFIC	ONE MARKET PLZ	SAN FRANCISCO	CA	94105	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	018	LOT	3	
SOUTHERN PACIFIC	ONE MARKET PLZ	SAN FRANCISCO	CA	94105	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	W2SW,NESW	
SOUTHERN PACIFIC	ONE MARKET PLZ	SAN FRANCISCO	CA	94105	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	032	ALIQUOT	N2SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106079070
Legacy Serial Number: NVN 05529601
Link to SRP: CR SRP All Other Products
Total Acres: 449.28
BLM Product Name: RECREATION AND PUBLIC PURPOSES

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Case Disposition: LEASE AUTHORIZED **Disposition Date:** 11/20/2019

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SPARKS, CITY OF (NEVADA)	BOX 857	SPARKS	NV	89432-0857	LESSEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,SWNE,W2SE, SESE	
SPARKS, CITY OF (NEVADA)	BOX 857	SPARKS	NV	89432-0857	LESSEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV106079073 **Legacy Serial Number:** NVN 0054977 **Link to SRP:** CR SRP All Other Products
Total Acres: 1
BLM Product Name: FEDERAL AID HIGHWAY (SEC 317)
Case Disposition: AUTHORIZED **Disposition Date:** 10/17/1984

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	002	ALIQUOT	E2SW	
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,E2SW,NWSE	
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	E2NESWSW, S2SWSWSW, SESWSW	
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NE,S2SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106079921 **Legacy Serial Number:** NVN 0066082 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.74
BLM Product Name: POWER TRANSMISSION LINE
Case Disposition: CLOSED **Disposition Date:** 11/16/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106079933 **Legacy Serial Number:** NVN 022390 **Link to SRP:** CR SRP All Other Products
Total Acres: 320
BLM Product Name: DESERT LAND ACT
Case Disposition: CLOSED **Disposition Date:** 12/8/1979

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township	Section	Survey Type	Aliquot Part	Metes And Bounds

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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								Range				
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106080372
Legacy Serial Number: NVN 0058689
Link to SRP: CR SRP All Other Products
Total Acres: 348.314
BLM Product Name: OIL AND GAS PIPELINES
Case Disposition: AUTHORIZED
Disposition Date: 2/19/2004

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,NESE,W2SE	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	SENE,SWSW,E2SW,N2SE	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2N2	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,S2SE	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	4	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	SWNE,N2NW,SENW,N2SE	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2S2	
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NENE,S2NW,SWNE	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,NESE,W2SE	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	SENE,SWSW,E2SW,N2SE	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2N2	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,S2SE	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	4	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	SWNE,N2NW,SENW,N2SE	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2S2	
SOUTHWEST GAS CORP C/O PAIUTE/GBGTC	PO BOX 98512	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NENE,S2NW,SWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106080853
Legacy Serial Number: NVN 059913
Link to SRP: CR SRP All Other Products
Total Acres: 0.06
BLM Product Name: TEMPORARY USE PERMITS

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Case Disposition: CLOSED **Disposition Date:** 7/10/1996

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
ALL LITE AGGREGATE	PO BOX 51990	SPARKS	NV	89435	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106081136 **Legacy Serial Number:** NVN 045160FD **Link to SRP:** CR SRP All Other Products
Total Acres: 535.66
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 7/31/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	006	ALIQUOT	S2NE,S2SE	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	006	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106081232 **Legacy Serial Number:** NVN 037641 **Link to SRP:** CR SRP All Other Products
Total Acres: 1.99
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 8/12/1983

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	W2NE,NWSE,SESE	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	W2NE,NWSE,SESE	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Admin State: NV
Geo State: NV

Serial Number: NVNV106081596
Legacy Serial Number: NVN 059760
Link to SRP: CR SRP All Other Products
Total Acres: 0.172
BLM Product Name: OIL AND GAS FACILITY SITES
Case Disposition: CLOSED
Disposition Date: 12/5/1997

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	006	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106083744
Legacy Serial Number: NVN 038894
Link to SRP: CR SRP All Other Products
Total Acres: 8.05
BLM Product Name: COMMUNICATION SITE FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 2/8/1988

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
WESTERN CELLULAR SYS	900 17TH ST NW #900	WASHINGTON	DC	20036	APPLICANT	0.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	NWNW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106084133
Legacy Serial Number: NVN 005933
Link to SRP: CR SRP All Other Products
Total Acres: 0.15
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 1/24/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	028	ALIQUOT	NWSW	

Admin State: NV

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Geo State: NV

Serial Number: NVNV106084246 **Legacy Serial Number:** NVN 042355PT **Link to SRP:** CR SRP All Other Products
Total Acres: 2,762.4
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 9/22/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	ALL	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	ALL	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	025	ALIQUOT	ALL	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	035	ALIQUOT	N2N2,SENE	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	ALL	
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	ALL	
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	ALL	
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	025	ALIQUOT	ALL	
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	035	ALIQUOT	N2N2,SENE	
TRACY CO	781 SEQUOIA AVE	SAN MATEO	CA	94403	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	ALL	

Admin State: NV
Geo State: NV

Serial Number: NVNV106084296 **Legacy Serial Number:** NVN 002370 **Link to SRP:** CR SRP All Other Products
Total Acres: 1.72
BLM Product Name: TELEPHONE TELEGRAPH 43USC961
Case Disposition: AUTHORIZED **Disposition Date:** 11/8/1968

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SWNE,NWSE	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	2	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SWNE,NWSE	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106085537 **Legacy Serial Number:** NVN 056357 **Link to SRP:** CR SRP All Other Products

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Total Acres: 90.64
BLM Product Name: OIL AND GAS PIPELINES
Case Disposition: CLOSED **Disposition Date:** 8/15/1995

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	SESE	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,N2SE,SWSE	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	E2NE,SWNE,SENW,N2SW	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	SENE,E2SW,SWSW,N2SE	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2N2,NWNE	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,S2SE	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	4	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	NENE	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	SWNE,NWNW,S2NW,N2SE	
PAIUTE PIPELINE/SOUTHWEST GAS	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	NWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106090820 **Legacy Serial Number:** NVN 098797 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.66
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 2/3/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV ENERGY	PO BOX 10100	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESE	
NV ENERGY	PO BOX 10100	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	011	ALIQUOT	SW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	011	ALIQUOT	SW	

Admin State: NV
Geo State: NV

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Serial Number: NVNV106092067 **Legacy Serial Number:** NVN 098777 **Link to SRP:** CR SRP All Other Products
Total Acres: 22.3
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 8/6/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	010	ALIQUOT	NENE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	W2NE,NENW,N2SE,SESE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	NENE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2NW,N2NE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	S2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	N2NW,NWNE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,NESW,N2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	010	ALIQUOT	NENE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	W2NE,NENW,N2SE,SESE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	NENE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2NW,N2NE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	S2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	N2NW,NWNE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,NESW,N2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106092068 **Legacy Serial Number:** NVN 098778 **Link to SRP:** CR SRP All Other Products
Total Acres: 28.7
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 9/8/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	E2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,NENW,W2NW	
SIERRA PACIFIC	PO BOX 10100	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	E2SE	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
POWER COMPANY	(S4B20)											
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,NENW,W2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV10610252 65
Legacy Serial Number: NVN 065537
Link to SRP: CR SRP All Other Products
Total Acres: 44.93
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 9/5/2003

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	010	ALIQUOT	NENE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	NENW,W2NE,N2SE, SESE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	NENE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	S2SE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	NENW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	019	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV10612607 6
Legacy Serial Number: NVN 053288
Link to SRP: CR SRP All Other Products
Total Acres: 80
BLM Product Name: MINERAL MATERIALS SALE-COMPETATIVE NON RENEWAL-SURFACE
Case Disposition: AUTHORIZED
Disposition Date: 6/12/1978

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TSV PROPERTIES LLC	3500 AMERICAN RIVER DR	SACRAMENTO	CA	95864-5802	PERMITTEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NW	

Admin State: NV
Geo State: NV

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Serial Number: NVNV106127019 **Legacy Serial Number:** NVN 065550 **Link to SRP:** CR SRP All Other Products
Total Acres: 317.621
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 5/24/2023

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
WILTEL COMMUNICATIONS LLC	1025 ELDORADO BLVD	BROOMFIELD	CO	80021	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SENE	
WILTEL COMMUNICATIONS LLC	1025 ELDORADO BLVD	BROOMFIELD	CO	80021	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	RSDL	E2SWSW,SWSWSW, NWSESW,S2SWNE, E2NESW,SWNESW, NWNWSE	
WILTEL COMMUNICATIONS LLC	1025 ELDORADO BLVD	BROOMFIELD	CO	80021	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	RSDL	E2NENE,SWNENE, E2SWNE,S2SENW, SWSWNE,NWSENE	
WILTEL COMMUNICATIONS LLC	1025 ELDORADO BLVD	BROOMFIELD	CO	80021	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NESW	
WILTEL COMMUNICATIONS LLC	1025 ELDORADO BLVD	BROOMFIELD	CO	80021	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	RSDL	SESENW,E2SWSW	
WILTEL COMMUNICATIONS LLC	1025 ELDORADO BLVD	BROOMFIELD	CO	80021	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	026	RSDL	SENESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106128657 **Legacy Serial Number:** NVN 085679 **Link to SRP:** CR SRP All Other Products
Total Acres: 520
BLM Product Name: MINERAL MATERIALS SALE-COMPETATIVE NON RENEWAL-ALL
Case Disposition: AUTHORIZED **Disposition Date:** 7/20/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
PYRAMID MATERIALS INC	PO BOX 11857	RENO	NV	89510-1857	PERMITTEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	SW,SWSE	
PYRAMID MATERIALS INC	PO BOX 11857	RENO	NV	89510-1857	PERMITTEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	RSDL	S2N2,S2N2N2,N2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106133935 **Legacy Serial Number:** NVN 085783 **Link to SRP:** CR SRP All Other Products

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Total Acres: 128.74
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 1/8/2009

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV DIVISION OF STATE LANDS	901 S STEWART ST	CARSON CITY	NV	89701	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	026	ALIQUOT	S2	
NV DIVISION OF STATE LANDS	901 S STEWART ST	CARSON CITY	NV	89701	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	027	ALIQUOT	S2	
NV DIVISION OF STATE LANDS	901 S STEWART ST	CARSON CITY	NV	89701	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	034	ALIQUOT	N2	
NV DIVISION OF STATE LANDS	901 S STEWART ST	CARSON CITY	NV	89701	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	035	ALIQUOT	N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106136149 **Legacy Serial Number:** NVN 094243 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.05
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 11/16/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SWNE,NW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SWNE,NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106137165 **Legacy Serial Number:** NVN 075566 **Link to SRP:** CR SRP All Other Products
Total Acres: 61.215
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 10/5/2020

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	010	ALIQUOT	NENE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	W2NE,NENW,N2SE, SESE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	NENE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	S2SE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	N2NE,NENW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	LOT	1	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,NESW, N2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106138305
Legacy Serial Number: NVN 062746P1
Link to SRP: CR SRP All Other Products
Total Acres: 529.48
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 1/26/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	019	ALIQUOT	E2	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	019	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV106138629
Legacy Serial Number: NVN 055247
Link to SRP: CR SRP All Other Products
Total Acres: 0.06
BLM Product Name: PERMITS SEC 302 FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 6/30/1994

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
US WINDPOWER INC	6952 PRESTON AVE	LIVERMORE	CA	94550	PERMITTEE	100.000	MOUNT DIABLO	21 0200N 0210E	026	ALIQUOT	NENW	
US WINDPOWER INC	6952 PRESTON AVE	LIVERMORE	CA	94550	PERMITTEE	100.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	SWSW	

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Admin State: NV
Geo State: NV

Serial Number: NVNV106139723
Legacy Serial Number: NVN 075496
Link to SRP: CR SRP All Other Products
Total Acres: 128.74
BLM Product Name: FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 9/28/2009

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	026	FREE FORM	WITHIN S2SW ;	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	027	FREE FORM	WITHIN S2S2;	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	034	FREE FORM	WITHIN N2N2;	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	035	FREE FORM	WITHIN N2NW;	
TRUCKEE RIVER INVESTORS LLC	C/O 5220 NEIL RD STE 220	RENO	NV	89502	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0220E	026	FREE FORM	WITHIN S2SW ;	
TRUCKEE RIVER INVESTORS LLC	C/O 5220 NEIL RD STE 220	RENO	NV	89502	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0220E	027	FREE FORM	WITHIN S2S2;	
TRUCKEE RIVER INVESTORS LLC	C/O 5220 NEIL RD STE 220	RENO	NV	89502	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0220E	034	FREE FORM	WITHIN N2N2;	
TRUCKEE RIVER INVESTORS LLC	C/O 5220 NEIL RD STE 220	RENO	NV	89502	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0220E	035	FREE FORM	WITHIN N2NW;	

Admin State: NV
Geo State: NV

Serial Number: NVNV106139960
Legacy Serial Number: NVN 075651
Link to SRP: CR SRP All Other Products
Total Acres: 0.01
BLM Product Name: TEMPORARY USE PERMITS
Case Disposition: CLOSED
Disposition Date: 8/20/2015

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SPARKS CITY OF	431 PRATER WAY	SPARKS	NV	89431	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	W2E2	
SPARKS CITY OF	431 PRATER WAY	SPARKS	NV	89431	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV106140025
Legacy Serial Number: NVN 075372
Link to SRP: CR SRP All Other Products
Total Acres: 0.9
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Case Disposition: AUTHORIZED **Disposition Date:** 12/6/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SWNE,NENW,NWNW, SENW	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SWNE,NENW,NWNW, SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106142024 **Legacy Serial Number:** NVN 060394 **Link to SRP:** CR SRP All Other Products
Total Acres: 3,408.04
BLM Product Name: DONATION OF LANDS TO UNITED STATES
Case Disposition: AUTHORIZED **Disposition Date:** 7/26/1996

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	015	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	021	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	027	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	029	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	031	ENTIRE SECTION	ENTIRE SECTION	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	033	ALIQUOT	N2	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	015	ENTIRE SECTION	ENTIRE SECTION	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	021	ENTIRE SECTION	ENTIRE SECTION	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	027	ENTIRE SECTION	ENTIRE SECTION	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	029	ENTIRE SECTION	ENTIRE SECTION	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	031	ENTIRE SECTION	ENTIRE SECTION	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	GRANTOR	0.000	MOUNT DIABLO	21 0200N 0210E	033	ALIQUOT	N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106142558 **Legacy Serial Number:** NVN 075462 **Link to SRP:** CR SRP All Other Products
Total Acres: 5.63
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 10/28/2003

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SPARKS CITY OF	431 PRATER WAY	SPARKS	NV	89431	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1,2	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Admin State: NV
Geo State: NV

Serial Number: NVNV106143655
Legacy Serial Number: NVN 055315
Link to SRP: CR SRP All Other Products
Total Acres: 126.82
BLM Product Name: OIL AND GAS PIPELINES
Case Disposition: AUTHORIZED
Disposition Date: 9/15/1992

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	SESE	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,N2SE,SWSE	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	E2NE,SWNE,SENW,N2SW	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	SENE,E2SW,SWSW,N2SE	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2N2	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,S2SE	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	4	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	NENE	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	SWNE,NWNW,S2NW,N2SE	
GREAT BASIN GAS TRANSMISSION COMPANY	PO BOX 94197	LAS VEGAS	NV	89193-4197	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	NWSW	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	SESE	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,N2SE,SWSE	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	E2NE,SWNE,SENW,N2SW	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	SENE,E2SW,SWSW,N2SE	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2N2	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,S2SE	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	4	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	NENE	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	SWNE,NWNW,S2NW,N2SE	
PAIUTE PIPELINE COMPANY	C/O SOUTHWEST GAS	LAS VEGAS	NV	89193	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	NWSW	

Admin State: NV
Geo State: NV

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Serial Number: NVNV106157662 **Legacy Serial Number:** NVN 069741 **Link to SRP:** CR SRP All Other Products
Total Acres: 0
BLM Product Name: SURFACE MANAGEMENT-NOTICE
Case Disposition: CLOSED **Disposition Date:** 2/7/1987

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
WESTCOAST OIL AND GAS CORP	PO BOX 2267	SPARKS	NV	89431	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0220E	036	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106159436 **Legacy Serial Number:** NVN 069604 **Link to SRP:** CR SRP All Other Products
Total Acres: 16.5
BLM Product Name: SURFACE MANAGEMENT PLAN MINING
Case Disposition: INTERIM **Disposition Date:** 9/20/2006

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
ASAMERA MINERALS INC	6121 LAKESIDE FR 130	RENO	NV	89511-8502	PREVIOUS INT PARTY	100.000	MOUNT DIABLO	21 0190N 0220E	036	ENTIRE SECTION	ENTIRE SECTION	
PALLAS RESOURCE CORP	4959 TALBOT LN #112H	RENO	NV	89509	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0220E	036	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106160051 **Legacy Serial Number:** NVN 069612 **Link to SRP:** CR SRP All Other Products
Total Acres: 5
BLM Product Name: SURFACE MANAGEMENT PLAN MINING
Case Disposition: CLOSED **Disposition Date:** 11/17/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NORWEST EXPL CO	PO BOX 2302	RENO	NV	89505	CLAIMANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	ENTIRE SECTION	ENTIRE SECTION	
NORWEST EXPL CO	PO BOX 2302	RENO	NV	89505	CLAIMANT	100.000	MOUNT DIABLO	21 0190N 0210E	016	ENTIRE SECTION	ENTIRE SECTION	
NORWEST EXPL CO	PO BOX 2302	RENO	NV	89505	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0210E	008	ENTIRE SECTION	ENTIRE SECTION	
NORWEST EXPL CO	PO BOX 2302	RENO	NV	89505	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0210E	016	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106165720 **Legacy Serial Number:** NVN 069709 **Link to SRP:** CR SRP All Other Products
Total Acres: 0

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

BLM Product Name: SURFACE MANAGEMENT-NOTICE
Case Disposition: CLOSED **Disposition Date:** 2/3/1988

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
4 X 4 MINES	P.O. BOX 2083	FALLON	NV	89406	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0210E	010	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106175975 **Legacy Serial Number:** NVN 093904 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.1
BLM Product Name: CONTEST - REIMBURSABLE
Case Disposition: CLOSED **Disposition Date:** 11/17/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GRANITE CONSTRUCTION CO	PO BOX 2087	SPARKS	NV	89432	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106176221 **Legacy Serial Number:** NVN 037493 **Link to SRP:** CR SRP All Other Products
Total Acres: 7.45
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 3/18/2008

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER	50.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	W2E2,SESE	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER	50.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER/BILLEE	50.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	W2E2,SESE	
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER/BILLEE	50.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106177235 **Legacy Serial Number:** NVN 062962 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.75
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Case Disposition: LAND POLICY AND MANAGEMENT ACT CLOSED **Disposition Date:** 10/20/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	W2SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106177268 **Legacy Serial Number:** NVN 0042764 **Link to SRP:** CR SRP All Other Products
Total Acres: 9.9
BLM Product Name: POWER TRANSMISSION LINE
Case Disposition: CLOSED **Disposition Date:** 11/16/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SWNE,NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106177490 **Legacy Serial Number:** NVN 061040 **Link to SRP:** CR SRP All Other Products
Total Acres: 320
BLM Product Name: COMMUNITY PIT -ALL
Case Disposition: AUTHORIZED **Disposition Date:** 8/1/1996

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	N2S2	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV106177877 **Legacy Serial Number:** NVN 063213 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.21
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case AUTHORIZED **Disposition Date:** 2/28/2001

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Disposition:

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SWNE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106179061
Legacy Serial Number: NVN 060673PT
Link to SRP: CR SRP All Other Products
Total Acres: 1,340
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 8/31/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	003	ALIQUOT	SWSW	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	003	RSDL	S2SESW	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	009	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	017	ENTIRE SECTION	ENTIRE SECTION	
WADE DEV CO INC	917 TAHOE BLVD #204A	INCLINE VILLAGE	NV	89451	PATENTEE	0.000	MOUNT DIABLO	21 0200N 0210E	003	ALIQUOT	SWSW	
WADE DEV CO INC	917 TAHOE BLVD #204A	INCLINE VILLAGE	NV	89451	PATENTEE	0.000	MOUNT DIABLO	21 0200N 0210E	003	RSDL	S2SESW	
WADE DEV CO INC	917 TAHOE BLVD #204A	INCLINE VILLAGE	NV	89451	PATENTEE	0.000	MOUNT DIABLO	21 0200N 0210E	009	ENTIRE SECTION	ENTIRE SECTION	
WADE DEV CO INC	917 TAHOE BLVD #204A	INCLINE VILLAGE	NV	89451	PATENTEE	0.000	MOUNT DIABLO	21 0200N 0210E	017	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106180458
Legacy Serial Number: NVN 048707
Link to SRP: CR SRP All Other Products
Total Acres: 1.84
BLM Product Name: FEDERAL FACILITY
Case Disposition: AUTHORIZED
Disposition Date: 8/9/1988

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	028	ALIQUOT	W2NE,SENE,NENW	

Admin State: NV

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Public Geographic Report with Customer

Geo State: NV

Serial Number: NVNV106181212 **Legacy Serial Number:** NVN 051764 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.42
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 1/26/1990

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
BROOKSIDE SAVINGS	1828 SAWTELLE BLVD	LOS ANGELES	CA	90025	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0210E	006	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106181647 **Legacy Serial Number:** NVN 018448 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.61
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 5/13/2019

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	W2SESW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	W2SESW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106182209 **Legacy Serial Number:** NVN 048570 **Link to SRP:** CR SRP All Other Products
Total Acres: 9.183
BLM Product Name: PERMITS SEC 302 FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: INTERIM **Disposition Date:** 5/11/1991

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GRANITE CONSTRUCTION CO	BOX 900	WATSONVILLE	CA	95076	PERMITTEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2SW	

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DEPARTMENT OF THE INTERIOR
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Admin State: NV
Geo State: NV

Serial Number: NVNV106182639 **Legacy Serial Number:** NVN 0051770 **Link to SRP:** CR SRP All Other Products
Total Acres: 20
BLM Product Name: FEDERAL AVIATION ADMINISTRATION WITHDRAWAL
Case Disposition: AUTHORIZED **Disposition Date:** 1/31/1936

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	008	RSDL	W2SWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106182734 **Legacy Serial Number:** NVN 057450 **Link to SRP:** CR SRP All Other Products
Total Acres: 321.819
BLM Product Name: OIL AND GAS FACILITY SITES
Case Disposition: AUTHORIZED **Disposition Date:** 11/12/2004

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	006	ALIQUOT	SENE,E2SE	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	006	LOT	1	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	008	ALIQUOT	W2NW,NESW,NWSW,SESW	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	016	ALIQUOT	SWNW,S2	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	N2	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	N2	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,SWSE	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	4	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	NENE,NWNE	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	LOT	1	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	NWNW,S2NW,N2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106183234 **Legacy Serial Number:** NVN 042771 **Link to SRP:** CR SRP All Other Products
Total Acres: 30
BLM Product Name: PUBLIC LANDS FEDERAL LANDS POLICY MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 1/23/1986

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	N2NENE,SENENE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106183264
Legacy Serial Number: NVN 049561
Link to SRP: CR SRP All Other Products
Total Acres: 49.73
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 1/24/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	028	ALIQUOT	N2,N2S2	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	030	ALIQUOT	E2SWSE,E2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106183379
Legacy Serial Number: NVN 059580
Link to SRP: CR SRP All Other Products
Total Acres: 6.2
BLM Product Name: OIL AND GAS PIPELINES
Case Disposition: AUTHORIZED
Disposition Date: 8/2/1995

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	008	ALIQUOT	S2SW	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	008	ALIQUOT	S2SW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106184029
Legacy Serial Number: NVCC 0021238
Link to SRP: CR SRP All Other Products
Total Acres: 302.56
BLM Product Name: POWER TRANSMISSIO

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Case Disposition: N LINE CLOSED **Disposition Date:** 8/25/1993

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2NE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SWSW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NE,SWNE,S2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106184616 **Legacy Serial Number:** NVN 05745001 **Link to SRP:** CR SRP All Other Products
Total Acres: 83.07
BLM Product Name: TEMPORARY USE PERMITS
Case Disposition: CLOSED **Disposition Date:** 7/30/1996

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	008	ALIQUOT	SWNW	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	010	ALIQUOT	SESE	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	SWNE,N2NW,SENW, N2SE,SESE	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	016	ALIQUOT	SESE	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	W2E2	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1,3,4	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	NENW	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	NWNW	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	030	ALIQUOT	NENE	
TUSCARORA GAS CO	PO BOX 30057	RENO	NV	89520-3057	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	SENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106185225 **Legacy Serial Number:** NVN 057376 **Link to SRP:** CR SRP All Other Products
Total Acres: 301.139
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 10/26/1993

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO DBA NV ENERGY	PO BOX 10100, S4B20	RENO	NV	89511	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,N2SW, E2NESWSW	
SIERRA PACIFIC POWER CO DBA NV ENERGY	PO BOX 10100, S4B20	RENO	NV	89511	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NE,SWNE,S2NW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,N2SW, E2NESWSW	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NE,SWNE,S2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106185700
Legacy Serial Number: NVN 0058707
Link to SRP: CR SRP All Other Products
Total Acres: 75
BLM Product Name: MATERIAL SITES (SEC. 317)
Case Disposition: AUTHORIZED
Disposition Date: 1/28/1963

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWSW	
NV DEPT OF TRANS	1263 S STEWART ST	CARSON CITY	NV	89712-0001	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	FREE FORM	N2NESW,SWNESW, NWSENESW; E2NESWSW;	

Admin State: NV
Geo State: NV

Serial Number: NVNV106185800
Legacy Serial Number: NVN 046540
Link to SRP: CR SRP All Other Products
Total Acres: 20
BLM Product Name: SECTION 203 & 209 PUBLIC LANDS FEDERAL LANDS POLICY MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 10/12/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
MUSTANG METALS INC	BOX 12365	RENO	NV	89510	PATENTEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	W2NESWSW, NWSWSW, N2SWSWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106185804
Legacy Serial Number: NVN 060455
Link to SRP: CR SRP All Other Products
Total Acres: 1.55
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 4/14/1998

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	N2NE,SWNE,NESW,NWSE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106185896
Legacy Serial Number: NVN 059775
Link to SRP: CR SRP All Other Products
Total Acres: 5.79
BLM Product Name: TEMPORARY USE PERMITS
Case Disposition: CLOSED
Disposition Date: 2/9/2011

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	008	ALIQUOT	S2SW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106185926
Legacy Serial Number: NVN 060173
Link to SRP: CR SRP All Other Products
Total Acres: 0.43
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 12/5/1997

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	006	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106186678
Legacy Serial Number: NVN 046288
Link to SRP: CR SRP All Other Products
Total Acres: 2
BLM Product Name: PERMITS SEC 302 FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 8/31/2003

Customer	Street	City	State	Postal Code	Interest	Interest Percent	Meridian Name	Meridian	Section	Survey Type	Aliquot Part	Metes And

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Name					Relationship			Township Range				Bounds
MARTIN MARIETTA MATERIALS INC	11059 STATE RTE 445	SPARKS	NV	89436	PERMITTEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106187746
Legacy Serial Number: NVN 079648
Link to SRP: CR SRP All Other Products
Total Acres: 5
BLM Product Name: MINERAL MATERIALS NEGOTIATED-ALL
Case Disposition: CLOSED
Disposition Date: 1/20/2005

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
PACIFIC SPAR CORP	PO BOX 2302	RENO	NV	89505	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	SESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106199011
Legacy Serial Number: NVN 088304
Link to SRP: CR SRP All Other Products
Total Acres: 5
BLM Product Name: SURFACE MANAGEMENT-NOTICE
Case Disposition: CLOSED
Disposition Date: 1/29/2019

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GOLDMIST RESOURCES LLC	PO BOX 40187	RENO	NV	89504-4187	PERMITTEE	100.000	MOUNT DIABLO	21 0190N 0220E	025	ENTIRE SECTION	ENTIRE SECTION	

Admin State: NV
Geo State: NV

Serial Number: NVNV106199450
Legacy Serial Number: NVN 050971P1
Link to SRP: CR SRP All Other Products
Total Acres: 268.9
BLM Product Name: BUREAU OF LAND MANAGEMENT SECTION 206 OF FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: PENDING
Disposition Date: 10/31/2006

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	003	ALIQUOT	S2NW,N2SW	

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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	003	LOT	3,4	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	003	RSDL	N2SESW,S2N2SWSE, S2SWSE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106199950
Legacy Serial Number: NVN 088252
Link to SRP: CR SRP All Other Products
Total Acres: 0.07
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 8/25/2010

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106201131
Legacy Serial Number: NVN 098533
Link to SRP: CR SRP All Other Products
Total Acres: 1.8
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 7/9/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
INTERNATIONAL INVESTMENTS LLC	4790 CAUGHLIN PKWY # 575	RENO	NV	89519	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2SWSW,SWSESW	
INTERNATIONAL INVESTMENTS LLC	4790 CAUGHLIN PKWY # 575	RENO	NV	89519	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	1	
RIVERFRONT COMMUNITY ASSOCIATION	1580 HYMER AVE STE 100	SPARKS	NV	89431-5622	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2SWSW,SWSESW	
RIVERFRONT COMMUNITY ASSOCIATION	1580 HYMER AVE STE 100	SPARKS	NV	89431-5622	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106202004
Legacy Serial Number: NVN 098030
Link to SRP: CR SRP All Other Products
Total Acres: 0.137
BLM Product Name: TELEPHONE, TELEGRAPH,

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AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT

Case Disposition: AUTHORIZED **Disposition Date:** 1/24/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
ARCH INSURANCE COMPANY	HARBORSIDE 3 210 HUDSON ST STE 300	JERSEY CITY	NJ	07311-1107		0.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	5	
NEVADA BELL TELEPHONE COMPANY DBA AT&T NEVADA	ATTN: R/W DEPARTMENT PO BOX 11010	RENO	NV	89520-0005	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	5	

Admin State: NV
Geo State: NV

Serial Number: NVNV106206648 **Legacy Serial Number:** NVN 077666 **Link to SRP:** CR SRP All Other Products

Total Acres: 0.09
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT

Case Disposition: AUTHORIZED **Disposition Date:** 3/16/2004

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO HIGHWAY	CONCORD	CA	94520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106207410 **Legacy Serial Number:** NVN 078129 **Link to SRP:** CR SRP All Other Products

Total Acres: 3.95
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT

Case Disposition: CLOSED **Disposition Date:** 11/20/2019

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO HIGHWAY	CONCORD	CA	94520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NWNE,SWNE	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO HIGHWAY	CONCORD	CA	94520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

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Admin State: NV
Geo State: NV

Serial Number: NVNV106207680 **Legacy Serial Number:** NVN 077650 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.33
BLM Product Name: WATER FACILITY FEDERAL
Case Disposition: CLOSED **Disposition Date:** 11/21/2005

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
COE	1325 J ST	SACRAMENTO	CA	95814-2922	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESWSE	
COE	1325 J ST	SACRAMENTO	CA	95814-2922	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	011	RSDL	NWSWSW	
COE	1325 J ST	SACRAMENTO	CA	95814-2922	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106208845 **Legacy Serial Number:** NVN 077701 **Link to SRP:** CR SRP All Other Products
Total Acres: 4,055.58
BLM Product Name: WIND PROJECT TEST
Case Disposition: CLOSED **Disposition Date:** 10/8/2014

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	012	ALIQUOT	SESE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	012	RSDL	SENESE,SESWSE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	NWNE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	013	RSDL	NWSWNE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	NE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	001	ALIQUOT	NWSW,E2NESW, N2SWSW,N2SE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	001	RSDL	W2NESW	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	002	ALIQUOT	SWNE,N2S2,SESE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	002	LOT	2,2,3	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	003	ALIQUOT	E2SE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	003	LOT	3,4	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	003	RSDL	N2SWNW,SESWSE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	004	RSDL	NESENE,S2SENE, N2N2SE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	006	RSDL	S2NESE,N2SESE, SWSESE,SESWSE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	008	RSDL	N2N2NW,SWNWNW	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	010	ALIQUOT	NENW,E2NESE	
RIDGELINE NEVADA ENERGY LLC	1300 N NORTHLAKE WAY FLOOR 2	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	010	RSDL	NENWNE,W2NWNE, E2NWNW,SWNWNW	
RIDGELINE NEVADA	1300 N NORTHLAKE	SEATTLE	WA	98103-8987	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	011	ALIQUOT	W2NENE,S2NWNE,	

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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
ENERGY LLC	WAY FLOOR 2										W2SW,W2SWNE, S2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106210784
Legacy Serial Number: NVN 077824
Link to SRP: CR SRP All Other Products
Total Acres: 0.51
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 11/13/2014

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE CANYON PROPERTIES	1287 GREEN VALLEY DR	FALLON	NV	89406-8430	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NENW	
TRUCKEE CANYON PROPERTIES	1287 GREEN VALLEY DRIVE	FALLON	NV	89406	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106212191
Legacy Serial Number: NVN 078082
Link to SRP: CR SRP All Other Products
Total Acres: 3.77
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 6/22/2021

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
STOREY COUNTY (NEVADA)	PO BOX 176	VIRGINIA CITY	NV	89440-0176	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NWNE,NENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106215031
Legacy Serial Number: NVN 076958
Link to SRP: CR SRP All Other Products
Total Acres: 5.21
BLM Product Name: POWER LINE RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 1/14/1964

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township	Section	Survey Type	Aliquot Part	Metes And Bounds

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								Range				
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	S2N2,NWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106215330
Legacy Serial Number: NVN 076810
Link to SRP: CR SRP All Other Products
Total Acres: 0.07
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 5/27/2003

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XXXX-XXXX	HOLDER	50.000	MOUNT DIABLO	21 0190N 0210E	015	RSDL	SWNWNE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106216018
Legacy Serial Number: NVN 076957
Link to SRP: CR SRP All Other Products
Total Acres: 12.41
BLM Product Name: OIL AND GAS PIPELINE /FACILITY RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 10/9/1964

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SOUTHWEST GAS CORP	P.O. BOX 98510 LVD-581	LAS VEGAS	NV	89193-8512	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	S2NE,SENW,N2S2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106216083
Legacy Serial Number: NVN 076982
Link to SRP: CR SRP All Other Products
Total Acres: 1.45
BLM Product Name: ROAD RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 9/4/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0220E	013	ALIQUOT	SENE	

Admin State: NV

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Geo State: NV

Serial Number: NVNV106217684 **Legacy Serial Number:** NVN 076746 **Link to SRP:** CR SRP All Other Products
Total Acres: 339.64
BLM Product Name: BLM FROM OTHER AGENCY
Case Disposition: AUTHORIZED **Disposition Date:** 2/21/2003

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0190N 0210E	010	FREE FORM	NESE (THAT PORTION; WITHIN STOREY COUNTY); AND S2SE (EXCLUDING; SOUTHERN PACIFIC; RAILROAD R/W);	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0190N 0210E	011	ALIQUOT	SWSW	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0190N 0210E	011	FREE FORM	NWNE (THAT PORTION; WITHIN STOREY COUNTY); S2NW (THAT PORTION; WITHIN STOREY COUNTY); N2SW (THAT PORTION; WITHIN STOREY COUNTY);	
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0190N 0210E	015	FREE FORM	N2NE,NENW (EXCLUDING; SOUTHERN PACIFIC; RAILROAD R/W);	
DOTR - IRS	4750 W OAKEY BLVD	LAS VEGAS	NV	89102	GRANTOR	0.000	MOUNT DIABLO	21 0190N 0210E	010	FREE FORM	NESE (THAT PORTION; WITHIN STOREY COUNTY); AND S2SE (EXCLUDING; SOUTHERN PACIFIC; RAILROAD R/W);	
DOTR - IRS	4750 W OAKEY BLVD	LAS VEGAS	NV	89102	GRANTOR	0.000	MOUNT DIABLO	21 0190N 0210E	011	ALIQUOT	SWSW	
DOTR - IRS	4750 W OAKEY BLVD	LAS VEGAS	NV	89102	GRANTOR	0.000	MOUNT DIABLO	21 0190N 0210E	011	FREE FORM	NWNE (THAT PORTION; WITHIN STOREY COUNTY); S2NW (THAT PORTION; WITHIN STOREY COUNTY); N2SW (THAT PORTION; WITHIN STOREY COUNTY);	
DOTR - IRS	4750 W OAKEY BLVD	LAS VEGAS	NV	89102	GRANTOR	0.000	MOUNT DIABLO	21 0190N 0210E	015	FREE FORM	N2NE,NENW (EXCLUDING; SOUTHERN PACIFIC; RAILROAD R/W);	

Admin State: NV
Geo State: NV

Serial Number: NVNV106217685 **Legacy Serial Number:** NVN 076747 **Link to SRP:** CR SRP All Other Products
Total Acres: 70.94
BLM Product Name: SALE- TO BE DEFINED
Case Disposition: CLOSED **Disposition Date:** 9/16/2016

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	GRANTOR	0.000	MOUNT DIABLO	21 0190N 0210E	011	LOT	3,4,6,9	
CHISHOLM FAMILY	PO BOX 9927	RENO	NV	89507	GRANTEE	100.000	MOUNT DIABLO	21 0190N 0210E	011	LOT	3,4,6,9	

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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUST												

Admin State: NV
Geo State: NV

Serial Number: NVNV106217744
Legacy Serial Number: NVN 076895
Link to SRP: CR SRP All Other Products
Total Acres: 0.97
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 7/23/2003

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
REFUSE INC	100 VASSAR ST	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2SE	
REFUSE INC	100 VASSAR ST	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NENE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106217745
Legacy Serial Number: NVN 076896
Link to SRP: CR SRP All Other Products
Total Acres: 1.09
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 6/30/2003

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
STOREY COUNTY (NEVADA)	PO DRAWER D	VIRGINIA CITY	NV	89440	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	RSDL	S2S2SW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106217952
Legacy Serial Number: NVN 066363
Link to SRP: CR SRP All Other Products
Total Acres: 160,592.35
BLM Product Name: BLM MISCELLANEOUS WITHDRAWAL
Case Disposition: CLOSED
Disposition Date: 7/5/2021

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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CASE RECORDATION
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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	006	ALIQUOT	S2NE,SE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	006	LOT	1-6	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	N2,N2S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	N2,N2SW,SESW, NWSE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	010	RSDL	E2NESWSW, SESWSWSW, SESWSW, W2NESWSW, NWSWSW, N2SWSWSW, SWSWSWSW	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NE,N2NW,SENW	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	018	ALIQUOT	N2NE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	018	LOT	1	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	002	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	002	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	004	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	004	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	008	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	010	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	012	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	013	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	014	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	015	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,SWNE,W2SE, SESE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	019	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	020	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	021	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	022	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	023	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	024	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	025	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	026	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	027	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	028	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	029	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	030	ALIQUOT	E2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	030	LOT	1-4	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	031	ALIQUOT	E2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	031	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	032	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	033	ALIQUOT	N2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	034	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	035	ALIQUOT	N2N2,SENE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	N2,N2SW,NWSE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0210E	036	LOT	1,4,5	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	002	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	002	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	004	ALIQUOT	S2N2,S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	004	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	006	ALIQUOT	S2NE,SENW,E2SW,SE	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	006	LOT	1-7	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	008	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	010	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	012	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	014	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	016	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	E2,E2W2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	018	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	E2,E2W2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	019	LOT	1-4	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	020	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	022	ENTIRE SECTION	ENTIRE SECTION	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	024	FREE FORM	W2 (WITHIN);	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	026	ALIQUOT	N2,N2S2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	030	ALIQUOT	NE,E2W2	
NEVADA STATE OFFICE	1340 FINANCIAL BLVD	RENO	NV	89502	HOLDING AGENCY	100.000	MOUNT DIABLO	21 0200N 0220E	030	LOT	1-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV106218415
Legacy Serial Number: NVN 077014
Link to SRP: CR SRP All Other Products
Total Acres: 3.41
BLM Product Name: OIL AND GAS PIPELINE /FACILITY RECONVEYE

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Case Disposition: D AUTHORIZED **Disposition Date:** 5/26/1995

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TUSCARORA GAS CO	534 E SPOKANE FALLS BLVD #100	SPOKANE	WA	99202	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	NENE,NWNE,SENE	
TUSCARORA GAS CO	534 E SPOKANE FALLS BLVD #100	SPOKANE	WA	99202	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	017	RSDL	NENENW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106218939 **Legacy Serial Number:** NVN 077015 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.23
BLM Product Name: POWER LINE RECONVEYED
Case Disposition: AUTHORIZED **Disposition Date:** 10/10/1995

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	017	RSDL	NWNWNW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106219990 **Legacy Serial Number:** NVN 076953 **Link to SRP:** CR SRP All Other Products
Total Acres: 4.79
BLM Product Name: POWER LINE RECONVEYED
Case Disposition: AUTHORIZED **Disposition Date:** 1/11/1950

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	S2N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106220557 **Legacy Serial Number:** NVN 076951 **Link to SRP:** CR SRP All Other Products
Total Acres: 5.01
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; RECONVEYED
Case Disposition: AUTHORIZED **Disposition Date:** 7/22/1930

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township	Section	Survey Type	Aliquot Part	Metes And Bounds

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DEPARTMENT OF THE INTERIOR
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								Range				
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	N2S2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106221599
Legacy Serial Number: NVN 076934
Link to SRP: CR SRP All Other Products
Total Acres: 186.03
BLM Product Name: FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: CLOSED
Disposition Date: 9/23/2004

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
RENO-TAHOE INDUSTRIAL CTR LLC	%462 COURT ST	RENO	NV	89501-1796	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	001	ALIQUOT	NE,NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106222604
Legacy Serial Number: NVN 076948
Link to SRP: CR SRP All Other Products
Total Acres: 2.42
BLM Product Name: ROAD RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 1/26/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ADMIN MGT ENTITY	100.000	MOUNT DIABLO	21 0200N 0210E	019	ALIQUOT	W2E2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106222607
Legacy Serial Number: NVN 076949
Link to SRP: CR SRP All Other Products
Total Acres: 1
BLM Product Name: IRRIGATION FACILITY RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 10/8/1997

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
OPPIO FAMILY LTD PARTNERSHIP	7755 SPANISH SPRINGS RD	SPARKS	NV	89436	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	019	ALIQUOT	SWSE	

Admin State: NV
Geo State: NV

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DEPARTMENT OF THE INTERIOR
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Serial Number: NVNV106223135 **Legacy Serial Number:** NVN 076798 **Link to SRP:** CR SRP All Other Products
Total Acres: 80
BLM Product Name: PUBLIC LANDS FEDERAL LANDS POLICY MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 8/3/2016

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106223136 **Legacy Serial Number:** NVN 076799 **Link to SRP:** CR SRP All Other Products
Total Acres: 40
BLM Product Name: PUBLIC LANDS FEDERAL LANDS POLICY MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 8/3/2016

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	AGENCY	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	S2NE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106223188 **Legacy Serial Number:** NVN 076950 **Link to SRP:** CR SRP All Other Products
Total Acres: 1
BLM Product Name: EASEMENT SEC 302 FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 1/26/2001

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
OPPIO FAMILY LTD PARTNERSHIP	7755 SPANISH SPRINGS RD	SPARKS	NV	89436	HOLDER	100.000	MOUNT DIABLO	21 0200N 0210E	019	ALIQUOT	SWSE	

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Admin State: NV
Geo State: NV

Serial Number: NVNV106223219
Legacy Serial Number: NVN 076955
Link to SRP: CR SRP All Other Products
Total Acres: 38.38
BLM Product Name: POWER LINE RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 7/26/1976

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	013	ALIQUOT	NENE,SWNE,SENW, N2SW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	N2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106223222
Legacy Serial Number: NVN 076956
Link to SRP: CR SRP All Other Products
Total Acres: 38.69
BLM Product Name: POWER LINE RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 2/17/1981

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	013	ALIQUOT	NENE,SWNE,SENW, N2SW	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	N2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106223625
Legacy Serial Number: NVN 077430
Link to SRP: CR SRP All Other Products
Total Acres: 0.999
BLM Product Name: POWER LINE RECONVEYED
Case Disposition: AUTHORIZED
Disposition Date: 7/10/1975

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NE	

Admin State: NV
Geo State: NV

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DEPARTMENT OF THE INTERIOR
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Serial Number: NVNV106223626 **Legacy Serial Number:** NVN 077431 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.079
BLM Product Name: POWER LINE RECONVEYED
Case Disposition: AUTHORIZED **Disposition Date:** 8/31/1982

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER	50.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NE	
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	HOLDER	50.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106224819 **Legacy Serial Number:** NVN 075988 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.42
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 6/27/2023

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
FREHNER CONST CO INC	55 CONEY ISLAND DR STE #100	SPARKS	NV	89431	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NENE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106224897 **Legacy Serial Number:** NVN 083326 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.98
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 8/29/2007

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
MUSTANG BUSINESS PARK LLC	9000 BELLHAVEN RD	RENO	NV	89511-7609	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SE	
MUSTANG BUSINESS PARK LLC	9000 BELLHAVEN RD	RENO	NV	89511-7609	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NE	

Admin State: NV

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BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Geo State: NV

Serial Number: NVNV106230499 **Legacy Serial Number:** NVN 083026 **Link to SRP:** CR SRP All Other Products
Total Acres: 113.46
BLM Product Name: FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 6/23/2008

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	0.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	S2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106230500 **Legacy Serial Number:** NVN 083027 **Link to SRP:** CR SRP All Other Products
Total Acres: 44.73
BLM Product Name: FEDERAL LAND POLICY MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 10/14/2008

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CARSON CITY DISTRICT OFFICE	5665 MORGAN MILL RD	CARSON CITY	NV	89701	ACQUIRING AGENCY	0.000	MOUNT DIABLO	21 0200N 0210E	025	ALIQUOT	W2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106235724 **Legacy Serial Number:** NVN 097639 **Link to SRP:** CR SRP All Other Products
Total Acres: 15.215
BLM Product Name: OTHER FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 11/5/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	NWNW	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	NWSW	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	SWNW	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	SWSW	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,NENW	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NENE	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NWNE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NWSE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	SESE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	SWNE	
D.R. HORTON, INC.	5190 NEIL ROAD SUITE #310	RENO	NV	89502	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	NWNW	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	NWSW	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	SWNW	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	017	ALIQUOT	SWSW	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	N2NE,NENW	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NENE	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NWNE	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	NWSE	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	SESE	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	018	ALIQUOT	SWNE	
THE FOOTHILLS AT WINGFIELD LLC	ATTN: K. BLACKARD 4021 PORT CHICAGO	RENO	NV	89502	ASSIGNOR	0.000	MOUNT DIABLO	21 0200N 0210E	018	LOT	1	

Admin State: NV
Geo State: NV

Serial Number: NVNV106237555
Legacy Serial Number: NVN 096615
Link to SRP: CR SRP All Other Products
Total Acres: 3.44
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 5/22/2018

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
LBA LVF VII CO XV, LLC	3347 MICHELSON DR STE 200	IRVINE	CA	92612-0687	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	SESWSWSW, SESWSW, SWSWSESW	
LBA LVF VII CO XV, LLC	3347 MICHELSON DR STE 200	IRVINE	CA	92612-0687	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	3,5,6,7	

Admin State: NV
Geo State: NV

Serial Number: NVNV106240146
Legacy Serial Number: NVN 10096801
Link to SRP: CR SRP All Other Products
Total Acres: 792
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Case Disposition: OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT AUTHORIZED **Disposition Date:** 3/22/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,N2SE,SWSE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	NENE,S2NE,SENW,N2SW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2NE,N2NW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	027	ALIQUOT	N2NW,SWNW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	SENE,NESW,S2SW,N2SE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	029	ALIQUOT	SESE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	031	ALIQUOT	N2NE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	031	LOT	1	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2NE,N2NW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	SESW,S2SE	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	N2NE,NENW	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	019	LOT	1	
VERO FIBER NETWORKS	PO BOX 1110	BOULDER	CO	80306-1110	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,NESW,N2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106247025 **Legacy Serial Number:** NVN 074491 **Link to SRP:** CR SRP All Other Products
Total Acres: 53.33
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 6/16/2010

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER COMPANY	PO BOX 10100 (S4B20)	RENO	NV	89520	APPLICANT	100.000	MOUNT DIABLO	21 0200N 0220E	014	ALIQUOT	SESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106253585 **Legacy Serial Number:** NVN 074310 **Link to SRP:** CR SRP All Other Products
Total Acres: 43.64
BLM Product OIL AND GAS

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Name: PIPELINES
Case Disposition: AUTHORIZED **Disposition Date:** 3/29/2002

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TUSCARORA GAS TRANSMISSION COMANY	US LAND MANAGEMENT	HOUSTON	TX	77252	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2S2	
TUSCARORA GAS TRANSMISSION COMANY	US LAND MANAGEMENT	HOUSTON	TX	77252	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	S2N2,NWSW,NWSE	
TUSCARORA GAS TRANSMISSION COMANY	US LAND MANAGEMENT	HOUSTON	TX	77252	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,S2NW	
TUSCARORA GAS TRANSMISSION COMPANY	PO BOX 2446	HOUSTON	TX	77252-2446	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	N2S2	
TUSCARORA GAS TRANSMISSION COMPANY	PO BOX 2446	HOUSTON	TX	77252-2446	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	023	ALIQUOT	S2N2,NWSW,NWSE	
TUSCARORA GAS TRANSMISSION COMPANY	PO BOX 2446	HOUSTON	TX	77252-2446	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,S2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106255476 **Legacy Serial Number:** NVN 037890 **Link to SRP:** CR SRP All Other Products
Total Acres: 1
BLM Product Name: COMMUNICATION SITE FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: CLOSED **Disposition Date:** 8/9/1989

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
BECK ENTPR INC	BOX 2807	RENO	NV	89505	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	NWNW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106256798 **Legacy Serial Number:** NVN 030813 **Link to SRP:** CR SRP All Other Products
Total Acres: 79.76
BLM Product Name: POWER TRANSMISSION FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED **Disposition Date:** 12/3/2014

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	006	LOT	1-3	

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWNW,NWNE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	N2NENW	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	NENE,SWNE	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0210E	036	MNR	SESENW,N2NWSW	
SIERRA PACIFIC POWER CO	PO BOX 10100	RENO	NV	89520	HOLDER	0.000	MOUNT DIABLO	21 0200N 0220E	030	ALIQUOT	SESW,NESE,SWSE, SESE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	006	LOT	1-3	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWNW,NWNE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	N2NENW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	036	ALIQUOT	NENE,SWNE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	036	MNR	SESENW,N2NWSW	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	030	ALIQUOT	SESW,NESE,SWSE, SESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106259012
Legacy Serial Number: NVCC 0021089
Link to SRP: CR SRP All Other Products
Total Acres: 557.55
BLM Product Name: TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT AUTHORIZED
Case Disposition:
Disposition Date: 4/15/1996

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	5250 S. VIRGINIA STREET SUITE 200 ROOM 204 PO BOX 11010	RENO	NV	89520-0005	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,E2SW,SWSW, NWSE	
NEVADA BELL	5250 S. VIRGINIA STREET SUITE 200 ROOM 204 PO BOX 11010	RENO	NV	89520-0005	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NE	
NEVADA BELL	5250 S. VIRGINIA STREET SUITE 200 ROOM 204 PO BOX 11010	RENO	NV	89520-0005	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	S2	
NEVADA BELL	5250 S. VIRGINIA STREET SUITE 200 ROOM 204 PO BOX 11010	RENO	NV	89520-0005	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,NW	
NEVADA BELL TELEPHONE COMPANY DBA AT&T NEVADA	ATTN: R/W DEPARTMENT PO BOX 11010	RENO	NV	89520-0005	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	S2NE,E2SW,SWSW, NWSE	
NEVADA BELL TELEPHONE COMPANY DBA AT&T NEVADA	ATTN: R/W DEPARTMENT PO BOX 11010	RENO	NV	89520-0005	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NE	
NEVADA BELL TELEPHONE	ATTN: R/W DEPARTMENT PO	RENO	NV	89520-0005	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	S2	

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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
COMPANY DBA AT&T NEVADA	BOX 11010											
NEVADA BELL TELEPHONE COMPANY DBA AT&T NEVADA	ATTN: R/W DEPARTMENT PO BOX 11010	RENO	NV	89520-0005	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	N2NE,NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106260629
Legacy Serial Number: NVN 0058691
Link to SRP: CR SRP All Other Products
Total Acres: 17.91
BLM Product Name: POWER TRANSMISSION LINE
Case Disposition: CLOSED
Disposition Date: 8/6/2020

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	010	ALIQUOT	NENE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	014	ALIQUOT	W2NE,NENW,N2SE,SESE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2N2	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	S2SE	
SIERRA PACIFIC POWER CO	PO BOX 10100 R/W S4B20	RENO	NV	89520-0024	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,NESW,N2SE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106262098
Legacy Serial Number: NVCC 0020776
Link to SRP: CR SRP All Other Products
Total Acres: 41.52
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 8/10/1990

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWSE,SW,S2NE	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NE,SENW	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	036	LOT	4	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	S2SW,N2SE,SWSE	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NENW,S2NW	
NEVADA BELL TEL	ATTN: ROW	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	NWSE,SW,S2NE	

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Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
CO DBA AT&T NV	DEPARTMENT, RM 115 P.O. BOX 11010											
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NE,SENW	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0210E	036	LOT	4	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	022	ALIQUOT	S2SW,N2SE,SWSE	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NENW,S2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106263797
Legacy Serial Number: NVN 062090
Link to SRP: CR SRP All Other Products
Total Acres: 2.89
BLM Product Name: ROADS FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 11/4/1997

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
KINDER LTD	1725 DAVIS LN	RENO	NV	89511-7597	BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2NW,NWNW,NESW	
SANTA FE PACIFIC PIPELINE	1100 TOWN COUNTRY ROAD	ORANGE	CA	92868	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	E2NW,NWNW,NESW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106264103
Legacy Serial Number: NVN 059035
Link to SRP: CR SRP All Other Products
Total Acres: 0.13
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 9/1/1994

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESW	
NEVADA BELL	PO BOX 11010 R/W DEPT	RENO	NV	89520	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	SESWSWSW, SESWSW	
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	ALIQUOT	SESW	

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA BELL TEL CO DBA AT&T NV	ATTN: ROW DEPARTMENT, RM 115 P.O. BOX 11010	RENO	NV	89520	BILLEE	0.000	MOUNT DIABLO	21 0190N 0210E	010	MNR	SESWSWSW, SESWSW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106264120
Legacy Serial Number: NVN 0044543
Link to SRP: CR SRP All Other Products
Total Acres: 22.12
BLM Product Name: COMMUNICATION SITE FEDERAL FACILITY
Case Disposition: CLOSED
Disposition Date: 1/5/1990

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	N2SE,SENW,SWNE	
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	1,2	
FAA	BOX 92007	LOS ANGELES	CA	90009-2007	HOLDER	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NWNE,N2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106271084
Legacy Serial Number: NVN 095870
Link to SRP: CR SRP All Other Products
Total Acres: 21.3
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: AUTHORIZED
Disposition Date: 4/22/2019

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
INYO NETWORKS INC	10621 CHURCH ST, SUITE 100	RANCHO CUCAMONGA	CA	91730-6888	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0200N 0210E	031	ALIQUOT	NENE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106278572
Legacy Serial Number: NVN 094188
Link to SRP: CR SRP All Other Products
Total Acres: 2.8
BLM Product Name: OTHER FEDERAL LAND POLICY AND MANAGEMENT ACT

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Case Disposition: AUTHORIZED **Disposition Date:** 11/4/2019

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GRANITE CONSTRUCTION CO	1900 GLENDALE AVE	SPARKS	NV	89431-5507	HOLDER/BILLEE	100.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	NWNW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106278892 **Legacy Serial Number:** NVN 093850 **Link to SRP:** CR SRP All Other Products
Total Acres: 0.22
BLM Product Name: SURFACE MANAGEMENT-NOTICE
Case Disposition: CLOSED **Disposition Date:** 4/16/2019

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GOLD STAR MINING LLC	14761 COUNTY RD. 3	LONGMONT	CO	80504	OPERATOR	100.000	MOUNT DIABLO	21 0190N 0220E	036	RSDL	N2	

Admin State: NV
Geo State: NV

Serial Number: NVNV106354761 **Legacy Serial Number:** **Link to SRP:** CR SRP All Other Products
Total Acres: 5
BLM Product Name: MINERAL MATERIALS NEGOTIATED-ALL
Case Disposition: PENDING **Disposition Date:**

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
GRANITE CONSTRUCTION COMPANY	1900 GLENDALE AVE	SPARKS	NV	89431	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	ALIQUOT	N2SW	
GRANITE CONSTRUCTION COMPANY	1900 GLENDALE AVE	SPARKS	NV	89431	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	008	LOT	3,4	
GRANITE CONSTRUCTION COMPANY	1900 GLENDALE AVE	SPARKS	NV	89431	APPLICANT	100.000	MOUNT DIABLO	21 0190N 0210E	017	ALIQUOT	N2NW	

Admin State: NV
Geo State: NV

Serial Number: NVNV106369104 **Legacy Serial Number:** **Link to SRP:** CR SRP All Other Products
Total Acres: 43.45
BLM Product Name: OTHER FEDERAL LAND POLICY AND MANAGEMENT ACT

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Case Disposition: PENDING **Disposition Date:** 5/3/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
NEVADA DEPARTMENT OF AGRICULTURE	405 SOUTH 21ST STREET	SPARKS	NV	89431	APPLICANT	0.000	MOUNT DIABLO	21 0190N 0210E	010	LOT	7	
NEVADA DEPARTMENT OF AGRICULTURE	405 SOUTH 21ST STREET	SPARKS	NV	89431	APPLICANT	0.000	MOUNT DIABLO	21 0190N 0210E	011	LOT	2,5,7,8	
NEVADA DEPARTMENT OF AGRICULTURE	405 SOUTH 21ST STREET	SPARKS	NV	89431	APPLICANT	0.000	MOUNT DIABLO	21 0190N 0210E	015	ALIQUOT	NENE	
NEVADA DEPARTMENT OF AGRICULTURE	405 SOUTH 21ST STREET	SPARKS	NV	89431	APPLICANT	0.000	MOUNT DIABLO	21 0190N 0210E	015	LOT	1-3	

Admin State: NV
Geo State: NV

Serial Number: NVNV106381609 **Legacy Serial Number:** **Link to SRP:** CR SRP All Other Products
Total Acres: 6.2
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING **Disposition Date:** 6/28/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE MEADOWS WATER AUTHORITY	1355 CAPITAL BLVD	RENO	NV	89502-7140	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	019	LOT	2-4	

Admin State: NV
Geo State: NV

Serial Number: NVNV106381610 **Legacy Serial Number:** **Link to SRP:** CR SRP All Other Products
Total Acres: 4.8
BLM Product Name: WATER FACILITY FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING **Disposition Date:** 6/28/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
TRUCKEE MEADOWS WATER AUTHORITY	1355 CAPITAL BLVD	RENO	NV	89502-7140	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	019	LOT	2-4	

Admin State: NV
Geo State: NV

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Serial Number: NVNV106389743
Legacy Serial Number:
Link to SRP: CR SRP All Other Products
Total Acres: 486.58
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING
Disposition Date: 8/21/2024

Customer Name	Street	City	State	Postal Code	Interest Relationship	Interest Percent	Meridian Name	Meridian Township Range	Section	Survey Type	Aliquot Part	Metes And Bounds
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NE,SWNE,SENE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	SESE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,W2SE,NESE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	N2SW,SENW,NENE, S2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2NW,N2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	027	ALIQUOT	W2NW,NENW	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	NESW,S2SW,SENE, N2SE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	029	ALIQUOT	SESE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	031	ALIQUOT	NENW,N2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2NW,N2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	S2SW,S2SE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	NENE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,SWNE, N2SE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NENE,NESW	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	SENW,NWSW,S2SW	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	026	ALIQUOT	NESE	

Admin State: NV
Geo State: NV

Serial Number: NVNV106708355
Legacy Serial Number:
Link to SRP: CR SRP All Other Products
BLM Product Name: TELEPHONE, TELEGRAPH, AND FIBER OPTIC; FEDERAL LAND POLICY AND MANAGEMENT ACT
Case Disposition: PENDING
Disposition Date: 12/17/2024

Customer	Street	City	State	Postal Code	Interest	Interest Percent	Meridian Name	Meridian	Section	Survey Type	Aliquot Part	Metes And

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

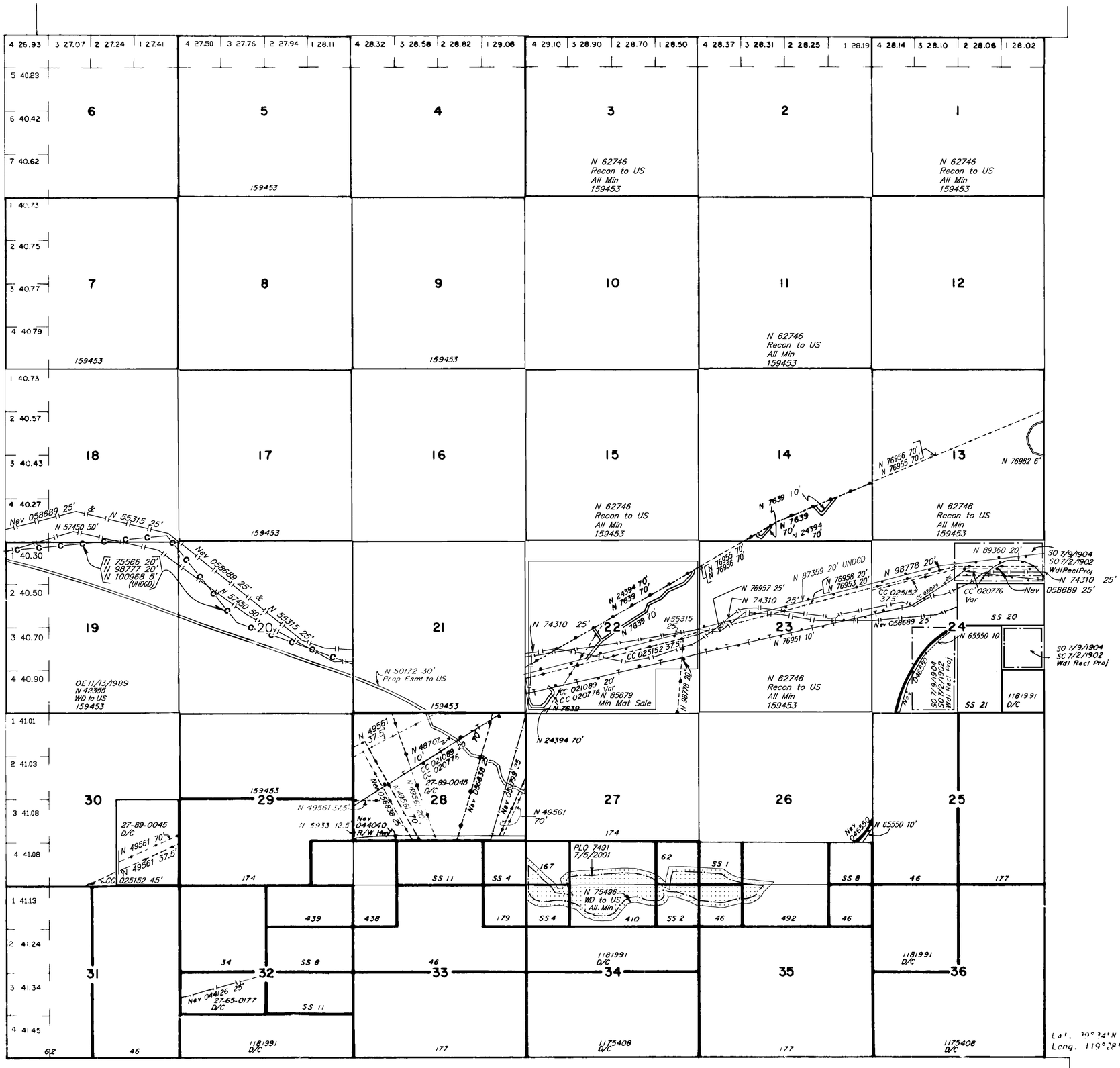
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CASE RECORDATION
Public Geographic Report with Customer

Name					Relationship			Township Range				Bounds
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0190N 0210E	016	ALIQUOT	N2NE,SWNE,SENE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	013	ALIQUOT	SESE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	022	ALIQUOT	SESW,W2SE,NESE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	023	ALIQUOT	N2SW,SENW,NENE, S2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	024	ALIQUOT	N2NW,N2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	027	ALIQUOT	W2NW,NENW	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	028	ALIQUOT	NESW,S2SW,SENE, N2SE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	029	ALIQUOT	SESE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	031	ALIQUOT	NENW,N2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0210E	032	ALIQUOT	N2NW,N2NE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	018	ALIQUOT	S2SW,S2SE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	019	ALIQUOT	NENE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	020	ALIQUOT	W2NW,SENW,SWNE, N2SE	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	NENE,NESW	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	024	ALIQUOT	SENW,NWSW,S2SW	
STATE OF NEVADA	680 W. NYE LANE, STE. 104	CARSON CITY	NV	89703	APPLICANT	0.000	MOUNT DIABLO	21 0200N 0220E	026	ALIQUOT	NESE	

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TOWNSHIP 20 NORTH RANGE 22 EAST OF THE MOUNT DIABLO MERIDIAN, NEVADA

CARSON CITY GR DIST



SCALE

10 5 0 10 20 30 60

30 chains to the inch

WARNING STATEMENT

This plat is the Bureau's representation of the Record of Title and should be used only as a graphic display of the township survey data. Records hereon do not reflect title changes which may have been effected by the lateral movements of rivers or other bodies of water. Refer to the cadastral surveys for official survey information.

STATUS OF PUBLIC DOMAIN LAND AND MINERAL TITLES AND ACQUIRED LANDS

MT PLAT

INDEX TO SEGREGATED TRACTS				
RESURVEY	ORIGINAL SURVEY			
TRACT NO	T	R	SEC	SUBDIVISION

FOR ORDERS EFFECTING DISPOSAL OR USE OF UNIDENTIFIED LANDS WITHDRAWN FOR CLASSIFICATION, MINERALS, WATER AND/OR OTHER PUBLIC PURPOSES, REFER TO INDEX OF MISCELLANEOUS DOCUMENTS.

Nev 043254 R/W RR
Sec 24: W1/2SW1/4, NE1/4SW1/4; W/1
Sec 32: N1/2SW1/4; W/1

CURRENT TO	BY	CURRENT TO	BY
11/14/2024	TJ		

PLAT TYPE

T. 20 N
R. 22 E

TOWNSHIP 19 NORTH RANGE 21 EAST OF THE MOUNT DIABLO MERIDIAN, NEVADA

CARSON CITY GR DIST

STATUS OF PUBLIC DOMAIN
LAND AND MINERAL TITLES

MT PLAT

INDEX TO SEGREGATED TRACTS				
RESURVEY	ORIGINAL SURVEY			
TRACT NO	T	R	SEC	SUBDIVISION

FOR ORDERS EFFECTING DISPOSAL OR USE OF UNIDENTIFIED LANDS WITHDRAWN FOR CLASSIFICATION, MINERALS, WATER AND/OR OTHER PUBLIC PURPOSES, REFER TO INDEX OF MISCELLANEOUS DOCUMENTS.

Nev 043254 n ½ frl affects Sec 18

CC 020776 subject to all prior existing rights or claims

CURRENT TO	BY
1/20/04	MS
3/30/05	SLL
2/2/10	MS
12/11/14	MS
5/17/16	JDG
12/4/2020	ART
12/01/2021	ART

N-030
T 19 N
R 21 E

Lat. 39°27'N.
Long. 119°35'17"W.

SCALE
10 5 0 10 20 30 60
30 chains to the inch

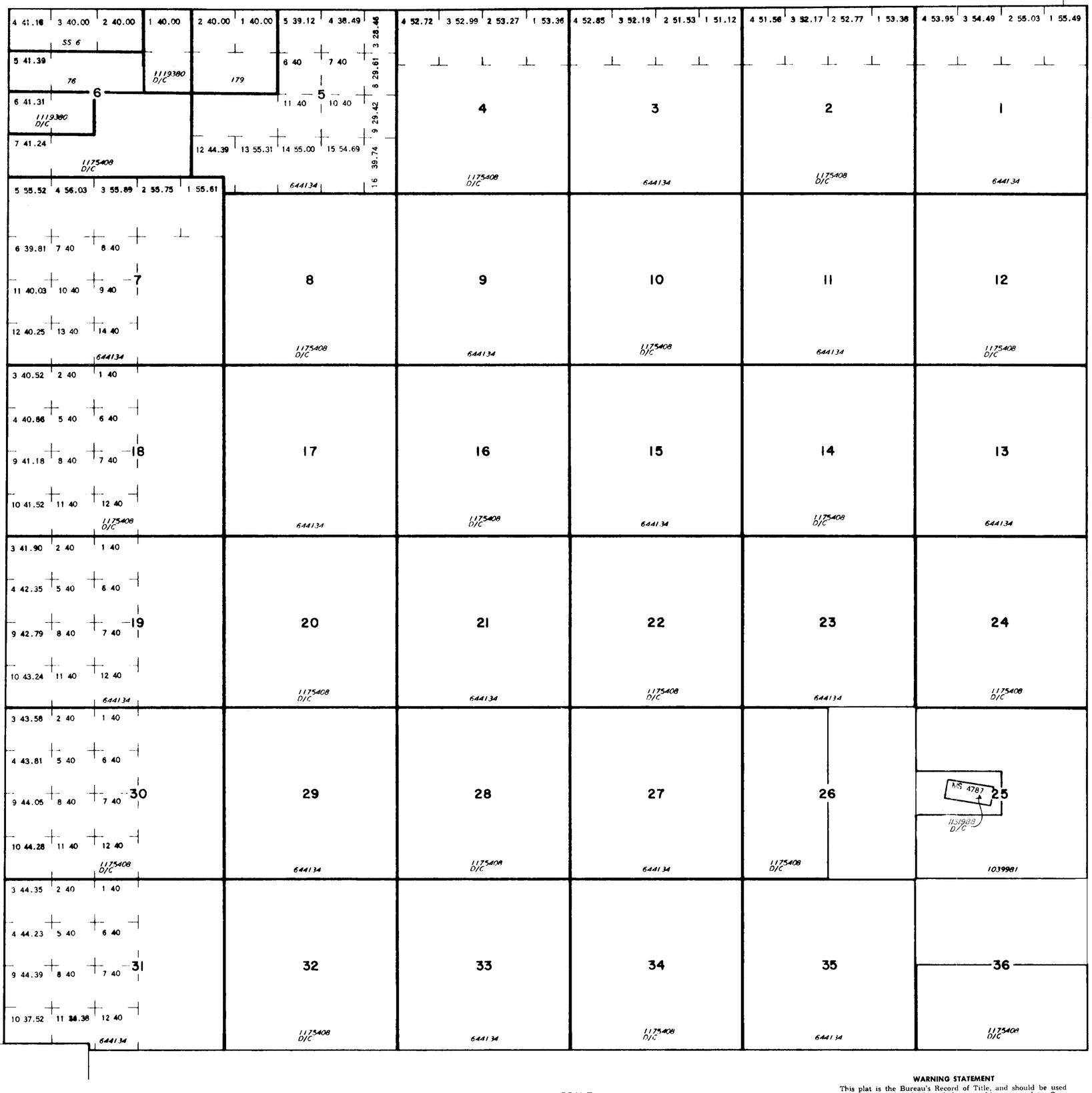
WARNING STATEMENT

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TOWNSHIP 19 NORTH RANGE 22 EAST OF THE MOUNT DIABLO MERIDIAN, NEVADA

STOREY COUNTY

CARSON CITY GR DIST



SCALE

10 5 0 10 20 30 60

30 chains to the inch

Lat. 39°27'N
Long. 119°26'W

WARNING STATEMENT

This plat is the Bureau's Record of Title, and should be used only as a graphic display of the township survey data. Records hereon do not reflect title changes which may have been effected by lateral movements of rivers or other bodies of water. Refer to the cadastral surveys for official survey information

STATUS OF PUBLIC DOMAIN LAND AND MINERAL TITLES

MT PLAT

INDEX TO SEGREGATED TRACTS				
RESURVEY	ORIGINAL SURVEY			
TRACT NO	T	R	SEC	SUBDIVISION

FOR ORDERS EFFECTING DISPOSAL OR USE OF UNIDENTIFIED LANDS WITHDRAWN FOR CLASSIFICATION, MINERALS, WATER AND/OR OTHER PUBLIC PURPOSES, REFER TO INDEX OF MISCELLANEOUS DOCUMENTS.

CURRENT TO	BY

N-030

T. 19 N

R. 22E

TOWNSHIP 20 NORTH RANGE 21 EAST OF THE MOUNT DIABLO MERIDIAN, NEVADA

WASHOE COUNTY

CARSON CITY GR DIST

STATUS OF PUBLIC DOMAIN
LAND AND MINERAL TITLES
AND ACQUIRED LANDS

MT PLAT

INDEX TO SEGREGATED TRACTS				
RESURVEY	ORIGINAL SURVEY			
TRACT NO	T	R	SEC	SUBDIVISION

FOR ORDERS EFFECTING DISPOSAL OR USE OF UNIDENTIFIED LANDS WITHDRAWN FOR CLASSIFICATION, MINERALS, WATER AND/OR OTHER PUBLIC PURPOSES. REFER TO INDEX OF MISCELLANEOUS DOCUMENTS.

N 57517 R/W Water Monitoring Well Sites
Sec. 8: NW1/4NW1/4, W/1
Sec. 20: SE1/4SE1/4, W/1.

N 76950 R/W Affects:
Sec. 19: All.

CURRENT TO	BY	CURRENT TO	BY
05/30/2024	*TJ*		

PLAT TYPE

T. 20 N
R. 21 E

SCALE
10 5 0 10 20 30 60
30 chains to the inch

WARNING STATEMENT

This plat is the Bureau's representation of the Record of Title and should be used only as a graphic display of the township survey data. Records hereon do not reflect title changes which may have been effected by lateral movements of rivers or other bodies of water. Refer to the cadastral surveys for official survey information.



APPENDIX F

Interim Class I Cultural Resources Review

October 15, 2025

Subject: Cultural Resources Overview for the Tahoe Reno Industrial Center (TRIC) Connection Feasibility Study

Introduction

This document presents the results of a cultural resources overview conducted in support of the Tahoe Reno Industrial Center (TRIC) Connection Feasibility Study, as part of the due diligence process for the proposed project. TRIC is a large industrial development located approximately 13 miles east of Sparks, Nevada, along State Route (SR) 439, also known as USA Parkway. USA Parkway is accessible via two existing routes: Interstate 80 (I-80) from the north and U.S. Route 50 from the south.

As TRIC continues to expand, traffic congestion and safety concerns along the I-80 corridor have intensified. The proposed Sparks-to-TRIC Connection aims to establish an alternative route to improve regional connectivity, alleviate congestion on I-80 between Reno/Sparks and TRIC, and enhance travel reliability. This project is currently listed under the "Unfunded Projects" category in the 2050 Regional Transportation Plan.

During the overview, data gaps were identified that may require improved data management or additional cultural resource studies. Based on a review of known resources and inventories, along with historical research of the study area, this document provides a brief environmental background and historical context for both the prehistoric and historic periods.

The primary goal of this overview is to establish a foundational understanding of the cultural context surrounding TRIC to inform project design and development. It also serves to support future efforts in identifying and treating cultural resources and to facilitate ongoing compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

Natural Environment

Climate

The climate of the region is relatively arid, as the western part of the Great Basin lies within the rain shadow of the Eastern Sierra front. Weather conditions are characterized by wide temperature fluctuations, low humidity, and a high number of sunny days throughout the year. Precipitation varies by location, with mountain elevations receiving significantly more moisture than the desert floor. Winter is typically the wettest season. Climate data for Sparks, Nevada indicates an average maximum temperature of 68.3 degrees Fahrenheit and an average minimum temperature of 36.7 degrees. The area receives an average annual precipitation of 7.66 inches and an average snowfall of 7.2 inches. Elevation within the study

area ranges from approximately 4,200 feet above mean sea level (AMSL) along the Truckee River gorge in the southwest portion of the study area to about 7,400 feet in the Virginia Mountains in the northeast.

The proposed project is situated on the edge of the Eastern Sierra Front, within the western Basin and Range geological province, and includes a portion of the Walker Lane structural zone—a cluster of active faults trending northeast and northwest. This province is defined by alternating mountain blocks and sediment-filled valleys. The region is underlain by older Paleozoic and Mesozoic sedimentary and metamorphic units, with intrusive Cenozoic volcanic rocks exposed in valley troughs. Overlying these older formations are Tertiary volcanic and sedimentary units. Three major categories of Quaternary deposits are recognized in the area: mainstream gravel deposits of the Truckee River, alluvial fan deposits along the margins of the Truckee Meadows, and reworked older deposits with relatively fine-grained clastic debris throughout the central part of the basin (Sibley 2013). Quaternary alluvium from fans and rivers, ancient lake and marsh deposits, floodplain gravels, and windblown sediments cover older bedrock in the basin lowlands, including the Truckee Meadows and nearby basins near Clark (NBMG 2011). Along the Truckee River corridor, these deposits are predominant, although exposed volcanic outcrops of basalt, chert, andesite, and rhyolite are also present.

Flora and Fauna

Big sagebrush is the dominant plant series found on the alluvial fans in and around the Truckee Meadows, while sedge meadow species are prevalent along basin floors and floodplains. Along the Truckee River and other perennial watercourses, grasses, tulles, and Great Basin wild rye are commonly found. Riparian vegetation in these areas also includes black cottonwood, various species of willow, and buffaloberry. The steeper, more elevated, and well-drained valley margins support a mix of sagebrush grasses and other plant species such as big sagebrush, rabbitbrush, greasewood, horse brush, and wheatgrass (Sibley 2013).

Faunal resources in the region include large mammals such as mule deer, pronghorn antelope, and historically, mountain sheep at higher elevations. Smaller mammals such as rabbits, badgers, skunks, squirrels, woodrats, and coyotes are also present. The area supports a variety of reptiles and bird species, as well as fish populations in the perennial waterways (Estes et al. 2018).

Precontact Chronology

Prehistoric adaptive strategies in the Great Basin remain largely undefined prior to 10,000 years before present (B.P.), although archaeological evidence suggests human occupation extending back at least 11,500 years, and possibly earlier. Sites dating to the terminal Pleistocene are typically identified by the presence of fluted-base projectile points, which

resemble the well-known Clovis forms commonly associated with ancient cultures of the Great Plains. Many of the earliest discoveries were made in the southern deserts, such as China Lake and the Mojave Desert, though significant finds have also emerged from western and central Nevada.

The chronological framework presented here draws heavily from the work of Elston et al. (1994) and Delacorte (1997), with additions and revisions from other sources. The precontact era of western Nevada follows the Sierran Front chronology, which was developed to interpret cultural change from the eastern slope of the Sierra Nevada to the adjacent western Great Basin. This chronology is divided into five major periods: Pre-Archaic (>10,000–8,000 calibrated years B.P.), Early Archaic (8,000–5,000 cal B.P.), Middle Archaic (5,000–1,300 cal B.P.), Late Archaic (1,300–700 cal B.P.), and Terminal Prehistoric (700 cal B.P. to European contact).

These periods are further subdivided into six regional phases: Washoe Lake/Tahoe Reach (11,500–8,000 cal B.P.), Spooner (8,000–5,000 cal B.P.), Early Martis (5,000–3,000 cal B.P.), Late Martis (3,000–1,300 cal B.P.), Early Kings Beach (1,300–700 cal B.P.), and Late Kings Beach (700–150 cal B.P.).

Table 1. Precontact Cultural Phases in the Sierra Front and Western Great Basin

Phase/Period	Temporal Markers	Age in Years Before Present (B.P.)	Climate
Washoe Lake/Pre-Archaic	Large fluted projectile points (Clovis). Primarily located along shorelines of ancient lakes.	11500-10000 B.P.	Anathermal; warming trend, climate similar to present
Tahoe Reach/Pre-Archaic	Large stemmed edge-ground projectile points, flaked stone tool kits, focus on large game, no groundstone, use of spears and atlatls, high mobility	10000-8000 B.P.	Continuing Anathermal warming trend, climate similar to present
Spooner/Early Archaic	Short term encampments with less mobility than earlier but continuing to forage over wide ranges. More reliance on plant foods, groundstone. Use of rock shelters for storage	8000-4000 B.P.	Altithermal, generally hot and dry, Lake Tahoe does not overflow for long periods of time

Phase/Period	Temporal Markers	Age in Years Before Present (B.P.)	Climate
Early Martis/Middle Archaic	Contracting stem points of the Elko-Martis Series, Steamboat points, large basalt bifaces. Houses, hunting blinds, groundstone, caches of non-potable items, dramatic increase in rock art. Diversity of tool stone increases	5000-3000 B.P.	Medithermal; Neoglacial wet but not necessarily cooler, increased precipitation, overfilling Lake Tahoe
Late Martis/ Middle Archaic	Highly regularized round settlement pattern with camps seasonally occupied. Increased groundstone use, proliferation of rock art, introduction of bow and arrows, Elko projectile points are abundant	3000-1300 B.P.	Neoglacial, wetter and becoming slightly cooler, increased summer rain
Early Kings Beach/Late Archaic	Rose Spring and Eastgate projectile points, chert cores, smaller projectile points, utilized flakes and other small chert tools, beads, small house pits, bedrock milling, shift to hunting more medium and small sized animals	1300-700 B.P.	Medieval climate anomaly, increased temperatures, some droughts, precipitation in late spring or early summer
Late Kings Beach/Late Archaic	Pine nut storage, fewer caches of tools, more expedient disposable tools, expanded hunting of small animals and use of wetlands	700-150 B.P.	Neoglacial; wet and cool, with a decline in summer rain

Ethnographic Background

The study area lies primarily within the ethnographic boundary of the Washoe people in the west and in the east, Northern Paiute bands including the *Taisget Tuviwari* and *Kuyuidokado*. The boundaries between these tribal lands were fluid and some overlap was likely. Washoe territory included a much of the area along the eastern edge of the Sierra Nevada. Lake Tahoe served as a major residential base, with other settlements including along the Truckee, Carson, and Walker rivers (Sibley 2013). The *Tasiget Tuviwari* band occupied the region incorporating Winnemucca and Spring Valleys and the Lower Truckee Meadows (Stewart 1939). The *Kuyuidokado* (Pyramid Lake Paiute) inhabited the area east of the *Tasiget Tuviwari* band, including all of Pyramid Lake and lower reaches of the Truckee River (Delacorte 1997).

The Washoe practiced a highly mobile, foraging, and collecting pattern of east to west traveling seasonal round following resources as they became available. This pattern also included hunting, fishing and gathering. During winter the people settled in the lower elevations until spring arrived when they groups would migrate up into the mountains. Plants would be gathered in the spring and summer. Fishing occurred almost year-round as did hunting. Stored pine nuts, dried seeds and dried meat were the primary means of subsistence through the winter. Camps consisted of large groups with conical brush and bark houses, storage features, and pits. The Northern Paiute bands including the *Tasiget Tuviwari and Kuyuidokado* would settle in multi-family groups during the winter in settlements of three to ten houses and then disperse into smaller groups as the seasons changed and temperatures warmed (Sibley 2013, Fowler 2002). Like the Washoe, the Northern Paiute bands would seasonally travel as they followed available resources. Houses were simple brush structures for sun and wind protection. Tools were generally expedient using locally available materials. Plant resources were most heavily exploited during the period from spring to fall. Pine nuts were a winter staple. Communal game drives were held and antelope and mountain sheep were important sources of meat and supplemented by smaller mammals such as rabbits (Delacorte 1997). No known large settlements are known for any of the above groups within the study area although there are numerous natural resources in the area that were routinely exploited.

The study area includes most of the Pah Rah Range which is almost entirely volcanic and includes sources of basalt and fine grained metavolcanic such as chert and other cryptocrystalline silicates, rhyolite, andesite. In addition to these sources in the study area, obsidian was available from multiple sources within proximity to the study area. Using obsidian sourcing from sites in the Pah Rah Range, Delacorte (1997) was able to infer settlement patterns. Delacorte suggested that there was an Early Component and a Late Component that showed variance in the distance from the sites where the obsidian was found to the actual distance from the source where it was obtained. Sibley (2013) noted that Older Early Component assemblages contain obsidian from as far north as the Warner Mountains and as far south as Bodie Hills. In general, better more fine-grained obsidian could be found the further one traveled from the study area. As time went on the distances from the source appear to have shortened and obsidian from less desirable sources became more prevalent at sites in the area. Later Early Component period sites show the distance traveled extends only as far north as the Patrick obsidian source and south to the Mono Basin. A final shift occurs during the Late Component when obsidian was acquired locally in significant amounts for the first time at Patrick and Sutro Springs near the Pah Rah Uplands. This suggests that overall mobility decreased over time with variations north and south of the Truckee River that may reflect cultural divisions, territoriality, or a physical barrier (Sibley

2013). The change into more use of local, but less desirable, materials support the idea that territory size and population mobility diminished through time. As time moved forward annual mobility appears to have remained high but shows fewer forays from more restricted home ranges. Later sites contain significantly more expedient flake and pressure retouched implements, suggesting technology compliant with more localized and intensive land use suggesting lower mobility.

Branch (2014) conducted similar research to Sibley looking at non-obsidian volcanic tool stone. The study reexamined toolstone movement and settlement patterns in the western Great Basin using FGV (fine-grained volcanic) provenance data, focusing on the Pah Rah Range. Unlike obsidian, which was typically transported over long north-south distances, FGV artifacts show shorter, east-west movement. Key FGV sources (Alder Hill, Gold Lake, and Siegfried Canyon Ridge) are west/northwest of the Pah Rah Range, indicating a connection to the eastern Sierra Nevada. While some quarries lie to the southwest/southeast, the overall FGV pattern remains strongly east-west. In terms of distance, obsidian was transported much farther (up to 222 km) compared to FGV (up to 89 km), with average transport distances of 144.7 km for obsidian and 51.4 km for FGV.

As noted earlier, the Pah Rah Range is along the boundary between three historically identified ethnic groups: the *Tasiget Tuviwarai* and *Kuyuidokado* Northern Paiute bands and the Washoe. As such, interpretations of sites in the area may be complicated by the need to distinguish technological/settlement shifts from ethnic shifts. Recognizing patterns in toolstone use that could reflect differential access to toolstone sources in the immediate region and beyond may allow for research into whether ethnicity can be identified in lithic assemblages. If this is the case, then it may also be possible to discern culturally determined differences in toolstone source use between assemblages along the eastern Sierran Front as compared to the Pah Rah Range and farther east into the Great Basin (Branch 2014).

Historic Background

The earliest known Euro-American entry into Nevada was likely by trappers pursuing the fur trade in the western United States. Jedediah Smith is reported to have made forays into southwestern Nevada as early as 1826. At that time, Nevada was considered unexplored territory, and it is possible that other non-Native individuals may have passed through even earlier. Additional trappers and explorers followed, though few remained in the region for extended periods. John C. Frémont made multiple expeditions through Nevada and is believed to have followed the Truckee River and named Pyramid Lake during his 1843 journey.

During this period, emigrant parties also began traveling through southern Nevada en route to Oregon and California. The first permanent settlements in Nevada emerged at stopping points along these emigrant trails near the Sierra Nevada Mountains. The California Emigrant Trail entered Nevada from Idaho and split into multiple routes, including the Truckee Route, which passes through the study area. Several other branches of the trail led into California at various points.

By 1848, Nevada became part of U.S. territory following the Treaty of Guadalupe Hidalgo, which ended the war between the United States and Mexico. This, combined with the discovery of gold in California shortly, thereafter, led to a significant influx of emigrants and the establishment of permanent settlements in Nevada, including Mormon communities from Utah. In 1861, Nevada was granted territorial status, and by 1864 it achieved statehood. At that time, 114 mining districts had been established, primarily focused on gold and silver extraction (Chambers Group 2014).

Between 1859 and 1870, the state experienced a mining boom, with numerous boomtowns emerging following the discovery of the Comstock Lode in western Nevada. The arrival of the Central Pacific Railroad from California in 1869, which connected with the Union Pacific Railroad that same year, facilitated long-distance travel between mining districts and spurred further development along the rail lines.

By the early 1900s, the mining boom had subsided, and most of the major mineral strikes had been depleted. As a result, many residents who had settled in the region turned to alternative livelihoods such as ranching and small-scale farming. With the aid of dams and irrigation ditches, previously arid desert lands were reclaimed and made suitable for grazing and crop cultivation (Estes et al. 2018).

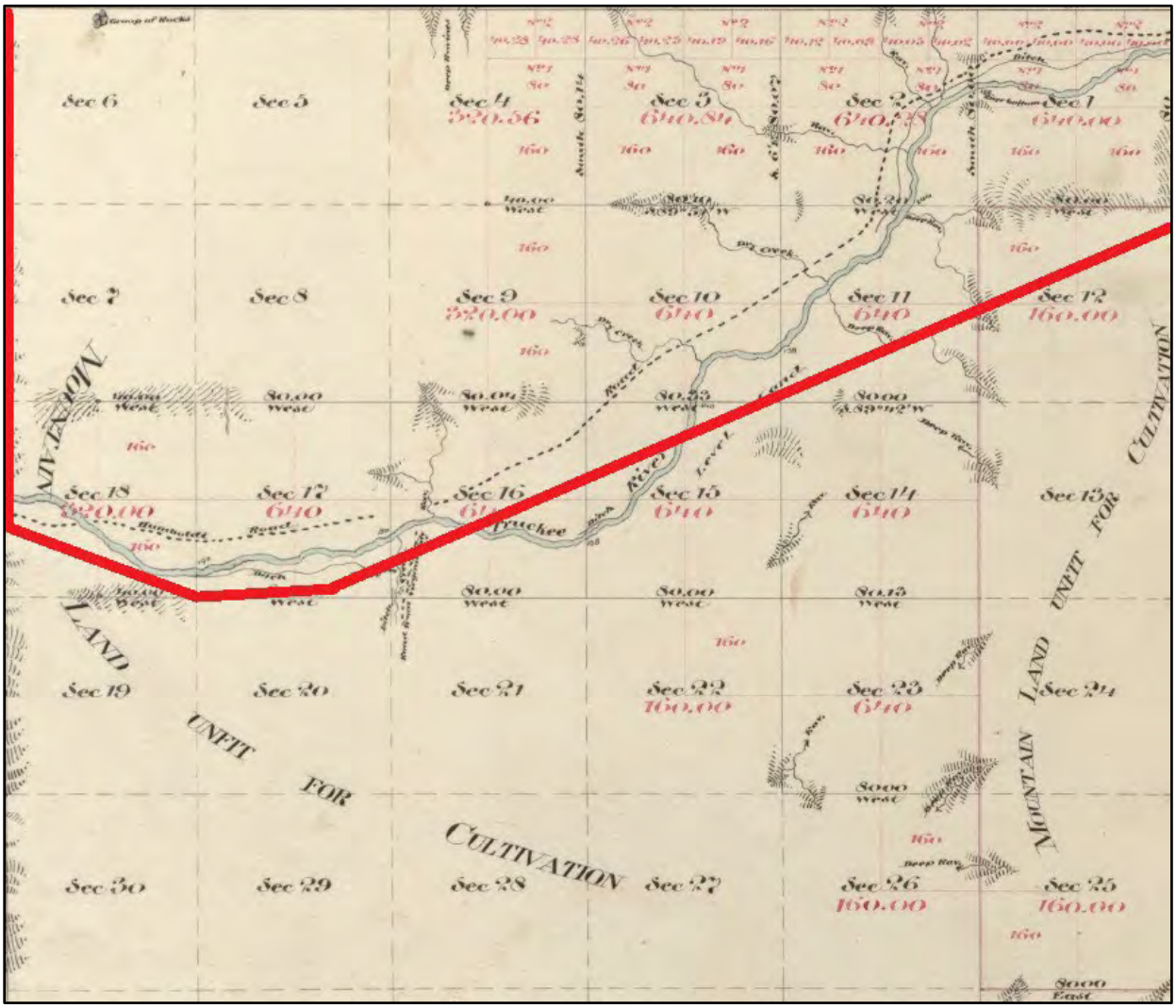


Figure 1. Southwestern corner of the study area (red boundary) along the Truckee River on BLM Government Land Office (GLO) map ca.1866.

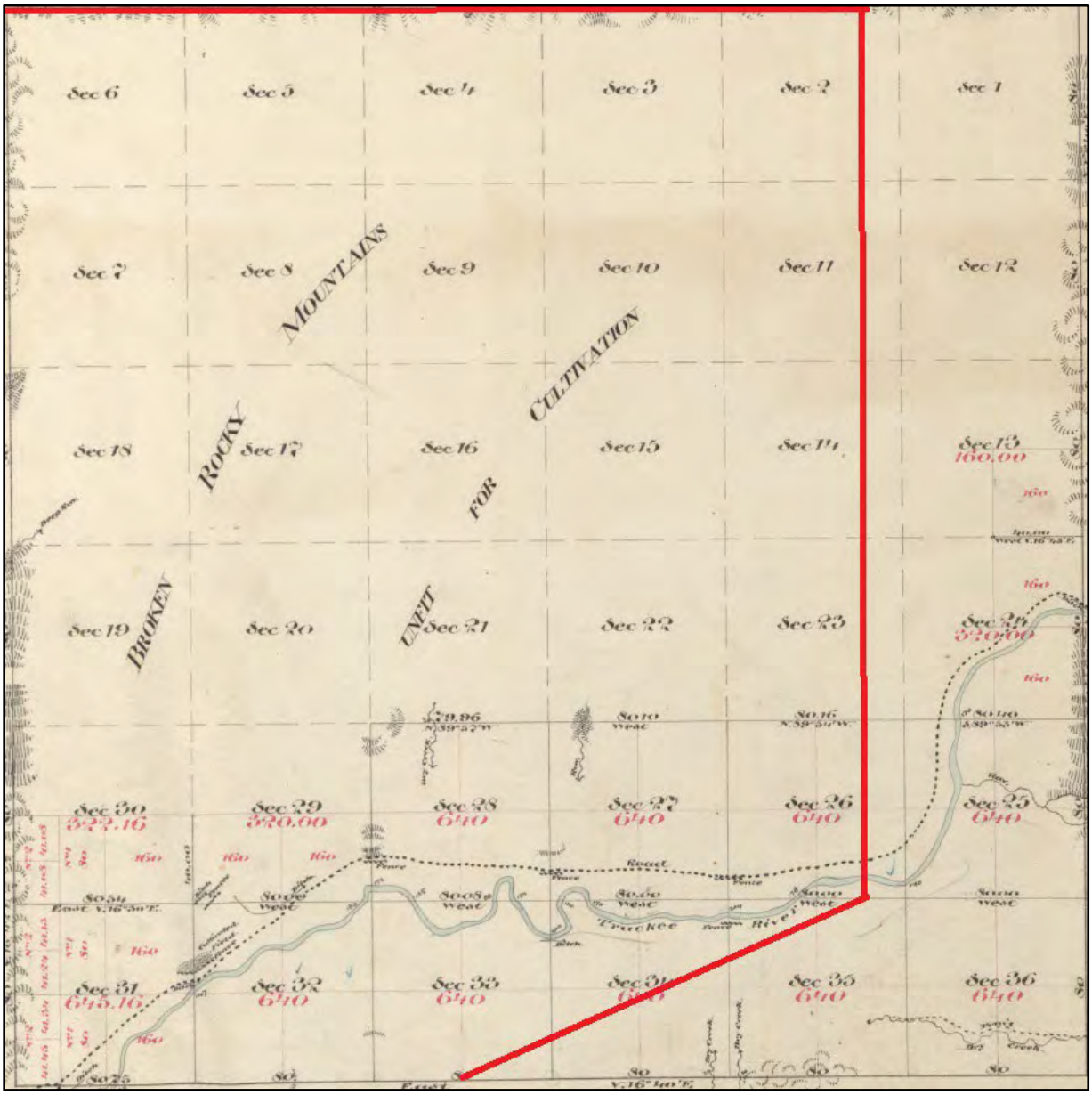


Figure 2. Eastern portion of the study area (red boundary) on BLM GLO map ca. 1866.

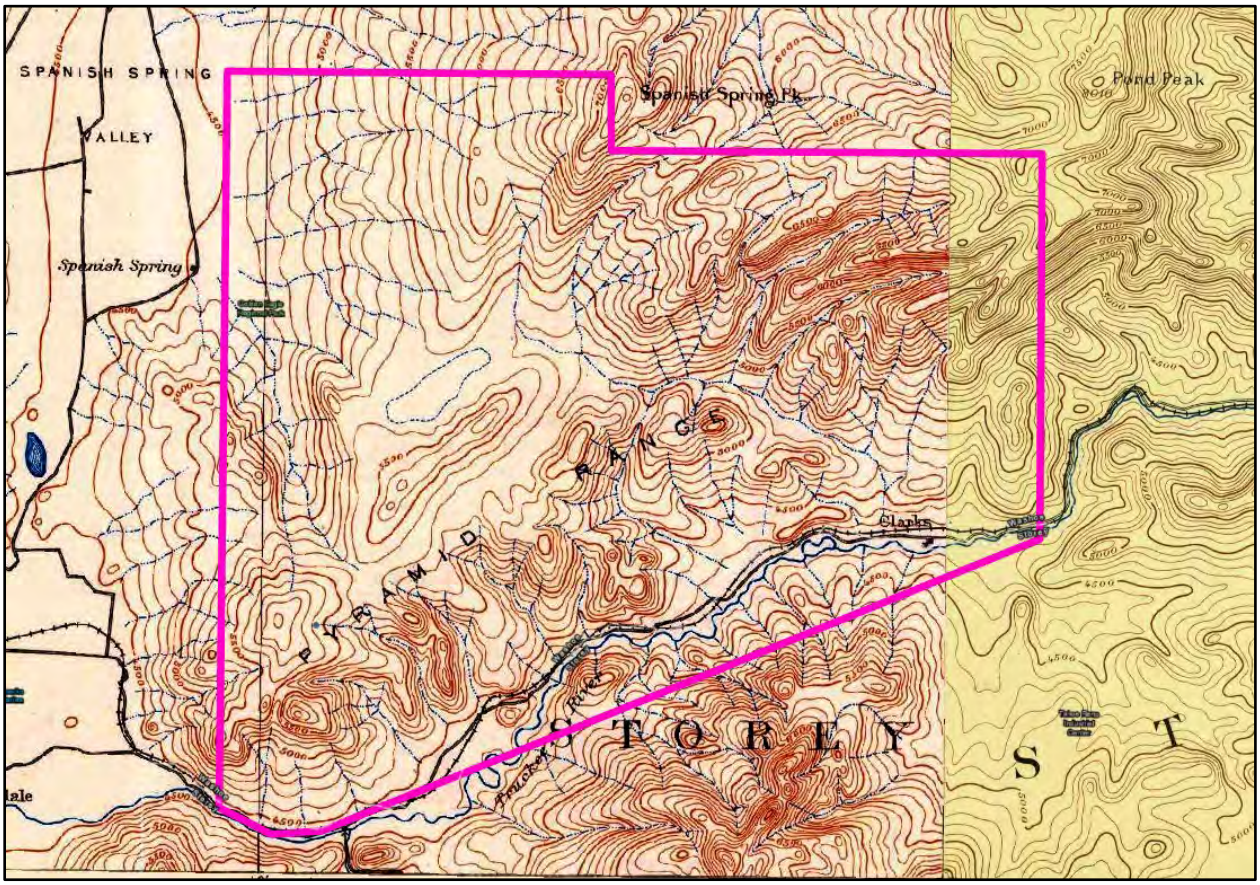


Figure 3. Study area on USGS Reno and Wadsworth 1894 1:125,000 scale quadrangles.

Research does not indicate that the study area was ever subject to intensive agricultural development. By 1912, the U.S. highway system had not yet been consolidated into a cohesive national network. One of the earliest cross-country routes was the Lincoln Highway, an improved gravel road that stretched from New York to San Francisco and passed through central Nevada. In response, the State of Nevada began constructing a highway across the northern part of the state, following portions of the California Emigrant Trail and the Central Pacific Railroad grade. This route eventually became known as State Route 1 within Nevada, while the national counterpart was designated the Victory Highway.

In 1925, the U.S. government introduced a standardized highway numbering system to reduce confusion. The Victory Highway was subsequently incorporated into U.S. Route 40, and many segments of U.S. 40—including the portion within the study area—were later absorbed into Interstate 80. By the 1930s, the highway had been paved with asphalt, significantly improving travel conditions. The expansion of the highway system into Nevada contributed to increased travel and migration, bringing new residents to the region (Chambers Group 2014).

Record Search Results

CDM Smith received GIS data for the project in September 2025. These shapefiles were used as a reference to conduct a records search across various cultural resource repositories. The search focused exclusively on lands within the defined study area and did not include a one-mile buffer. Due to the large size of the study area, sufficient background data was available to assess the types of cultural resources likely to be encountered within the project footprint and its immediate surroundings.

Following receipt and reprojection of the study area boundaries, a search was conducted using the Nevada Cultural Resources Information System (NVCRIS), a restricted database maintained by the Nevada State Historic Preservation Officer (SHPO). NVCRIS is an online GIS-based system that contains archaeological and architectural resource data, including survey inventories across the state. This data provided a baseline for identifying the number and types of cultural resources and inventories previously recorded within the study area. However, NVCRIS results may be incomplete and are best used as an initial overview to gain a general understanding of cultural findings in the area.

Additional cultural resource data files are available for in-person review at the Bureau of Land Management (BLM) Carson City District Office (CCDO) and the BLM Winnemucca District Office (WDO). The CCDO manages the majority of public lands within the study area, and as project planning progresses, a visit to these offices is recommended to obtain all relevant resource and project documentation. Both BLM offices can provide lists of resources and inventories contained within their respective GIS databases.

In addition to digital sources, CDM Smith reviewed historic United States Geological Survey (USGS) quadrangle maps and aerial photographs of the study area. These materials helped verify and supplement the digital database findings. Cultural resource records maintained by the Bureau of Reclamation (BOR) Mid-Pacific Region and the U.S. Fish and Wildlife Service (USFWS) are also included in NVCRIS. The Nevada State Register and the National Register of Historic Places (NRHP) were reviewed for listed historic properties. Further research included consultation of library and online resources to examine historic land survey maps, land patent data, mining records, Historic American Engineering Record (HAER) and Historic American Buildings Survey (HABS) documents, topographic maps, photographs, and other relevant historical materials.

The combined data from these sources provided a comprehensive overview of cultural resource inventories, archaeological sites, historic sites, buildings, structures, historic transportation routes, and rock art within the study area, which are described in the following sections.

The results of the NVCRIS record search identified 187 previous archaeological inventories, three (3) urban architecture inventories, and four (4) rural architecture inventories that covered some portion of the study area. The record search revealed 438 previously recorded archaeological resources, 52 in process archaeological resources (data has not yet been officially approved), nine (9) urban architectural resources, and five (5) rural architectural resources. The inventories have covered approximately 11,793 acres (22.6 percent) of the approximately 52,057-acre study area. Most of the previous inventories are concentrated in the eastern side of the study area and in the southern portion of the study area along the Truckee River and I-80. Many of the past inventories are related to development and infrastructure projects including linear projects such as road, transmission line and fiber optic projects (Figure 3).

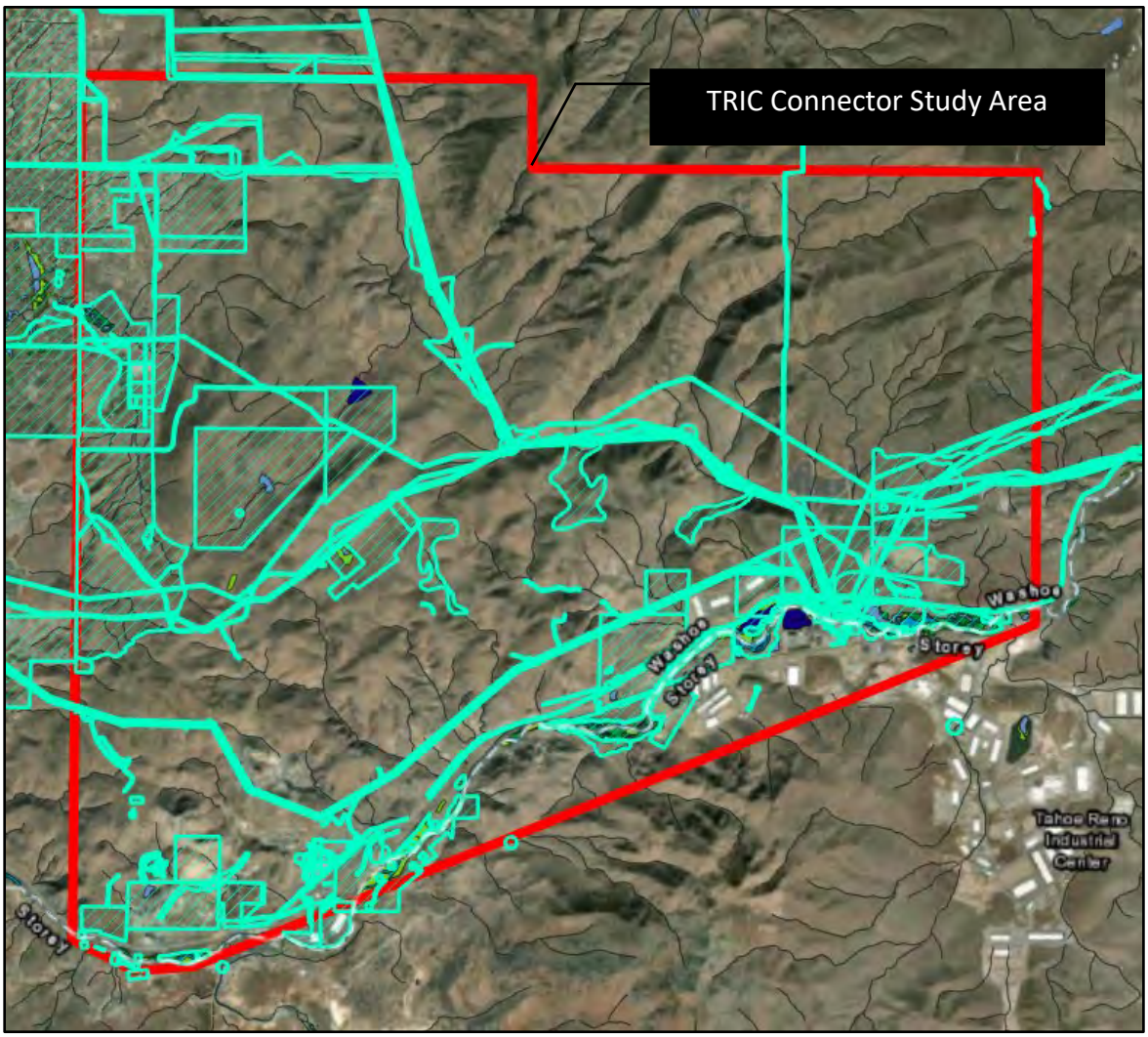


Figure 4. Previous cultural resources inventory coverage (turquoise blue) within the study area (covering approximately 22.6 percent of the study area).

Of the 438 archaeological resources 55 are historic period, 306 of the archaeological resources are precontact in age; 25 resources are multi-component (consisting of both historic age and precontact artifacts or deposits; 45 appear to be isolates of unidentified age or affiliation; 5 are unknown as to their age and/or contents due to a lack of information on the site forms and two resources were identified as modern earthen features (Table 2). It should be noted that some of the unknown resources are likely isolates as indicated by an "I" in the field name assigned by the resource's recorders. Two resources are recorded as non-cultural and consist of a modern dirt berm and a modern pit (unrelated).

The NVCRIS record search revealed that four (4) rural architecture inventories and three (3) urban architecture inventories have been previously conducted within the study area. These seven (7) surveys cover only a very small portion of the study area and are in populated areas or along I-80. The inventories resulted in the identification of nine (9) resources in the urban setting including 6 highway bridges all built in 1962 and three buildings including an auto repair shop, storage building and a defunct saloon in the Mustang area of Washoe County. The rural architecture inventories identified five built resources including four main residential buildings and associated outbuildings associated with the McCarran Ranch and series of irrigation ditches also associated with the McCarran Ranch located near the community of Patrick. All these historic architecture resources are easily avoided by the proposed project. In addition to these historic resources the California Trail (a National Historic Trail) runs through the southern portion of the study area adjacent to the Truckee River and I-80.

Table 2. Summary of Archaeological Resources Within the Study Area

Category	Number of Resources	Notes
Historic period sites	55	Includes sites, linear features, and isolates
Precontact period resources	306	Majority are lithic scatters and rock features
Multi-component sites	25	Contain both precontact and historic components
Isolates (unidentified)	45	Age/affiliation unclear
Unknown resource type	5	Insufficient information on site forms
Modern earthen features	2	Identified as non-cultural resources (dirt berm, pit)
Total	**438**	

The historic age resources identified in the NVCRIS record search include three (3) isolate resources, 15 linear resources (roads, fenceline, ditches, and railroads) 31 are historic period sites dominated by refuse scatters and including rock cairns/alignments, fence segments,

road segments and railroad segments), six (6) resources are unknown as to their contents and function and are not identified other than being historic-age resources and having a mapped location (Table 3).

Table 3. Historic Period Archaeological Resources Within the Study Area

Subcategory	Number	Description
Isolates	3	Single artifacts
Linear resources	15	Roads, fence lines, ditches, railroads
Historic sites	31	Refuse scatters, rock cairns/alignments, fence segments, road/railroad segs
Unknown historic resources	6	Identified as historic-age only; contents and function not specified
Total	**55**	

A total of 306 of the archaeological resources are precontact in age. The precontact resources include 229 sites including (185 lithic scatters, 18 rock features such as hunting blinds, rock circles or alignments, eight (8) groundstone artifact scatters or bedrock milling sites, and nine (9) rock art locations. The remaining sites include a fire crackled rock scatter, two temporary camps, single lithic reduction locus, rock feature with tenaja (water conveyance feature), two (2) rock shelters, talus pits and a rock wall. At least 29 isolate precontact age resources are present in the study area, and these are mostly lithic waste or groundstone fragments. Out of the 306 precontact resources 48 were only identified by their age and location and did not have accompanying site forms (Table 4).

Table 4. Precontact Archaeological Resources Within the Study Area

Subcategory	Number	Description
Lithic scatters	185	Stone tool production debris
Rock features	18	Hunting blinds, rock circles, alignments
Groundstone/bdrock milling sites	8	Artifact scatters or bedrock milling surfaces
Rock art	9	Petroglyphs or pictographs
Other sites	9	Fire-cracked rock scatter (1), temporary camps (2), lithic reduction locus (1), rock feature with tenaja (1), rock shelters (2), talus pits (1), rock wall (1)
Precontact isolates	29	Mostly lithic waste or groundstone fragments
Unknown	48	No information besides age and location
Total	**306**	

The 25 multi-component resources consist of precontact resources, primarily lithic scatters (n=12) with a later deposit of historic age mixed or on top of the precontact resource. In most of the cases where it was noted the historic age component of the resources was scattered refuse. One of the 25 consisted of a historic age homestead with a precontact lithic scatter inside the property and one was prospect trench adjacent to a precontact lithic scatter. One of the sites had precontact rock art and rock rings present. Ten of the multi-component sites had forms that did not indicate or describe either component beyond their designation as historic or prehistoric (Table 5).

Table 5. Multicomponent Archaeological Resources Within the Study Area

Component Types	Number	Notes
Lithic scatter + historic refuse	12	Precontact scatter with later historic refuse deposits
Historic homestead + lithic	1	Homestead with precontact lithic scatter inside property
Prospect trench + lithic scatter	1	Historic trench adjacent to precontact scatter
Rock art + rock rings	1	Precontact features with additional historic component
Unspecified dual components	10	Forms note both historic & precontact but do not describe them
Total	**25**	

Pah Rah High Basin Petroglyph Area of Critical Environmental Concern

The largest and most important cultural resource in the study area is the Pah Rah High Basin Petroglyph Area of Critical Environmental Concern (ACEC) located in the Pah Rah Range and managed by the BLM. Originally called the Pah Rah High Basin (Dry Lakes) Petroglyph District ACEC, the ACEC is a 3,881acre site located north of Highway 80 and approximately 6 miles northeast of Sparks, Nevada (BLM 2013). The site is significant primarily for its precontact cultural resources but also includes historical and scenic values. Evidence indicating the site was used by Native Americans for over 3,500 years includes petroglyphs, rock rings, stone artifacts, as well as seasonal and residential camps. This site is culturally significant to both the Washoe and Northern Paiute Tribes. The objective of the ACEC, which was established by the Washoe County Plan Amendment in 2001, was to protect the site from encroaching urban expansion, increased recreational use of OHVs, theft of artifacts and acts of vandalism. The boundary is proposed to be adjusted to approximately 4,861 acres in order to be legally described and more accurately encompass the resource (Figure 4).



Overall, the study area has relatively high sensitivity for precontact archaeological resources and relatively low sensitivity for historic archaeological resources. The study area is located within an area that contains a number of drainages, granitic and volcanic rock outcrops suitable for stone toll use and includes likely travel corridors that would be used for trade and journeys to exploit the resources of Pyramid Lake, Lake Tahoe and the Truckee River. The study area is also known for its importance to Native American groups for spiritual significance and the presence of many petroglyphs in areas within concentrations of basalt. Previously un-surveyed areas in the study area include areas where many basalt boulders and outcrops are likely exposed, and these areas may also have sensitive tribal and archaeological resources.

The study area is not known to have attracted much attention related to historic mining or exploitation of other resources important to the Euro-American economy other than ranching and outside of Truckee River terraces and Truckee Meadows was considered to have low suitability for agriculture. Based on the assumption that the previous studies covering 22.6 percent are a representative sample of the study area in total the number archaeological resources in the study area could be over 2,000. However, it should be noted that most of the cultural resource's inventories are situated at lower elevations along waterways and the edge of hills and mountains. Higher elevation may have less density of archaeological resources than these lower elevations. While the percentage of the study area that has been previously covered is not insignificant, there is a fair amount of landscape variation within the un-surveyed portions of the study area. Extrapolating the site resource counts for all the study area based on the previous coverage may not be exceedingly accurate but general assumptions are possible. Based on the results of previous survey work within the region, the potential range of prehistoric site types included the following:

- Surface scatters of lithic artifacts and debitage associated with midden accumulations (sometimes including other surface features such as housepit depressions, rock circles, mortar holes, petroglyphs), resulting from protracted occupation along river or stream channels, particularly where streams merge with one another.
- Surface scatters of lithic artifacts and debitage without midden accumulations, resulting from short-term occupation and/or specialized economic activities.
- Bedrock milling stations, including especially mortar holes, where suitable bedrock outcrops are exposed.
- Petroglyphs.
- Isolated finds of aboriginal artifacts and flakes.

Recommendations

Large portions of land within the proposed study area have not been subject to formal cultural resource investigations, leaving limited knowledge of the prehistoric and historic uses of these specific areas. However, a review of completed studies in adjacent and surrounding regions provides a general understanding of land use patterns, chronological frameworks, and the intensity of both prehistoric and historic occupation. Additional studies within the study area will help refine these findings and contribute to a more comprehensive understanding of the cultural resources present. This information will be instrumental in guiding project design and balancing historic preservation with development goals.

Based on the preliminary desktop analysis for the study area the measures are recommended.

- As part of continued project design refinements, a complete Class I study including a record search from the BLM offices including the Carson City District Office should be obtained for any records that may not have been submitted to NVCRIS. The Class I document should be used as a baseline of the current state of knowledge for cultural resource managers to inform the decision-making process and for use when considering impacts for the proposed project and alternatives on cultural resources and historic properties.
- The Class I study should include outreach with potentially interested Native American tribes and individuals is recommended to provide input on the project and assist with the identification of potentially sensitive tribal cultural properties (TCPs) that could be impacted by the project. Unlike other cultural resource types, TCPs, landscapes, and use areas are generally not discoverable by cultural resources professionals other than via consultation with local traditional communities, which should be a routine part of BLM's land-use planning. This outreach could be separate from Section 106 consultation that would be conducted by BLM or be included as part of the BLM's consultation under Section 106. Contacted groups should include the Reno Sparks Indian Colony and the Fallon Piute Shoshone Tribe at a minimum.
- The Class I report would provide an account of what is known as well as what areas lack detailed identification of cultural resources. The Class I would include prehistoric and historic contexts to provide research themes for future studies when recording and evaluating cultural resources for their potential for inclusion in the NRHP. Such themes could include precontact themes such as: chronology, subsistence and settlement, trade and exchange, toolstone procurement and use, and rock art studies. Historic themes could include exploration, emigration, non-native settlement, mining, ranching and agriculture, transportation and utilities.

- Based on the results of the Class I study a Class III inventory should be conducted for the project and all alternatives associated with the Area of Potential Effect (APE). The report should include an analysis of all potential direct physical effects and indirect physical effects in the APE. The report should also identify potential indirect visual, audible, or atmospheric effects that would be part of the indirect APE to allow appropriate consideration of these effects. This is especially important due to the presence of the Pah Rah High Basin Petroglyph ACEC.

APPENDIX B:
GEOTECHNICAL DESIGN AND HAZARDS MEMO



Northeast Connector Feasibility Study

Geotechnical Design and Hazards Memo

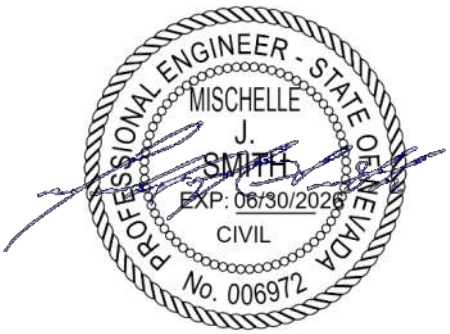
September 2025

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1.0 INTRODUCTION

BACKGROUND

This report (Study) is in support of the Regional Transportation Commission of Washoe County (RTC) continuing to vet potential new roadway connectors between the east Sparks (Vista Alignment) and Spanish Springs (La Posada Alignment) areas of Washoe County, Nevada with the Tahoe-Reno Industrial Center (TRIC) in Storey County, Nevada. Each connector alternative is approximately 13 miles in length and will offer 2 travel lanes with 1 direction each way. Preliminary assessments place AADT on the order of 5,000 vehicles per day.

Interstate 80 (I-80) is currently the only direct connection between the two communities and within the last 20 years, I-80 has seen a significant increase in congestion and resulting safety issues. The proposed alignments would connect residential areas in the Truckee Meadows with the employment centers in TRIC.

PURPOSE

This Study is to present high-level views of geotechnical conditions with a focus on potential and constraints associated with each alignment alternative. Therefore, this report presents observations, photos, geologic mapping, USDA-NRCS soil survey summaries, and identified seismic hazards along each alignment. As appropriate, this report also identifies areas where more critical geotechnical constraints have been identified and may benefit from further investigation.

STUDY LIMITS

Figure 1 presents the primary alternatives for the Vista and La Posada Alignments. Each alignment will be discussed separately. Figures 2-V and 2-LP present alignments and stationing references for the Vista and La Posada alternatives, respectively. Roadway cuts along each alignment have been assumed to be limited to 20 feet.

EXPLORATION METHODS

Reconnaissance surveys were performed for each of the alignments. Each alignment was marked in 2,000 ft increments (i.e. 20+00 stations) and site surveys performed intermittently on approximately 2,000 ft centers. Each survey recorded and photographed: survey date, ground condition, cobble/boulder float, vegetation, and proximity to outcrops. The surveys also indicate surrounding topography with 10 ft contours. (Reconnaissance surveys are presented in Appendix B).

2. GEOLOGIC, SOIL, AND GROUNDWATER CONDITIONS

PHYSIOGRAPHIC PROVINCE

The project area is in the western extreme of the Basin and Range Physiographic Province. The physiographic province gets its name from its series of north-south trending mountain ranges (horsts) separated by alluvial valleys (grabens) – a region once characterized as an army of caterpillars marching toward Mexico (Pew Charitable Trust, 2015). The ranges are typically 5 to 15 miles wide separated by similarly spaced basins (Price, 2002, Stewart, 1980). Created by extensional tectonism and block faulting, the resulting alternating horst and graben structures began in the middle Tertiary and continues today. The Pah Rah range is typically considered the western bounding mountain range.

REGIONAL GEOLOGY

Tertiary and Quaternary rock forms approximately 90 % of the surface area of Washoe and Storey Counties (NBMG, 1969). (Figure 3) The tertiary rocks (Tab) are primarily of volcanic origin and present complex interfingering, piles and sheets formed from flows and rhyolitic to basaltic pyroclastics. Hydrothermally altered zones are also present in the rock. Depending on the degree of alteration, these hydrothermally altered zones can consist almost entirely of expansive montmorillonite clays. Typically confined to the Truckee Canyon, the younger Quaternary (Qal, Ql) deposits consist predominantly of poorly consolidated alluvial (Qal) and lacustrine (Ql) sediments. (NBMG, 1969).

LOCAL GEOLOGY

The bulk of both alignments extend across the southern limit of the Pah Rah Range. (Figure 3). The Pah Rah Range consists of the previously mentioned basalt flows most of which is medium to dark gray, becoming dark gray-brown with weathering. Individual flows average between 15 and 20 feet thick with total basalt flows reaching thicknesses more than 1,000 feet. The flows have dips up to 30° and are cut by older faults with up to 1,000 feet vertical displacement. Both the dips and flows are structural features that may influence siting and alignment of any larger structures such as bridges.

Entering the Truckee Canyon from the north and the Pah Rah Range, the Pyramid sequence is exposed. The Pyramid sequence (Tsv) consists mostly of basalt, basaltic andesite and andesite flows intercalated with sedimentary lenses. The sedimentary lenses consist mostly of rhyolitic tuffs and tuff breccias.

RECONNAISANCE

Both alignments begin near the eastern limits of the City of Sparks. **The La Posada** alignment is farther to the north. Vegetation is relatively sparse consisting mostly of cheat grass and small shrubs. Beginning at near station 30+00 minor outcrops are visible and cobble and boulder float are prevalent. Near Station 38+00 rock structure, presenting ridge lines and linear outcrops, become more notable. Limited aeolian (wind blown sand) deposits are a significant feature near Station 85+00 reverting back to the basaltic moonscape of the high arid Nevada desert. Juniper, cedar, and pinion trees, although scattered, begin to dot the landscape as the alignment continues eastward. Mature sage becomes more prevalent near Station 240+00 decreasing near Station 320+00.

Until reaching the Truckee Canyon, the remainder of the alignment consists of alternating zones of aggressive outcrops and scree to grasses and thin layers of overlying clay.

The **Vista** alignment begins at the base of the western flank of the Pah Rah range along the eastern limits of the Golden Eagle Regional Park. Vegetation along the initial portions of the alignment is relatively sparse consisting mostly of cheat grass and small shrubs. Road cuts indicate limited depth of soil cover (near Station 80+82) and notable outcrops begin to show near Station 90+00. Near the upper reaches show platy scree and near surface rock. Surface rock is visible as fractured rock as cobble float near Station 150+00. Roadways still continue to indicate little to no soil cover as the alignment trends east. Boulder float, rock outcrops, increase to Station 270+00 then discontinue across the upper reach of the Pah Rah range. The ancient Pah Rah moon scape begins to show near Station 330+10 extending east toward Station 450+00. Change along the remainder of the alignment shifts between desert grass, boulder float, and low lying basaltic ridges and flows.

SOIL SURVEY (USDA)

The Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS) provides soil data and information produced by the National Cooperative Soil Survey. These soil surveys are available for general planning to be supported by onsite investigations to assess soil quality and engineering applications. Table 1 presents a summary of available characteristics with indicated percentages of the unit area for that characteristic. It should be highlighted that these ratings are typically based on the surface 5 to 6 feet of the soil profile.

TABLE 1 - NRCS - WEB SOIL SURVEY CONDITIONS & AREA PERCENTAGES

ALIGNMENT	LA POSADA			VISTA		
[1]DEPTH TO BEDROCK	>2 m	1 - 2 m	<1 m	>2 m	1 - 2 m	<1 m
% OF ALIGNMENT	**45**	4	51	53	21	26
[2]ROADFILL SOURCE	GOOD	FAIR	POOR	GOOD	FAIR	POOR
% OF ALIGNMENT	1	1	**97.5**	< 2.5	< 2.5	95
[3]CORROSION TO CONCRETE	LOW	MOD	HIGH	LOW	MOD	HIGH
% OF ALIGNMENT	69	31	0	56	**44**	0

[1]**Depth to Bedrock (FT)** - From the Web Soil Survey, depth to bedrock is recorded as three separate values. If no bedrock is described in a map unit, the depth is represented as greater than 7 ½ feet (> 200 cm).

[2]**Roadfill Source** - is soil material that is excavated from one place and used in road embankments in another place. The rating is for the whole soil profile, representing mass grading, from ground surface to a depth of about 5 feet. Soil ratings are based on the amount of suitable material and on soil properties that affect the face of excavation and performance of the material after it is in place due to normal construction practices.

[3]**Corrosion to Concrete** - pertains to potential soil-induced electrochemical or chemical action that corrodes or weakens concrete, i.e. based mainly on the sulfate and sodium content, texture, moisture content, and soil acidity. No further refinement nor insights to rating are provided.

Based on the characteristics presented by the NRCS it can be represented that both alignments are reasonably similar with approximate 50 % of the project area presenting a depth to bedrock greater than 2 meters, 95 % of the alignments present soil that will not meet the requirements typical to structural fill for roadways and/or roadway embankments, and 60 % of each alignment present a relatively low potential for concrete corrosion. The less favorable value of the two alignments are indicated in bold burgundy. It should be reiterated these assessments are typically limited to the surface 5 to 6 feet of the soil profile and do not reflect the potential benefits of mass grading with appropriately sized construction equipment.

GROUNDWATER

No well records are indicated proximate to the alignments as they trend across the southern limits of the Pah Rah Range. Due to the elevation and description of near surface bedrock it is anticipated that except for the limited potential for isolated springs, depth to groundwater would be significantly lower than that level which would influence construction or design considerations.

3. GEOLOGIC HAZARDS

QUATERNARY FAULTS AND FOLDS

Within the western extents of both alignments, multiple parallel trending faults extend along the western flank of the Pah Rah Range. These faults have been assigned to the Spanish Springs Fault Zone. The Spanish Springs Fault Zone is within the northern portion of the Walker Lane. Based on lidar-derived hillshade images, aerial photography, satellite imagery, and field observations, all these faults associated within the North Valleys area express Quaternary deformation and studies indicate the faults are capable of extension rates on the order of 1 to 2 mm/year.

It should be noted that most recent activity associated with the Spanish Springs Fault Zone is typically limited to the western limits of Spanish Springs Valley. Faulting proximate to the proposed alignments are undifferentiated and likely present a lower level risk of rupture than the more active zone on the western perimeter of Spanish Springs Valley.

Near the southern-eastern end of the alignments, the Olinghouse Fault extends off to the east. Research by Briggs and Wesnousky (Briggs, 2005) indicates the Olinghouse Fault has been the source of multiple latest Pleistocene and Holocene surface-rupturing earthquakes. A recent earthquake (late 1800's), approaching a magnitudes of 6.7, has been attributed to the Olinghouse area. (NBMG, 1992) It should be noted neither of the alignments are currently mapped coincidental with the Olinghouse fault area.

SURFACE RUPTURE

Due to the characterization of fault structures along the western flank of the Pah Rah Range and the preliminary nature of this report, it is our opinion that the fault structures present a limited to no risk for surface rupture. Alternate opinions may developed with more comprehensive studies to be performed as the project progresses.

LIQUEFACTION

Due to proximity to bedrock, the potential for liquefaction does not exist.

SEISMIC SETTLEMENT

Limited Holocene soils are present along the alignments and therefore the potential for seismic settlement does not exist.

4. CONSTRUCTION AND PROJECT DEVELOPMENT CONSIDERATIONS

DESIGN AND CONSTRUCTION SUMMARY

The following comments present considerations specific to project development and construction based on the findings of this study.

- Vegetation is relatively limited and vegetation can likely be blended with soil and placed in non-structural fills.
- Cuts deeper than 6 ft will likely present difficulty. Except where grading can accommodate large dozers (D-10, or D-11) with the ability to modify the number of shanks, excavation difficulty should be anticipated.
- Extending mass grading to elevations deeper than design roadbed grade may be required to accommodate any utilities.
- Bedrock cuts will likely yield material meeting the definition of rock fill. Deeper cuts may produce materials large enough to require screening or crushing
- Blasting may be required in areas of deeper cuts.
- Keying and benching will be required for fills placed adjacent to slopes steeper than 5H:1V.
- Slopes can be graded 2H:1V or flatter. Steeper slopes may be approved for limited cuts within localized zones especially where the steeper cuts serve to shorten the reach of an otherwise long slope. Based on the soil survey data, approximately 50 percent of the alignments should be anticipated to be shallow rock.
- Contemporary rock cut approaches consider achieving the steepest stable cut slope for a continuous slope, without intermediate slope benches (Caltrans, 2021). As a result, slope stabilization and rockfall protective measures may be required to minimize localized or small-scale instabilities within the overall cut (Caltrans, 2021). The benefit of shorter slope reach due to the elimination of benches and incorporation of specific stabilization zones can help lead to a more aesthetic and safe approach to rock slope design. However, catchment areas (approaching approximately 1/3 slope height for unimproved slopes) would still be required for toe and shoulder maintenance.
- Structural fill quality materials (rock fill) can likely be developed from cuts. Screening of oversize will be required within portions of the alignment.
- Material graded and blasted from the bedrock will likely need to be processed to develop a uniformly graded rock fill. Rock cuts can present unique scaling and dressing challenges to achieve a stable condition without loose spalls or loose rock.
- With appropriate grading considerations and workmanship capabilities on the part of the contractor, larger size rock (i.e. 3 ft maximum) can typically be accommodated in deeper embankments.

- Processing, such as crushing, may prove to be an important consideration depending on final design grades.
- Overexcavation due to altered rock is anticipated to be limited.
- It is anticipated City of Sparks/RTC minimum structural pavement sections will be suitable for the design roadway.

5. SUMMARY

When considering geotechnical potential and constraints, no significant difference was noted between the two alignments at this stage of vetting and design.

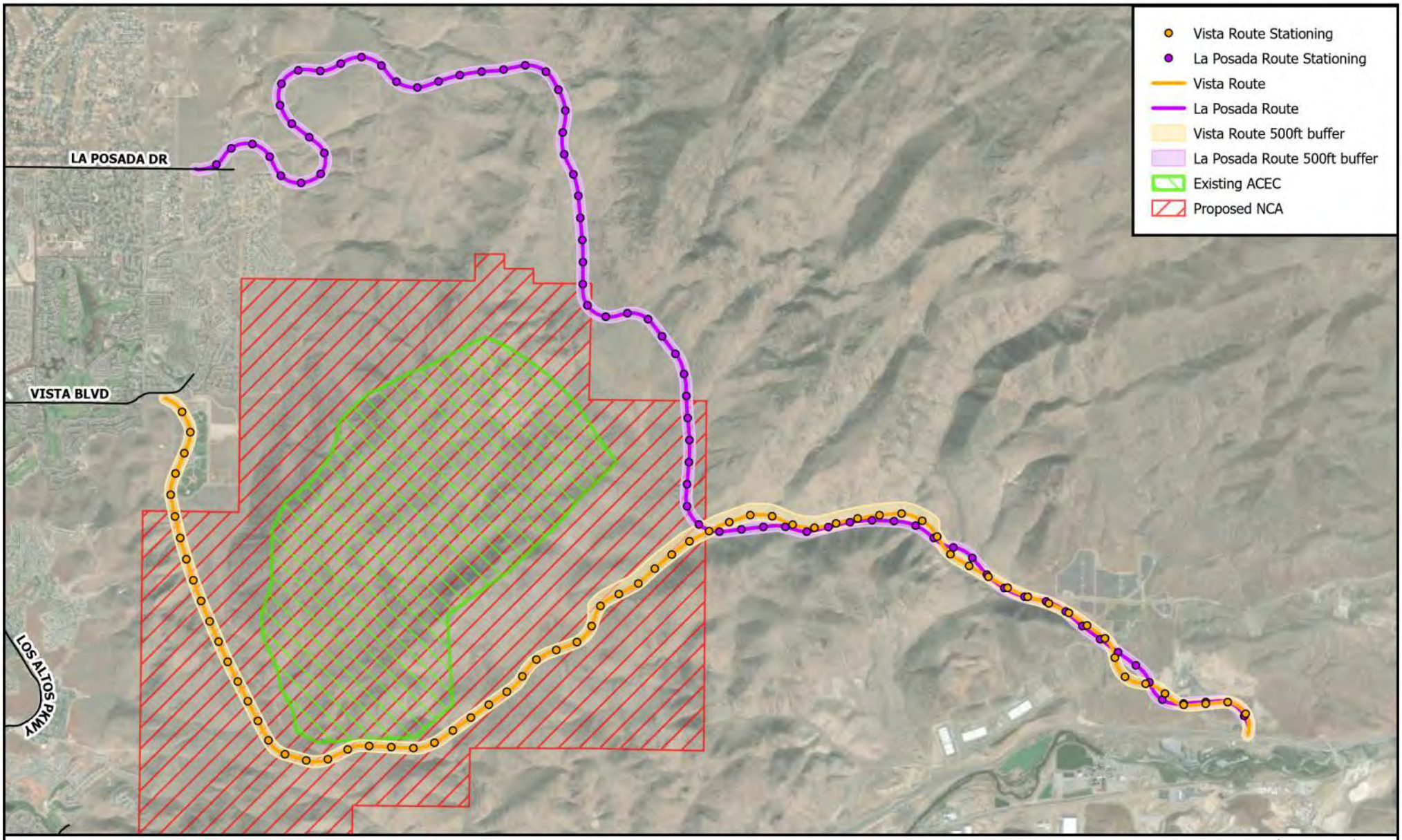
6. REFERENCES

Bonham, Harold F., Geology and Mineral Deposits of Washoe and Storey Counties, Nevada. Nevada Bureau of Mines and Geology, Bulletin 70, 1969

Briggs, Richard W., Steven G. Wesnousky, *Late Pleistocene and Holocene Paleoearthquake Activity of the Olinghouse Fault Zone, Nevada,* Bulletin of the Seismological Society of America (2005)

NBMG Nevada Geology, *Seismic Hazards in the Reno-Carson City Urban Corridor,* Spring 1992, Quarterly Newsletter of the Nevada Bureau of Mines and Geology.

APPENDIX A
GEOTECHNICAL PLATES



VISTA AND LA POSADA ROUTES

LA POSADA TO TRIC

WASHOE COUNTY, NV

SEPTEMBER 2025

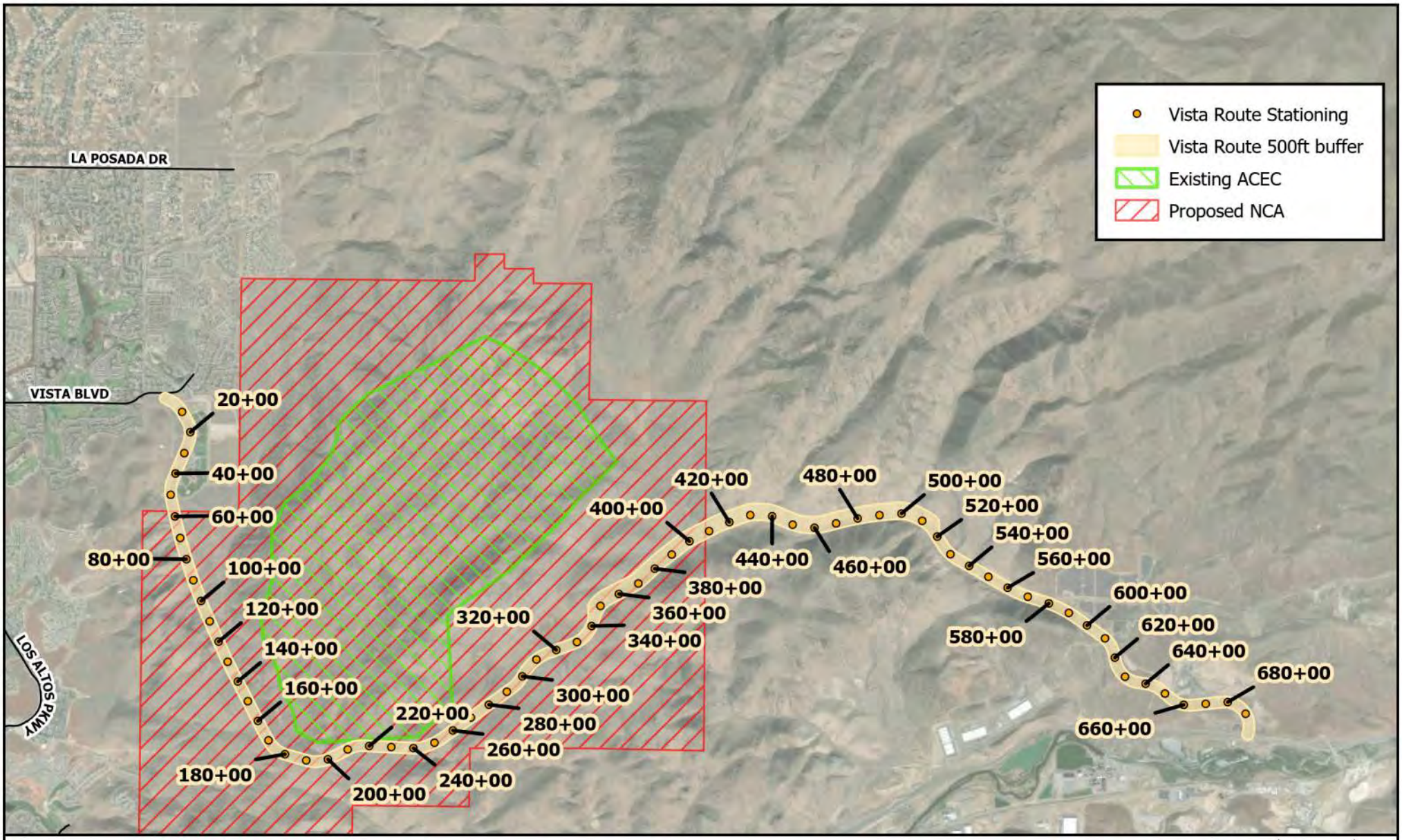
0 0.5 1 2

Miles

NORTH

WOOD RODGERS

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VISTA ROUTE

LA POSADA TO TRIC

WASHOE COUNTY, NV

SEPTEMBER 2025

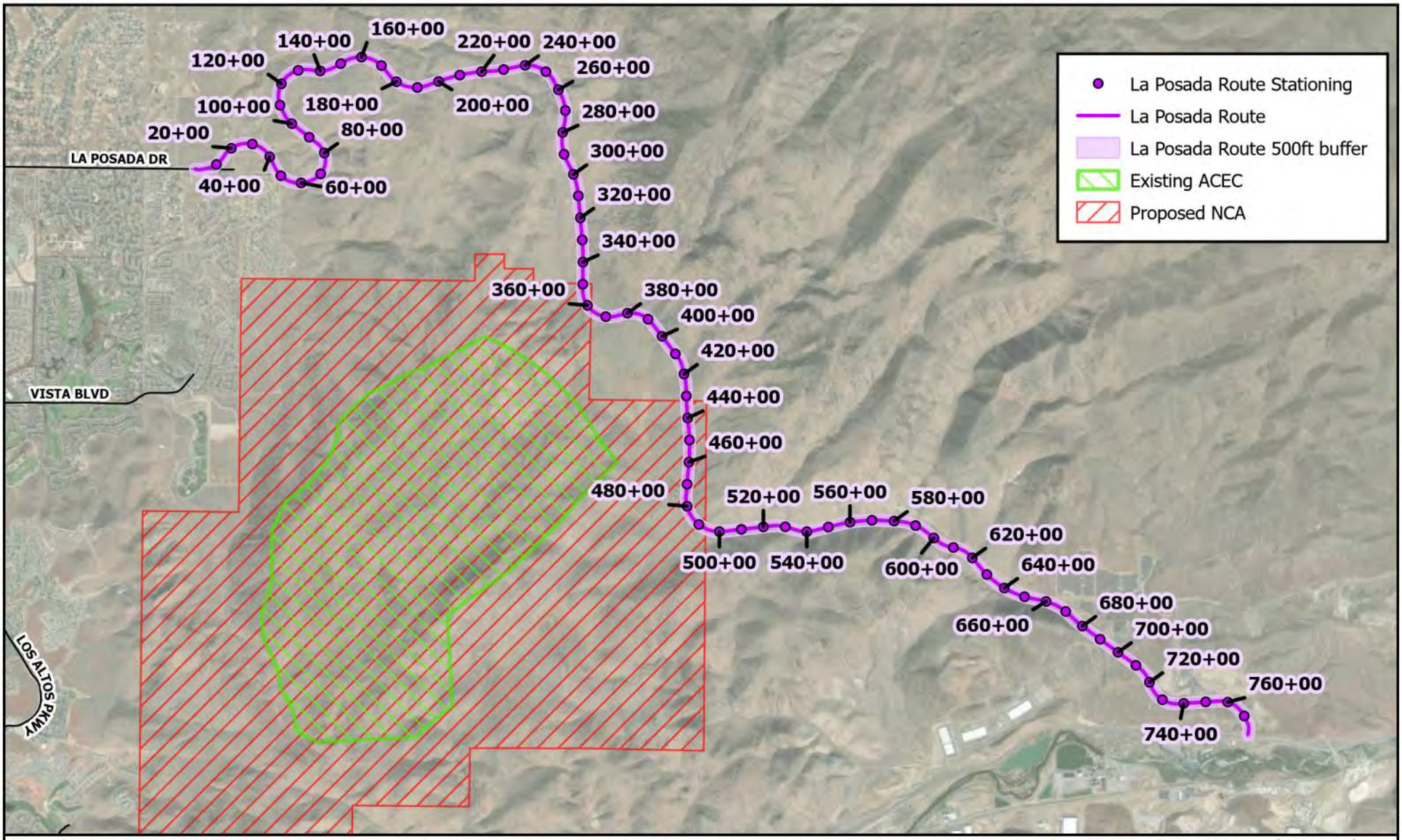
0 0.5 1 2

Miles

NORTH

WOOD RODGERS

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LA POSADA ROUTE

LA POSADA TO TRIC

WASHOE COUNTY, NV

SEPTEMBER 2025

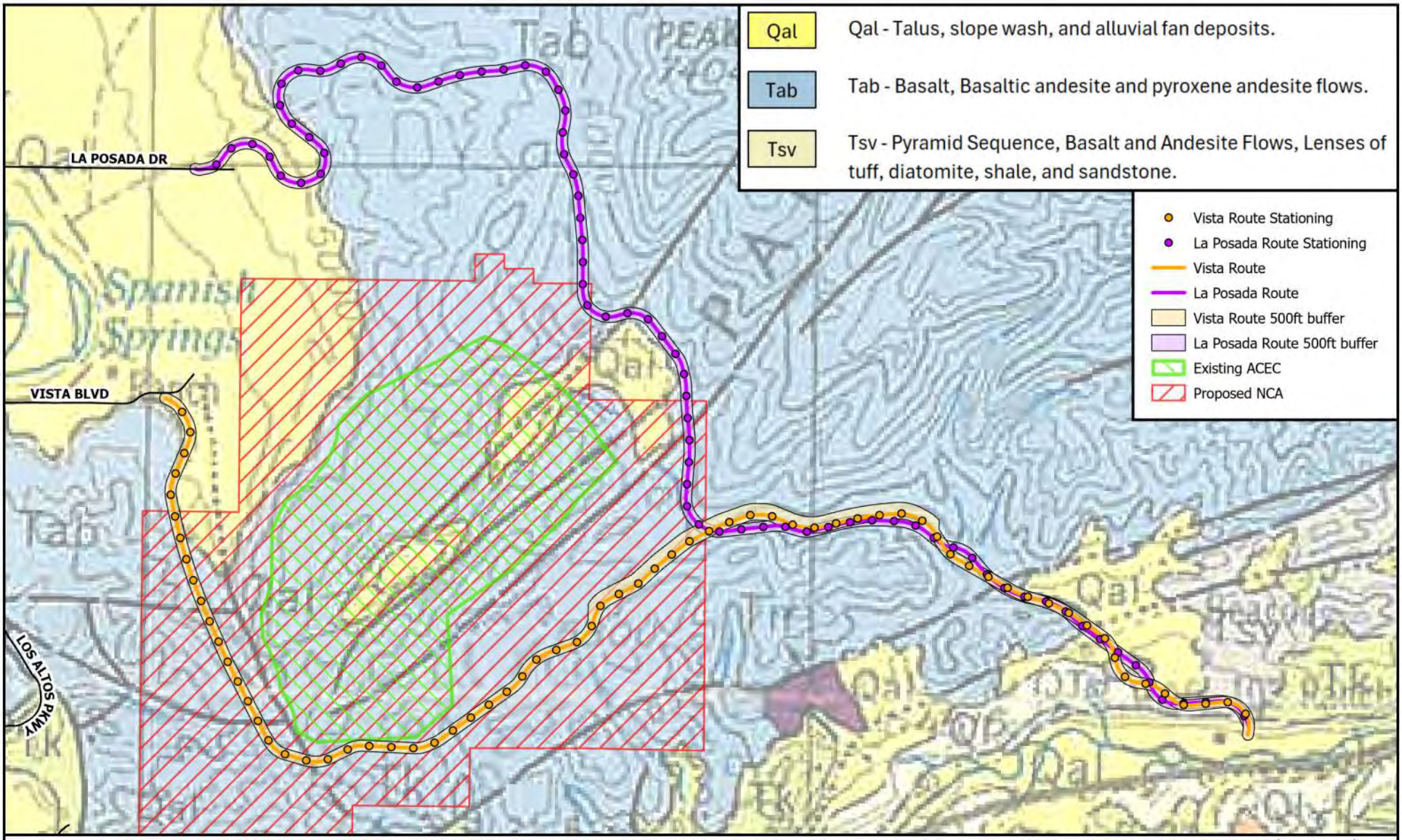
0 0.5 1 2

Miles

NORTH

WOOD RODGERS

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VISTA AND LA POSADA ROUTES

LA POSADA TO TRIC

WASHOE COUNTY, NV

SEPTEMBER 2025

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Miles

NORTH

WOOD RODGERS

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APPENDIX B
WOOD RODGERS' RECONNAISSANCE SURVEYS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 31+53

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Cobble float with mounds of aeolian

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: light < 25%

Rock Type: Igneous

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Grasses with light brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

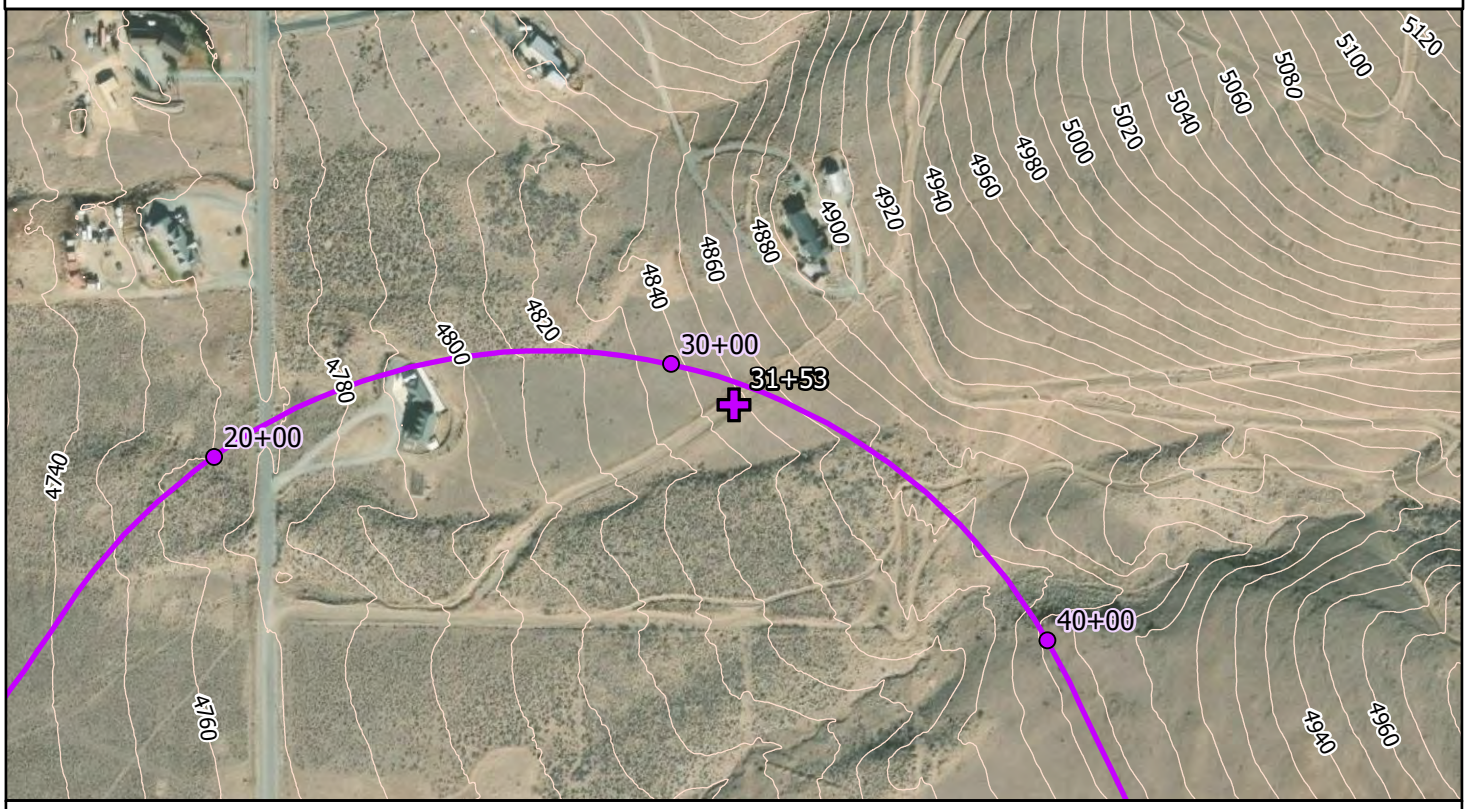
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 31+53

Looking to La Posada.



Photo 2.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 38+10

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Drainage

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 2 - 4ft

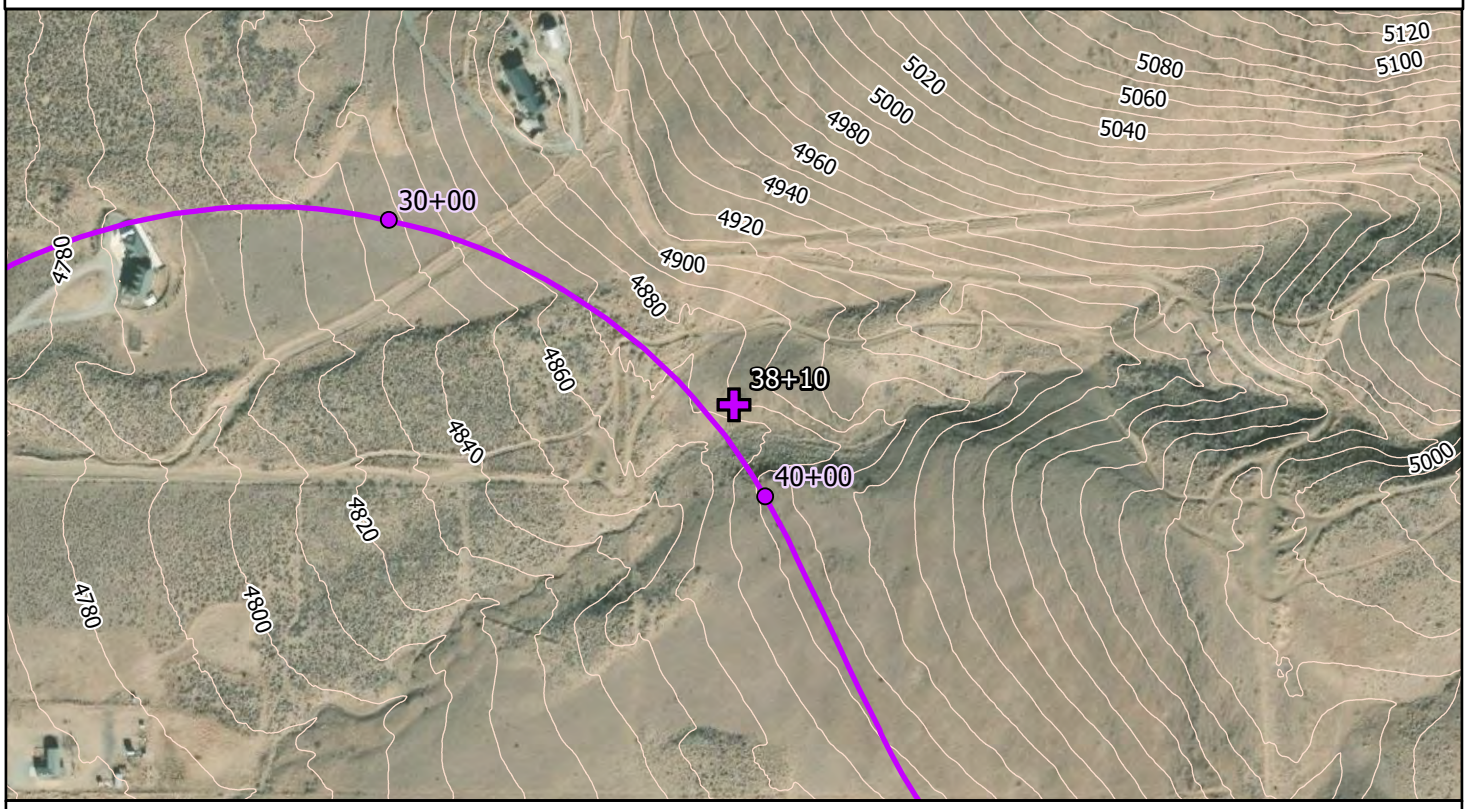
Strength: strong (bounce)

Weathering: moderate

Comments: Outcrops on both sides of drainage.

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 38+10

Looking down drainage.



Looking towards La Posada.



Looking towards TRIC.



Looking up drainage.



Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 55+23

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Shallow bedrock apparent in road cut uphill

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with light brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

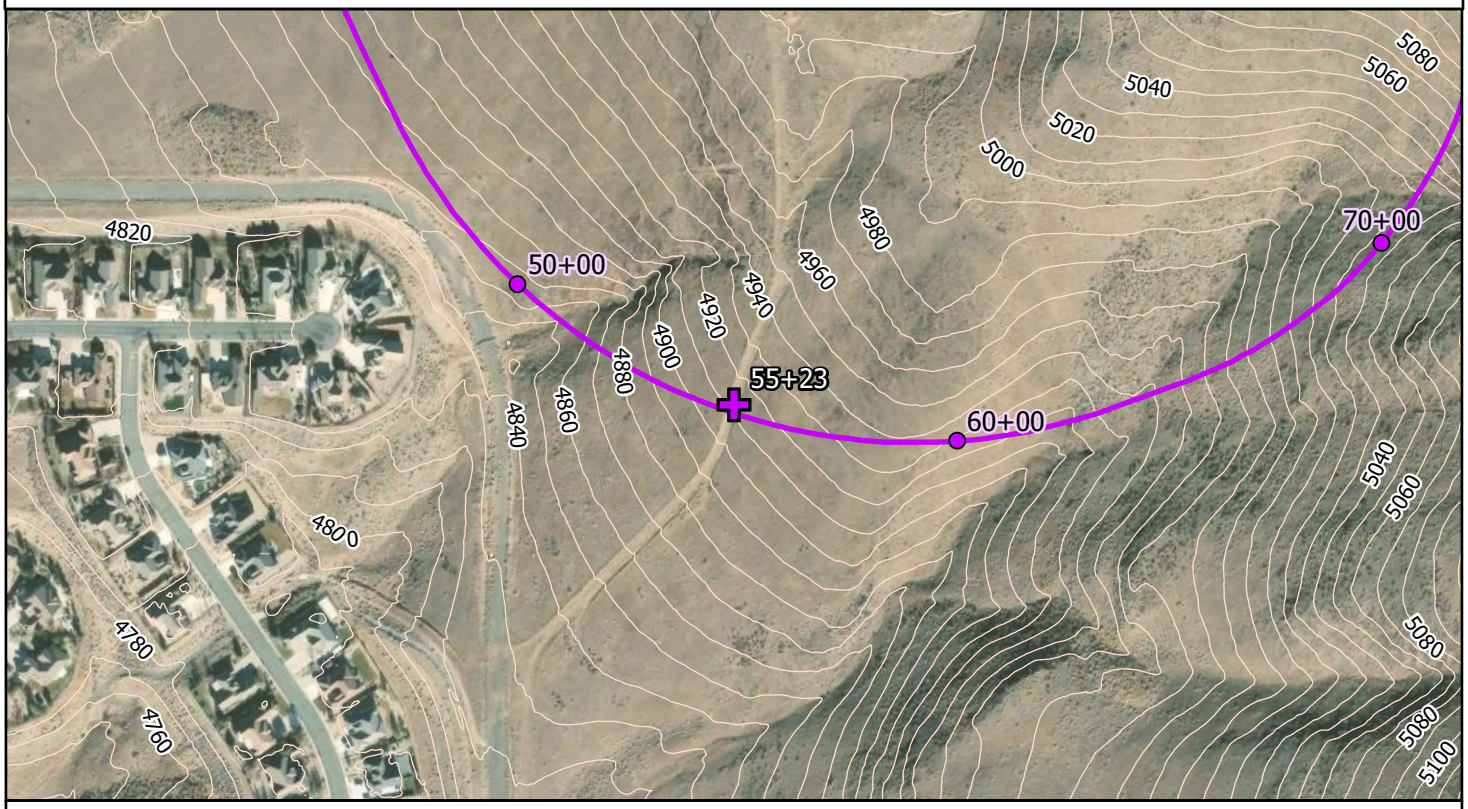
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 55+23

Looking towards La Posada.



Looking towards Tric.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 69+85

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: Scree with bedrock

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with light brush

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 2 - 4ft

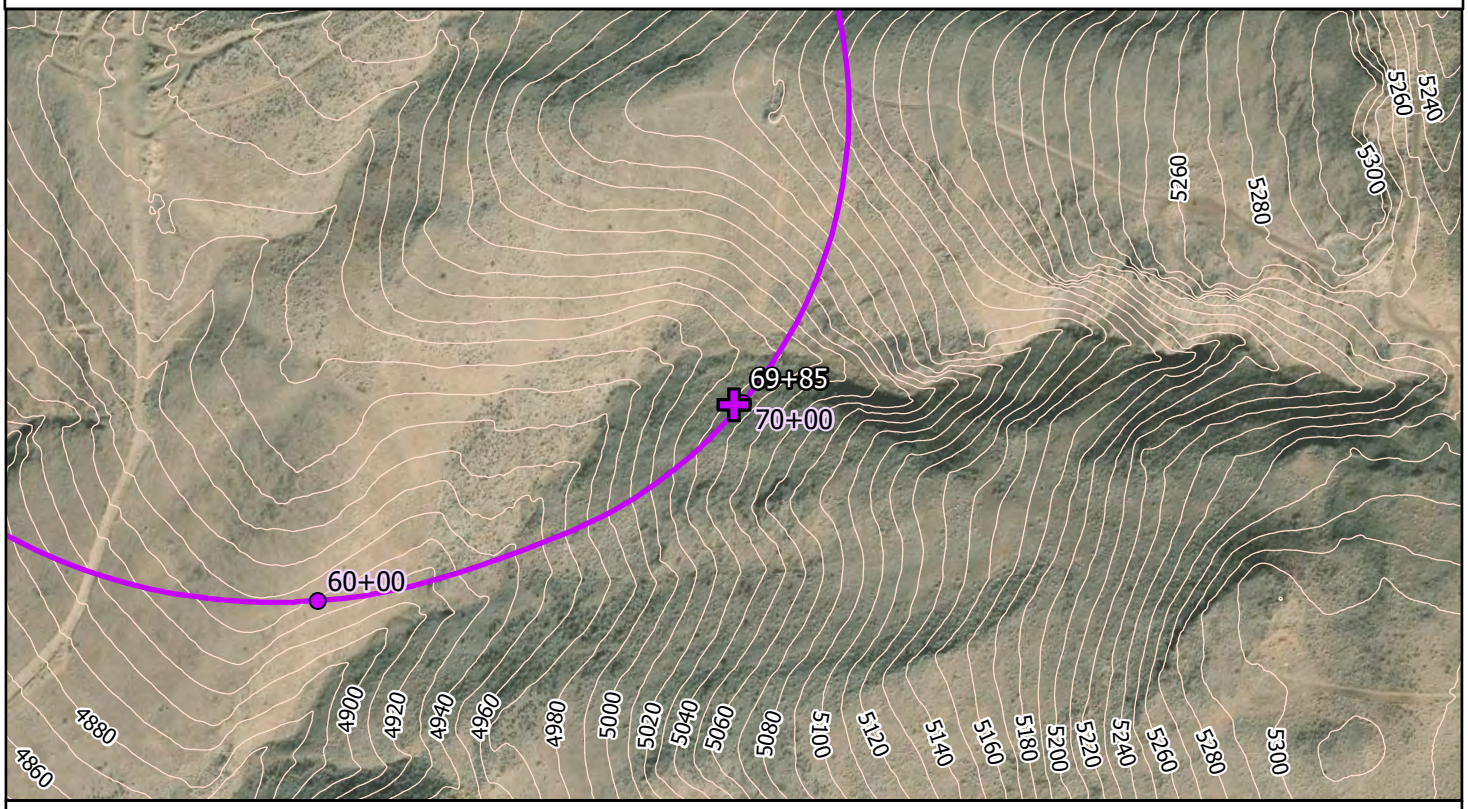
Strength: strong (bounce)

Weathering: moderate

Comments: Scattered out crops across hillside

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 69+85

Looking towards La Posada along alignment. Shallow bedrock conditions..



Looking towards TRIC. Note Scree across slope.



Looking up drainage.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 84+88

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Scree towards TRIC

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 2 - 4ft

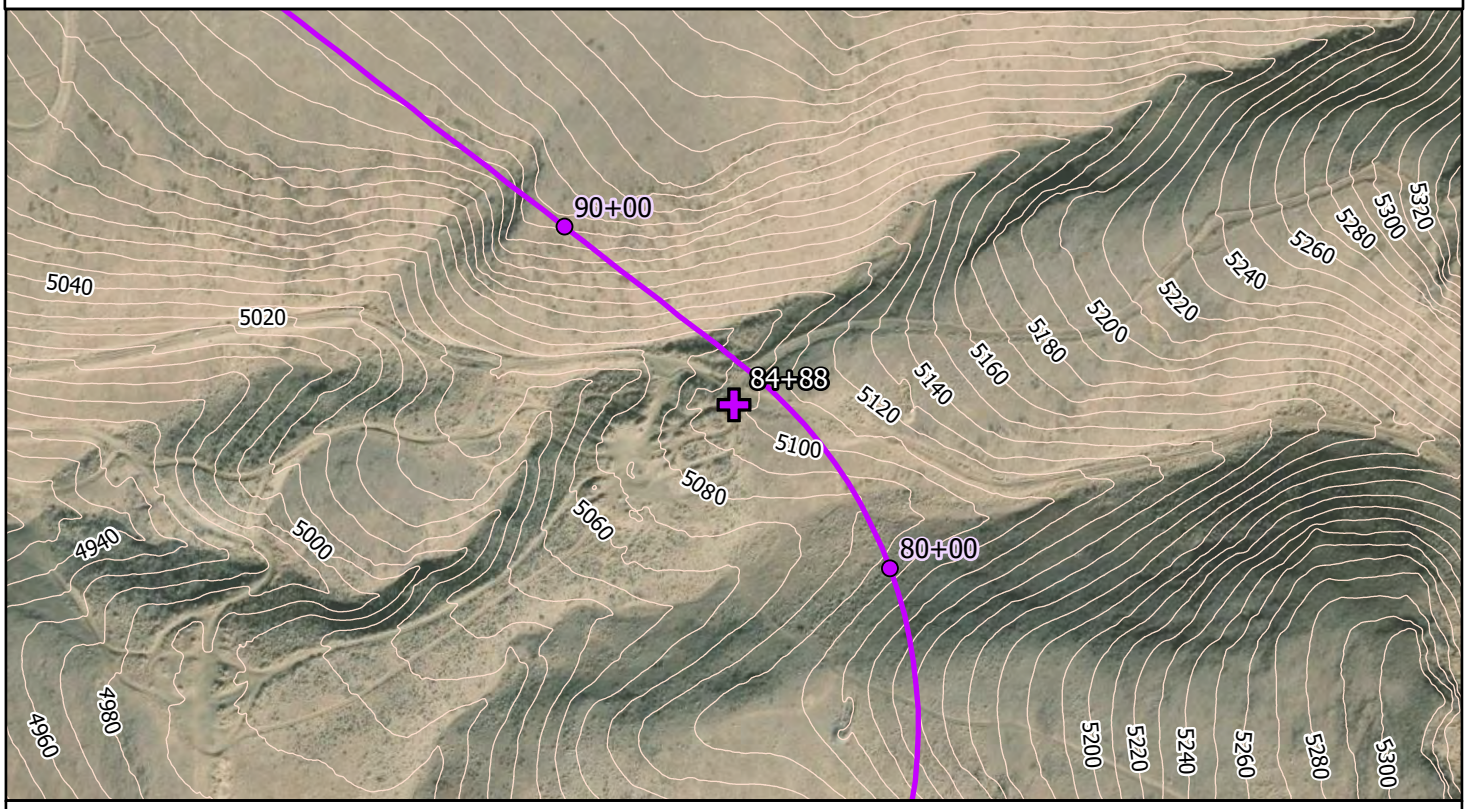
Strength: strong (bounce)

Weathering: moderate

Comments: Outcrop is uphill towards TRIC.

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 84+88

Looking towards La Posada along alignment. Note sand dunes..



Looking towards TRIC. Note shallow bedrock and scree.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 102+56

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: Heavier in coverage in drainage towards TRIC

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

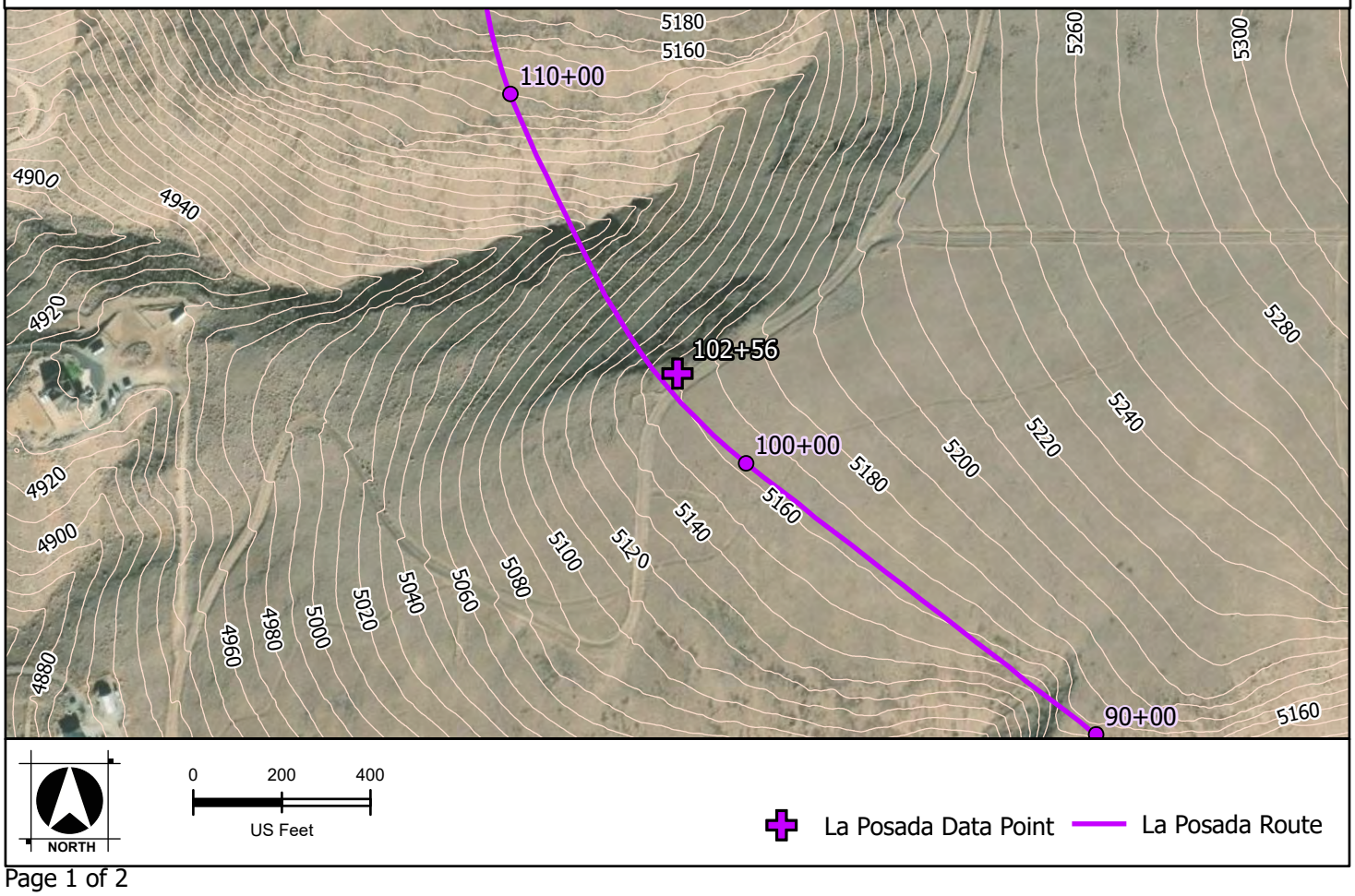
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 102+56

Looking towards La Posada along alignment.



Looking towards TRIC along alignment. Drainaged rimmed wit outcrop and scree.



No Photo

No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 114+92

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Cobble in Boulder float decent, soil coverage

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

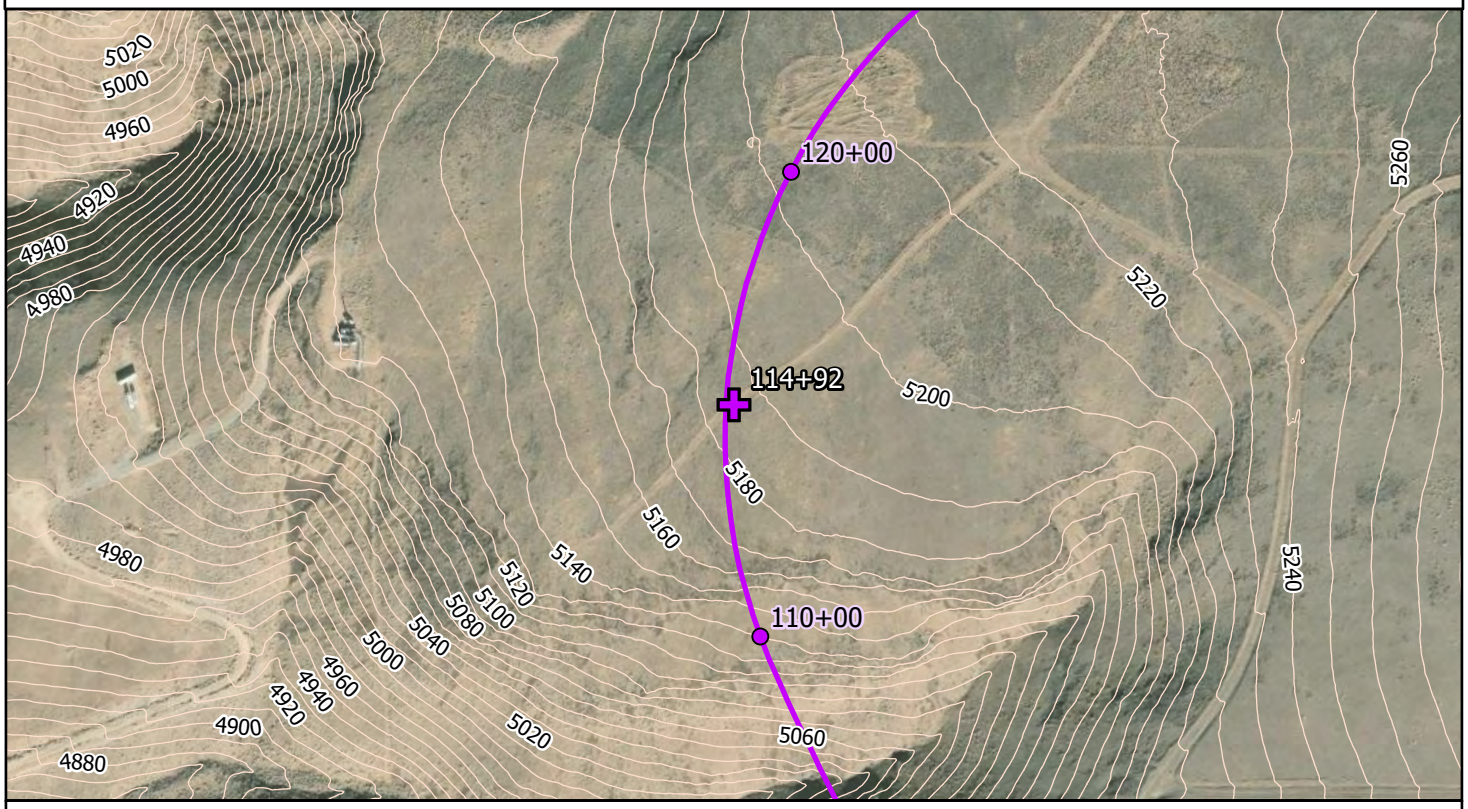
Strength: --

Weathering: --

Comments: Rock outcropping's present and drainage heading towards La Posada

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 114+92

Looking towards La Posada along alignment.



Looking towards TRIC along alignment.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 130+30

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Soil

Comment: Some cobble float

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Small to medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

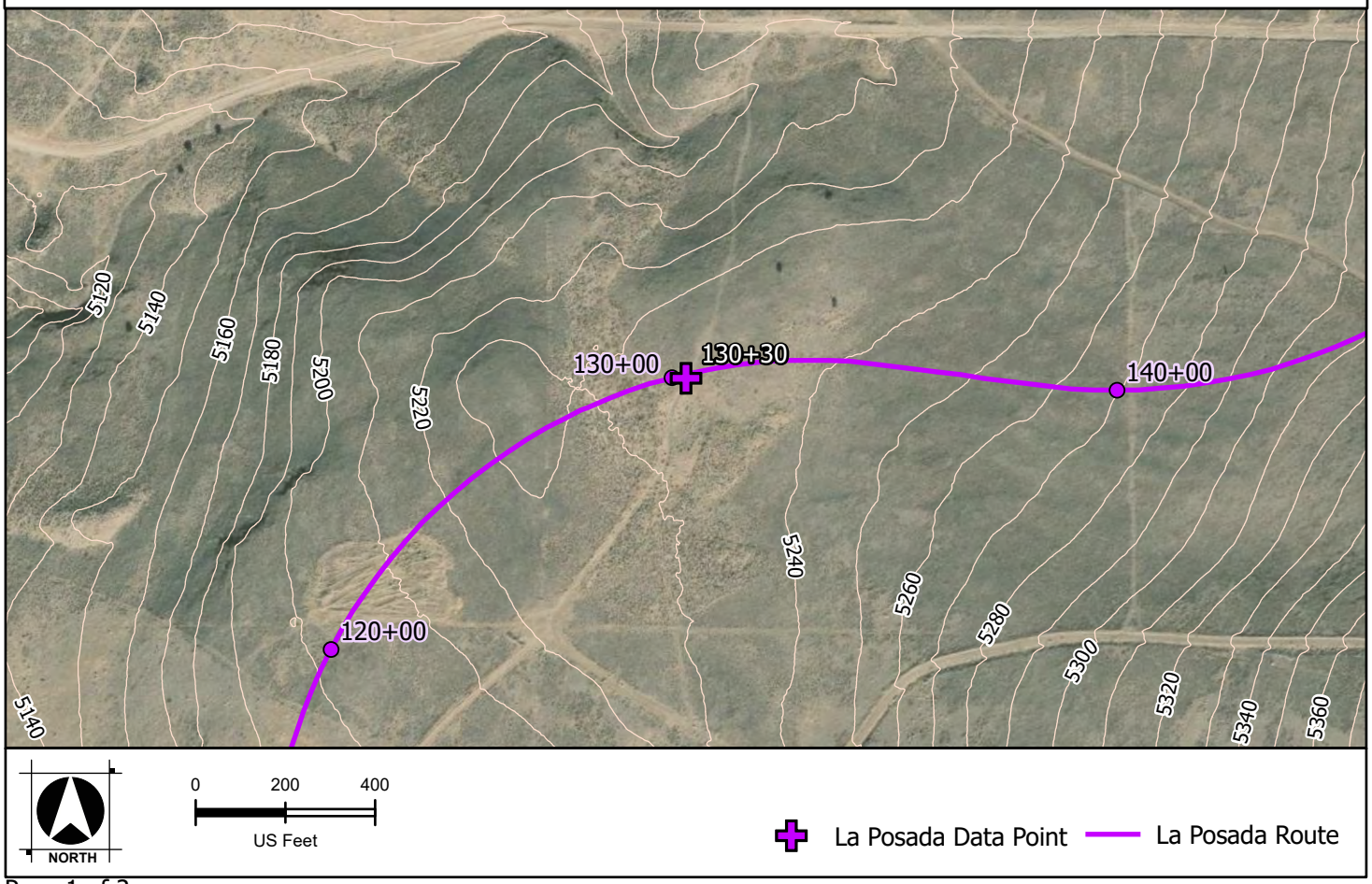
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 130+30

Looking towards La Posada along alignment.



Looking towards TRIC along alignment.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 140+13

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Potential for shallow bedrock

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt or andesite

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Small sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

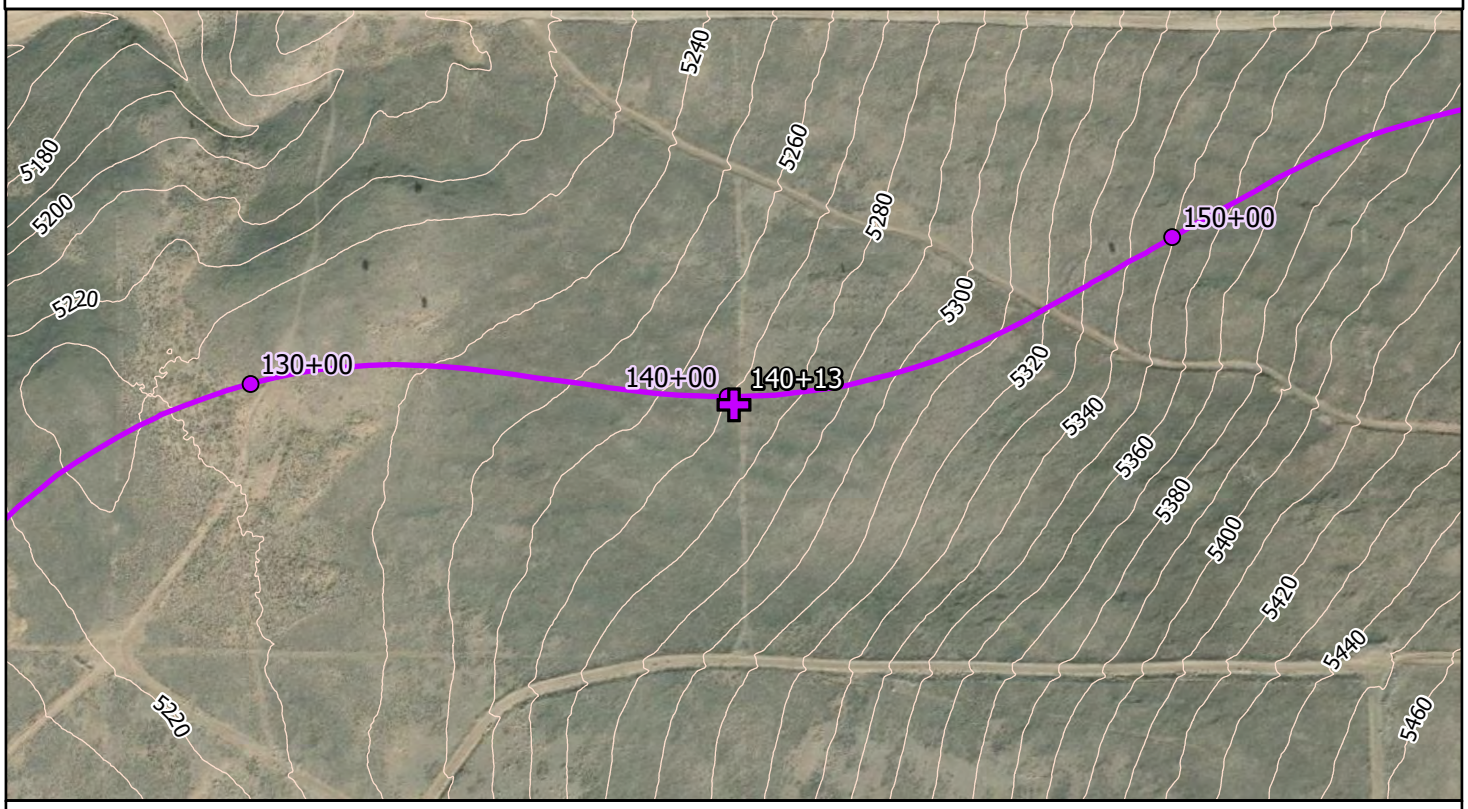
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 140+13

Looking to La Posada along alignment.



Looking to TRIC along alignment.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 157+25

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Moderate to heavy coverage. Shallow bedrock likely based on surface conditions.

Vegetation

Type: brush

Density: moderate

Comments: Small sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

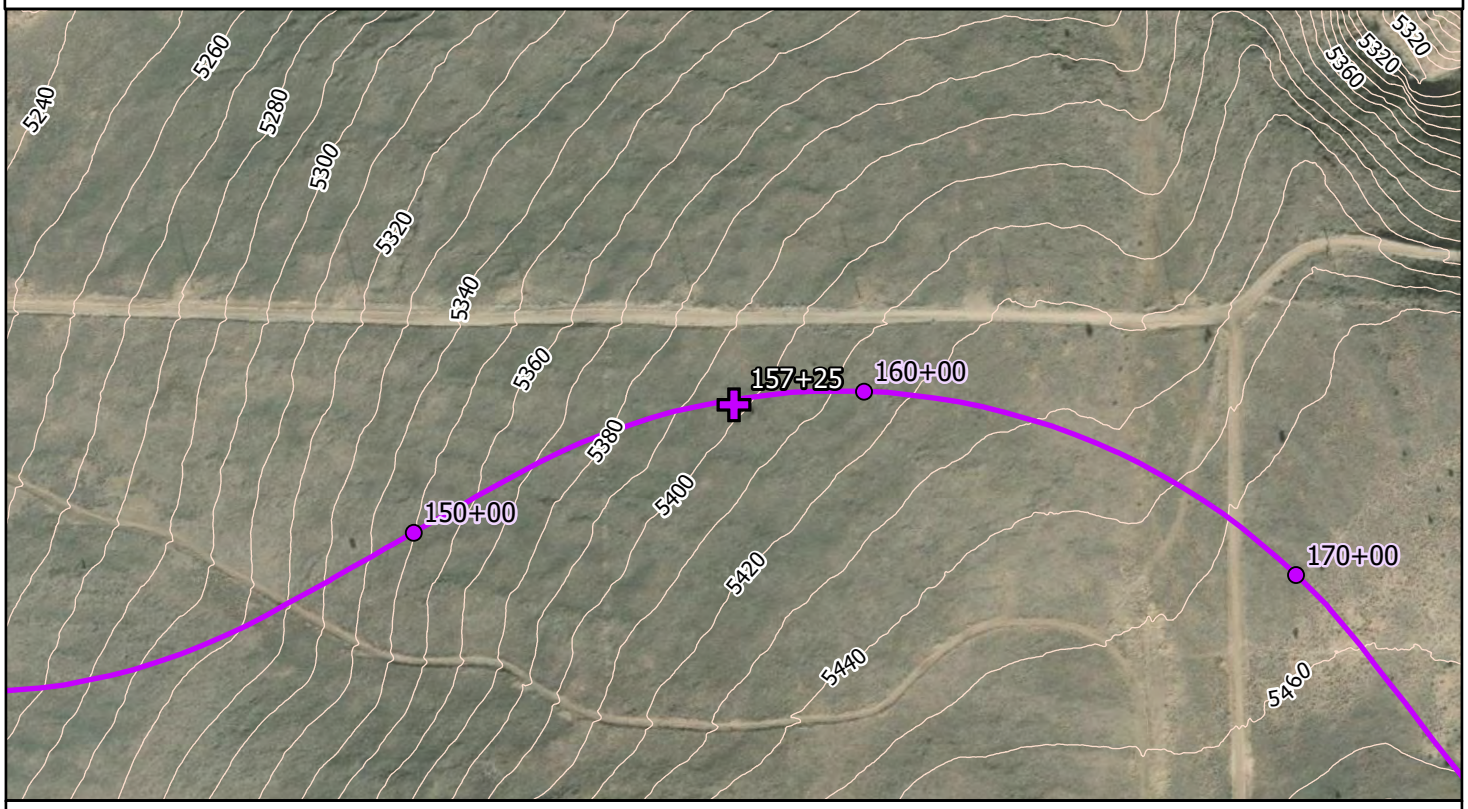
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 157+25

Looking to la Posada along alignment.



Looking to TRIC along alignment.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 168+29

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Small Sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

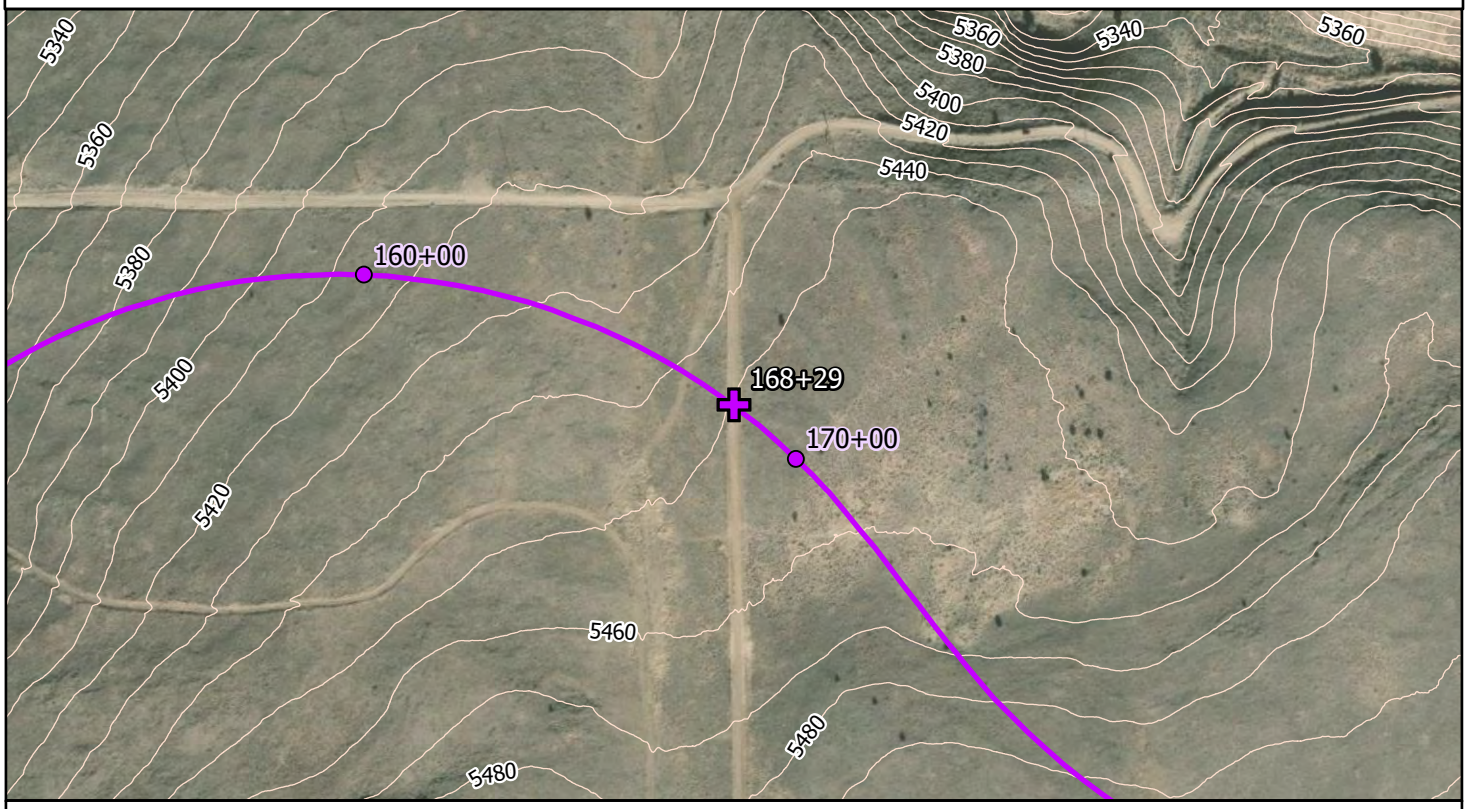
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 168+29

Looking to la Posada along alignment.



Looking to TRIC along alignment.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 182+96

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Shallow bedrock likely based off surface condition

Vegetation

Type: brush

Density: moderate

Comments: Small Sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

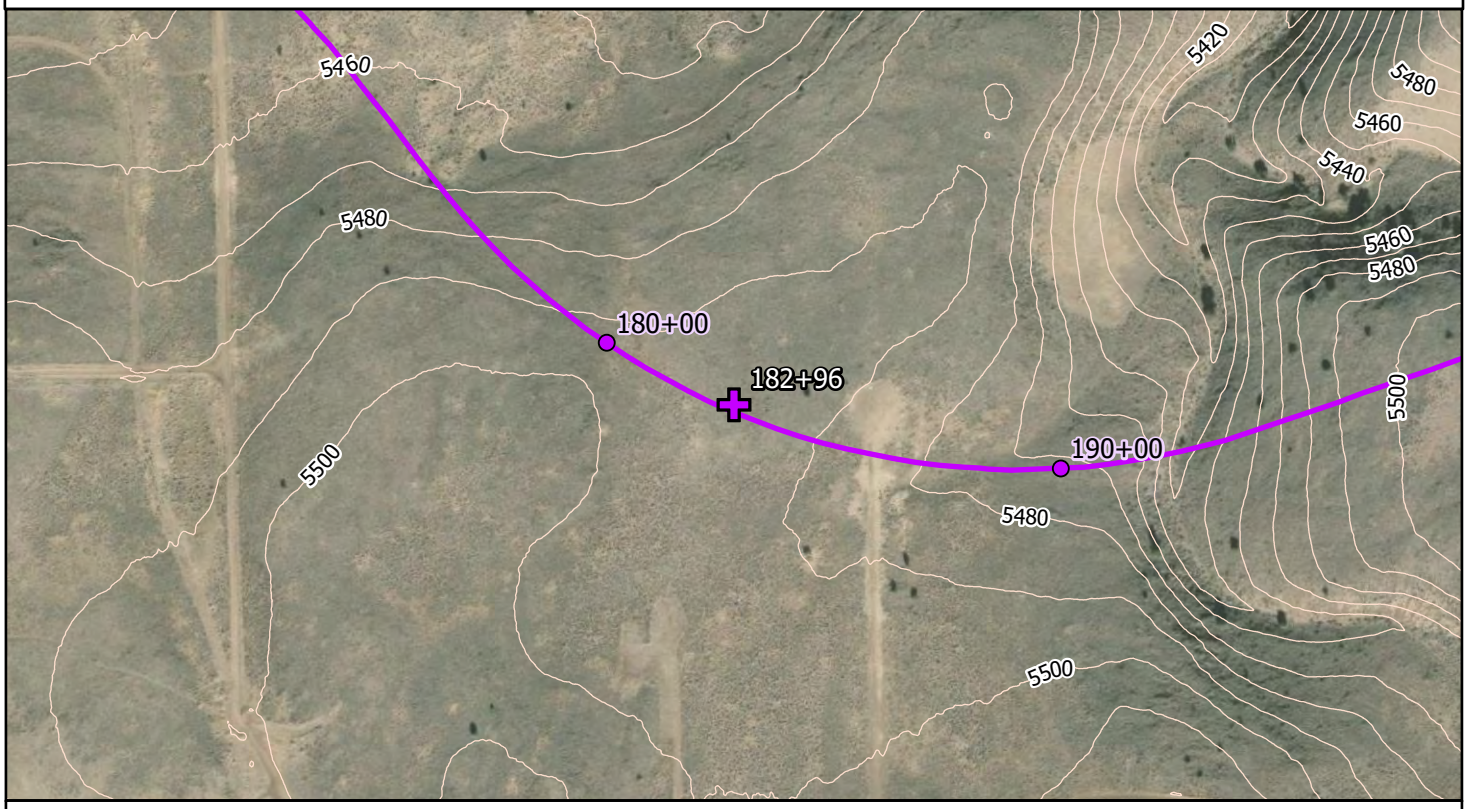
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 182+96

Looking to la Posada along alignment.



Looking to TRIC a along alignment.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 200+86

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Large couples and boulders to small outcroppings

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Small sage brush with juniper trees

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: --

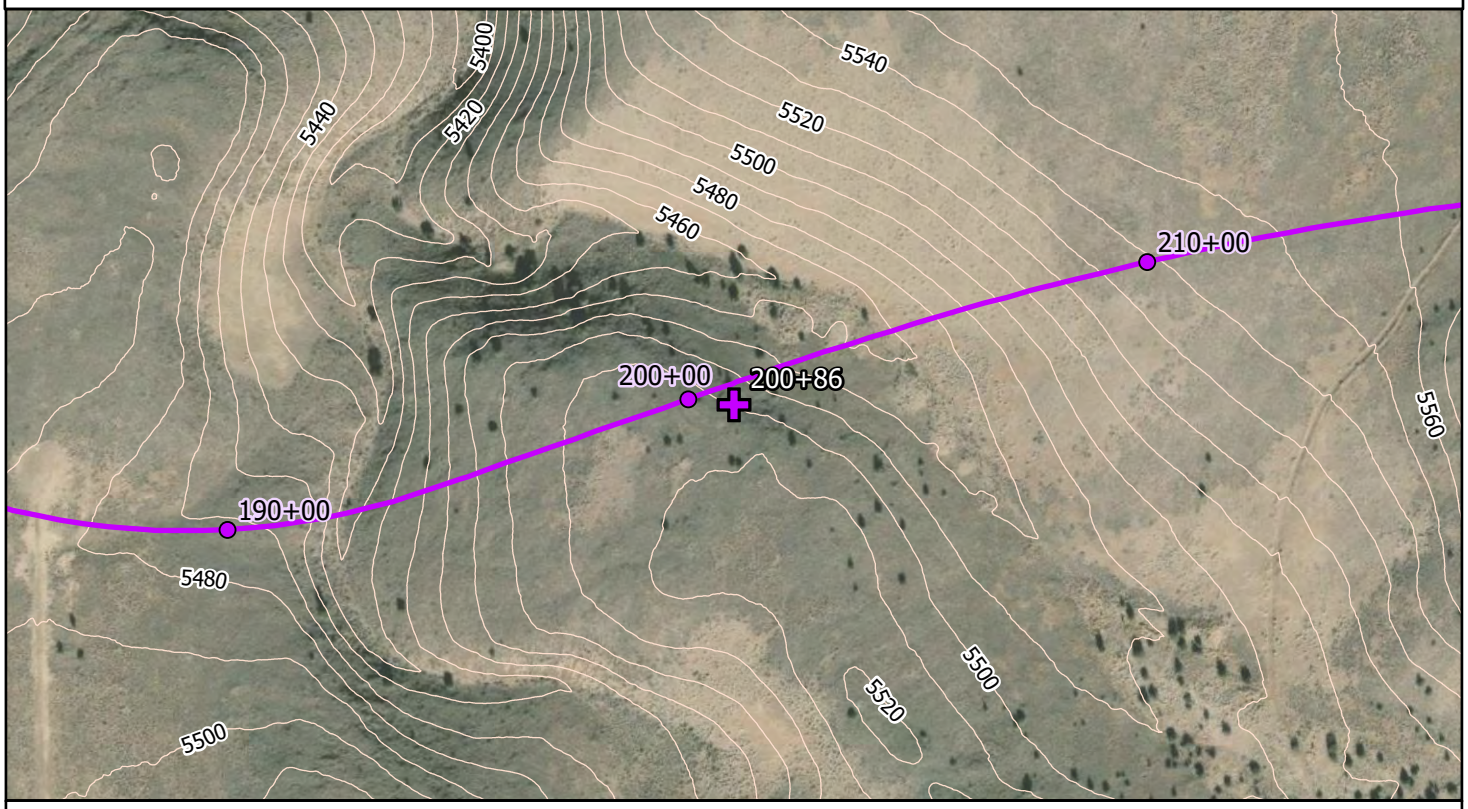
Strength: strong (bounce)

Weathering: moderate

Comments: Outcrop indicates shallow bedrock

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 200+86

Looking to la Posada along alignment.



Looking to TRIC. Outcrop..



No Photo

No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 220+14

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Moderate to heavy ground coverage

Vegetation

Type: brush

Density: moderate

Comments: Small Sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

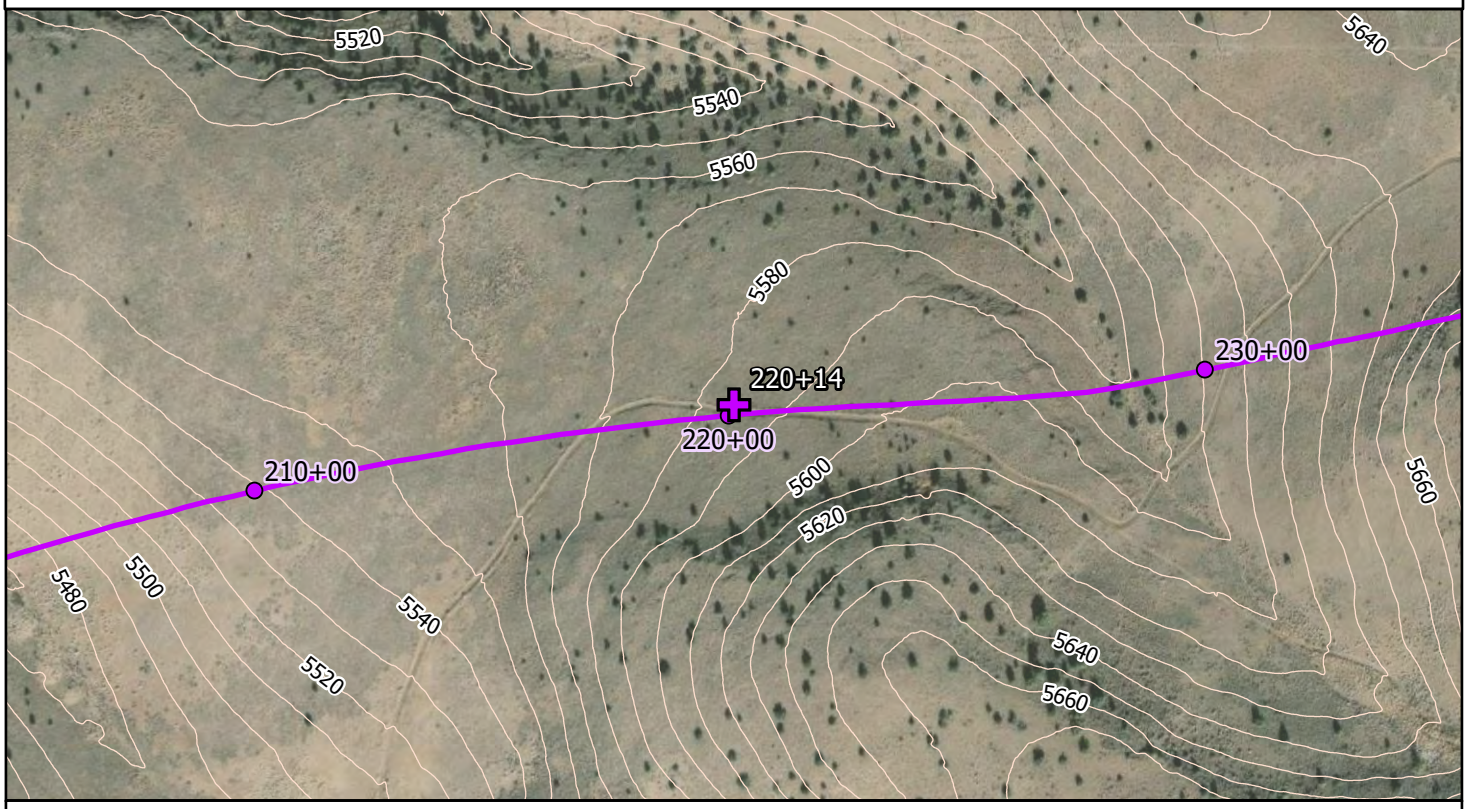
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 220+14

Looking to la Posada.



Looking to TRIC along alignment.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 230+41

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Light to moderate density

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

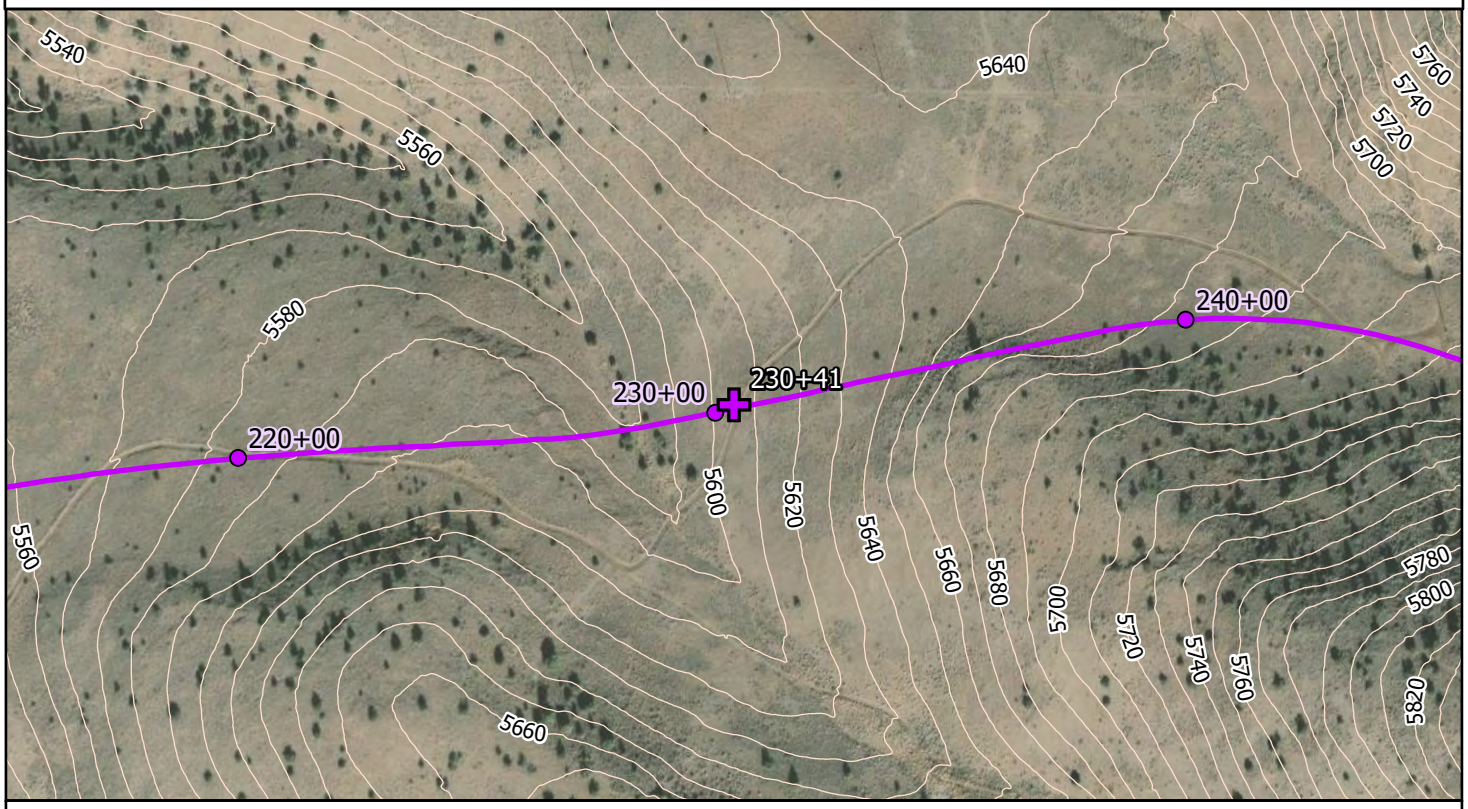
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 230+41

Looking to la Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 243+83

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Soil

Comment: Likely clay cap soil

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

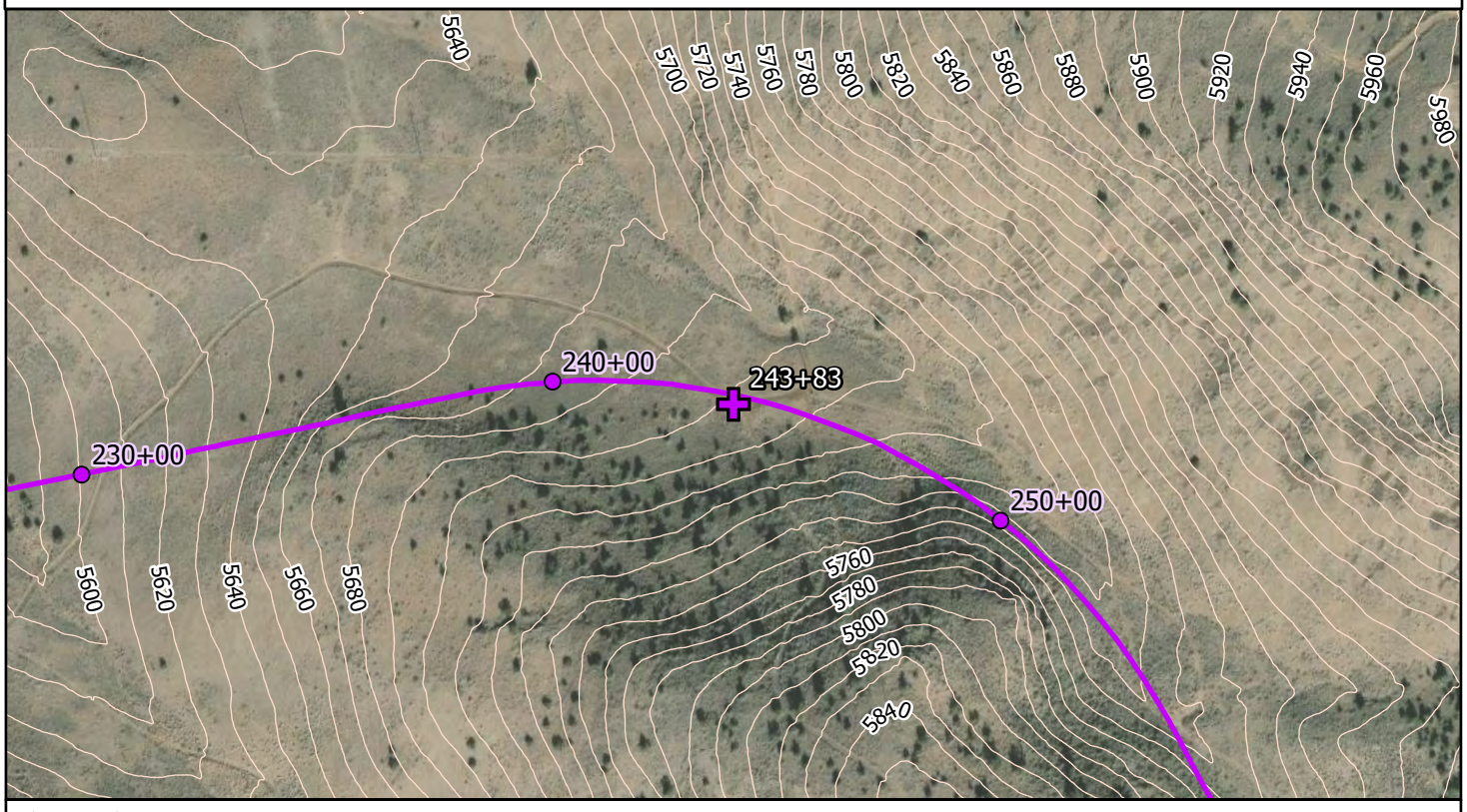
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 243+83

Looking to La Posada.



Looking to TRIC.



Photo 3.



Photo 4.



Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 251+42

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Medium sagebrush and grasses

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

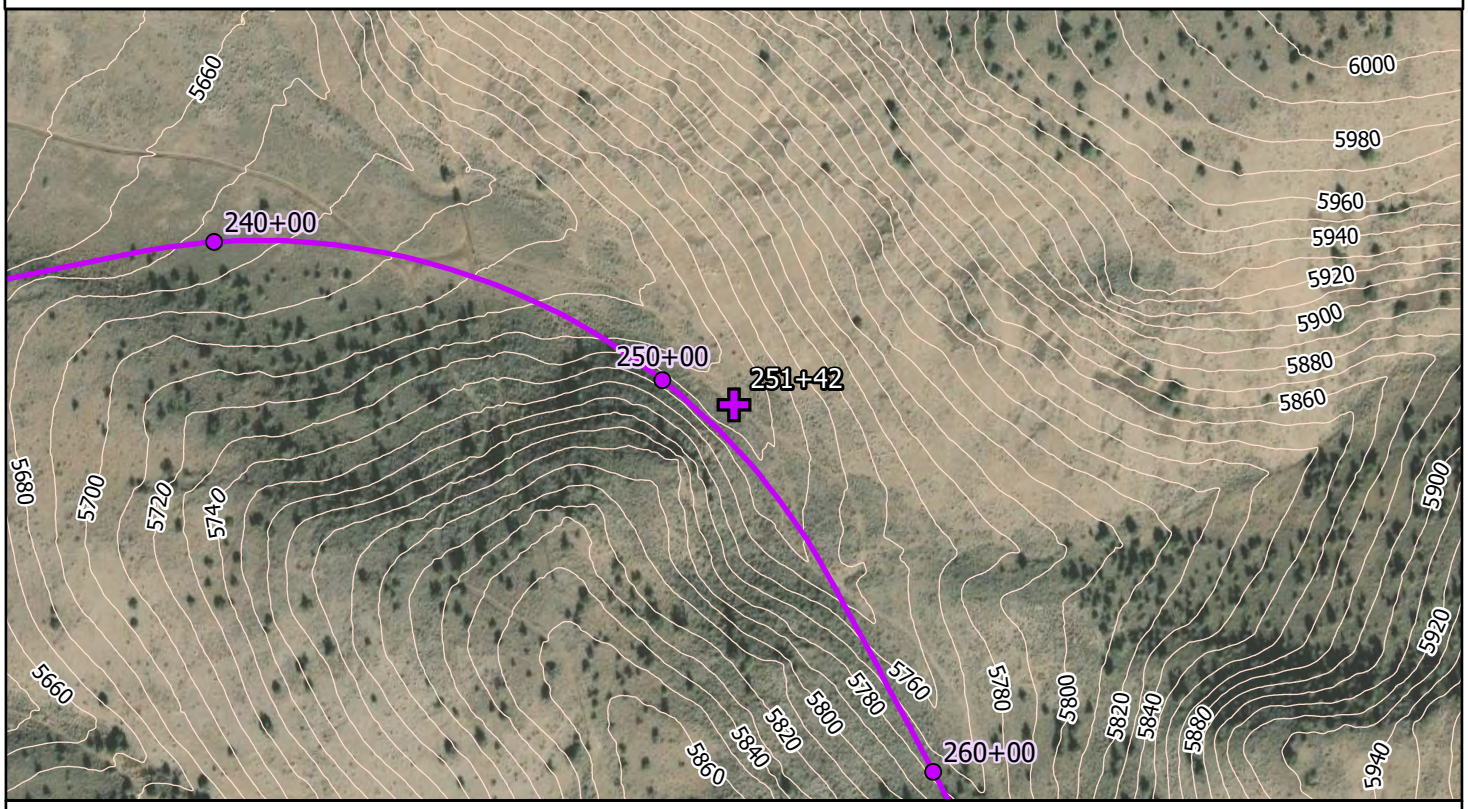
Strength: strong (bounce)

Weathering: moderate

Comments: Outcropping is potentially out of roadway area. Could be in a cut face.

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 251+42

Looking to La Posada.



Looking to TRIC.



Rock out cropping in Hillside.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 264+32

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Medium sagebrush and juniper trees

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

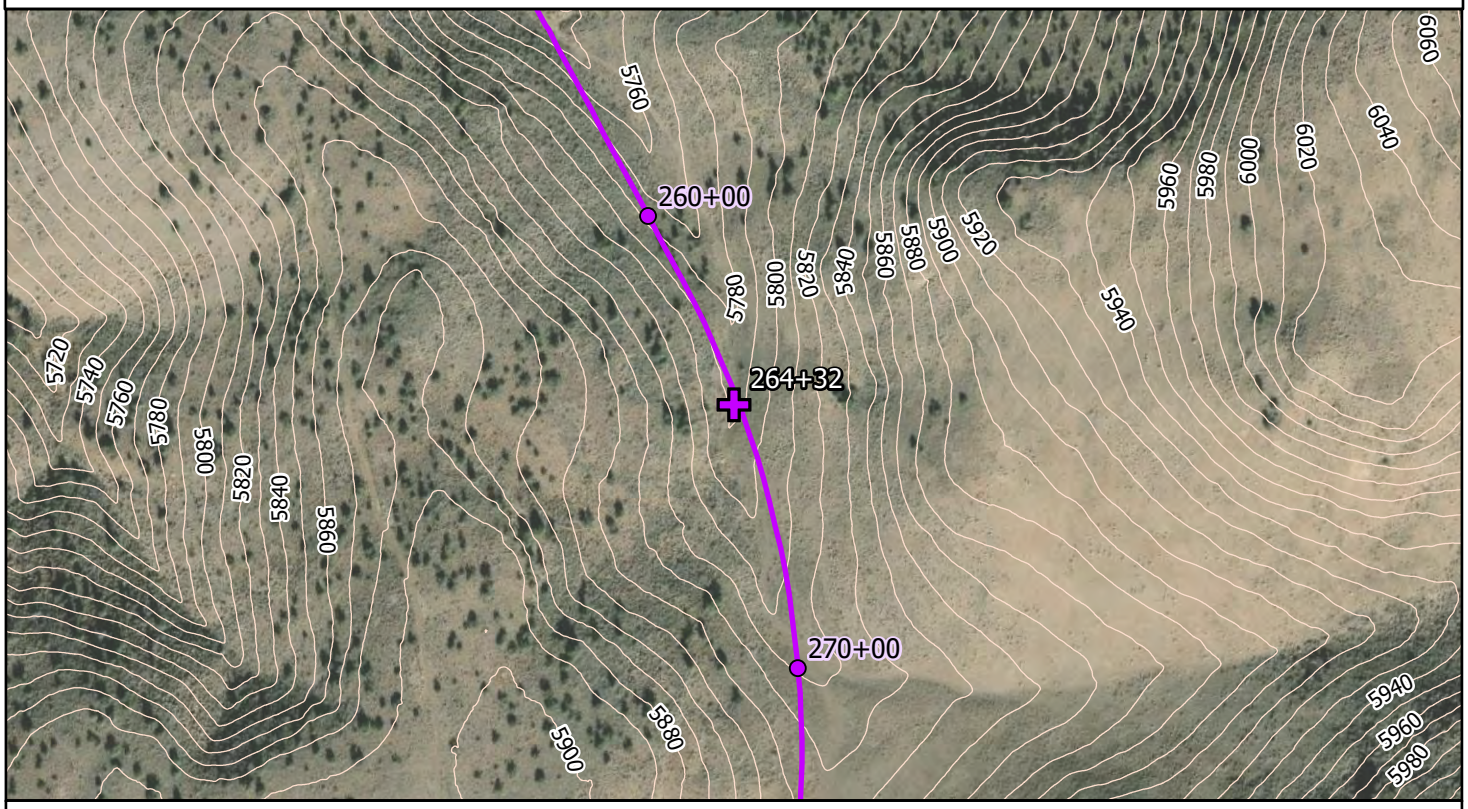
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 264+32

Looking towards La Posada.



Looking towards TRIC.



Photo 2.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 275+86

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Small sage brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

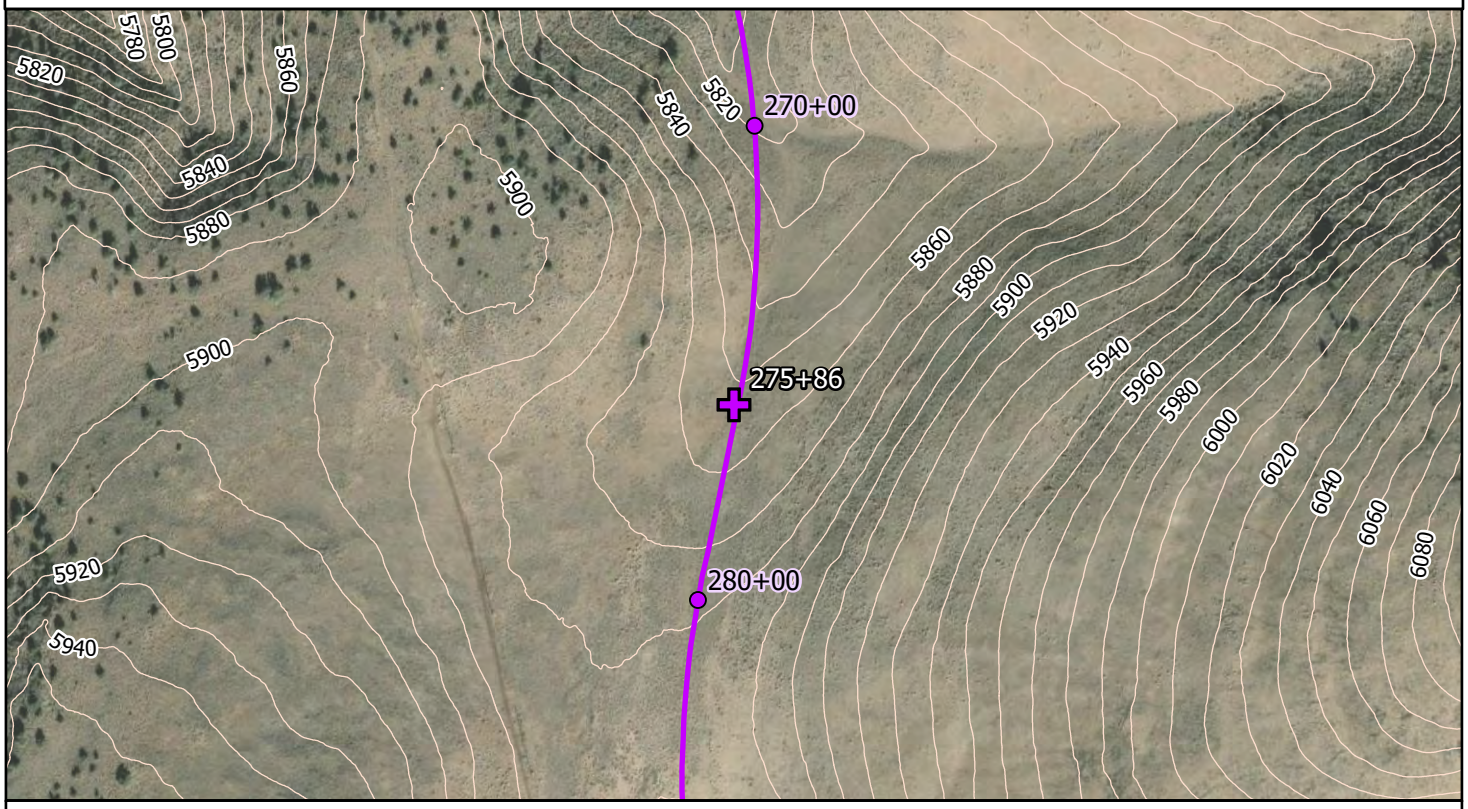
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 275+86

Looking towards La Posada.



Looking towards TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 289+89

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium Sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

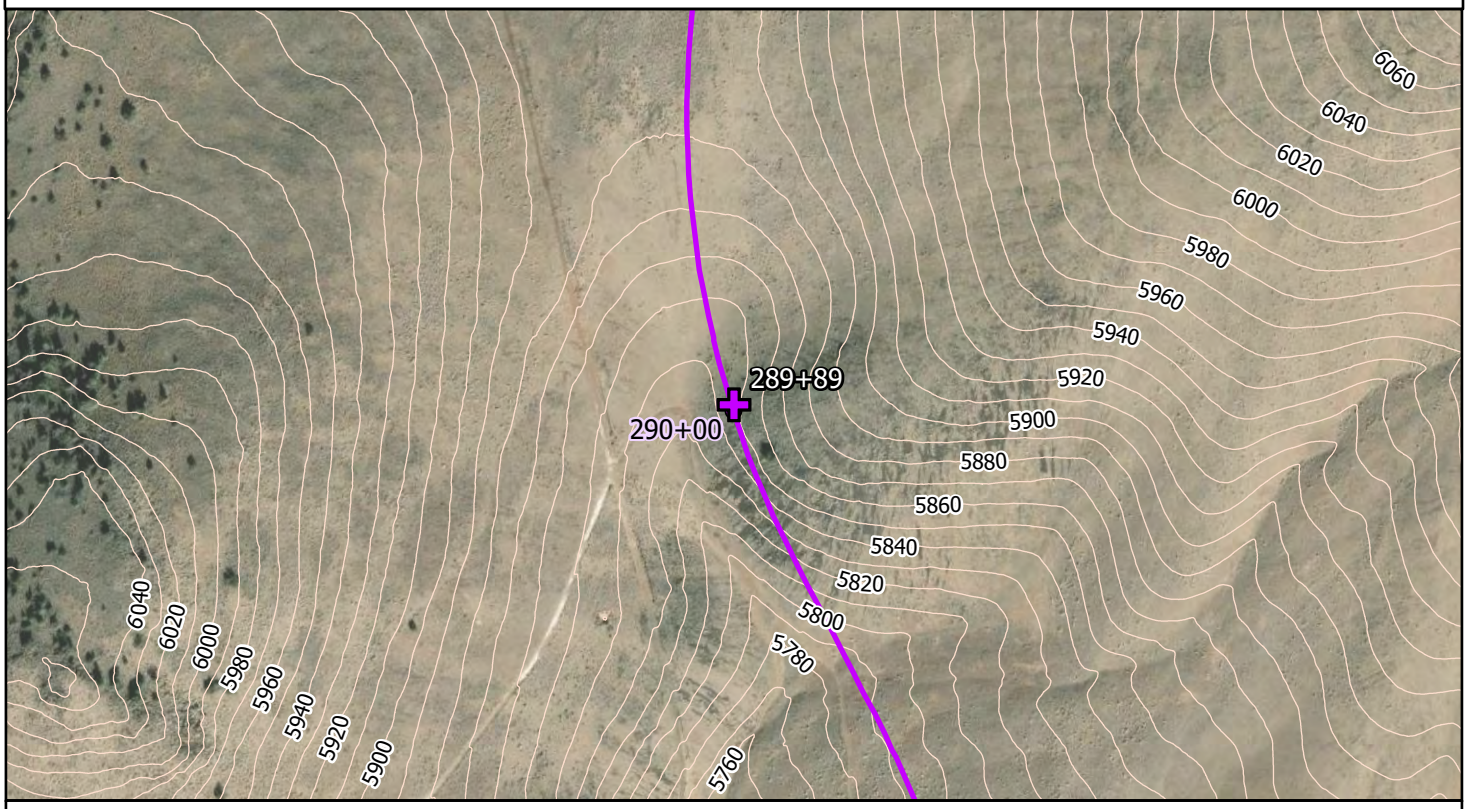
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 289+89

Less rocky altwrnative down hill..



Looking towards La Posada.



Looking towards TRIC.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 300+53

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

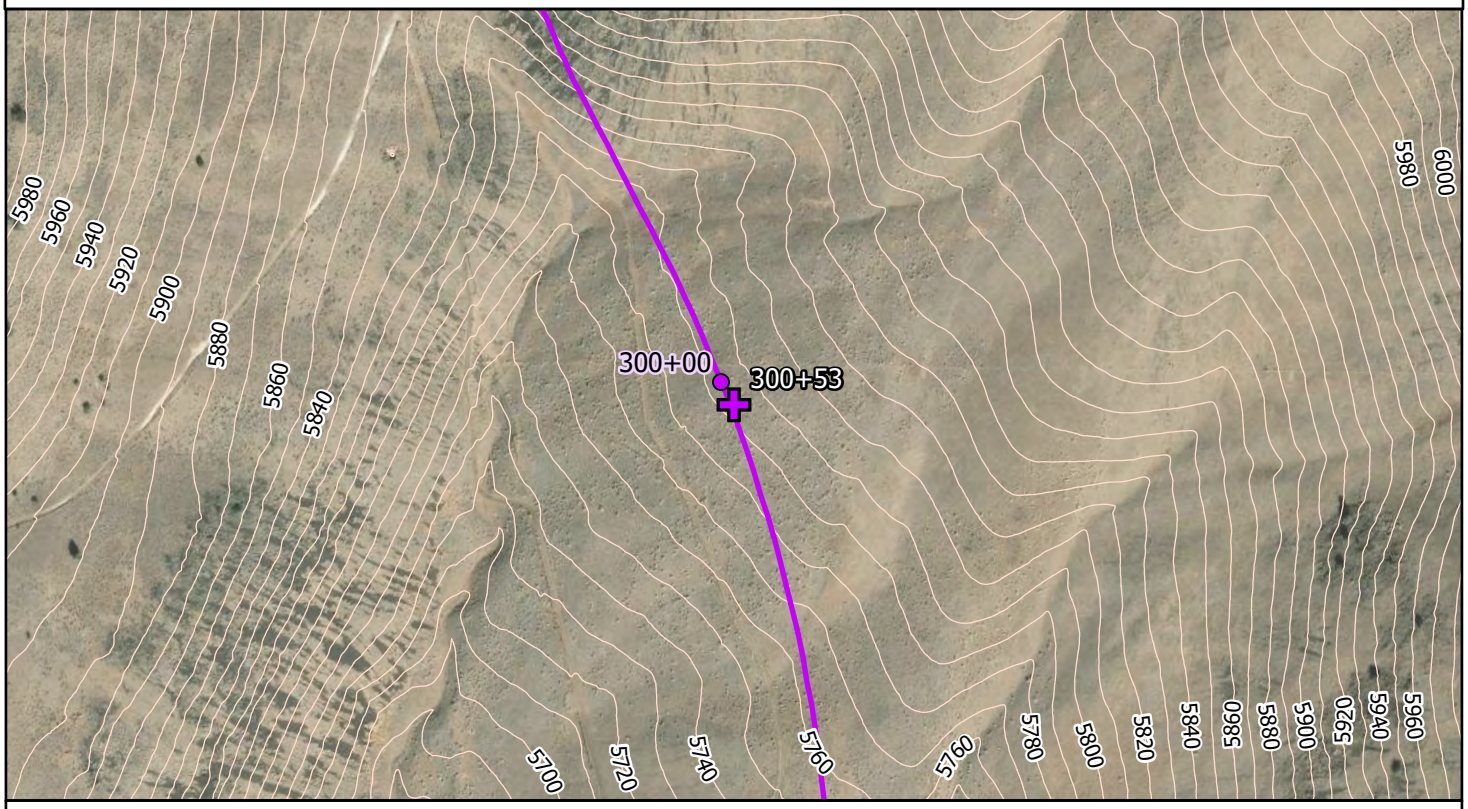
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 300+53

Looking to la Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 310+87

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Small to medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

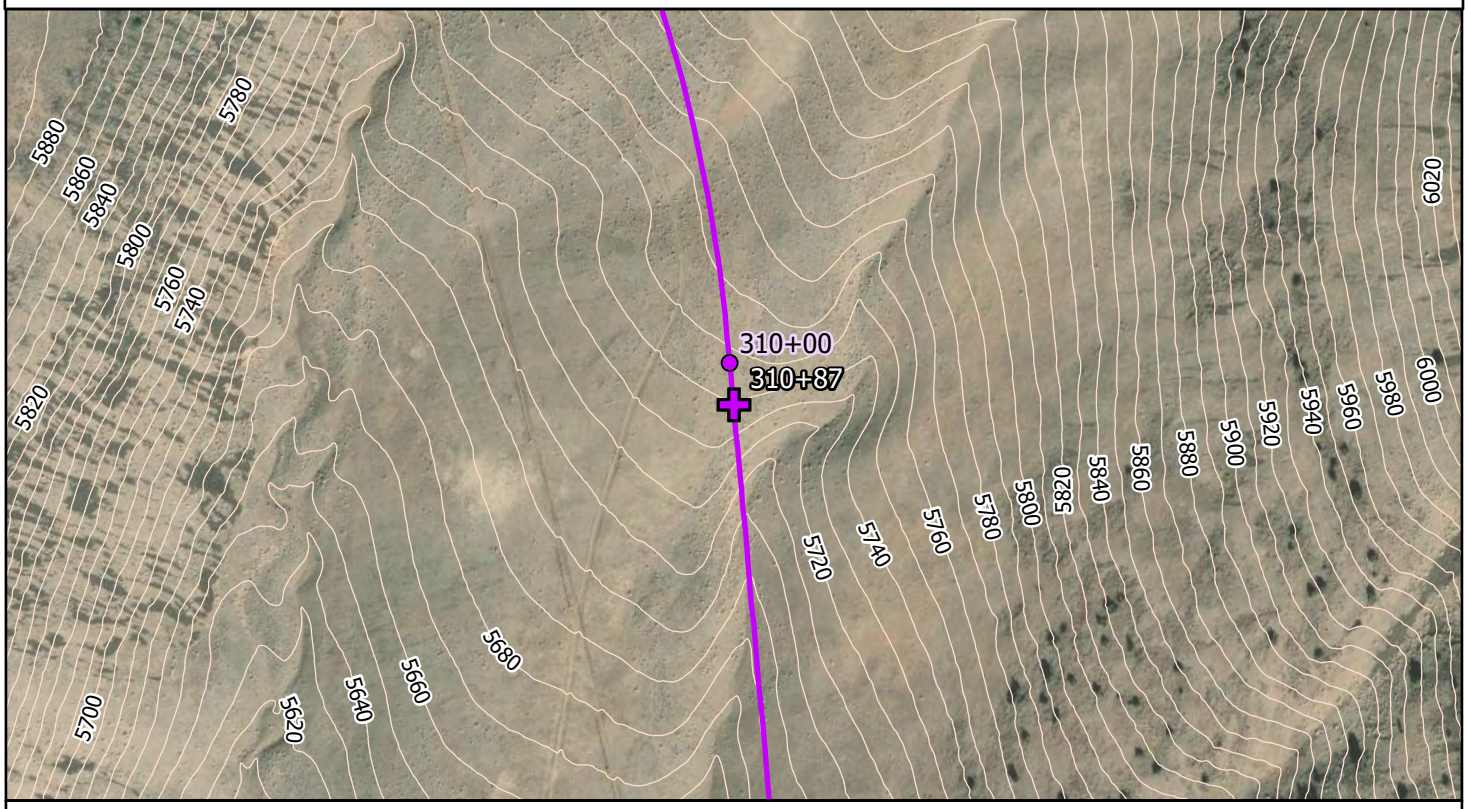
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 310+87

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 319+97

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

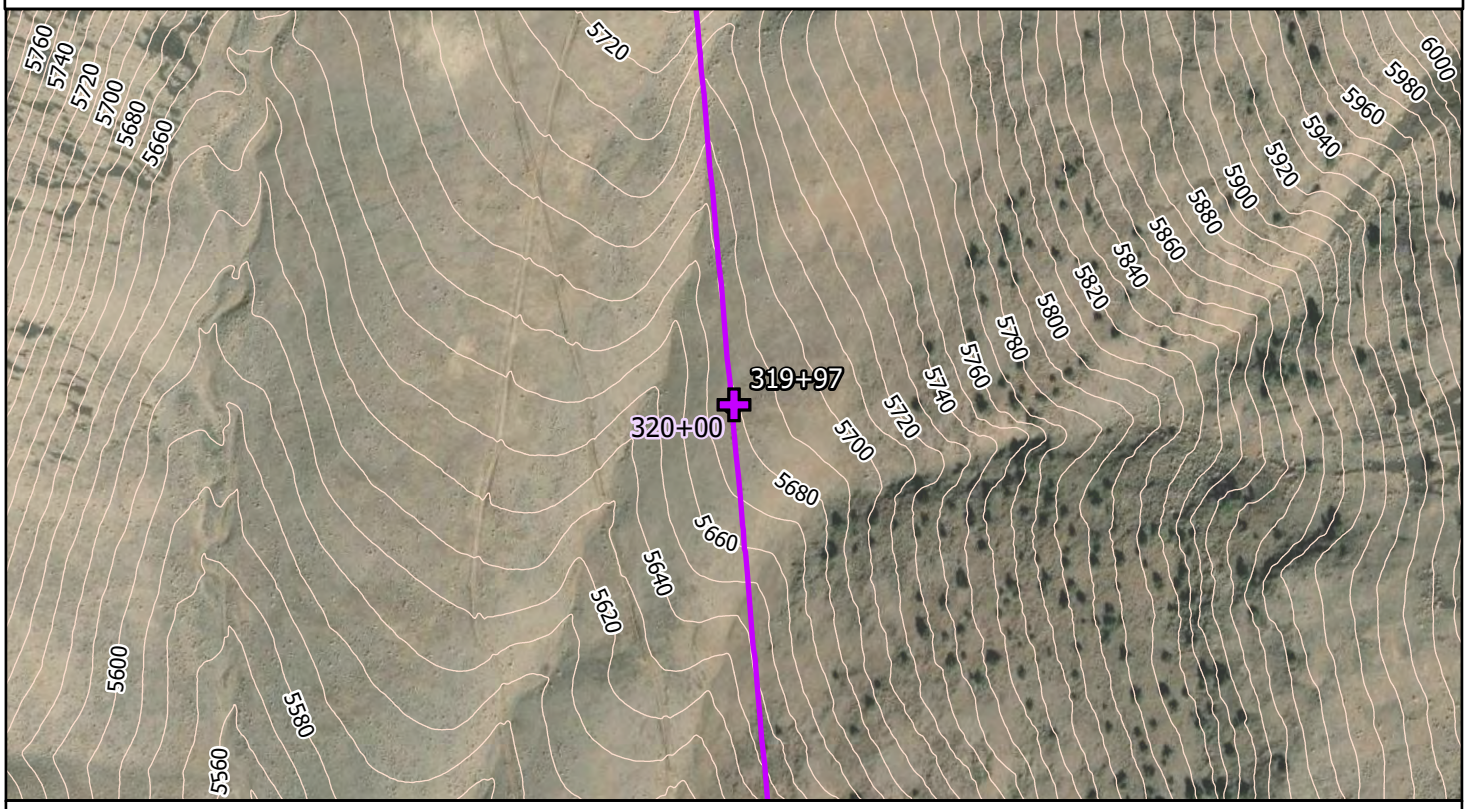
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 319+97

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 332+94

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Small sage brush and juniper trees present

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

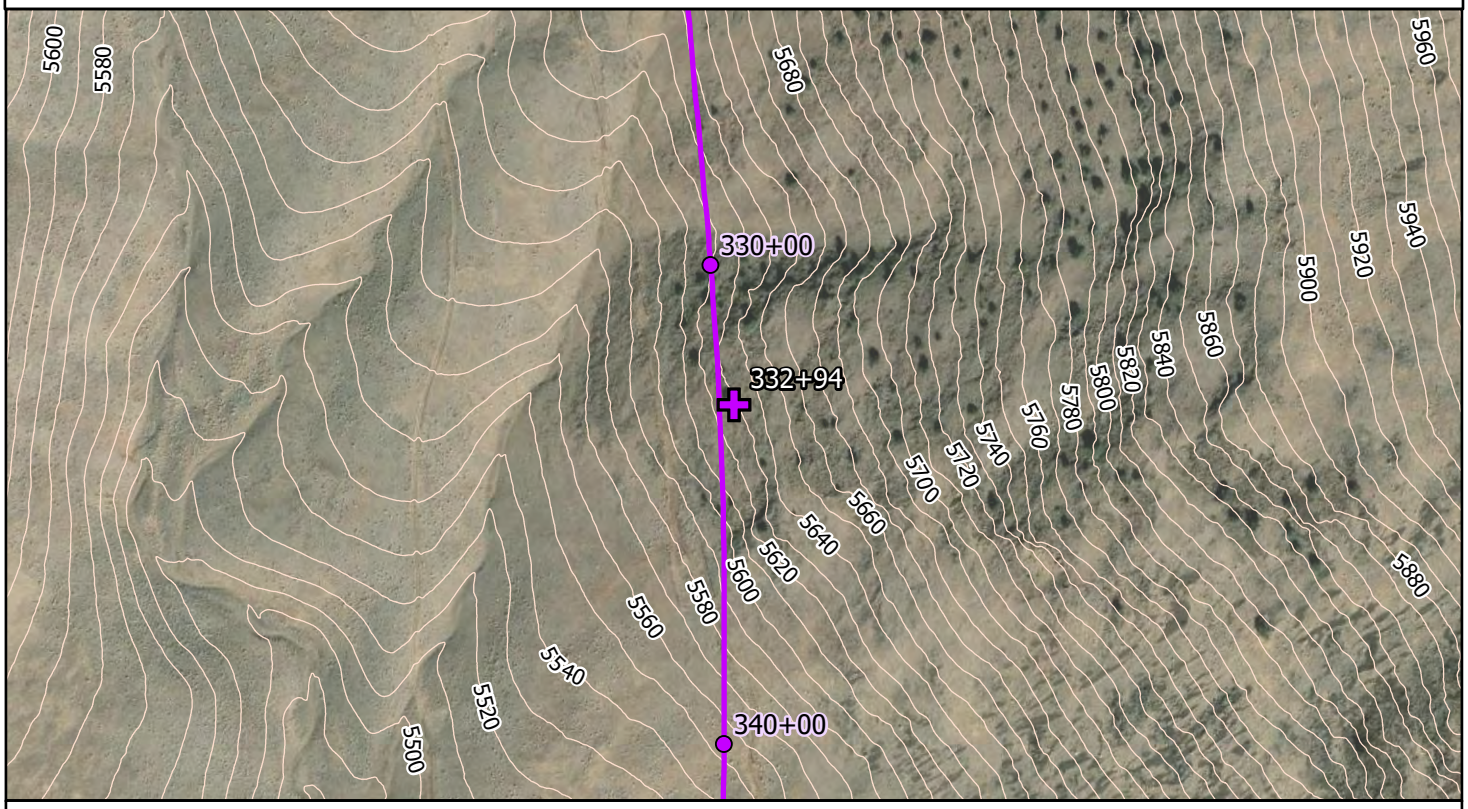
Strength: moderately strong (chips)

Weathering: moderate

Comments: Moderately strong too strong. Outcrops covering Hillside.

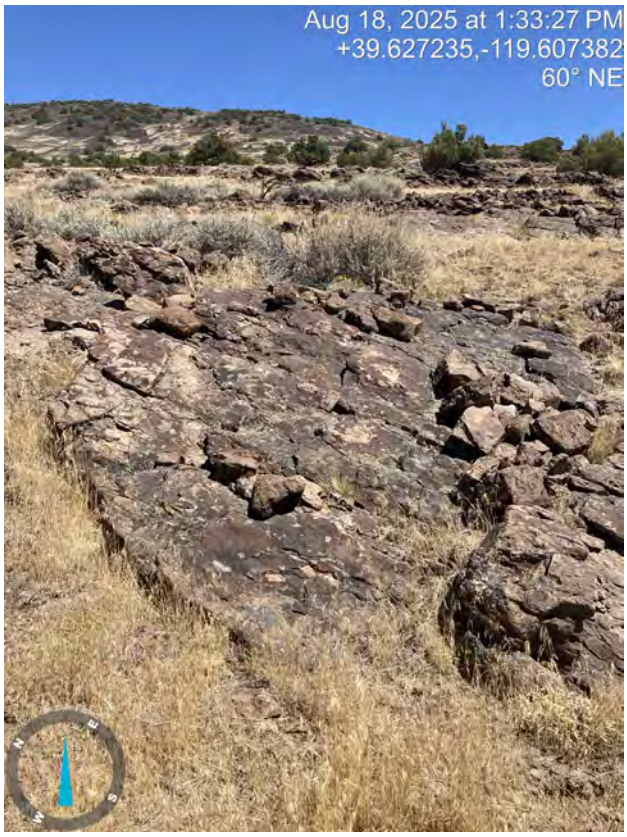
General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 332+94

Bedrock.



Looking to La Posada.



Looking to TRIC.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 340+88

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush with grasses

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

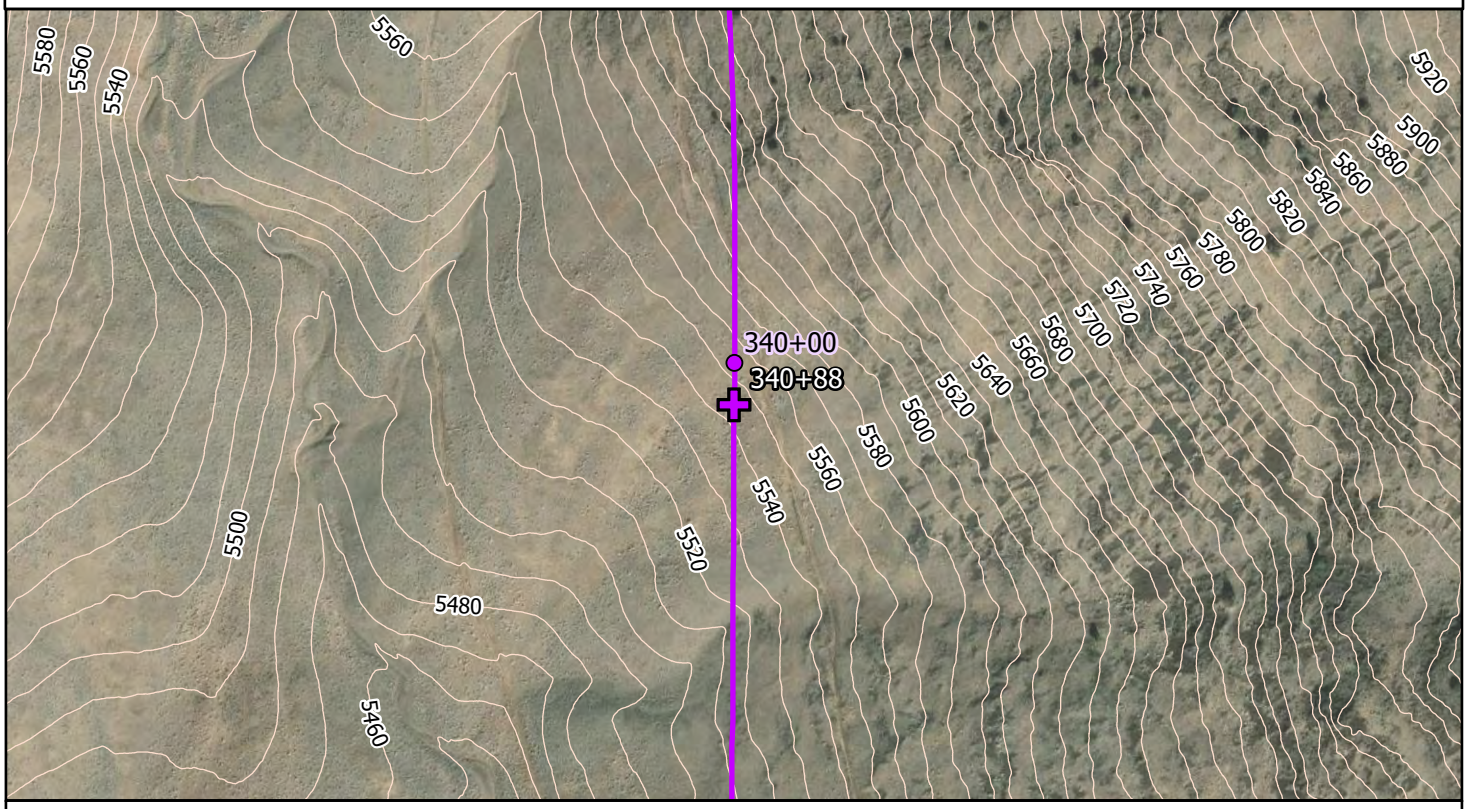
Strength: --

Weathering: --

Comments: --

General Comments

Likely capping clay soils



Project Name: La Posada Geotechnical Investigation Station Name: 340+88

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 349+64

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: --

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

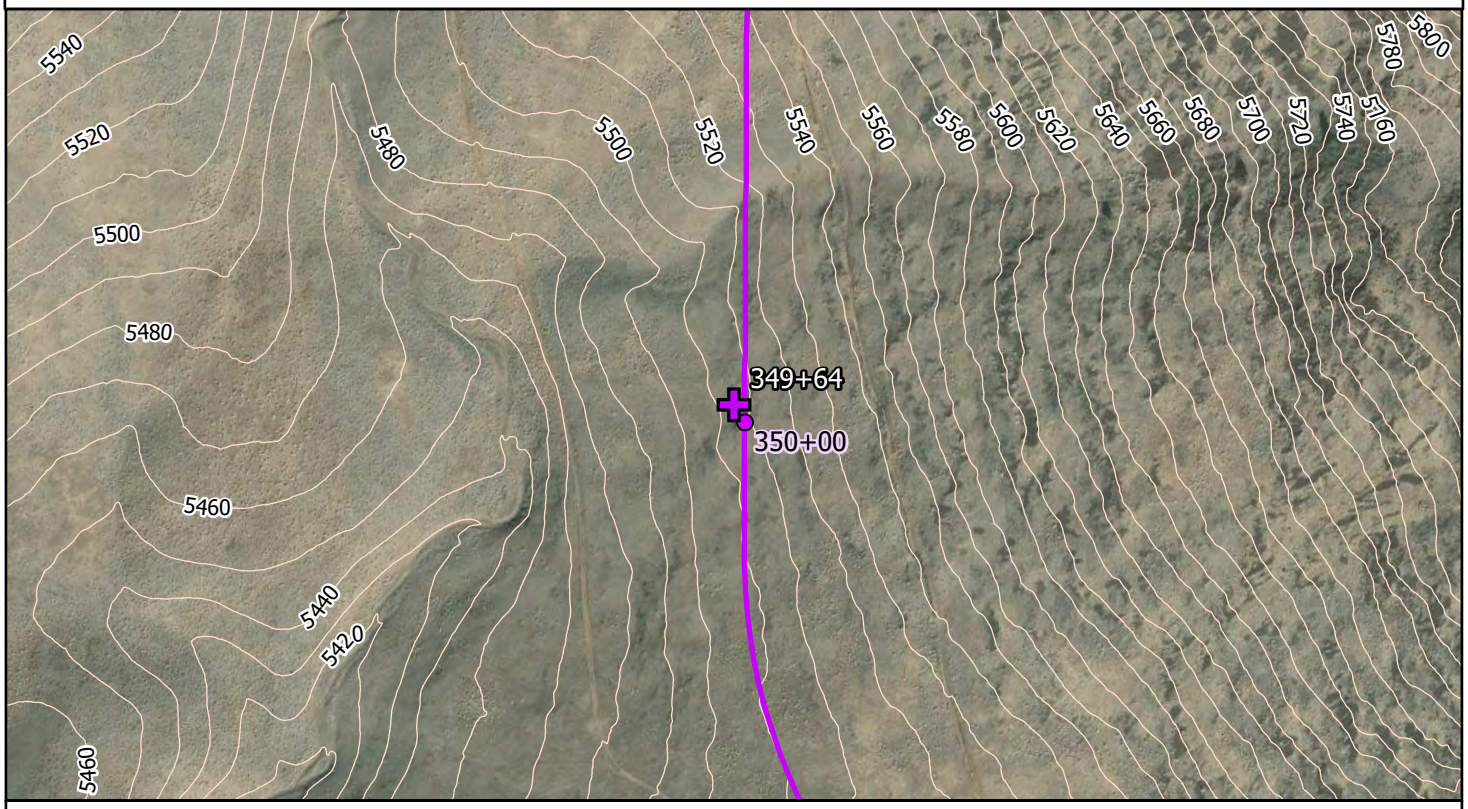
Strength: strong (bounce)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 349+64

Looking to La Posada.



Looking to TRIC. Outcropping..



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 360+07

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

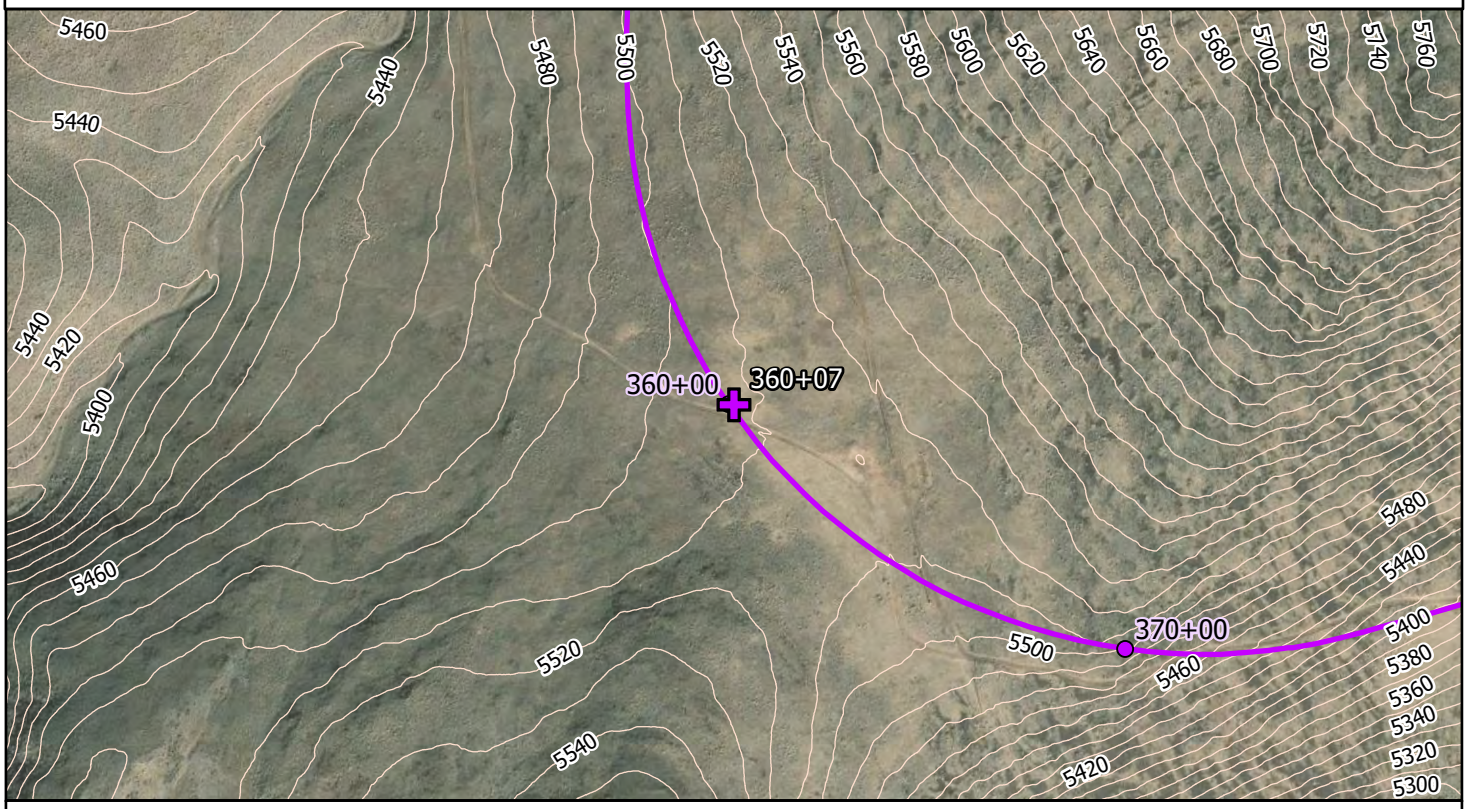
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 360+07

Looking to la Posada.



Looking to TRIC.



No Photo

No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 369+90

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: moderate

Comments: Medium sage brush

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

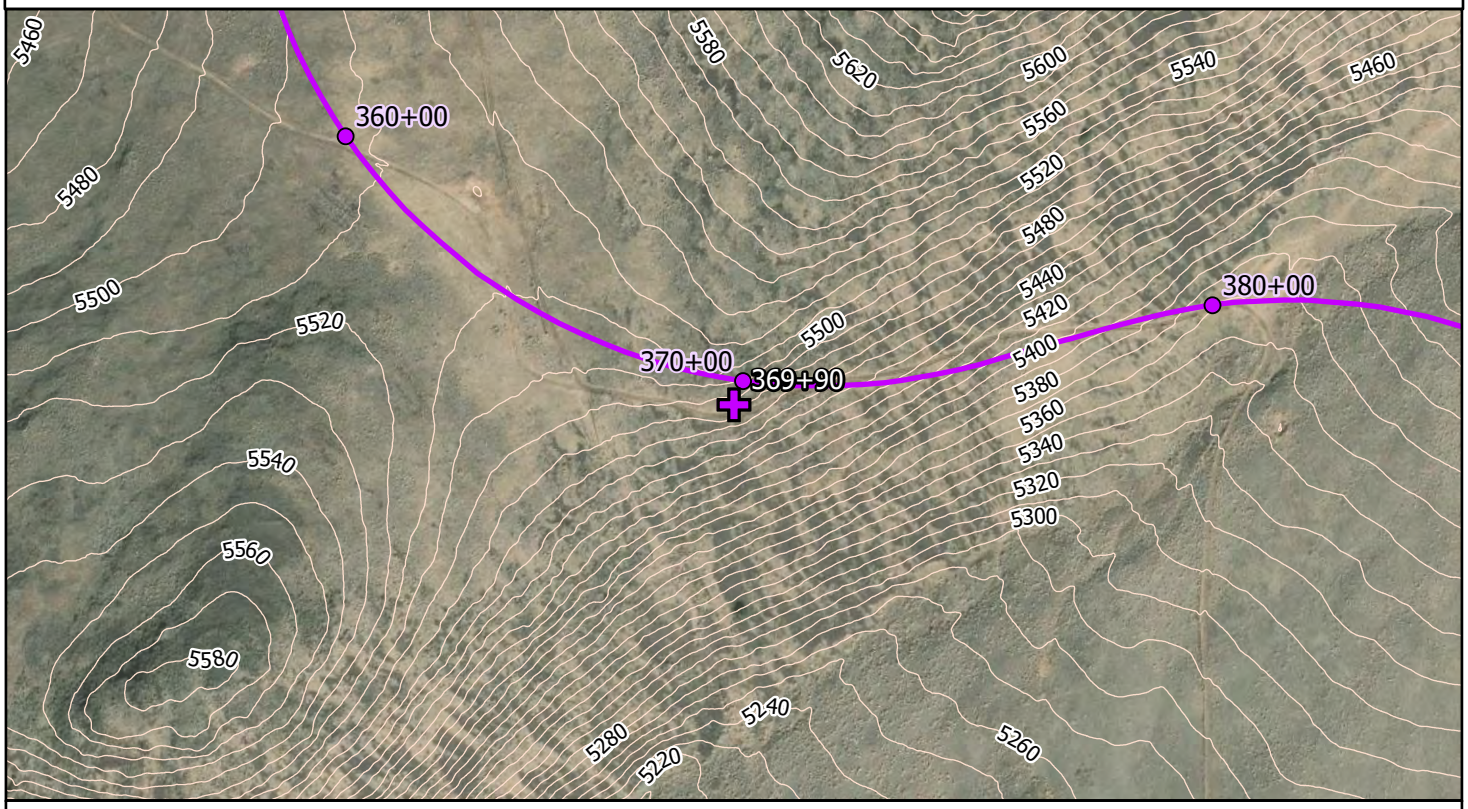
Strength: strong (bounce)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 369+90

Looking to La Posada.



Looking to TRIC.



Outcrop.



Talus scree slope.



Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 380+52

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

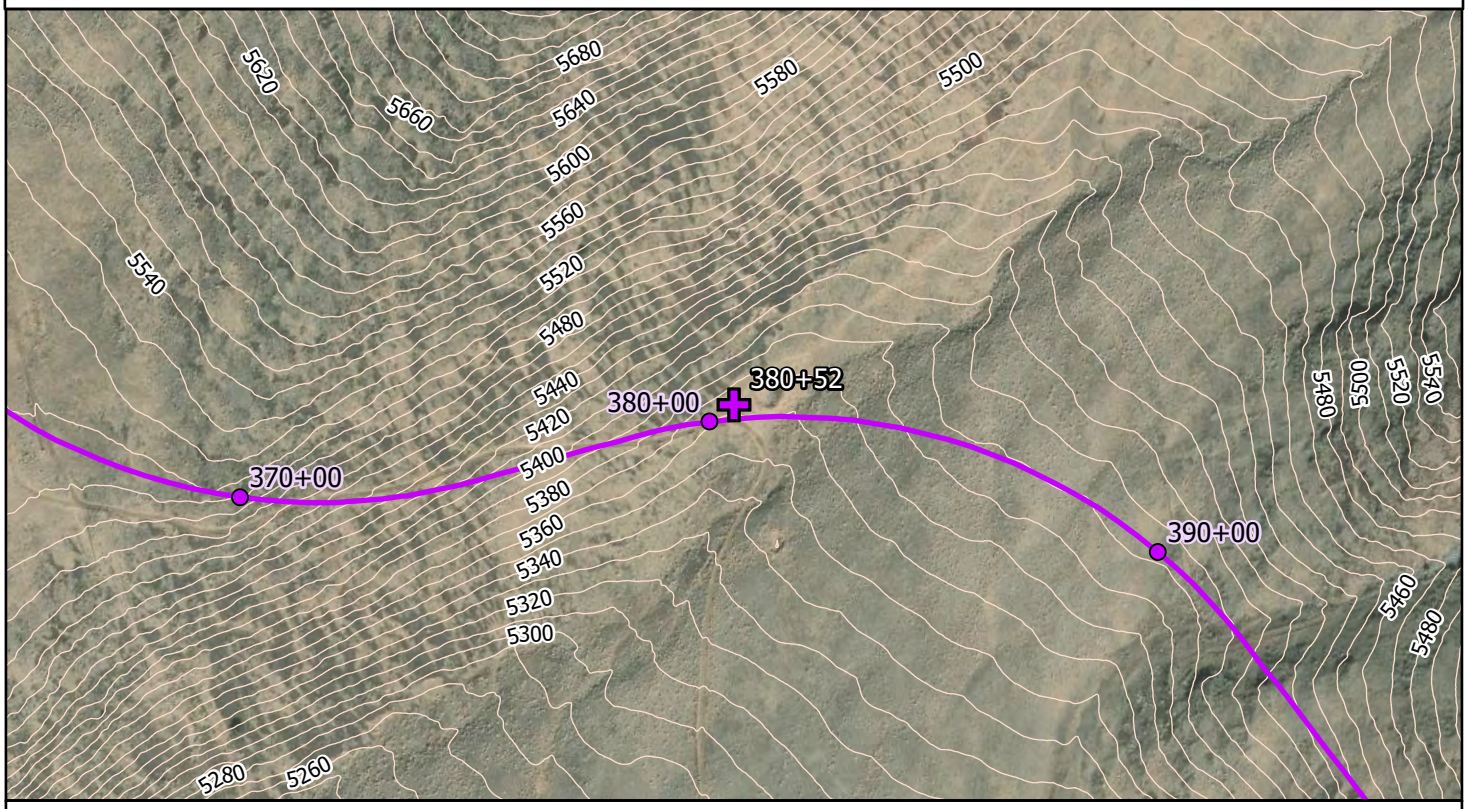
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 380+52

Looking to La Posada. Scree slope..



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 391+45

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Medium sagebrush with grasses

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

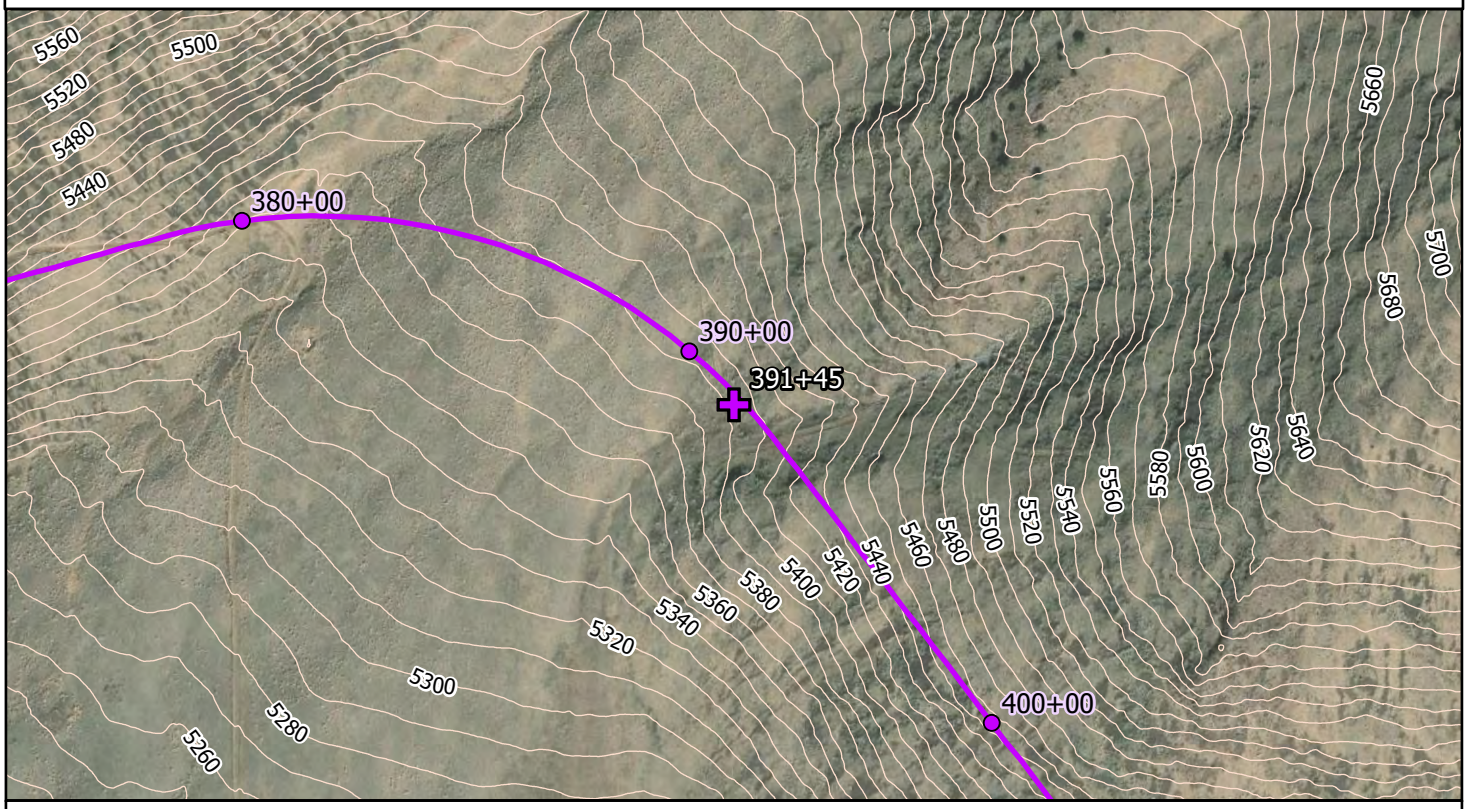
Strength: moderately strong (chips)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 391+45

Looking to La Posada.



Looking to TRIC. Rock outcrop..



Scree slope from last two data points.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 400+69

Project Number: 8312057 Survey Date: 08/18/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: Likely shallow bedrock. Any soil will be clay oil.

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

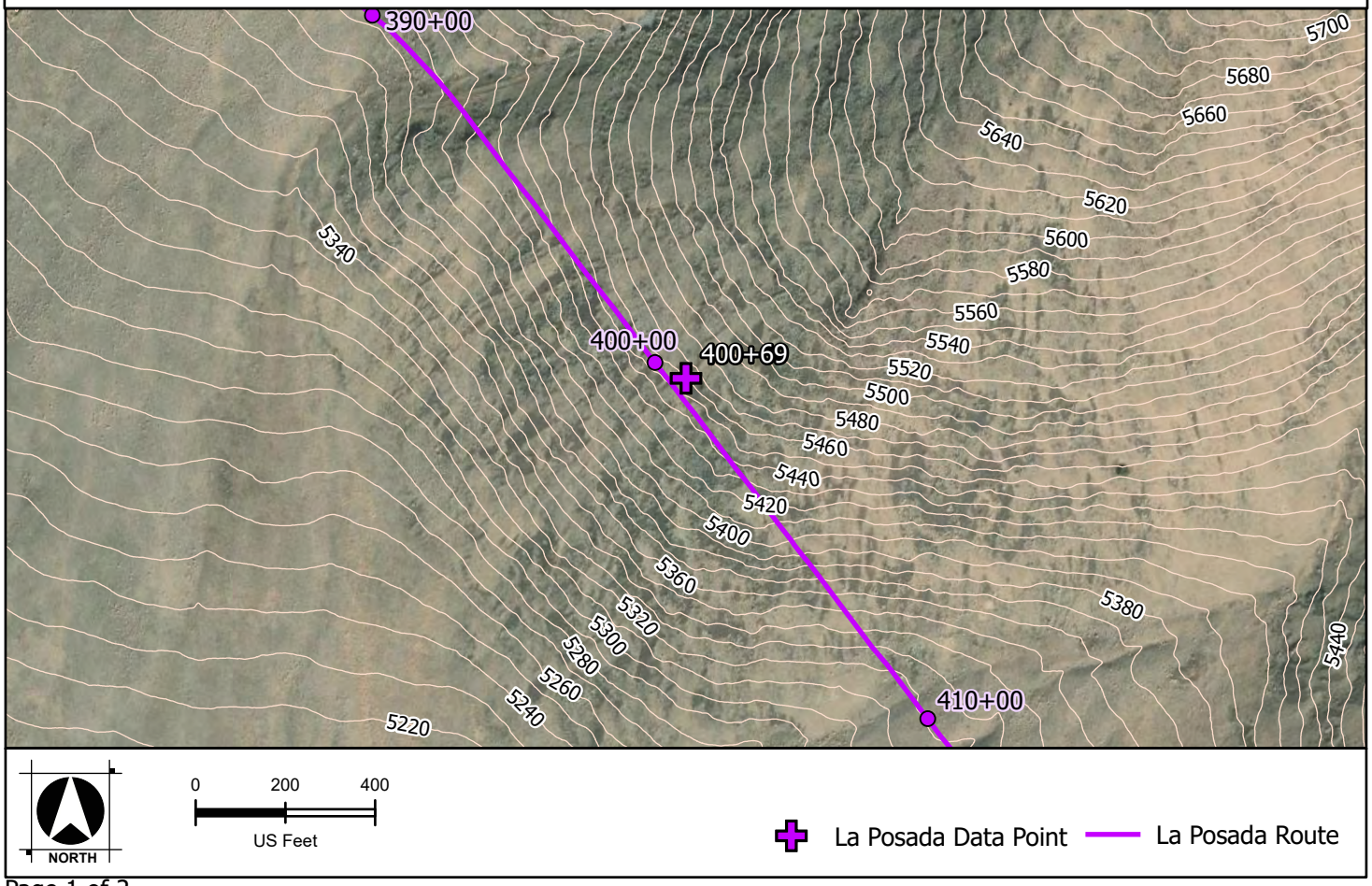
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 400+69

Looking to La Posada.



Looking to TRIC. Scree slope..



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 410+13

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Shallow bedrock likely, or gravel deposits in drainages.

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Sparsh grasses with a few small to medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

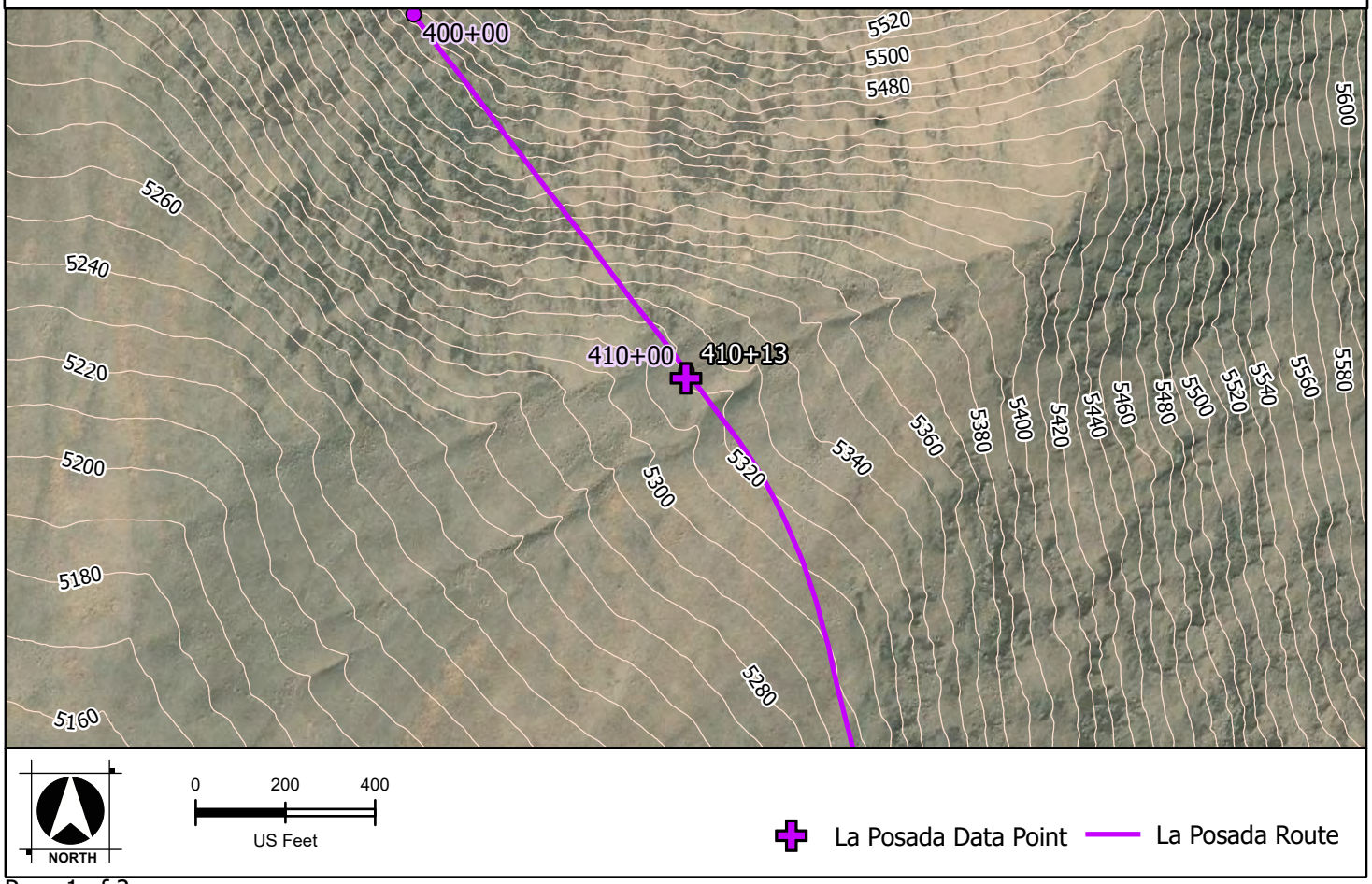
Strength: --

Weathering: --

Comments: --

General Comments

--

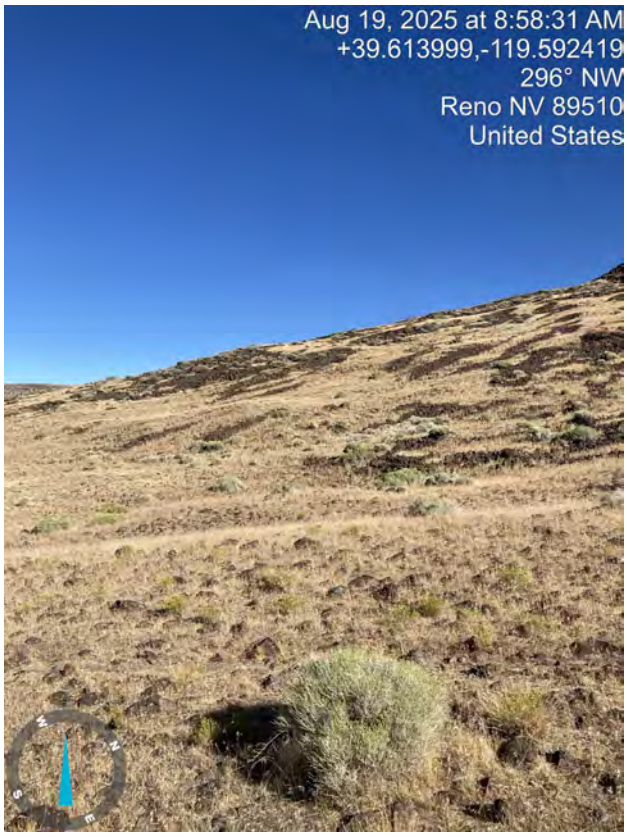


Project Name: La Posada Geotechnical Investigation Station Name: 410+13

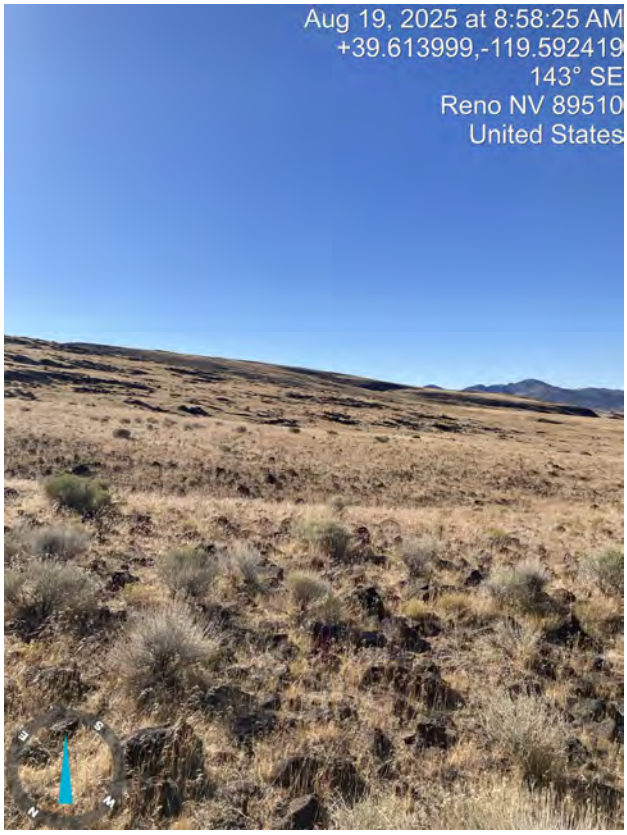
Cobble float.



Looking to La Posada. Scree slope.



Looking to TRIC.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 419+99

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with a few small to medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

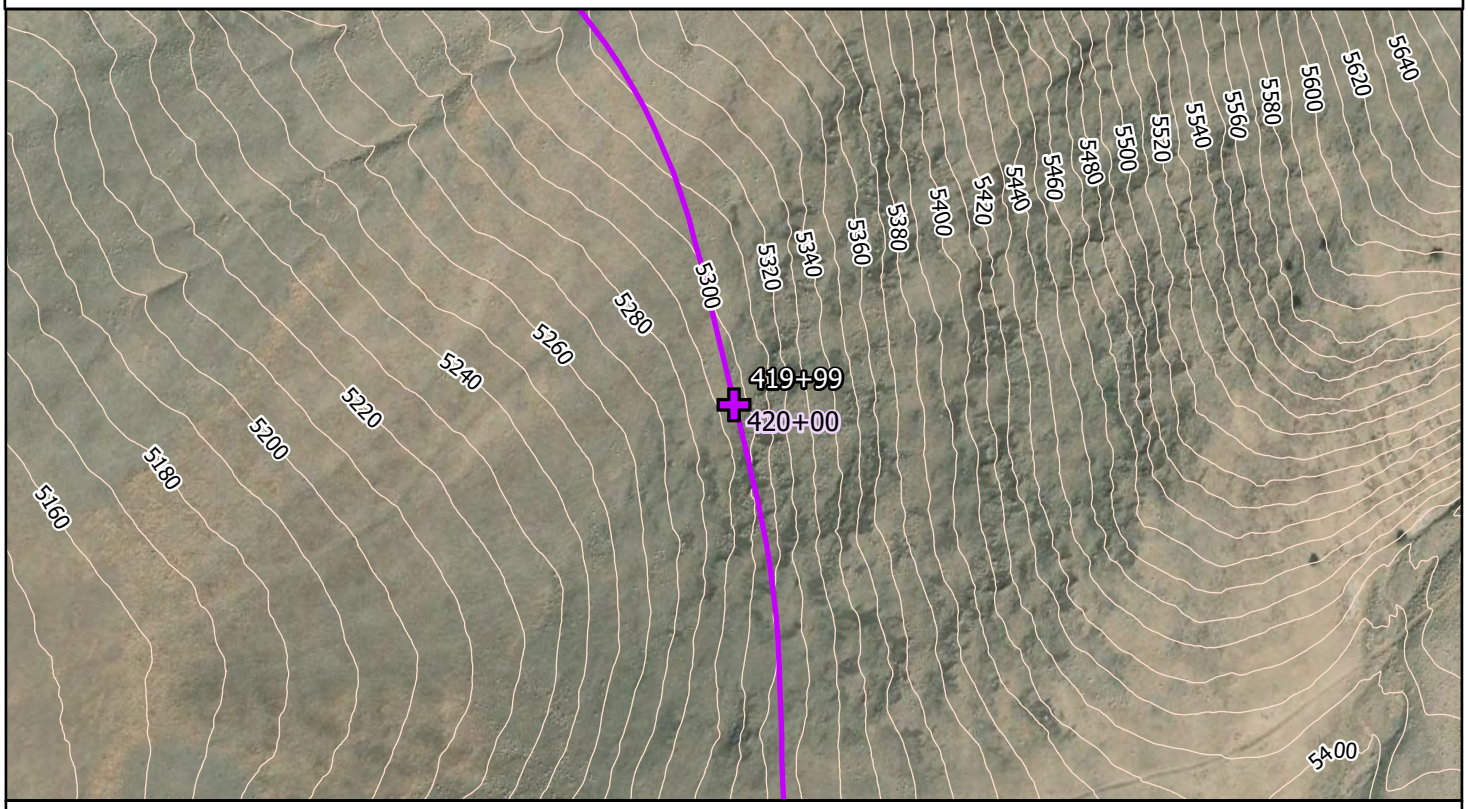
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 419+99

Looking to La Posada.



Looking to TRIC.



Scree slope.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 429+90

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with small brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

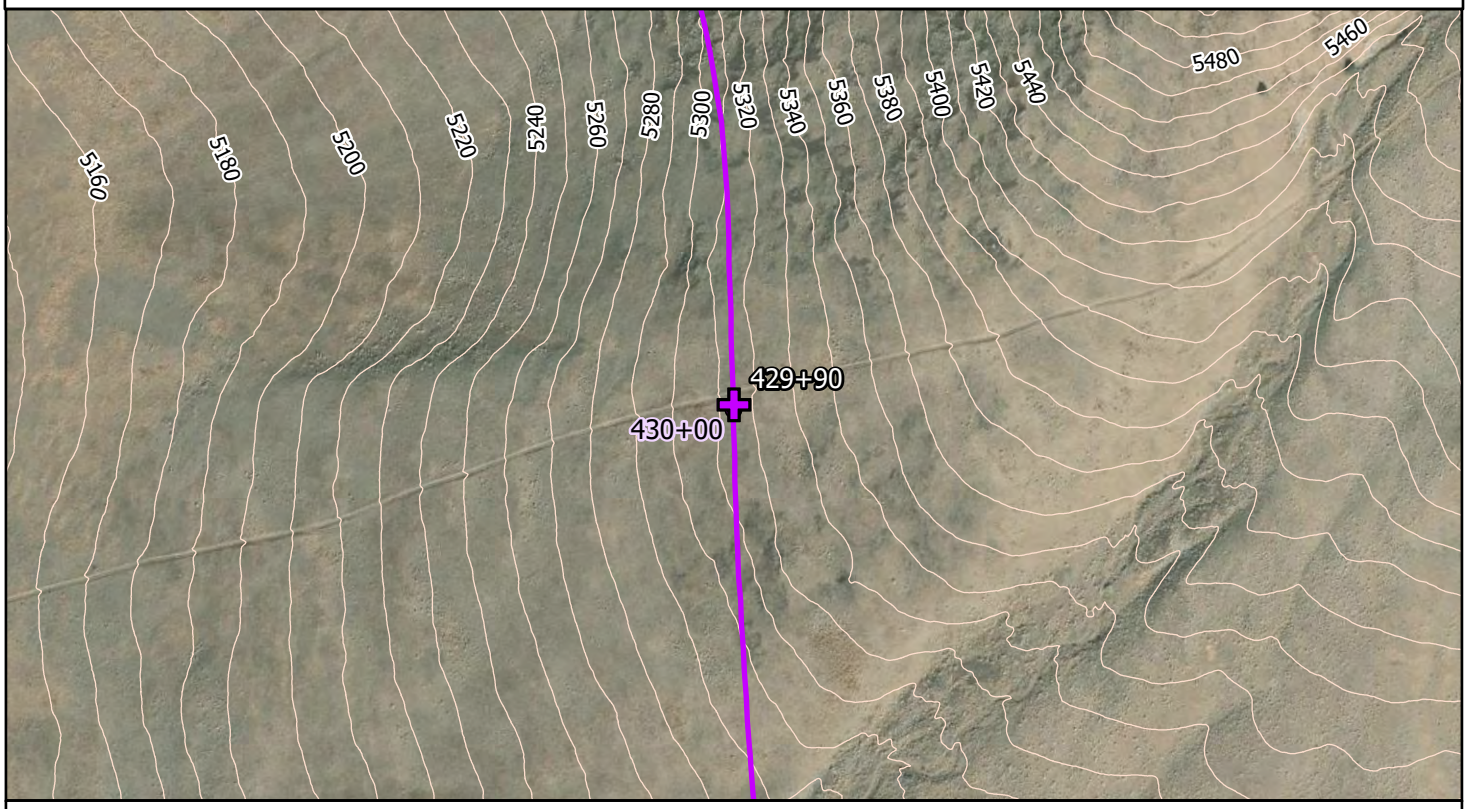
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 429+90

Heavy cobble float.



Looking to La Posada.



Looking to TRIC.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 433+13

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: --

Density: --

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

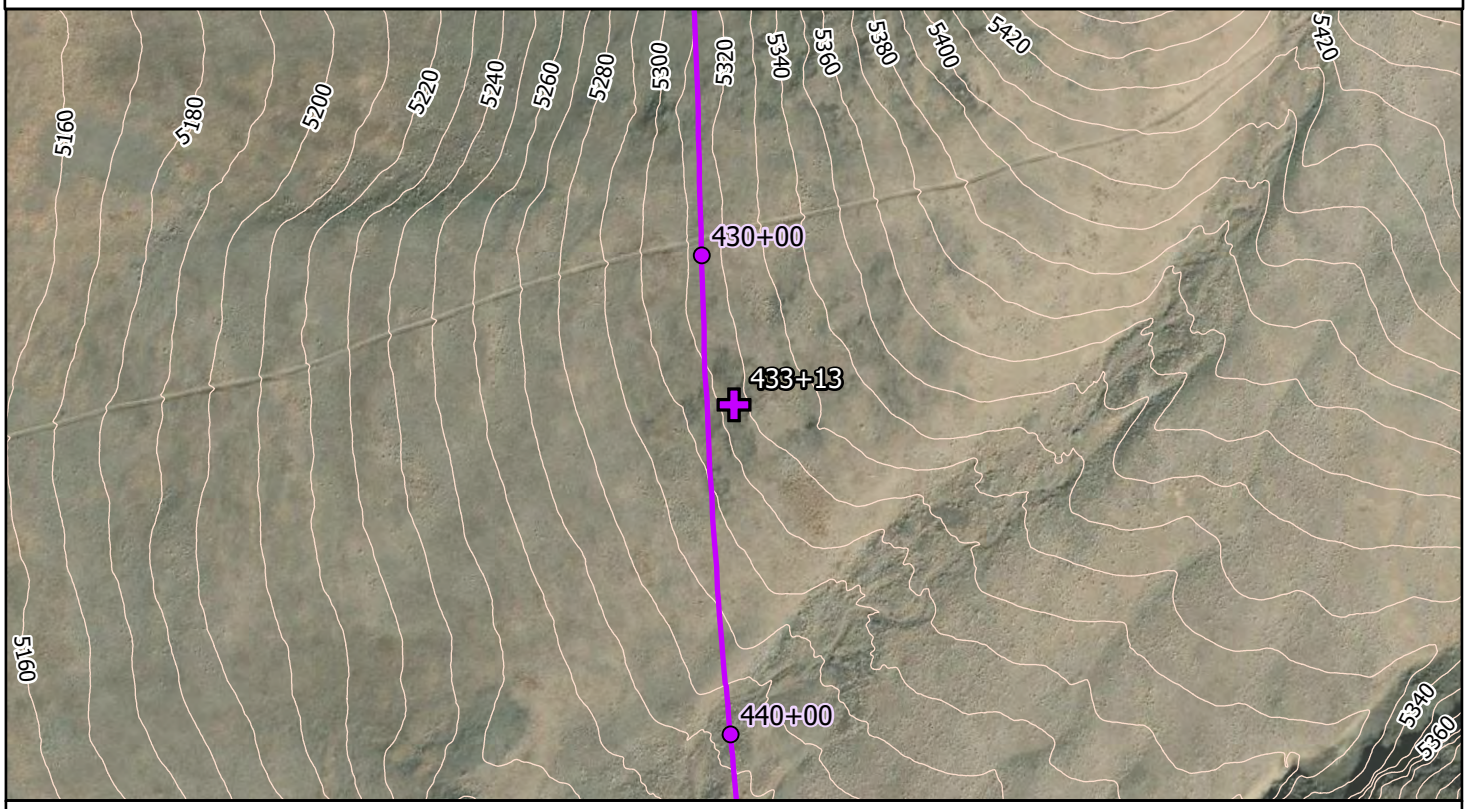
Strength: moderately strong (chips)

Weathering: moderate

Comments: Moderately strong to strong

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 433+13

Bedrock.



No Photo

No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 440+01

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

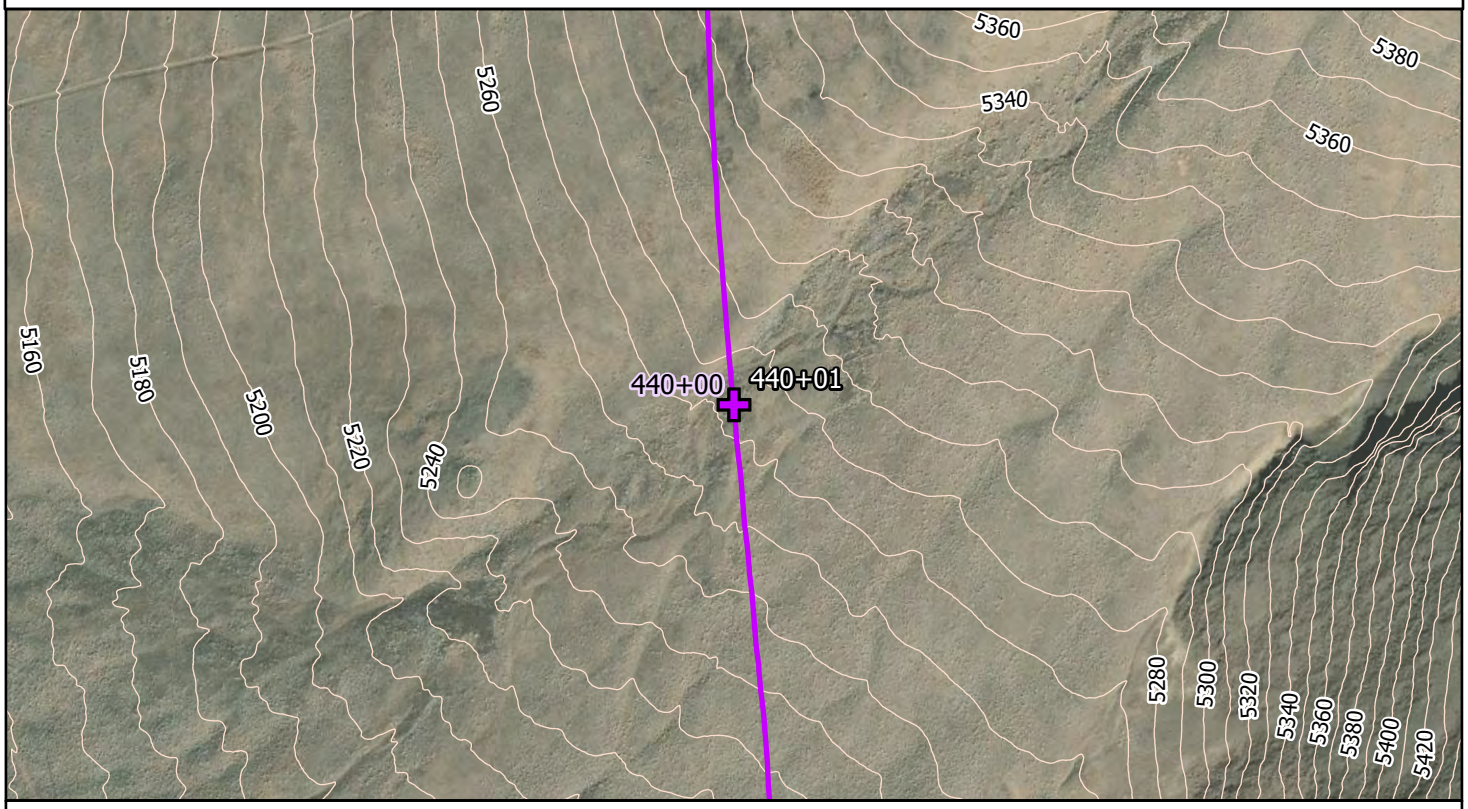
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 440+01

Heavy large cobble float. Borderline scree..



Looking to La Posada.



Looking to TRIC.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 449+99

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Moderate to heavy couple float

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush with grasses

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

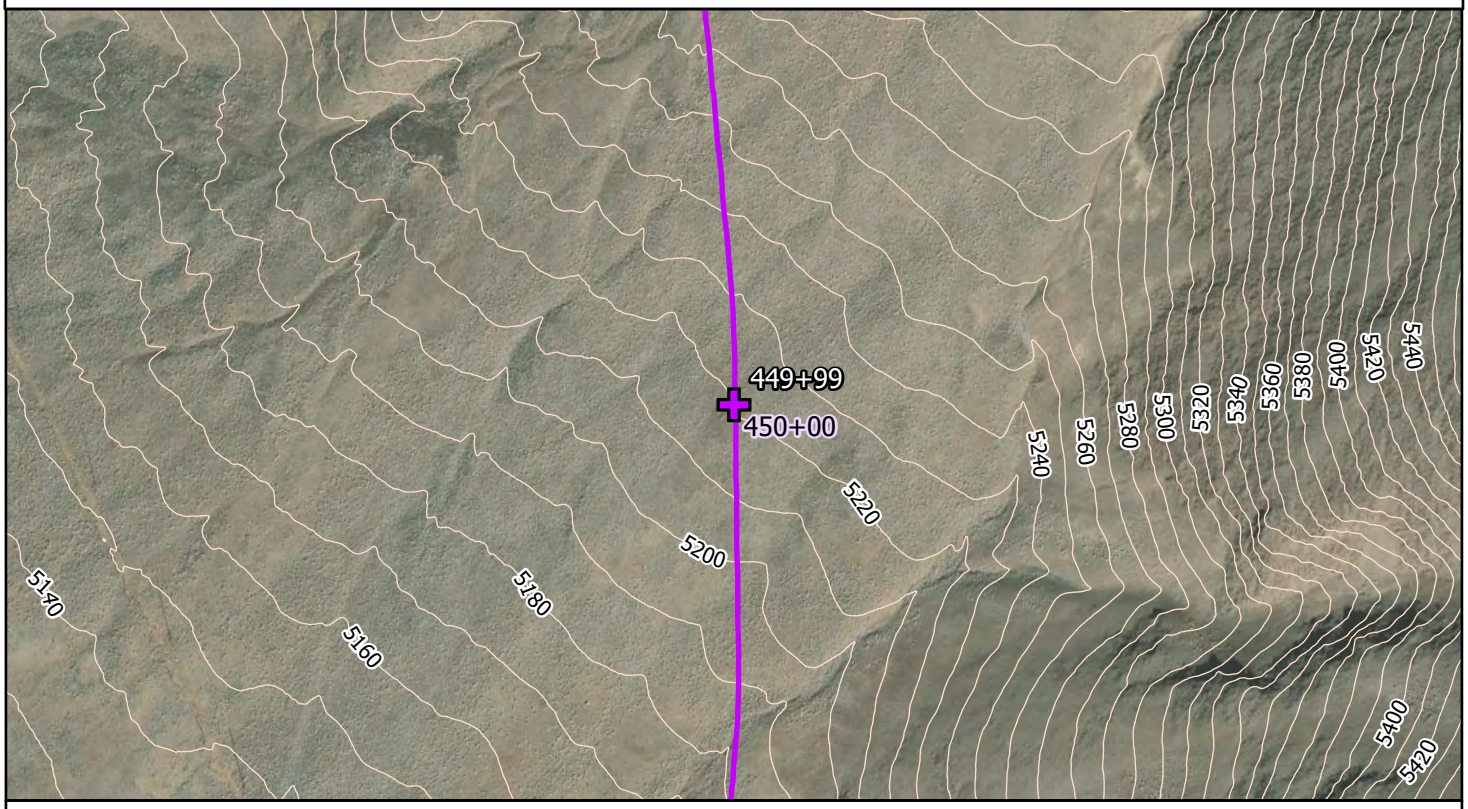
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 449+99

Looking to La Posada.



Looking to TRIC.



Moderate to heavy couple float.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 460+01

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

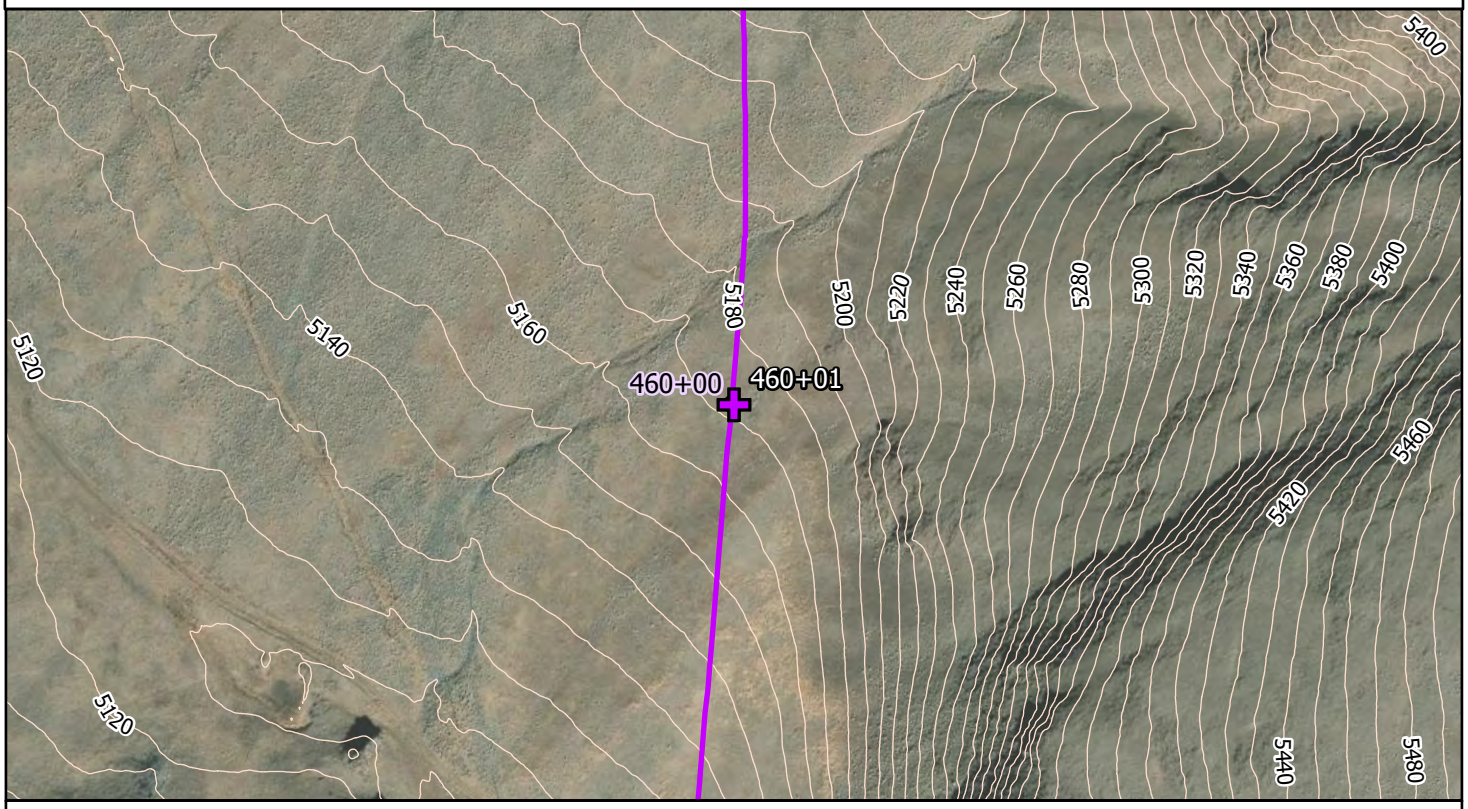
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 460+01

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 470+48

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

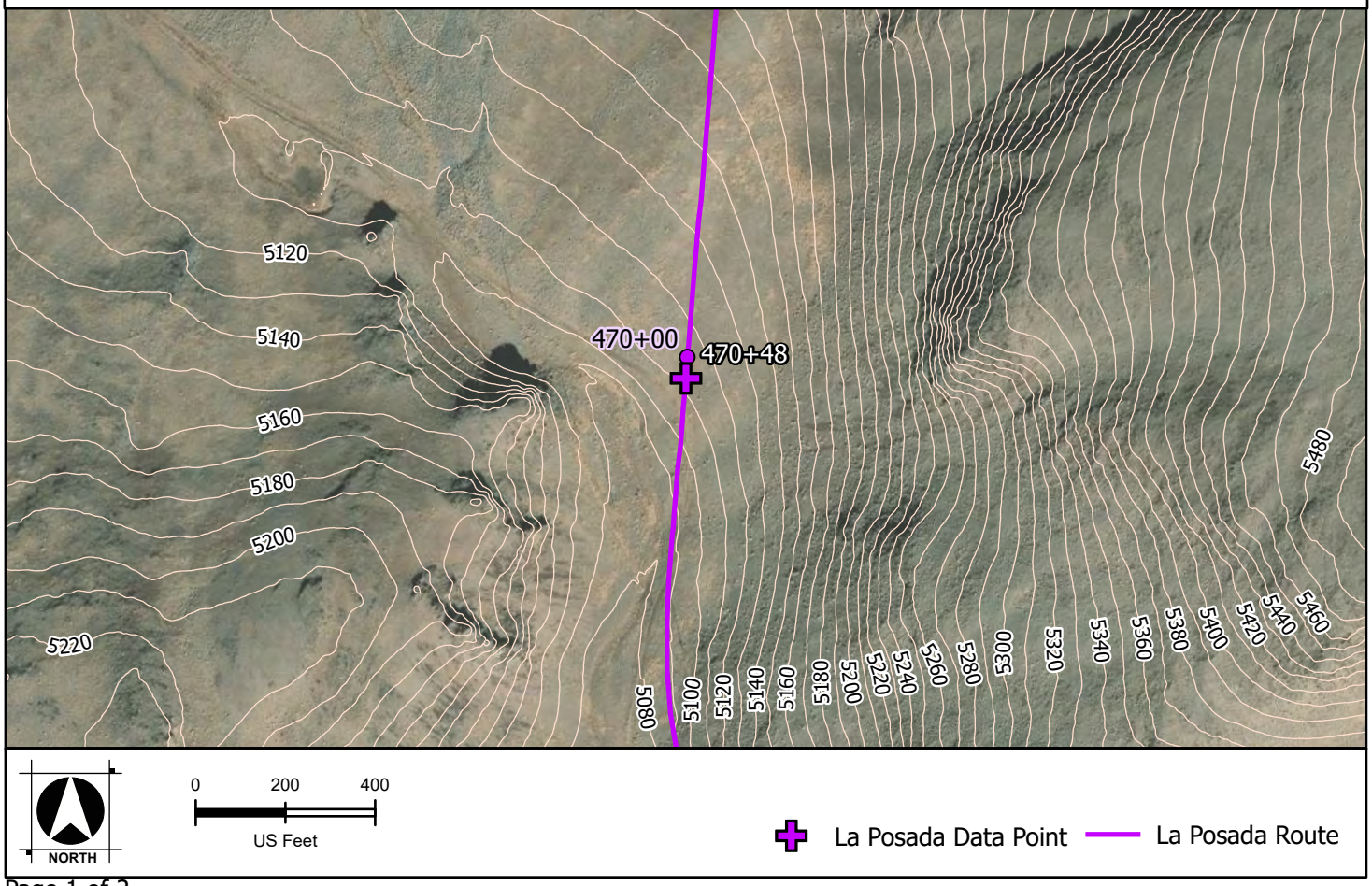
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 470+48

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 481+09

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Likely shallow bedrock

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

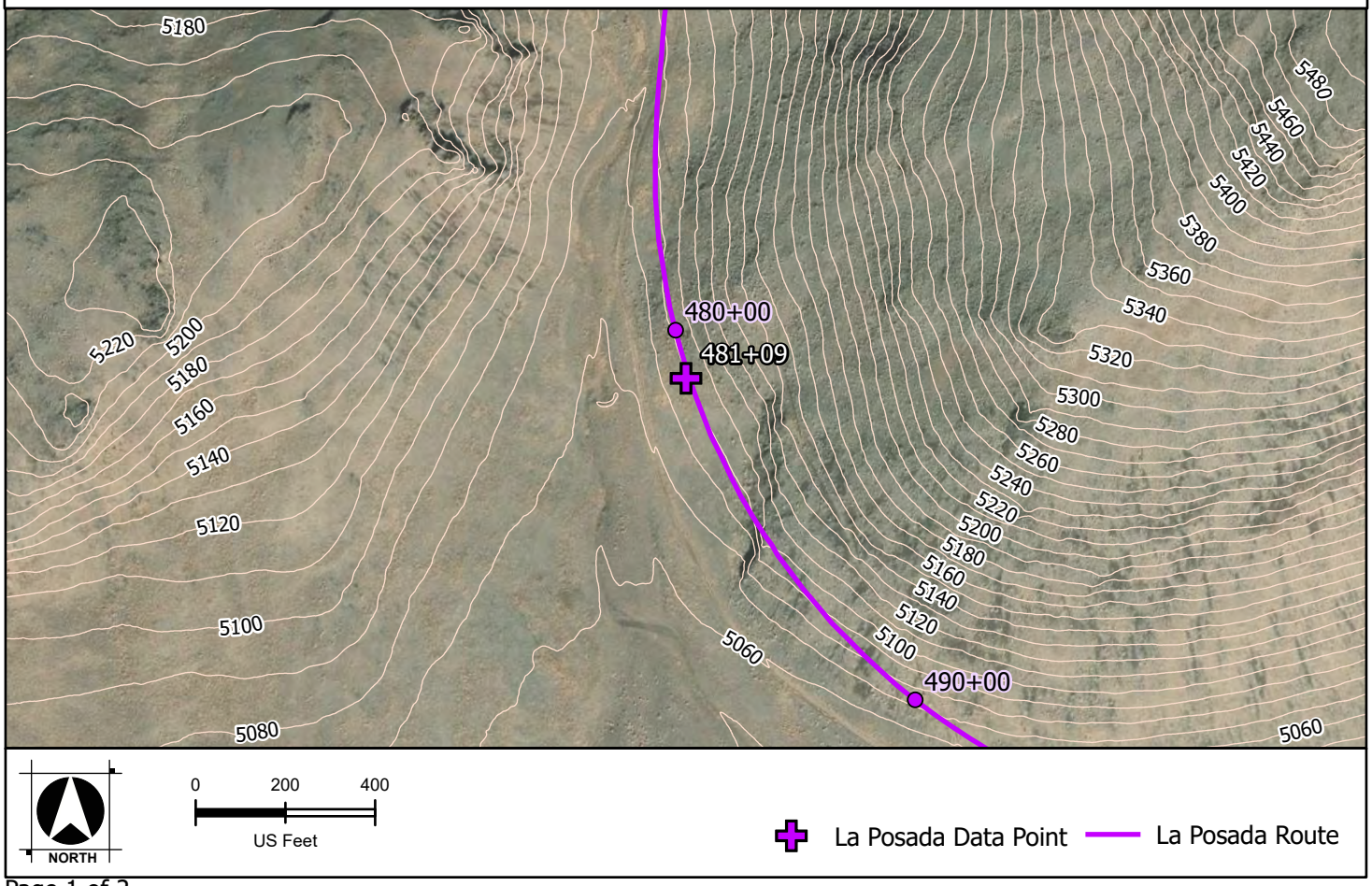
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 481+09

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 484+50

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: --

Density: --

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 2 - 4ft

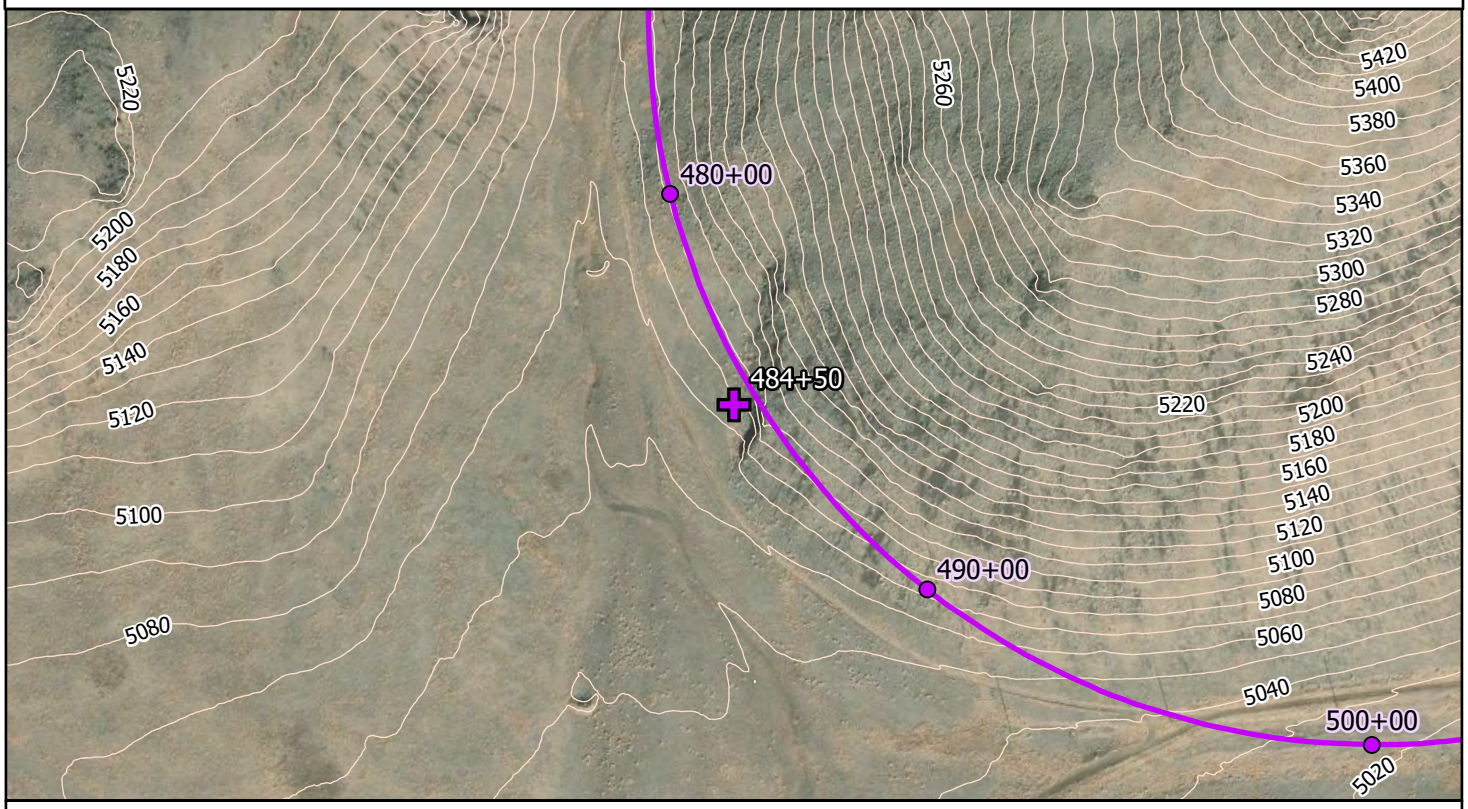
Strength: strong (bounce)

Weathering: moderate

Comments: Moderate weathering to fresh

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 484+50

Outcrop with scree.



Outcrop.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 489+99

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Some areas of scree, some areas of cobble float

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

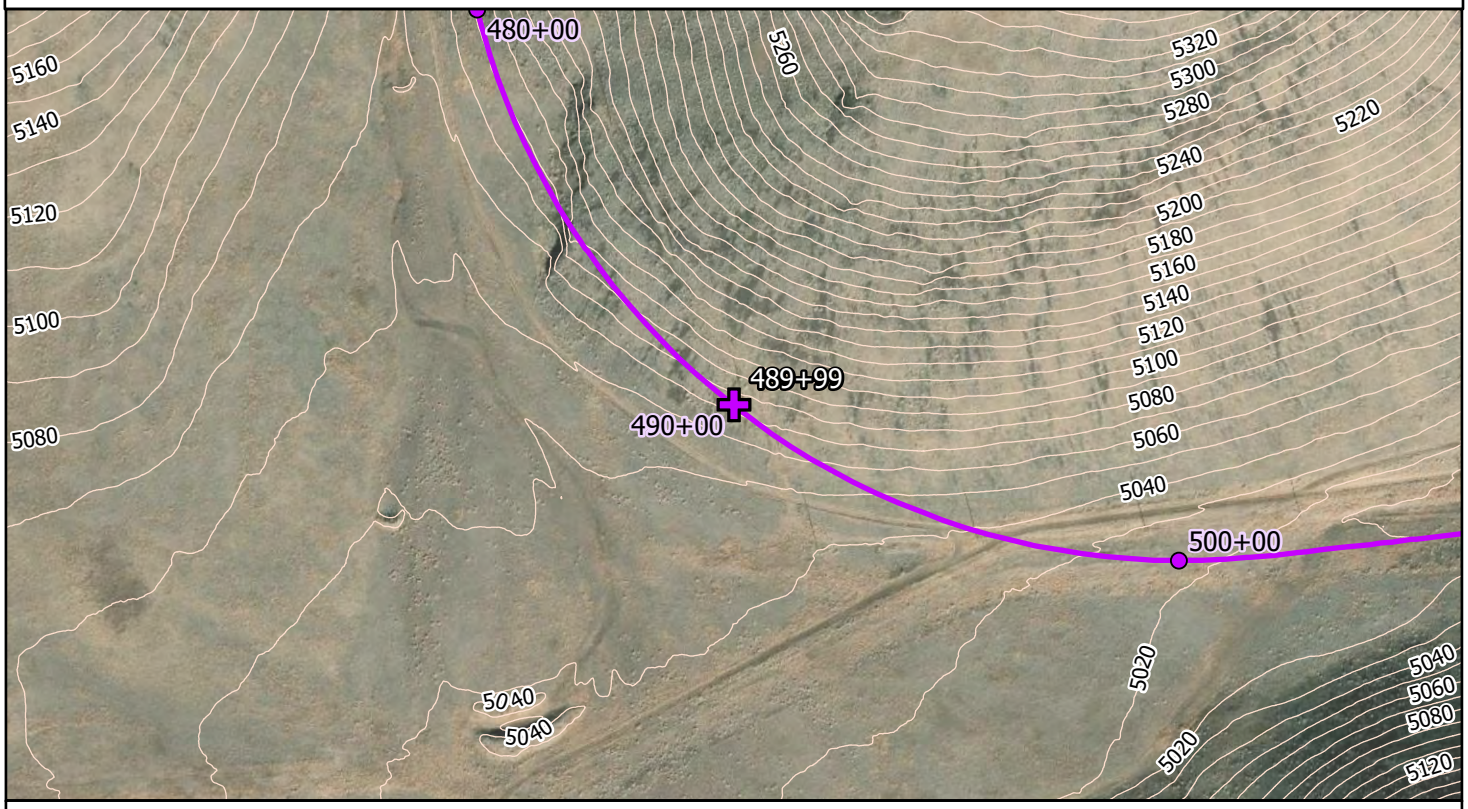
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 489+99

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 500+04

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: light < 25%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

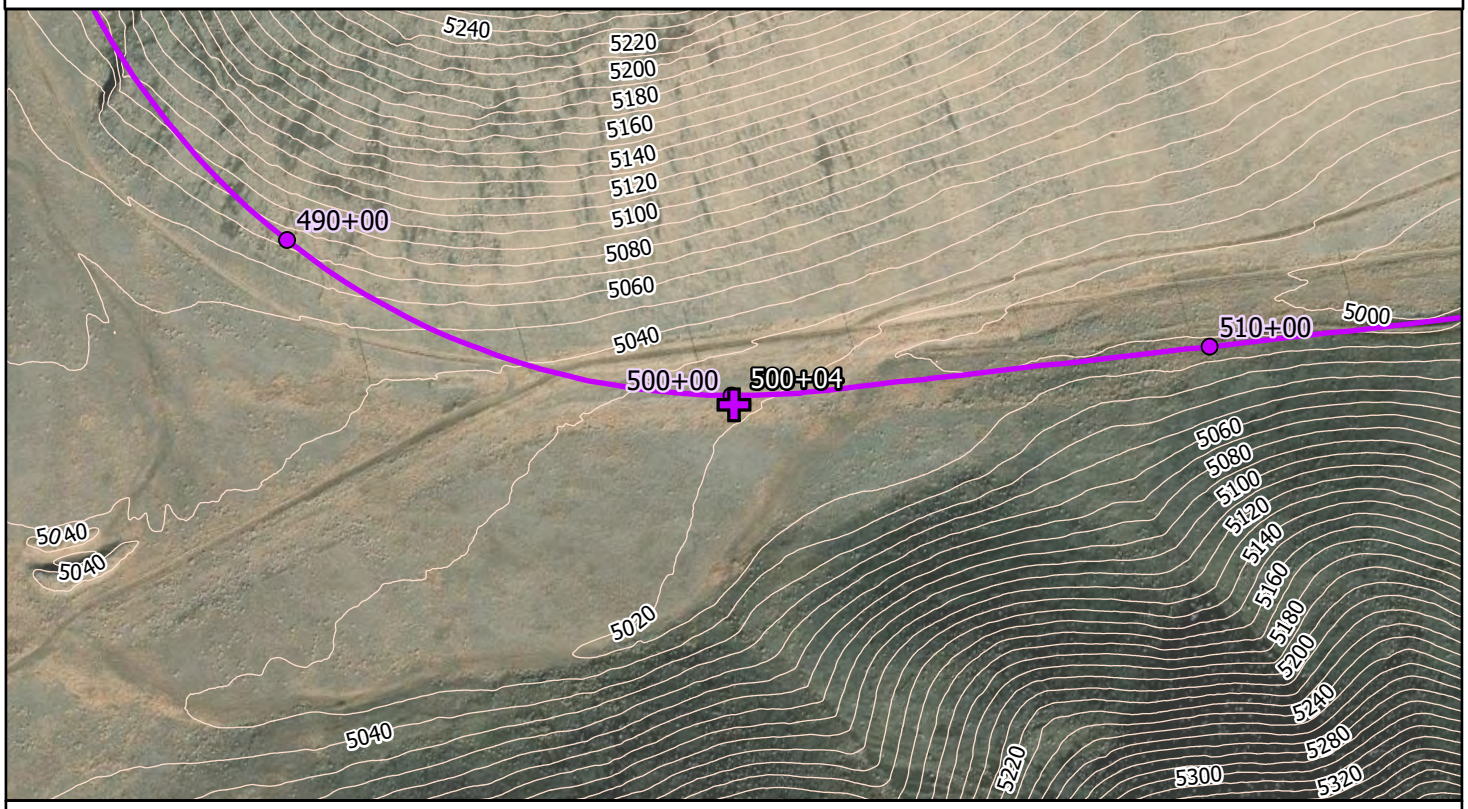
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 500+04

Light cobble float.



Looking to la Posada.



Looking to TRIC.



No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 509+93

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

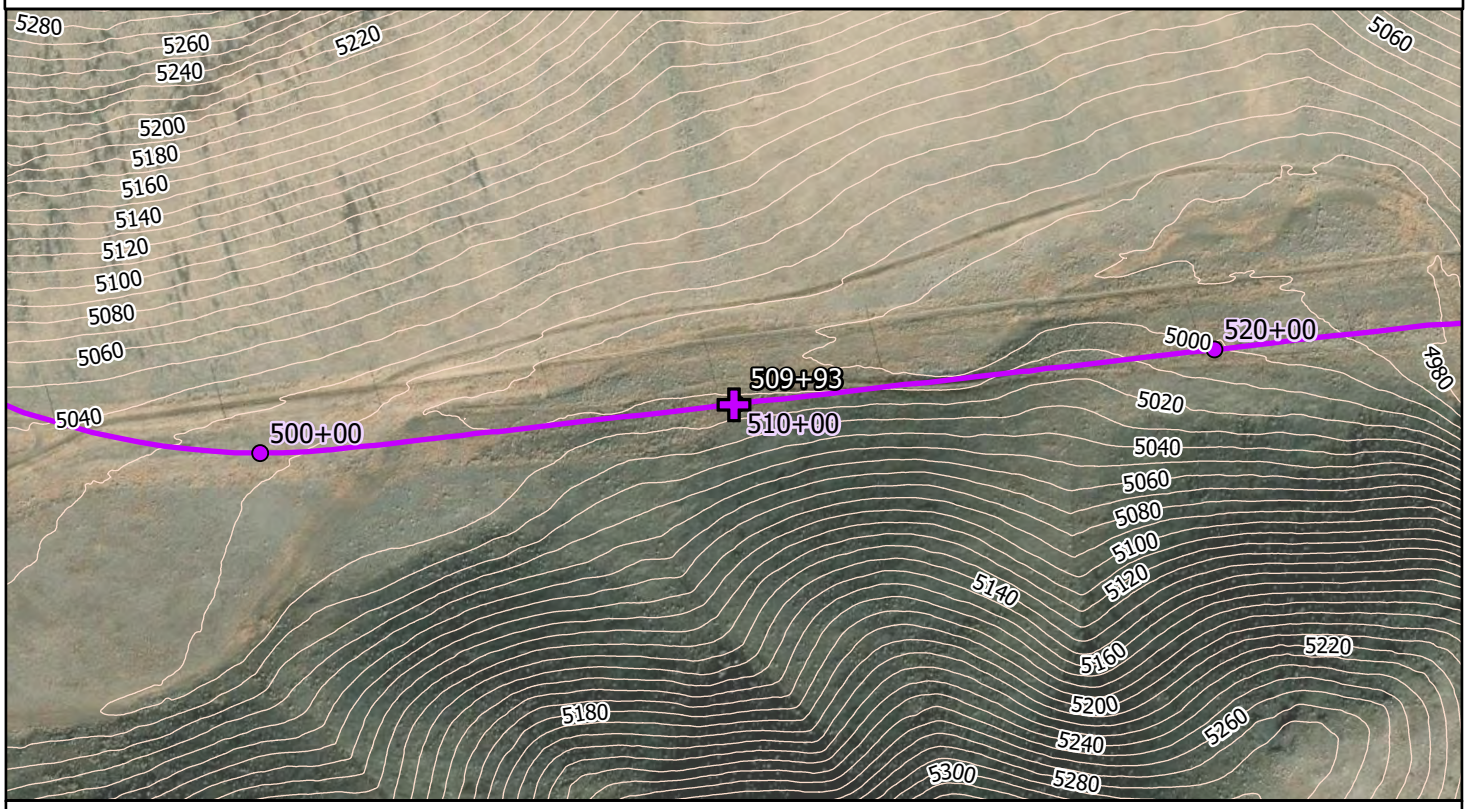
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 509+93

Looking to a TRIC.



Looking to La Posada.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 520+13

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: light < 25%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Tumbleweed intermixed

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

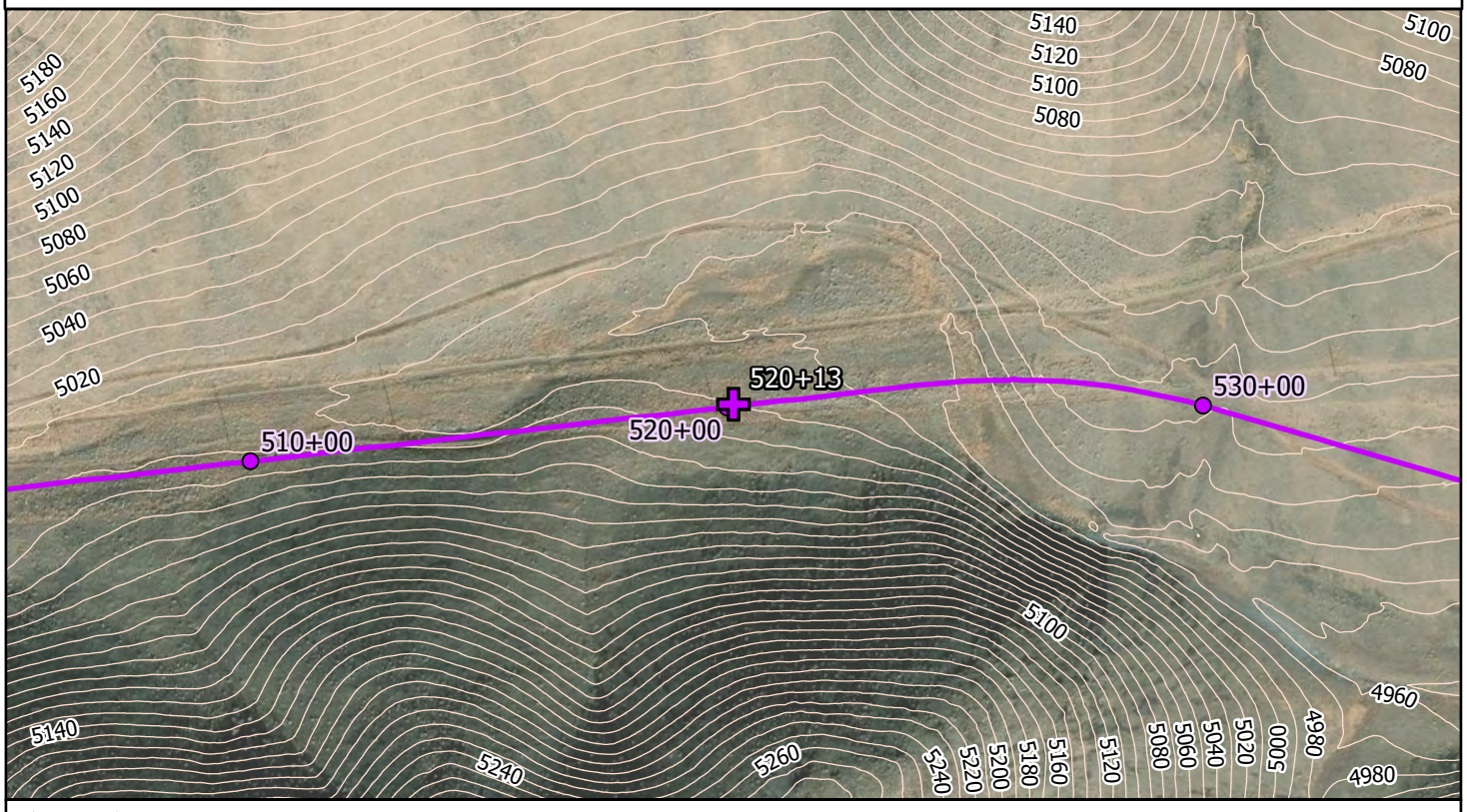
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 520+13

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 529+82

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with some medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

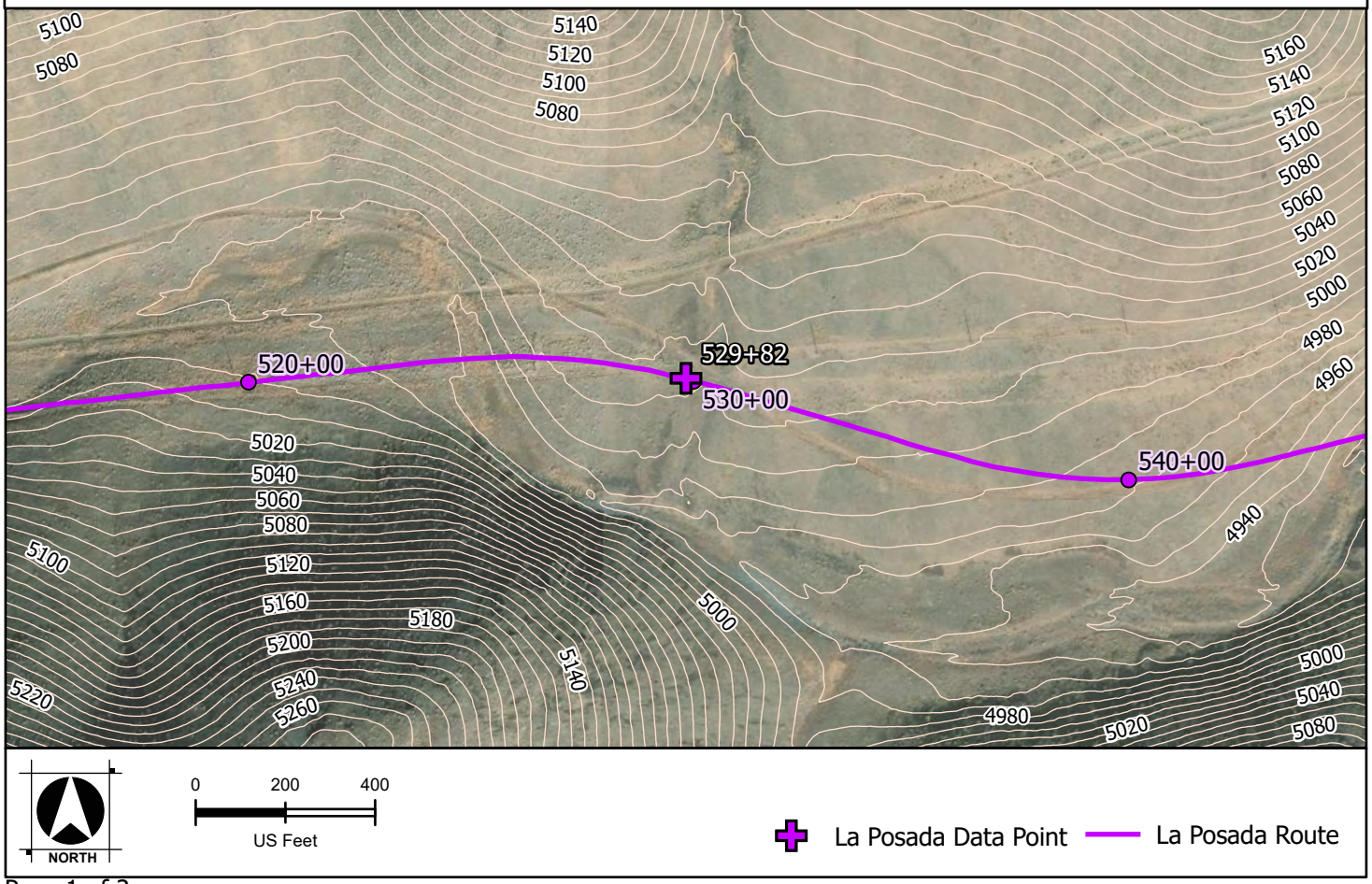
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 529+82

Heavy cobble float toscree.



Looking to La Posada.



Looking to TRIC.



No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 540+26

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: light < 25%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

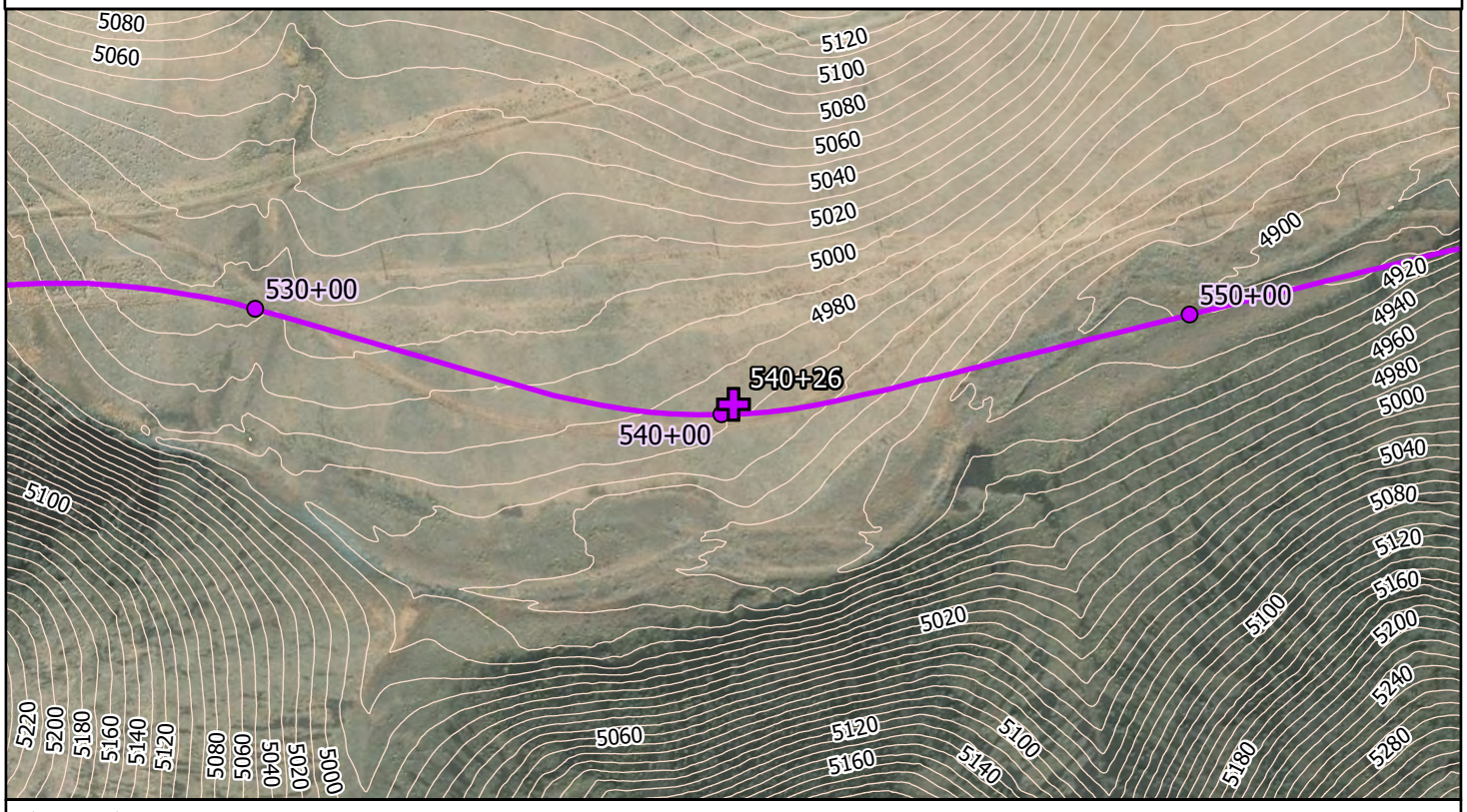
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 540+26

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 550+67

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

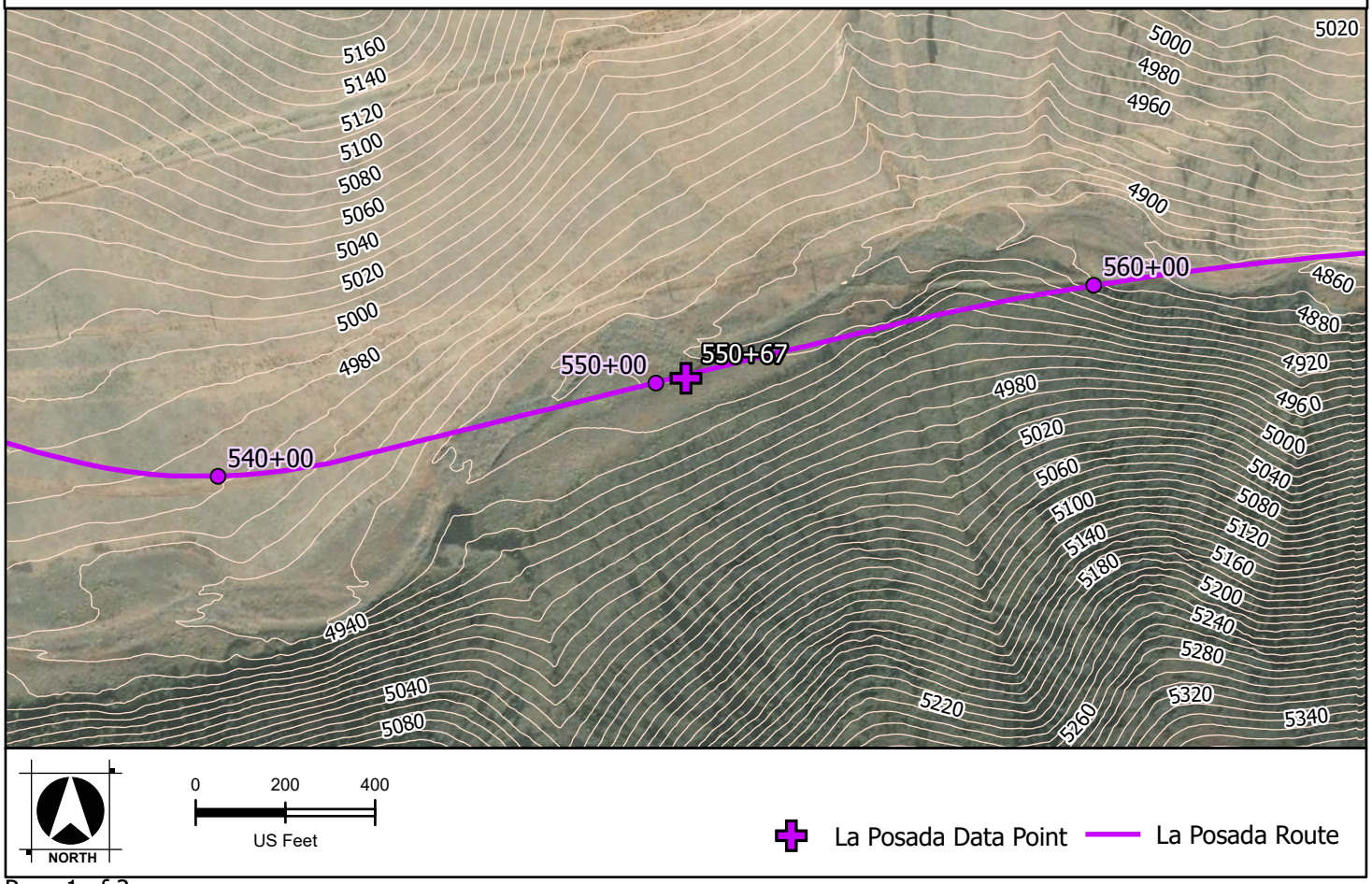
Strength: --

Weathering: --

Comments: --

General Comments

Data point taken at edge of drainage channel



Project Name: La Posada Geotechnical Investigation Station Name: 550+67

Looking to La Posada.



Looking to TRIC.



Scree.



No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 560+11

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

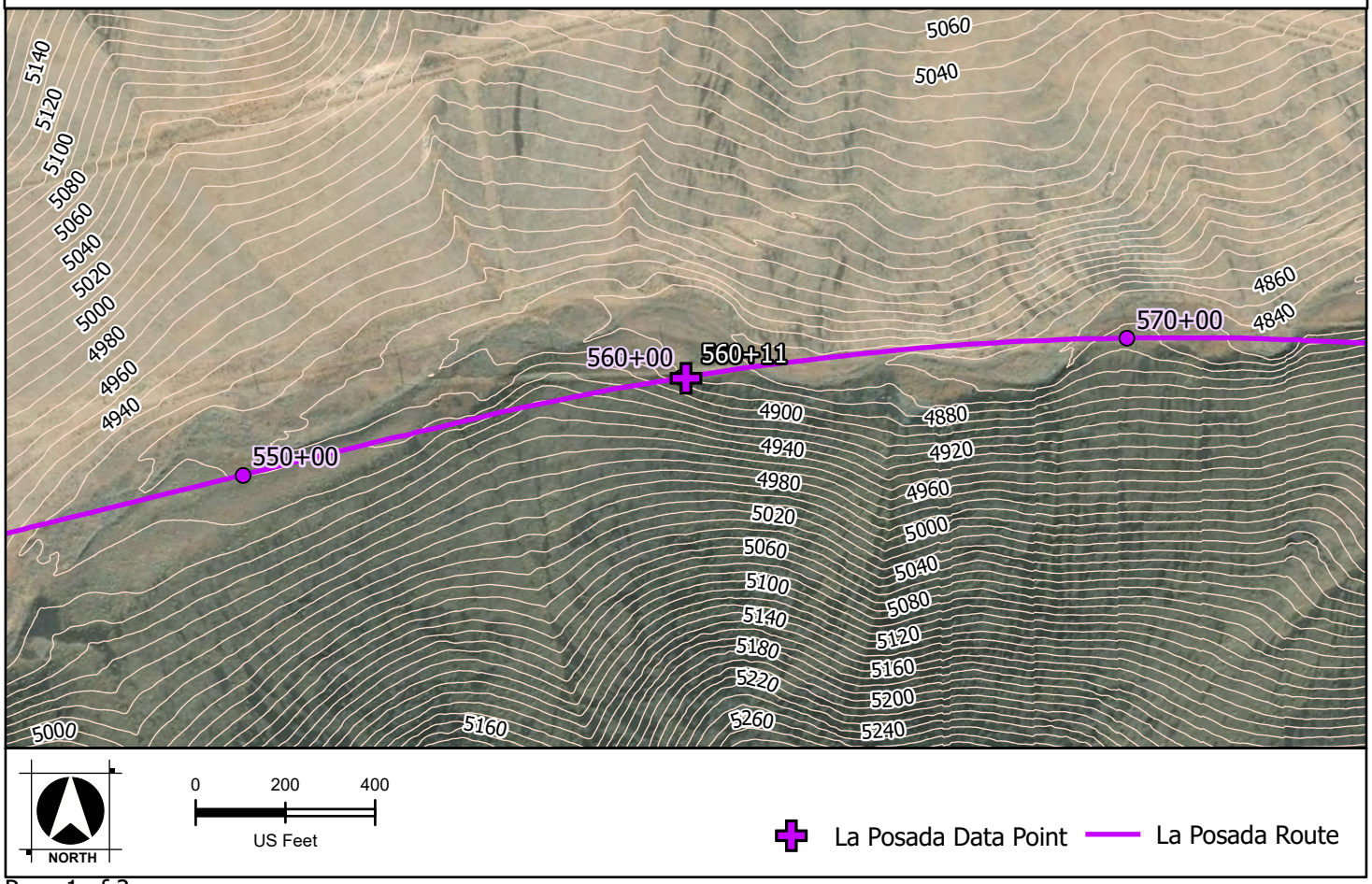
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 560+11

Looking to La Posada.



Looking to TRIC. Scree..



No Photo

No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 570+45

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

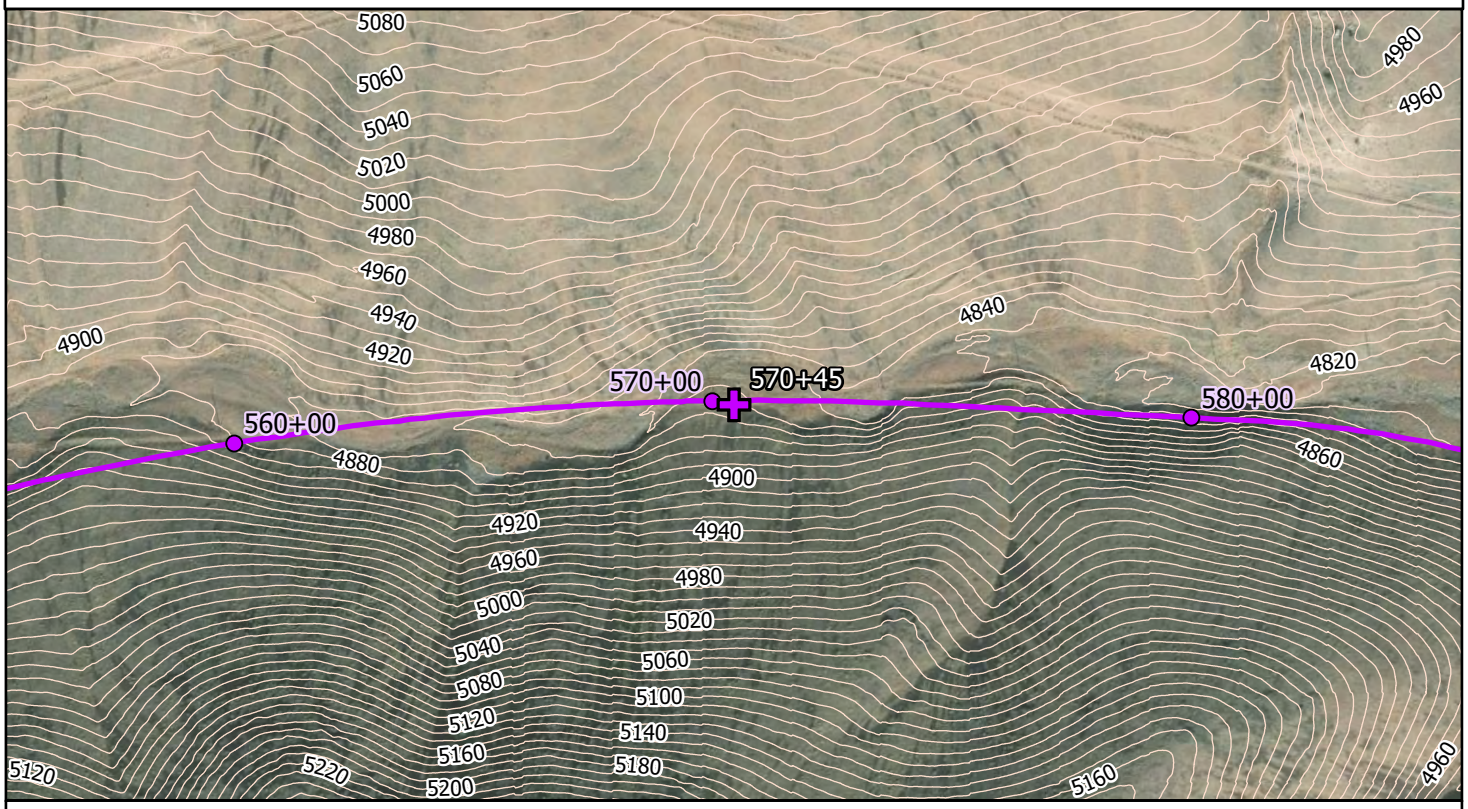
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 570+45

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 580+84

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: Scree in side slopes

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

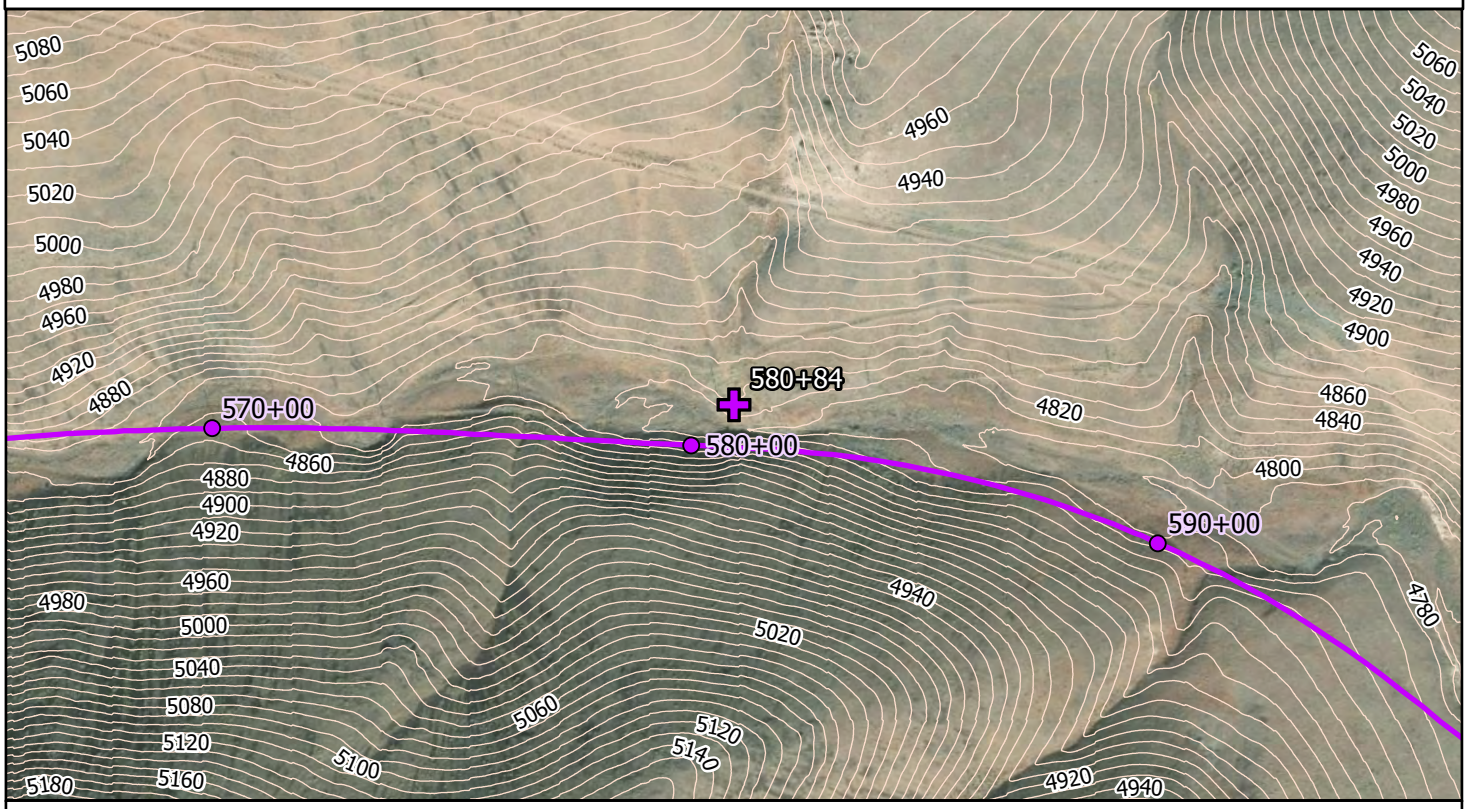
Strength: moderately strong (chips)

Weathering: moderate

Comments: Moderately strong to strong

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 580+84

Looking to La Posada.



Looking to TRIC.



Outcrop.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 590+98

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

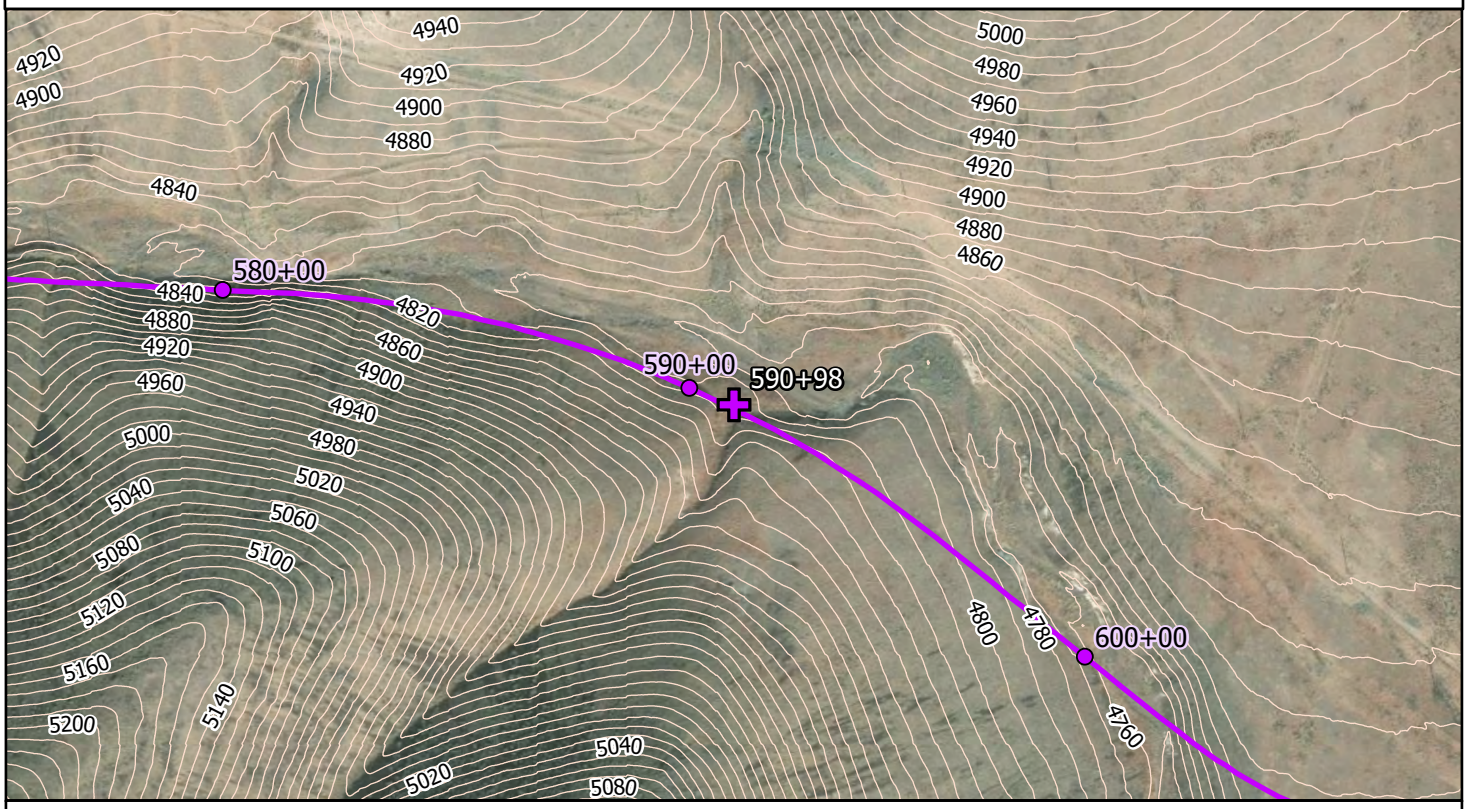
Strength: --

Weathering: --

Comments: --

General Comments

Data point taken in drainage channel.



Project Name: La Posada Geotechnical Investigation Station Name: 590+98

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 599+52

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Andesite

Bedding (if sedimentary), Joints, or Fractures: 2 - 4ft

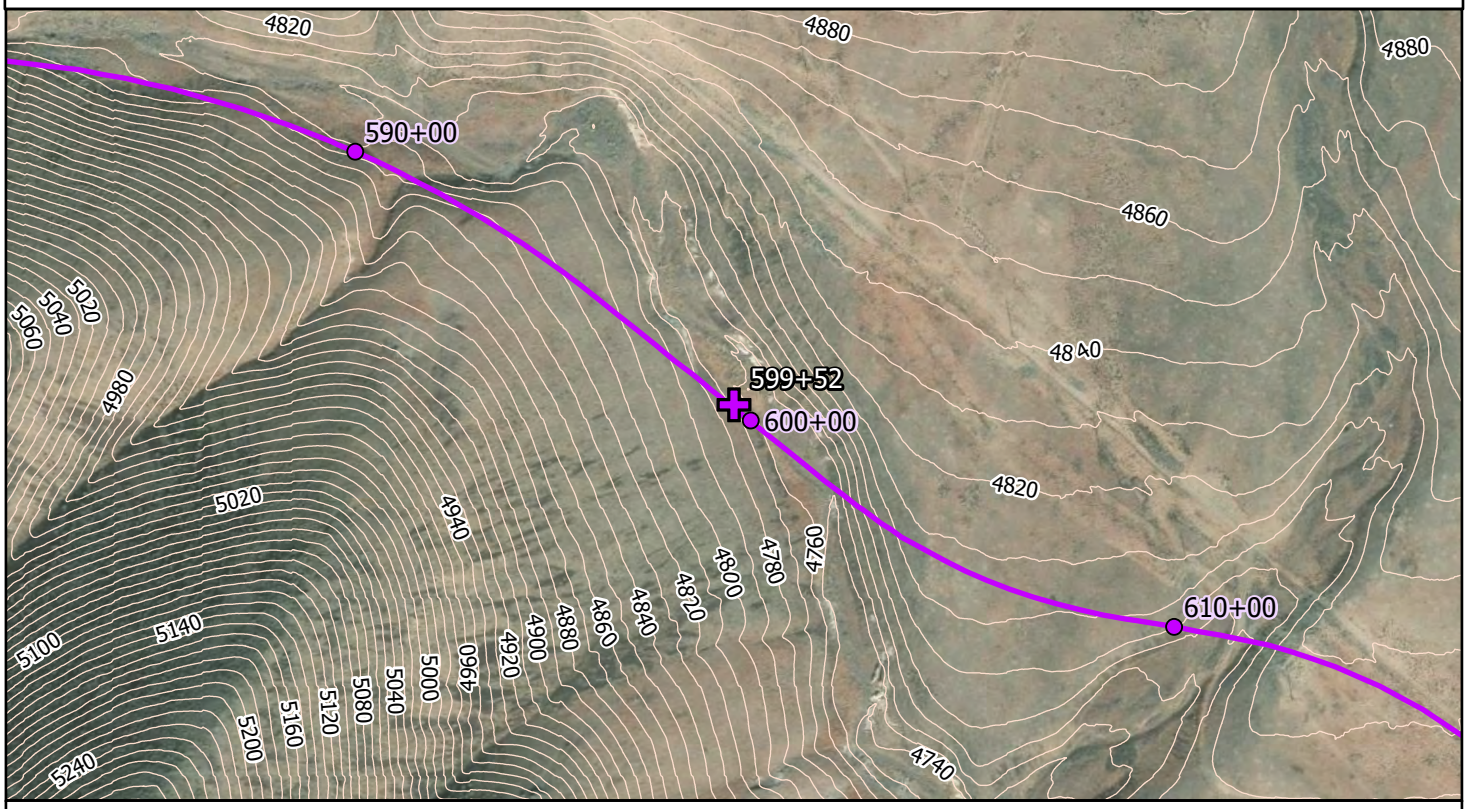
Strength: moderately strong (chips)

Weathering: moderate

Comments: Visible in drainage sidewalls.

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 599+52

Bedrock in drainage.



Bedrock in drainage 1.



Looking to La Posada.



Looking to TRIC.



Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 611+40

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Some scree in drainage sidewalks

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

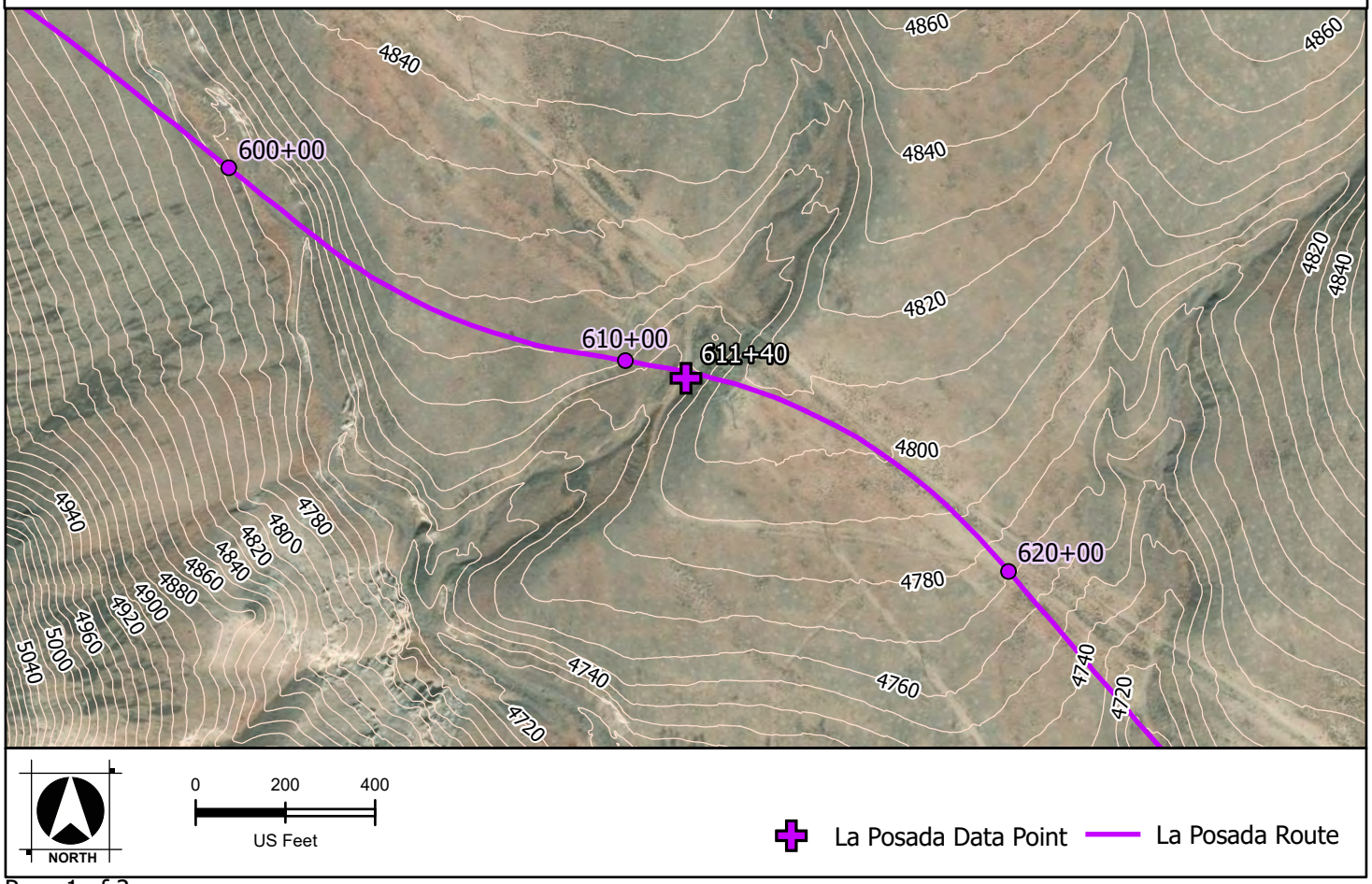
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 611+40

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 619+71

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with small brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

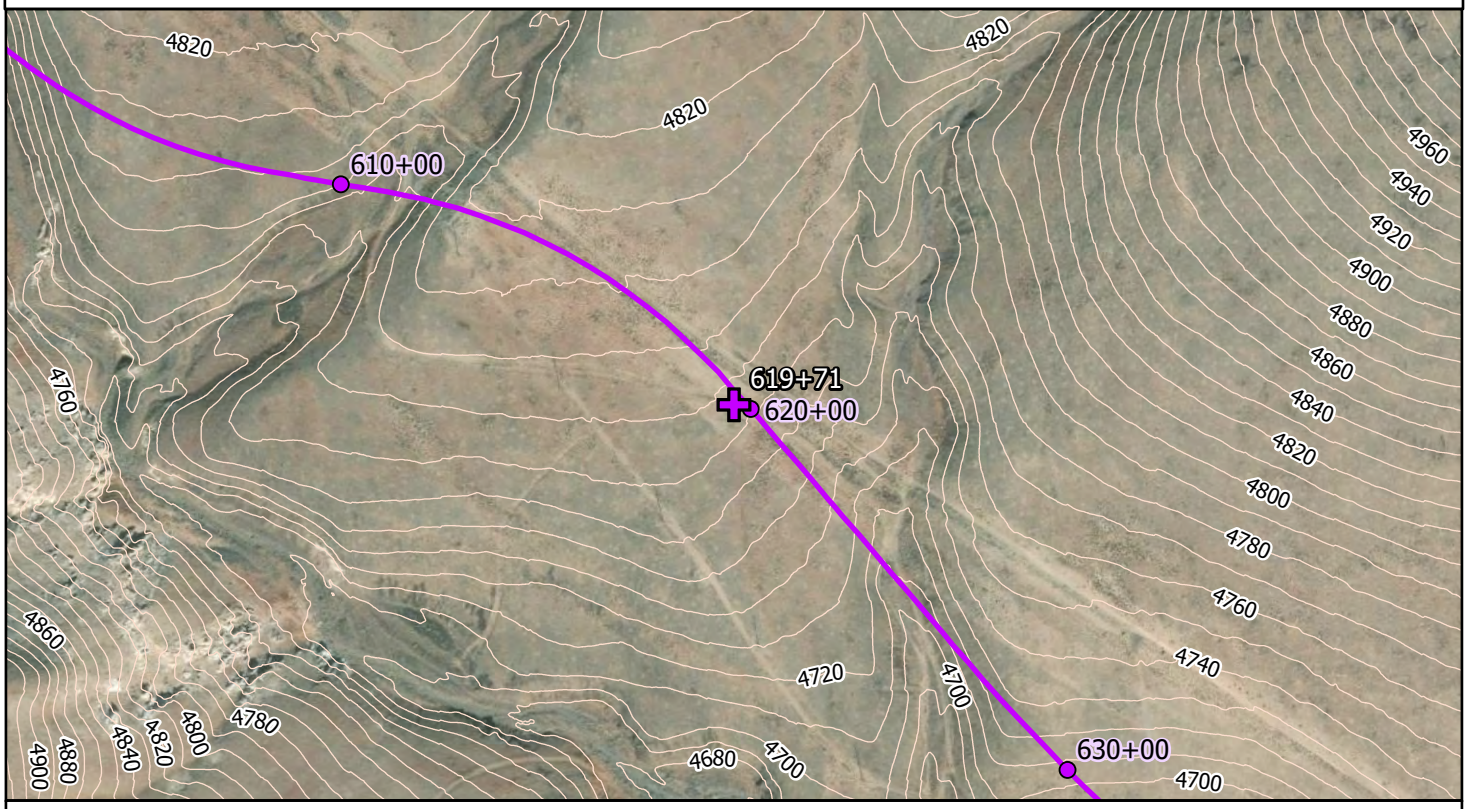
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 619+71

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 639+67

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Shallow bedrock likely

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Sparse grasses with small brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

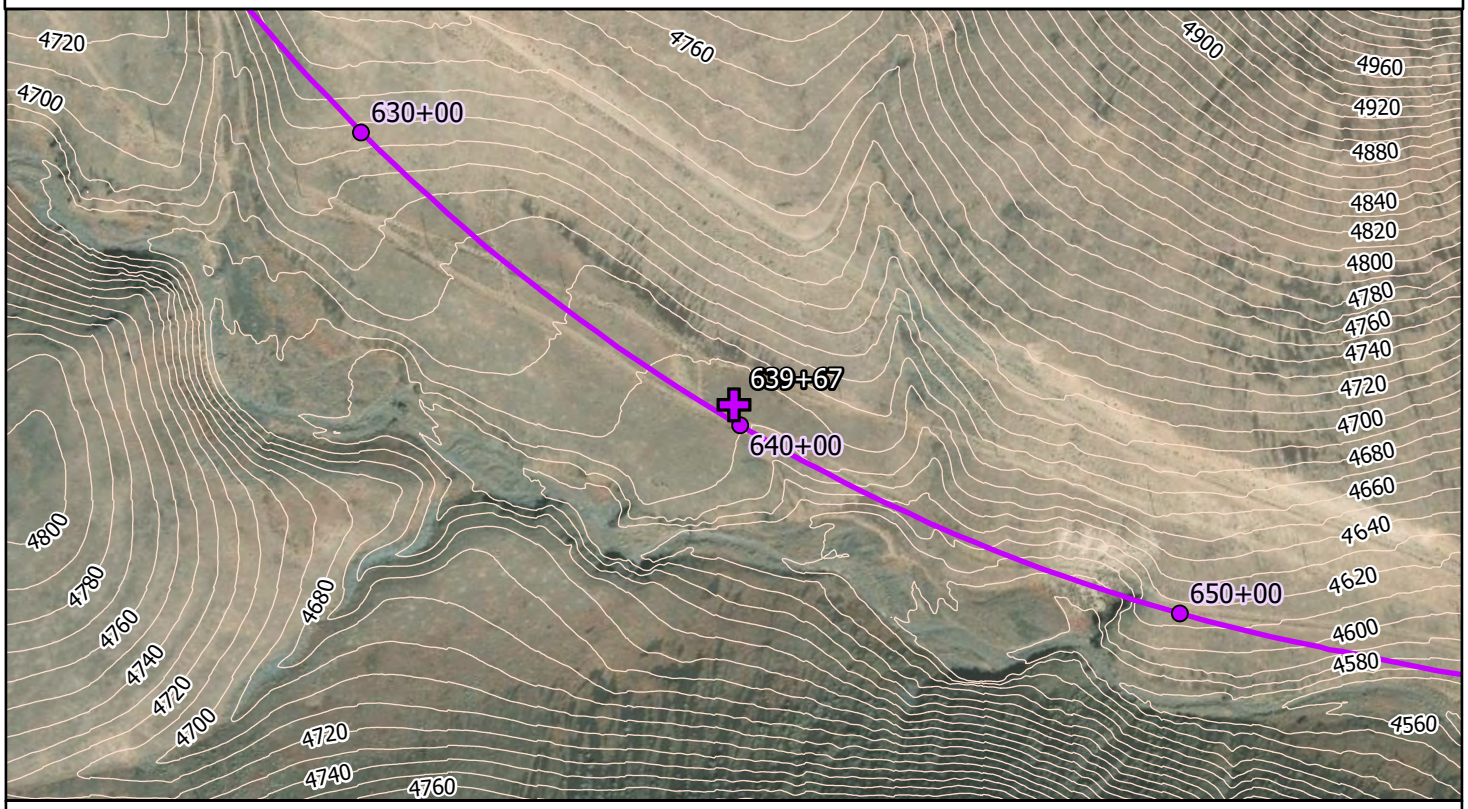
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 639+67

Heavy cobble float.



Looking to La Posada.



Looking to TRIC.



No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 661+08

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: Moderate to heavy coverage

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

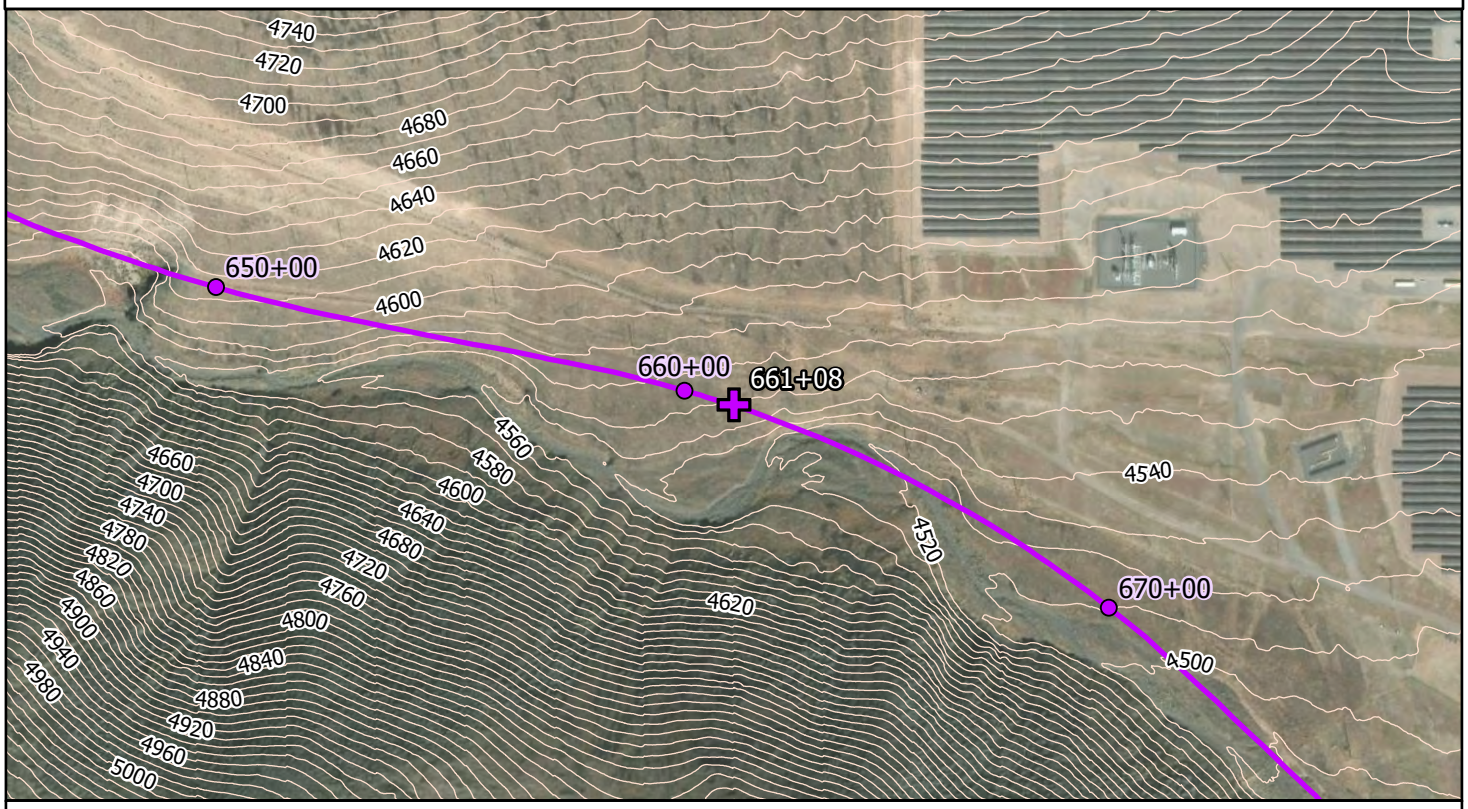
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 661+08

Looking to La Posada.



Looking to TRIC.



No Photo

No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 51+29

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Soil

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

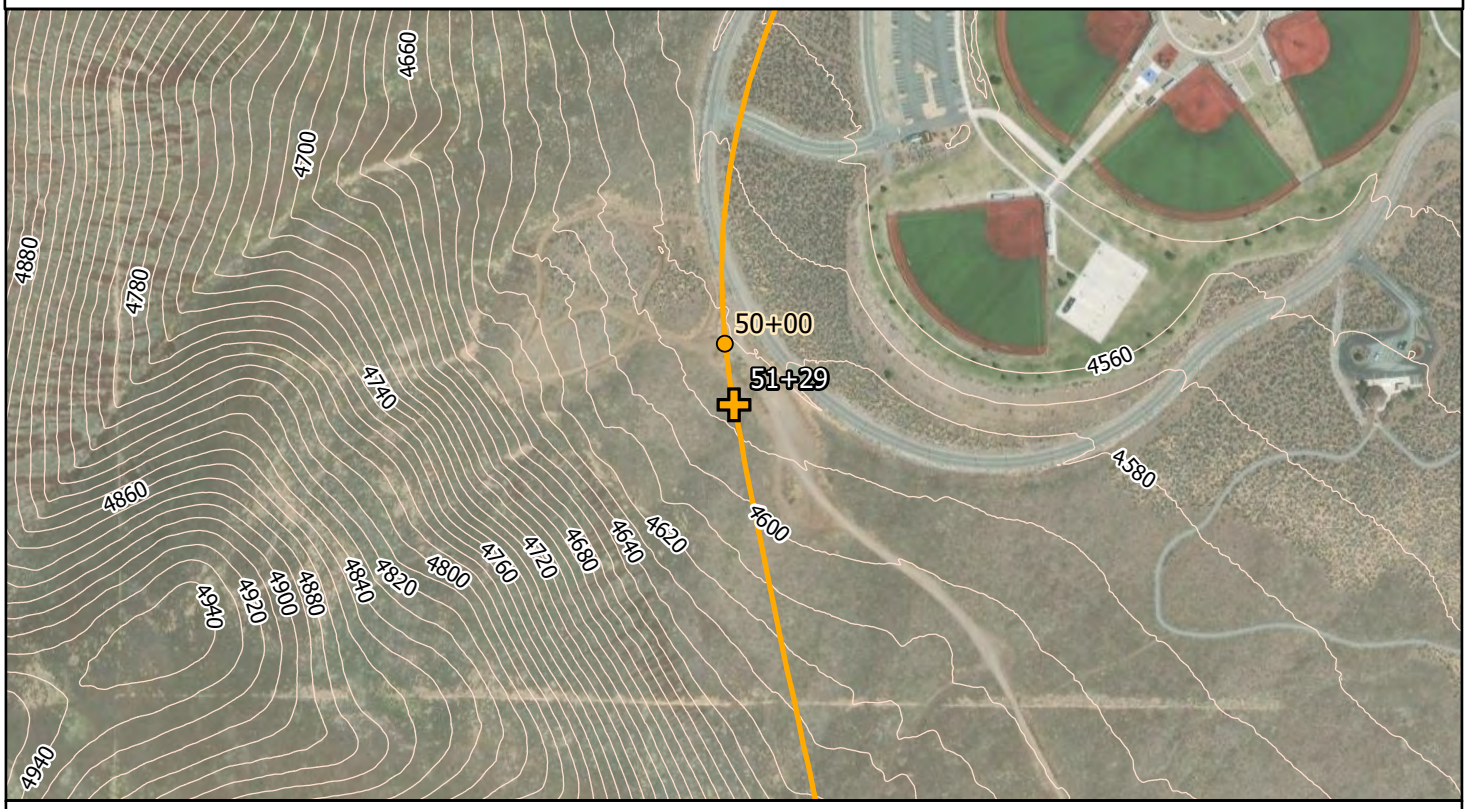
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 51+29

Golden eagle ballpark.



Looking towards TRIC.



Looking towards Vista.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 62+28

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Soil

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with spread out small sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

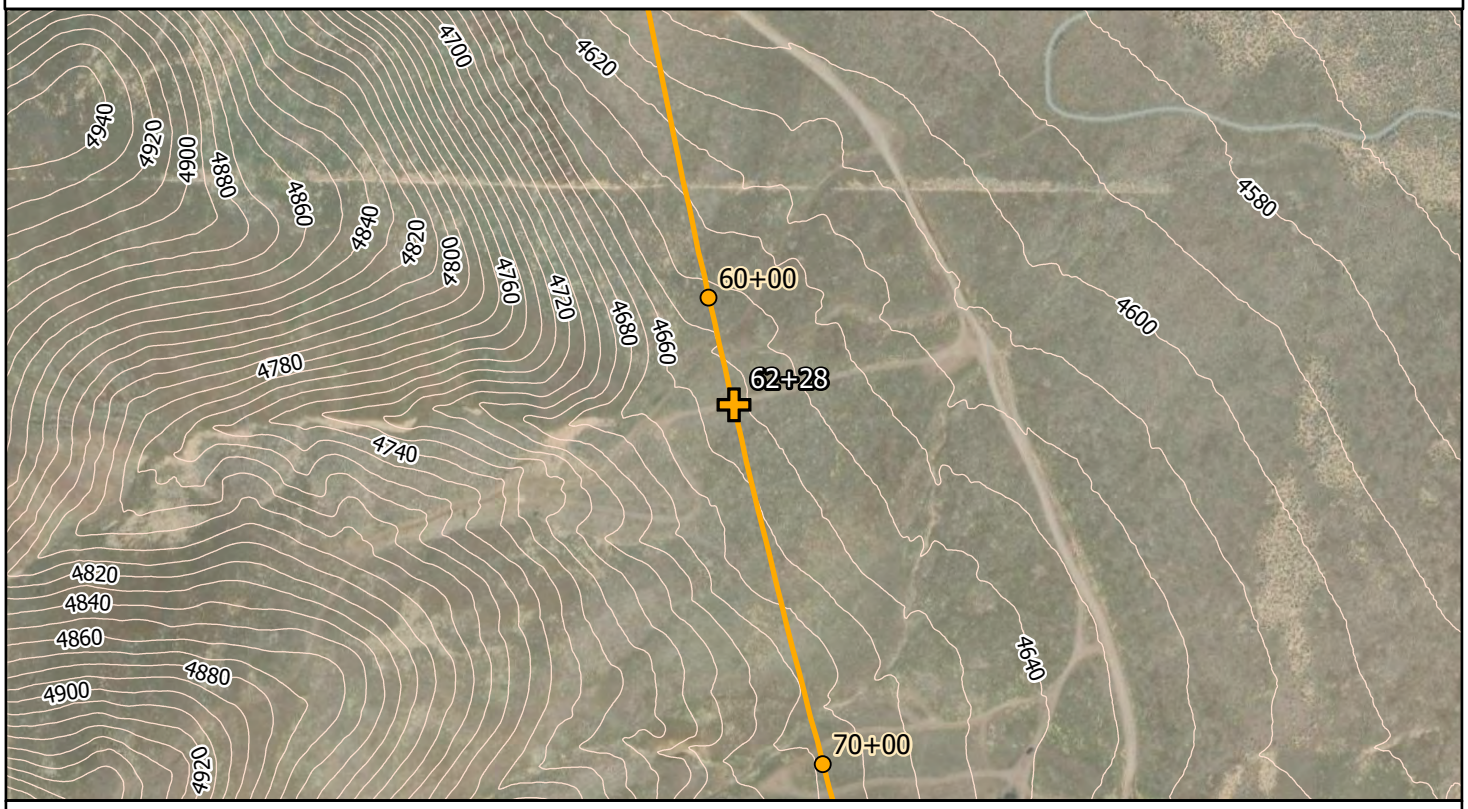
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 62+28

Looking towards TRIC.



Looking towards Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 70+11

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: light < 25%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

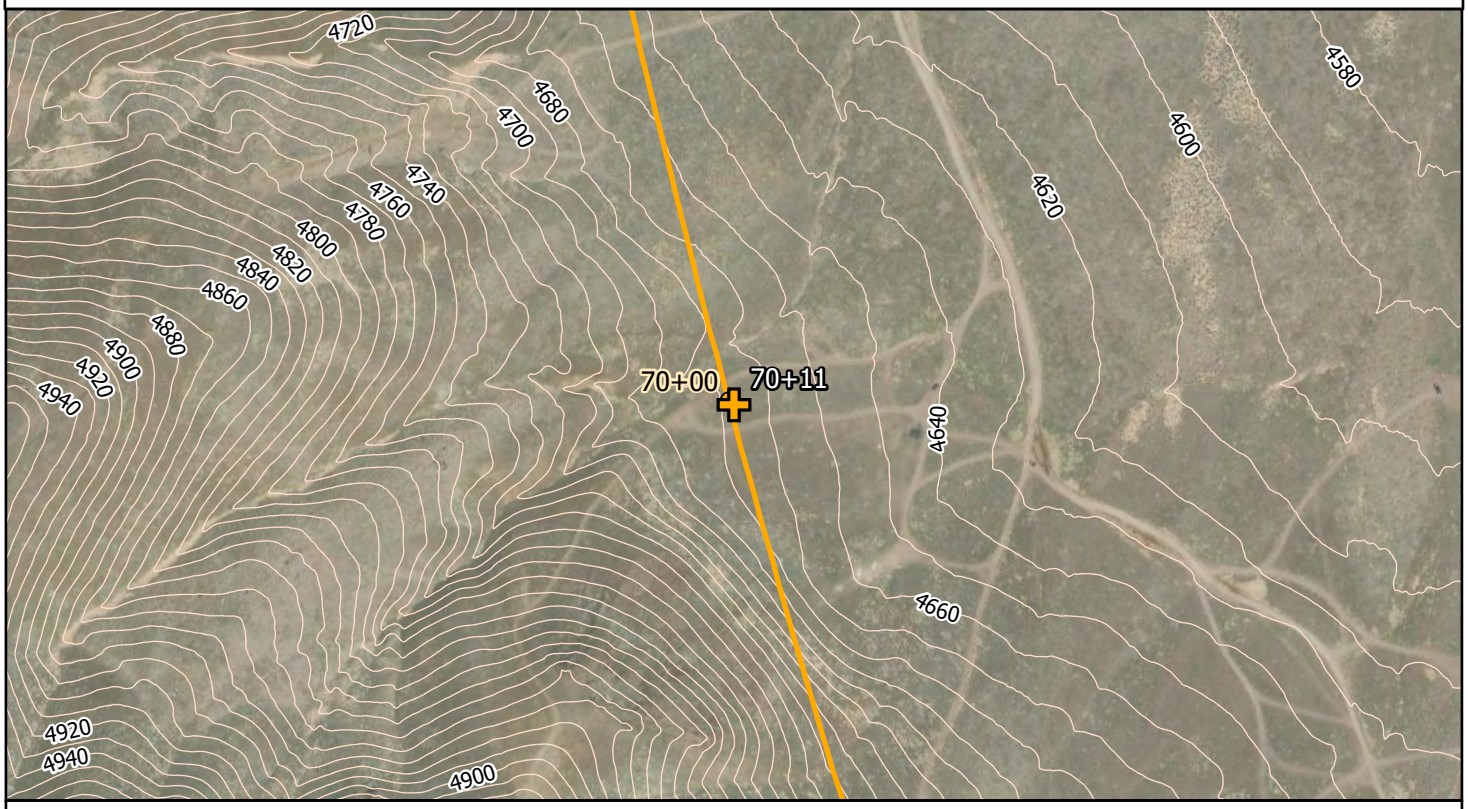
Strength: --

Weathering: --

Comments: --

General Comments

Bedrock may be shallow based off of road surface conditions



Project Name: La Posada Geotechnical Investigation Station Name: 70+11

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 80+82

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

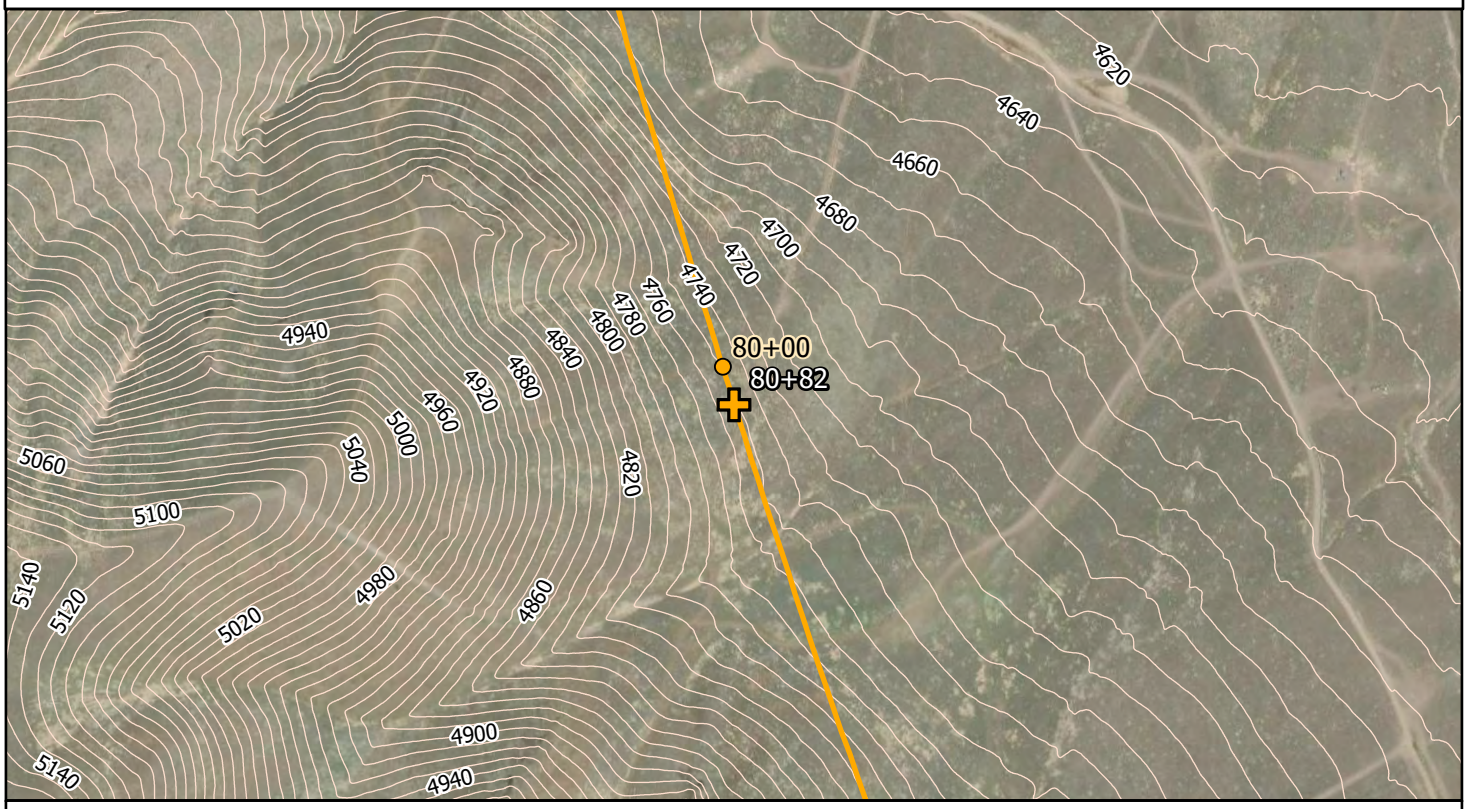
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 80+82

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 93+71

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: 4 foot diameter boulders present

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Andesite/basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

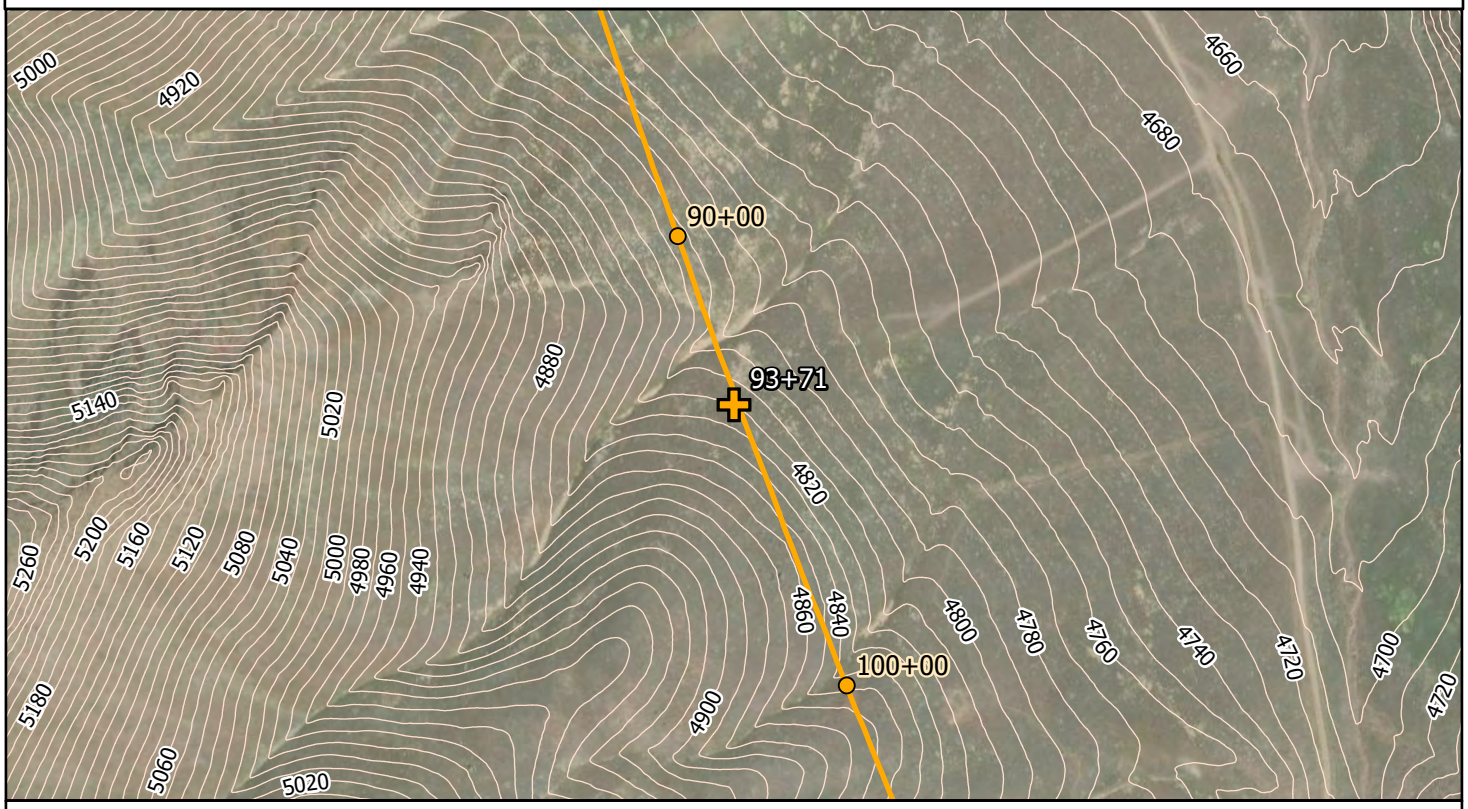
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 93+71

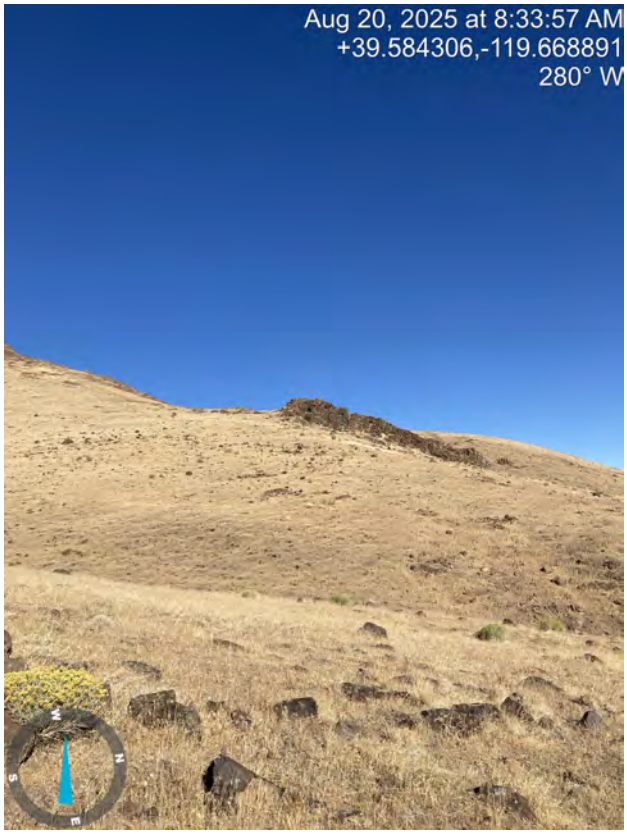
Looking to TRIC.



Looking to Vista.



Rock outcropping on hill to the south.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 104+66

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: Light to moderate ground coverage

Vegetation

Type: brush

Density: sparse

Comments: Medium sage brush with grasses

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

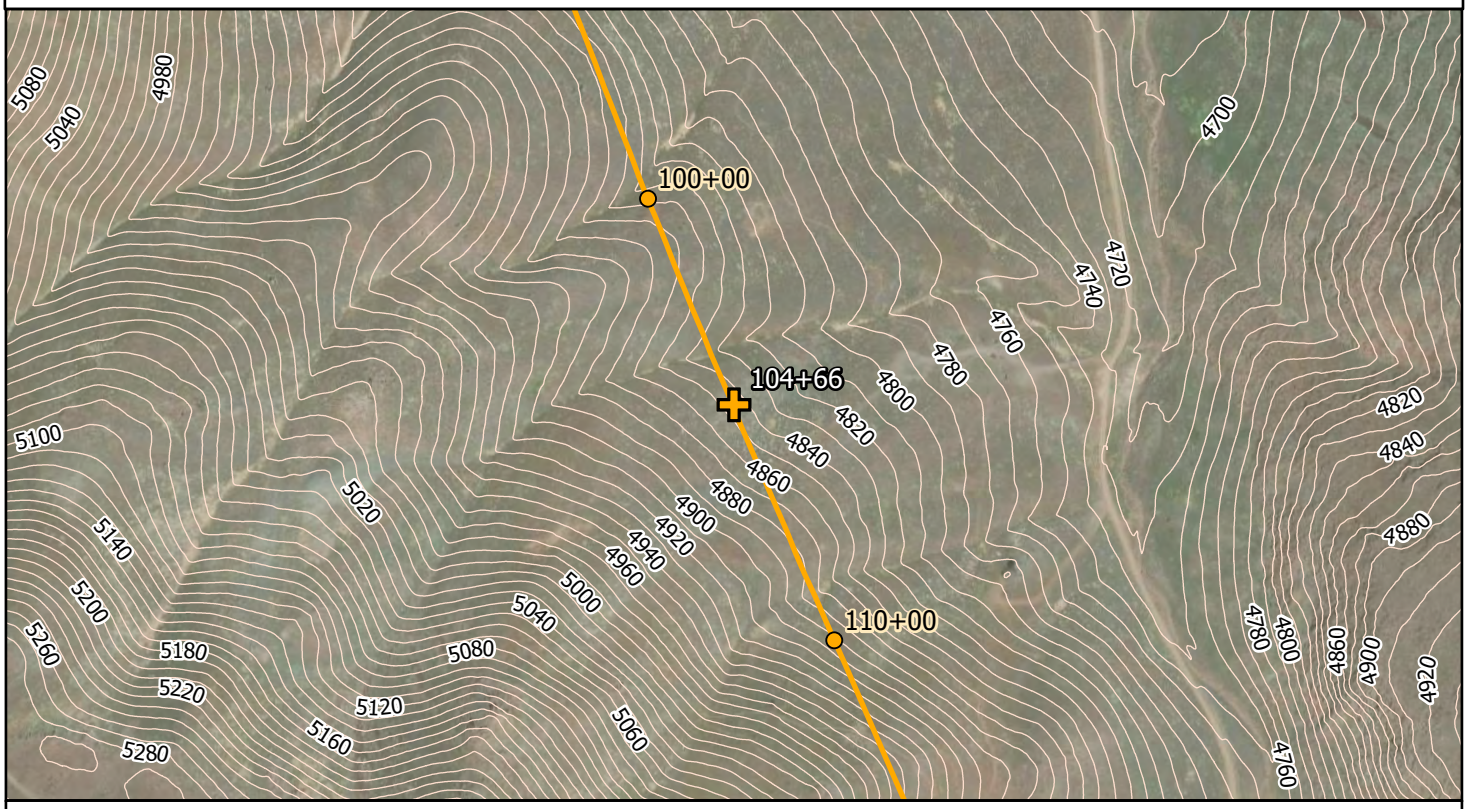
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 104+66

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 113+03

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Likely shallow bedrock due to presence of scree and outcrops

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Andesite/basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Andesite

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

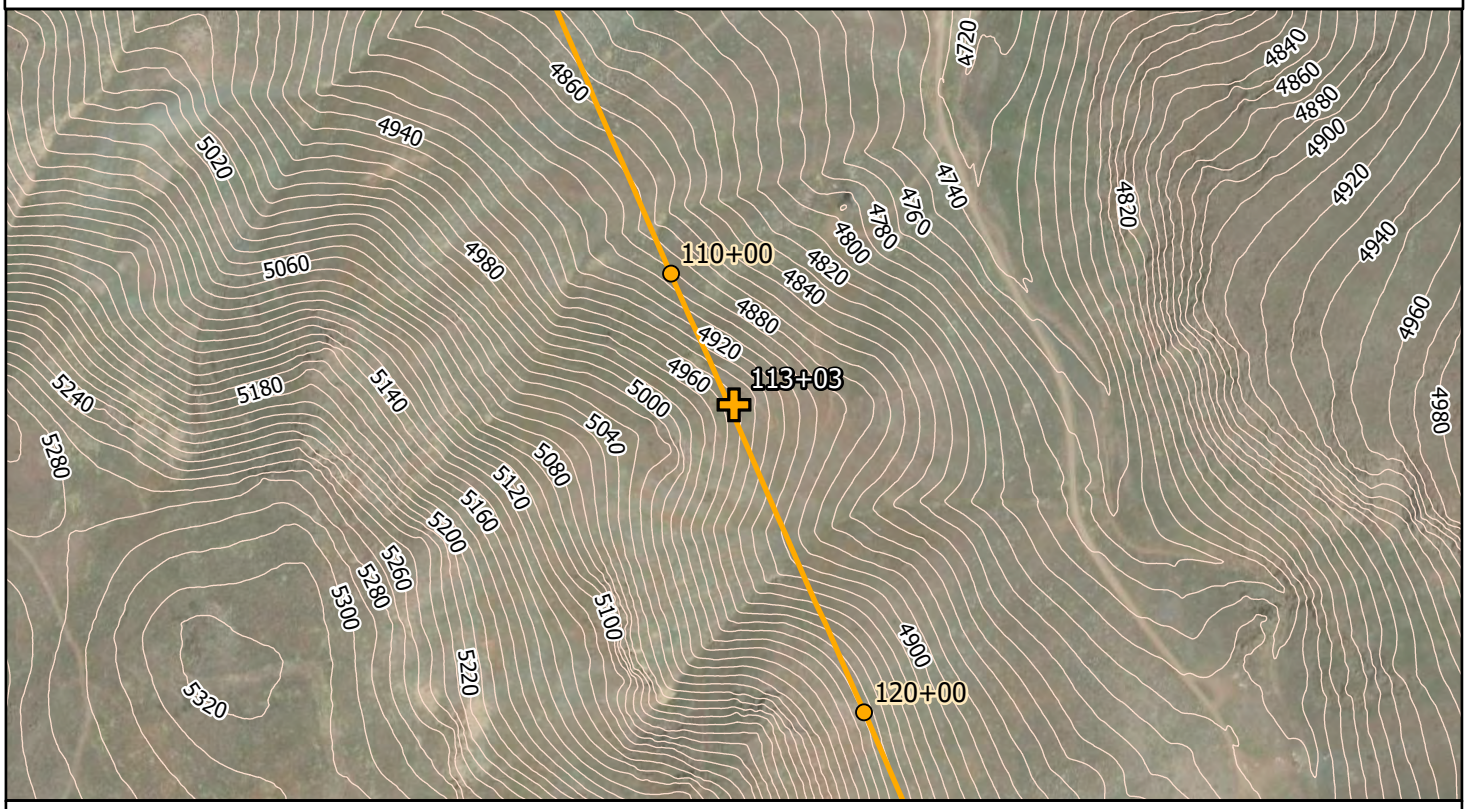
Strength: moderately strong (chips)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 113+03

Looking to TRIC.



Looking to Vista.



Rock outcrop uphill from data point.



Scree downhill from data point.



Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 127+43

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: moderate 50 - 75%

Rock Type: Andesite

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with sparse medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

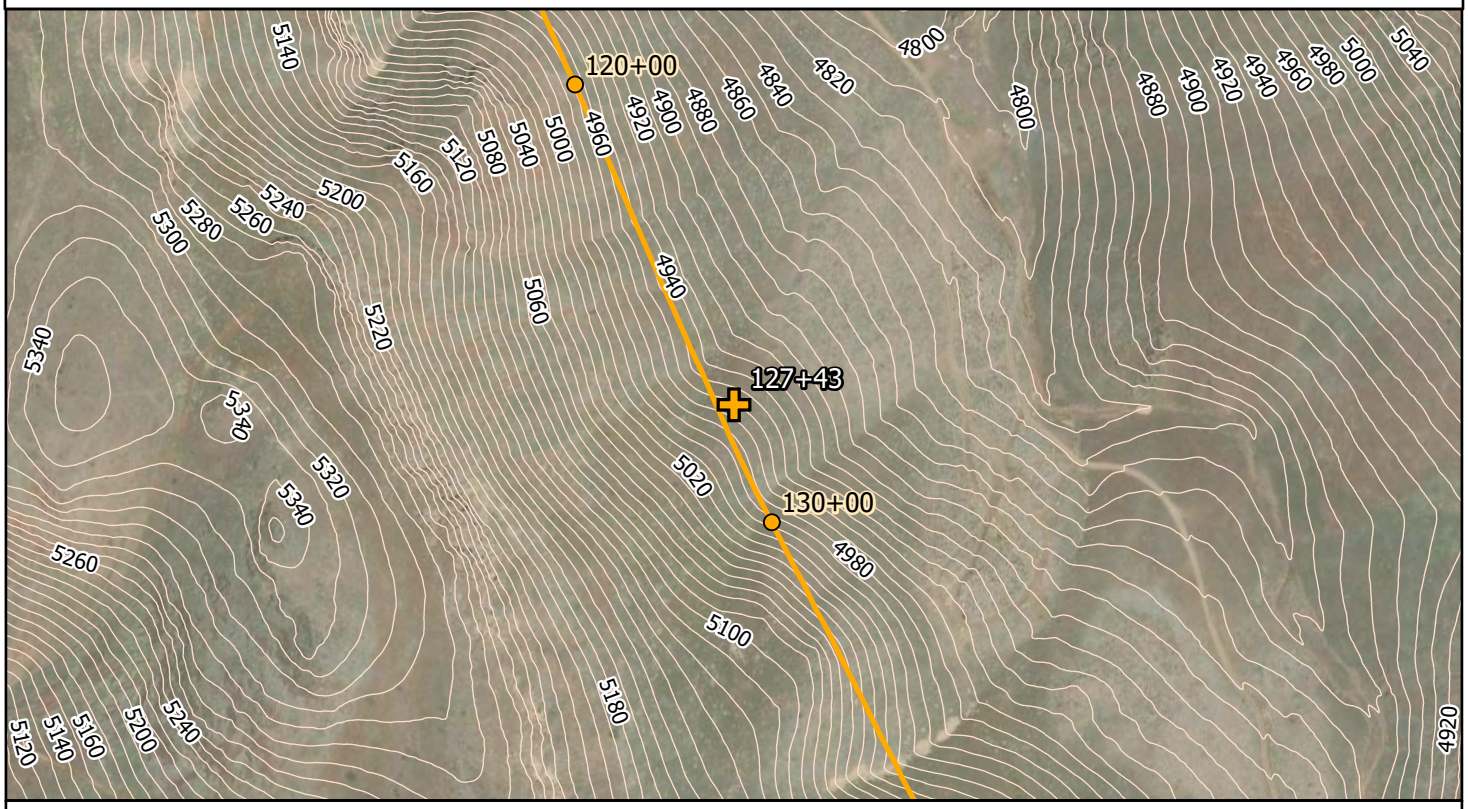
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 127+43

Aeolian wind blown deposit downhill fro data point. Marked by darker brush.



Looking to TRIC.



Looking to Vista.



No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 139+37

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: light < 25%

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Sparse small to medium sagebrush with grasses

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

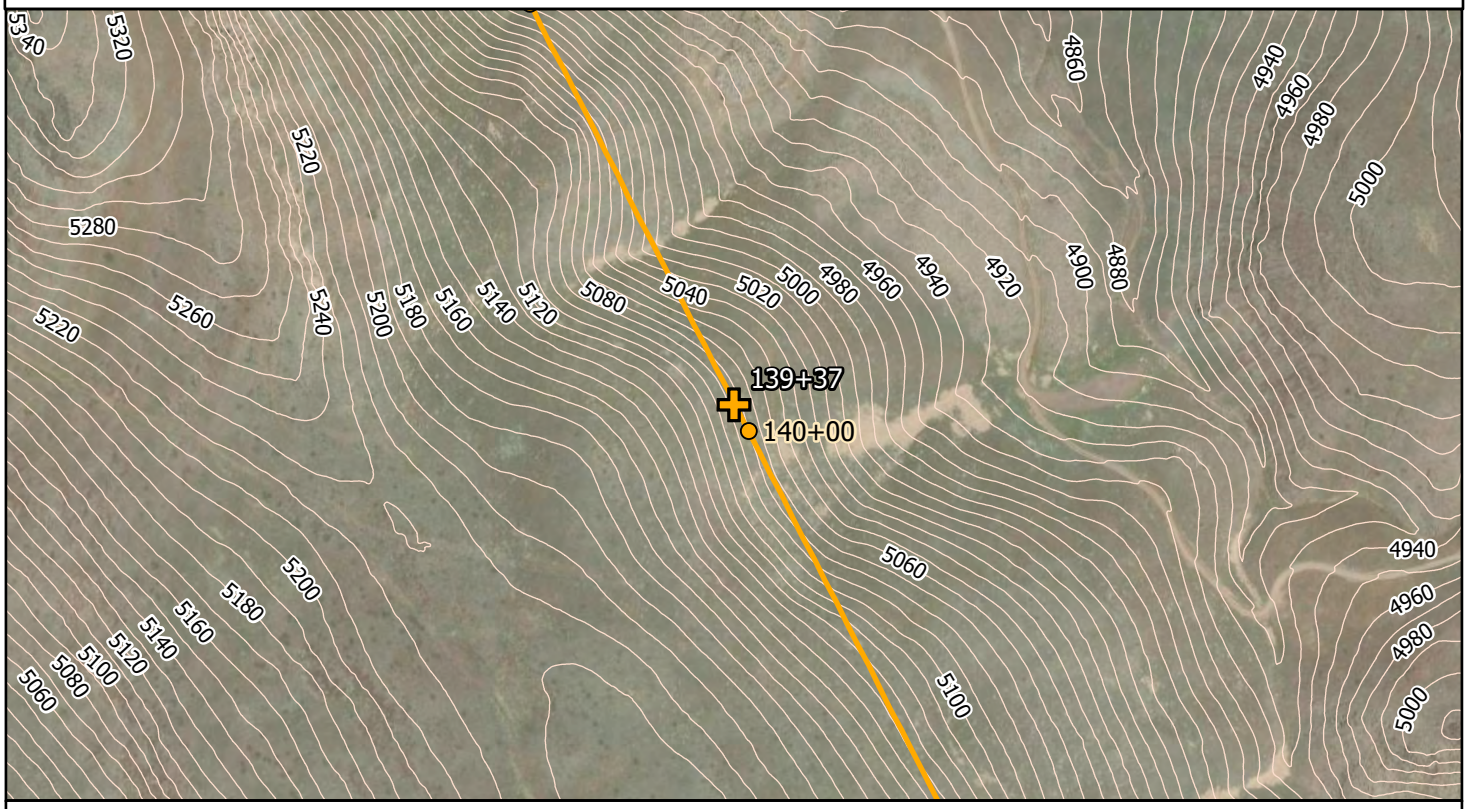
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 139+37

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 149+56

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

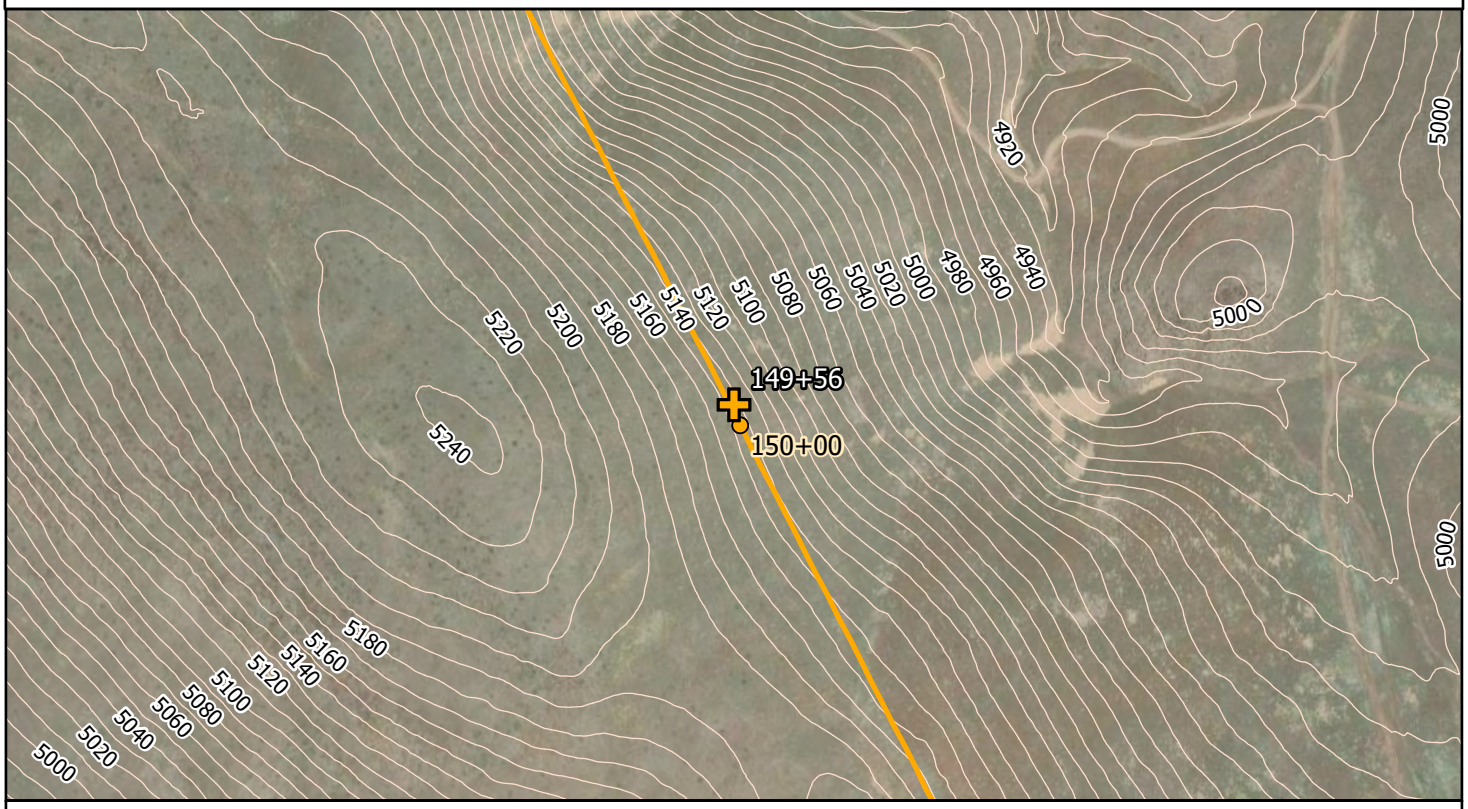
Strength: --

Weathering: --

Comments: --

General Comments

Shallow bedrock likely



Project Name: La Posada Geotechnical Investigation Station Name: 149+56

Looking to TRIC.



Looking to Vista. Scree.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 160+03

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

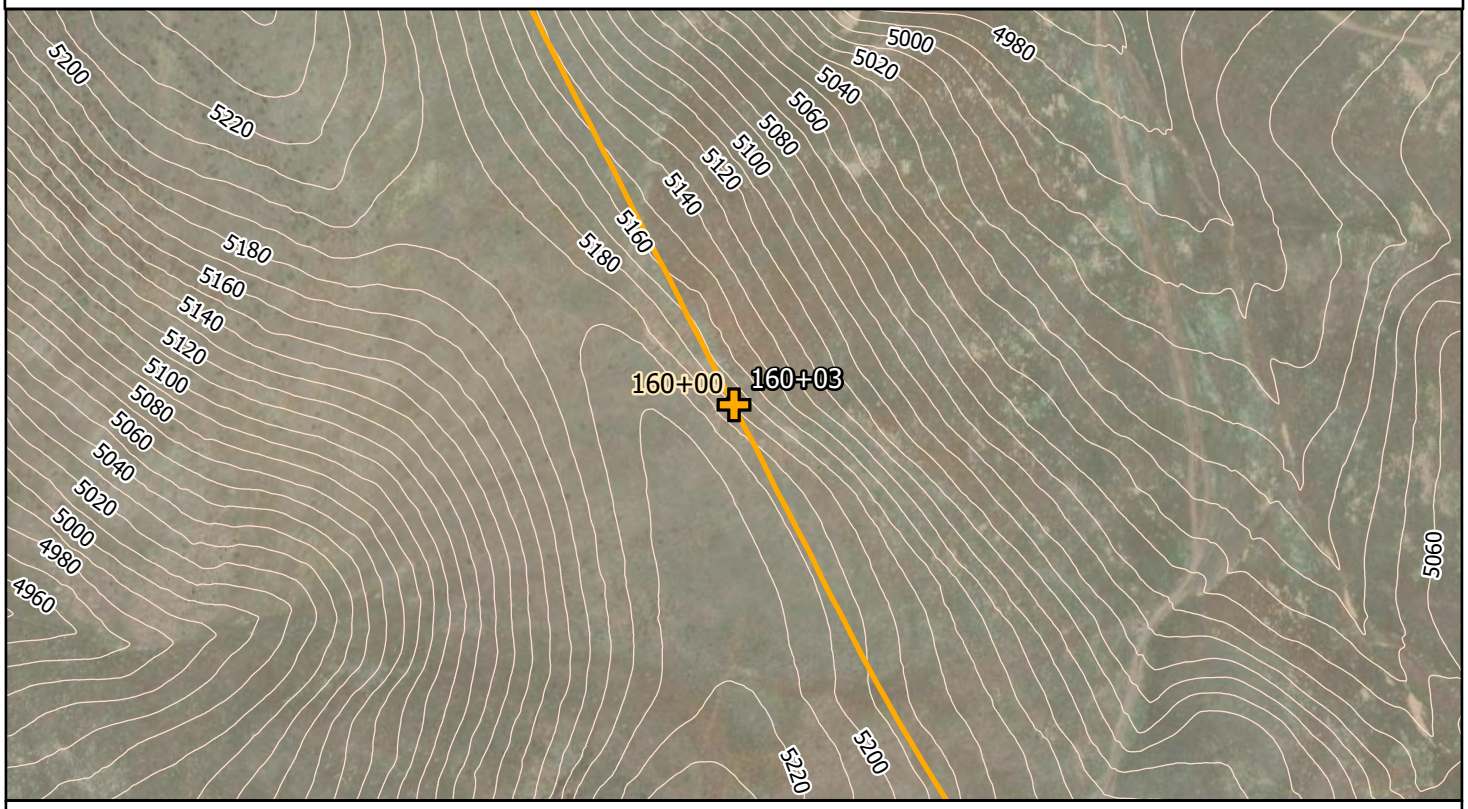
Strength: moderately strong (chips)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 160+03

Looking to TRIC.



Looking to Vista.



Outcropping uphill from data point.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 172+79

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

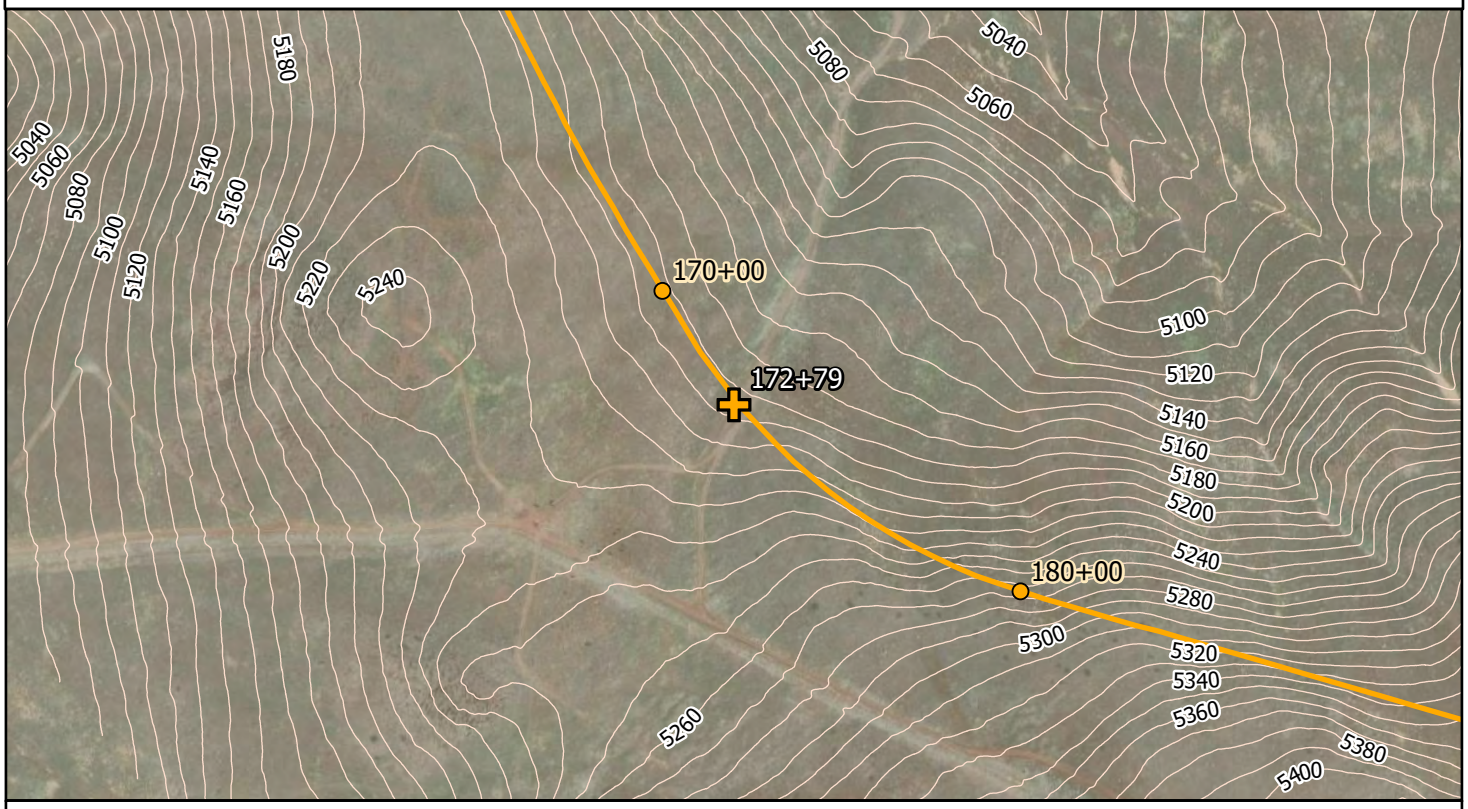
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 172+79

Bedrock apparent in dirt road.



Looking to TRIC.



Looking to Vista.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 185+31

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

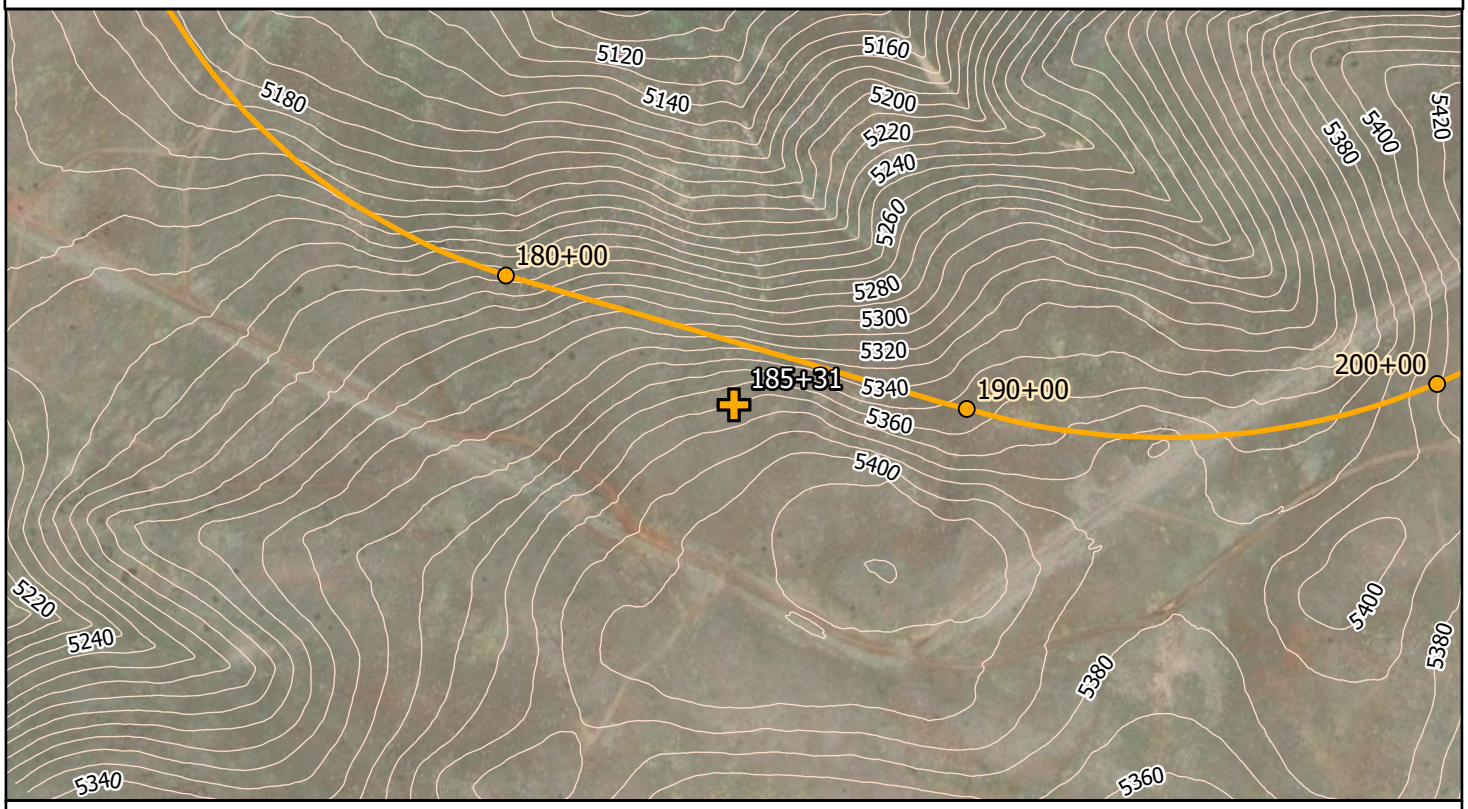
Strength: --

Weathering: --

Comments: --

General Comments

Scree/small outcrops make bedrock apparent



Project Name: La Posada Geotechnical Investigation Station Name: 185+31

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 200+11

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

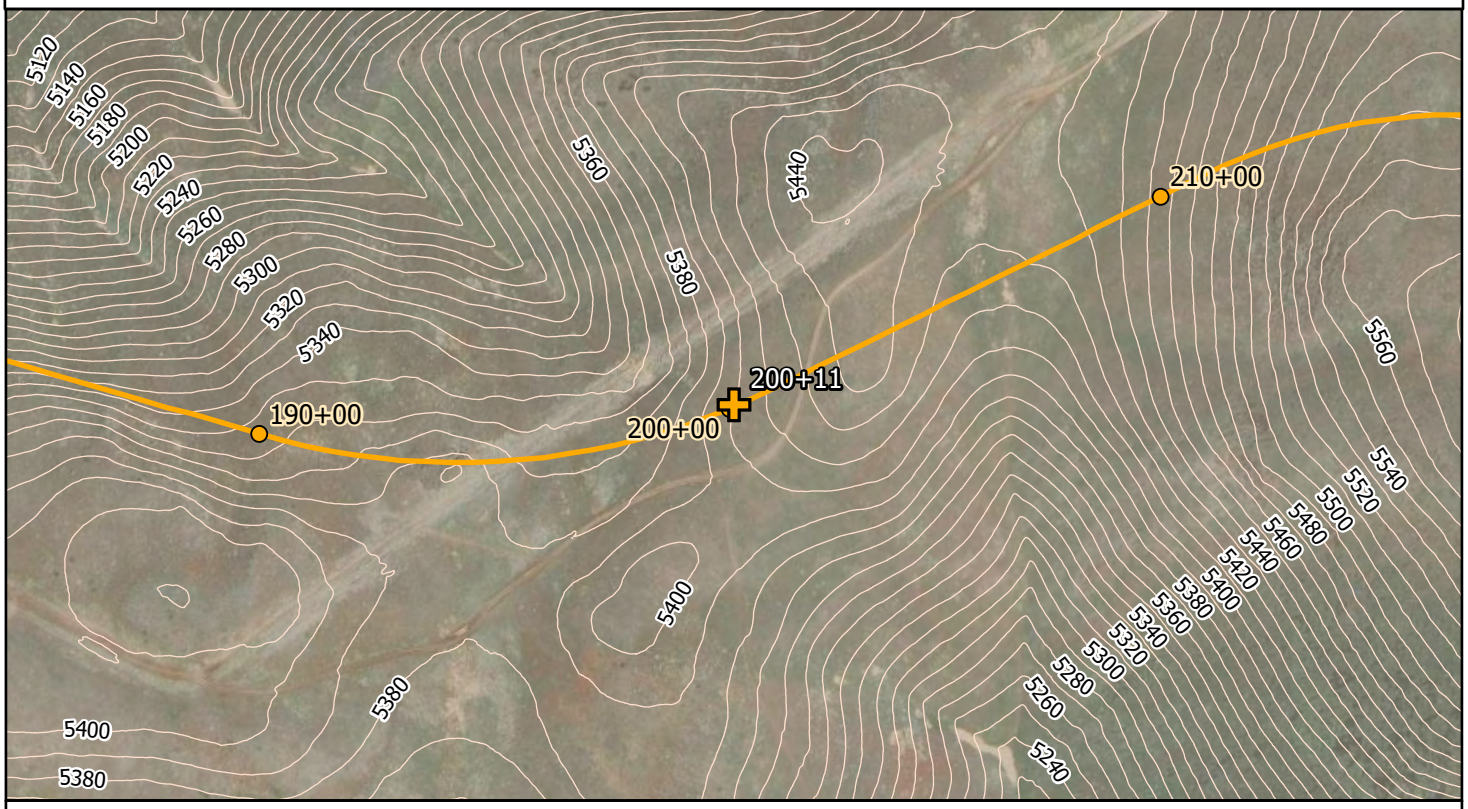
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 200+11

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 210+03

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

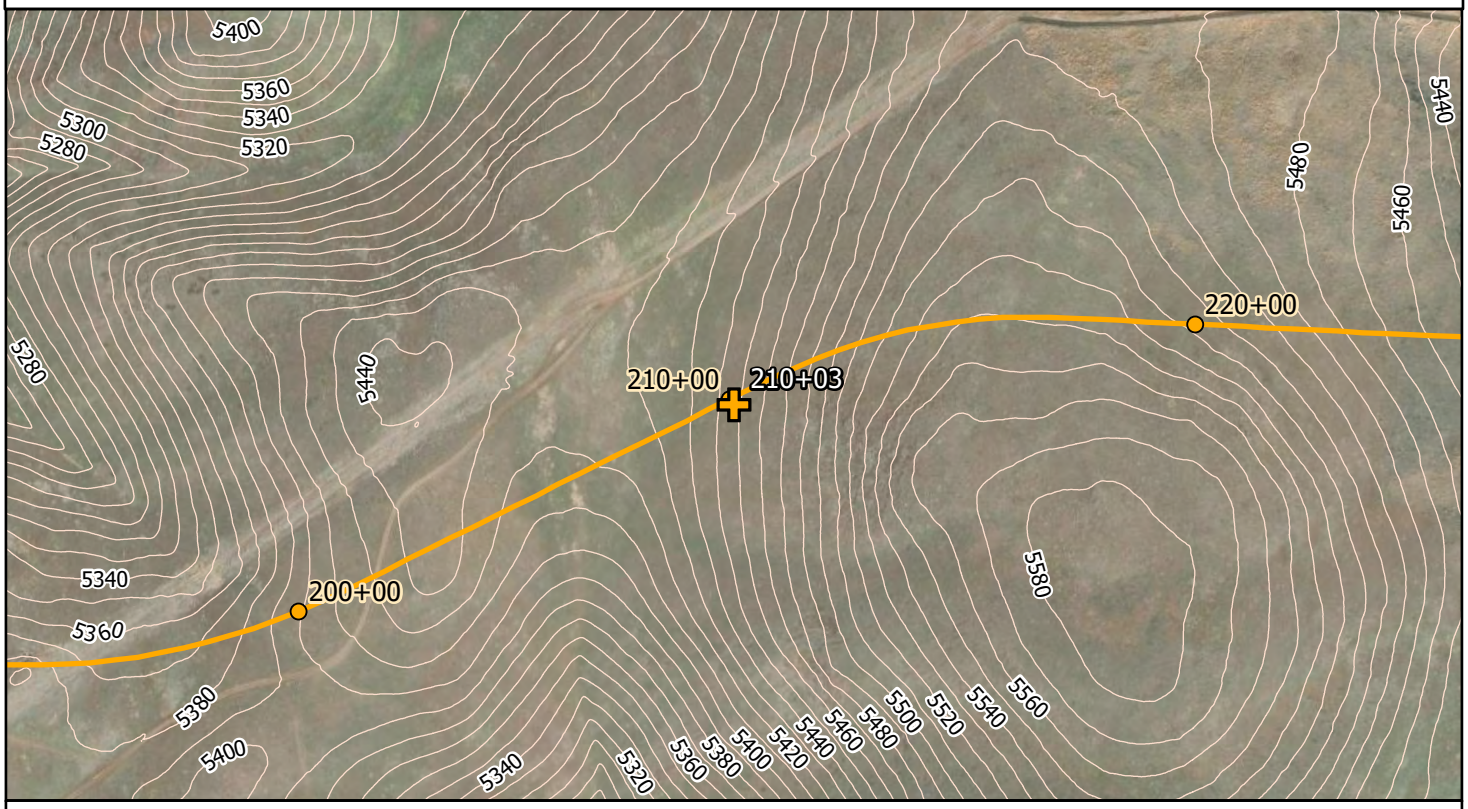
Strength: --

Weathering: --

Comments: --

General Comments

Cobble float and small outcrops make bedrock apparent.

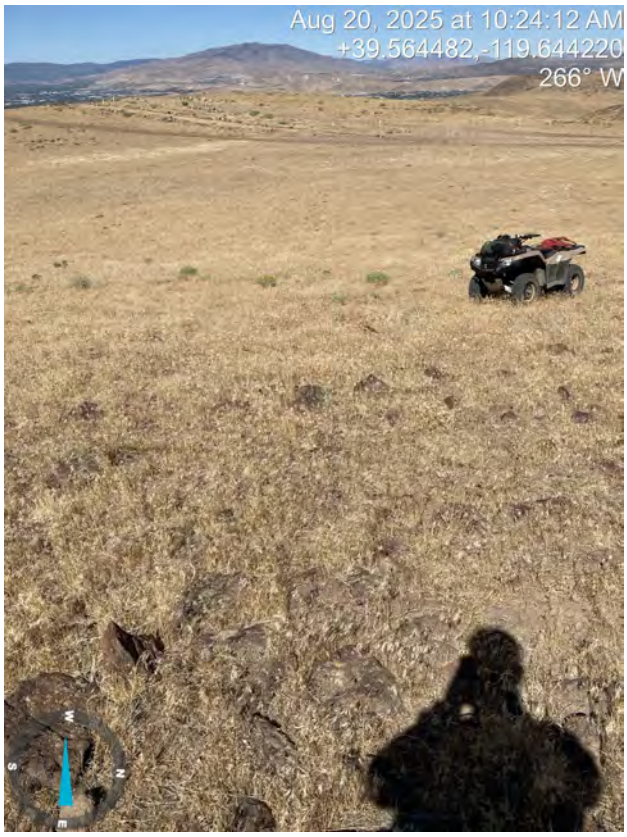


Project Name: La Posada Geotechnical Investigation Station Name: 210+03

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 219+81

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

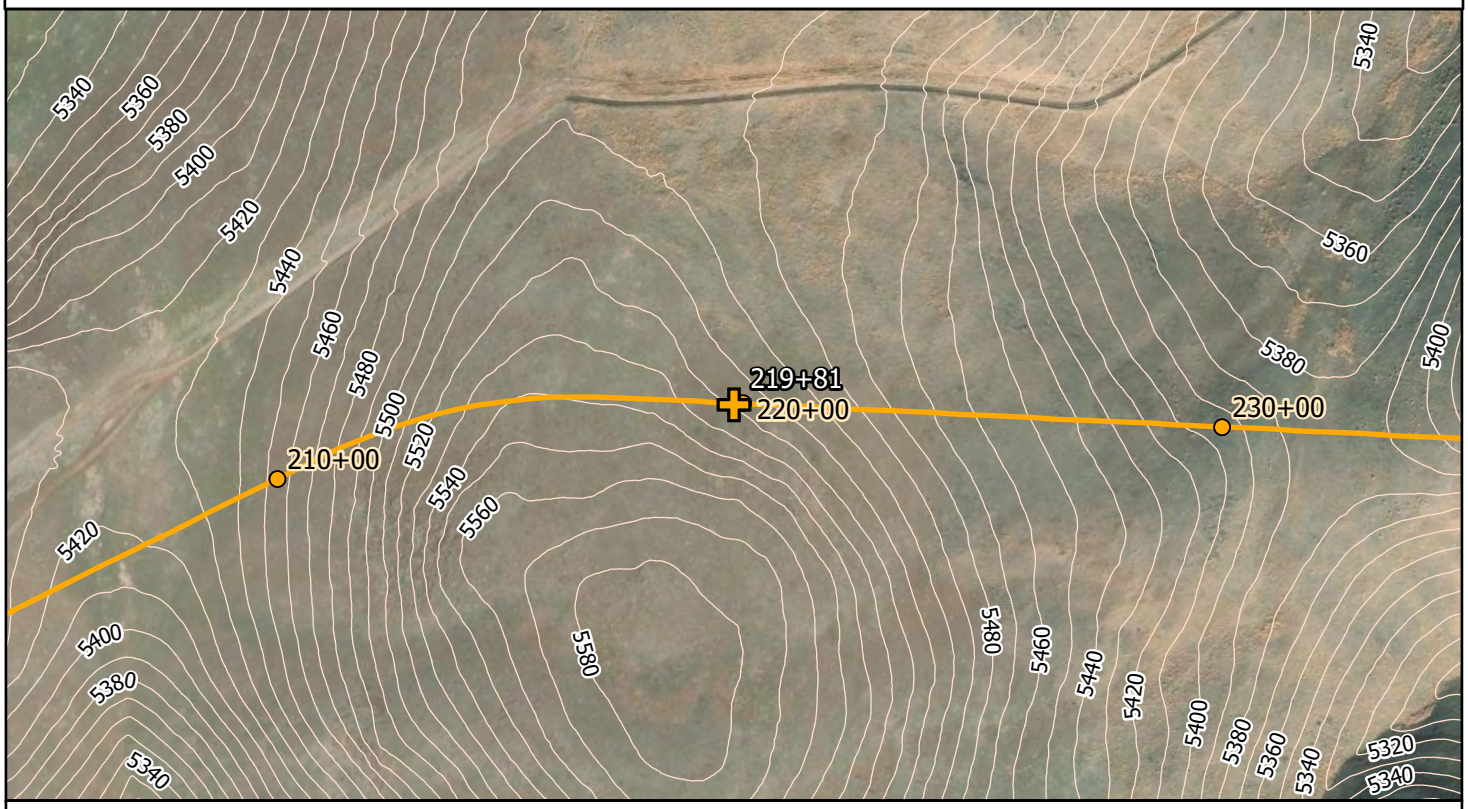
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 219+81

Boulder float. Indicative of shallow bedrock.



Looking to TRIC.



Looking to Vista.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 230+35

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

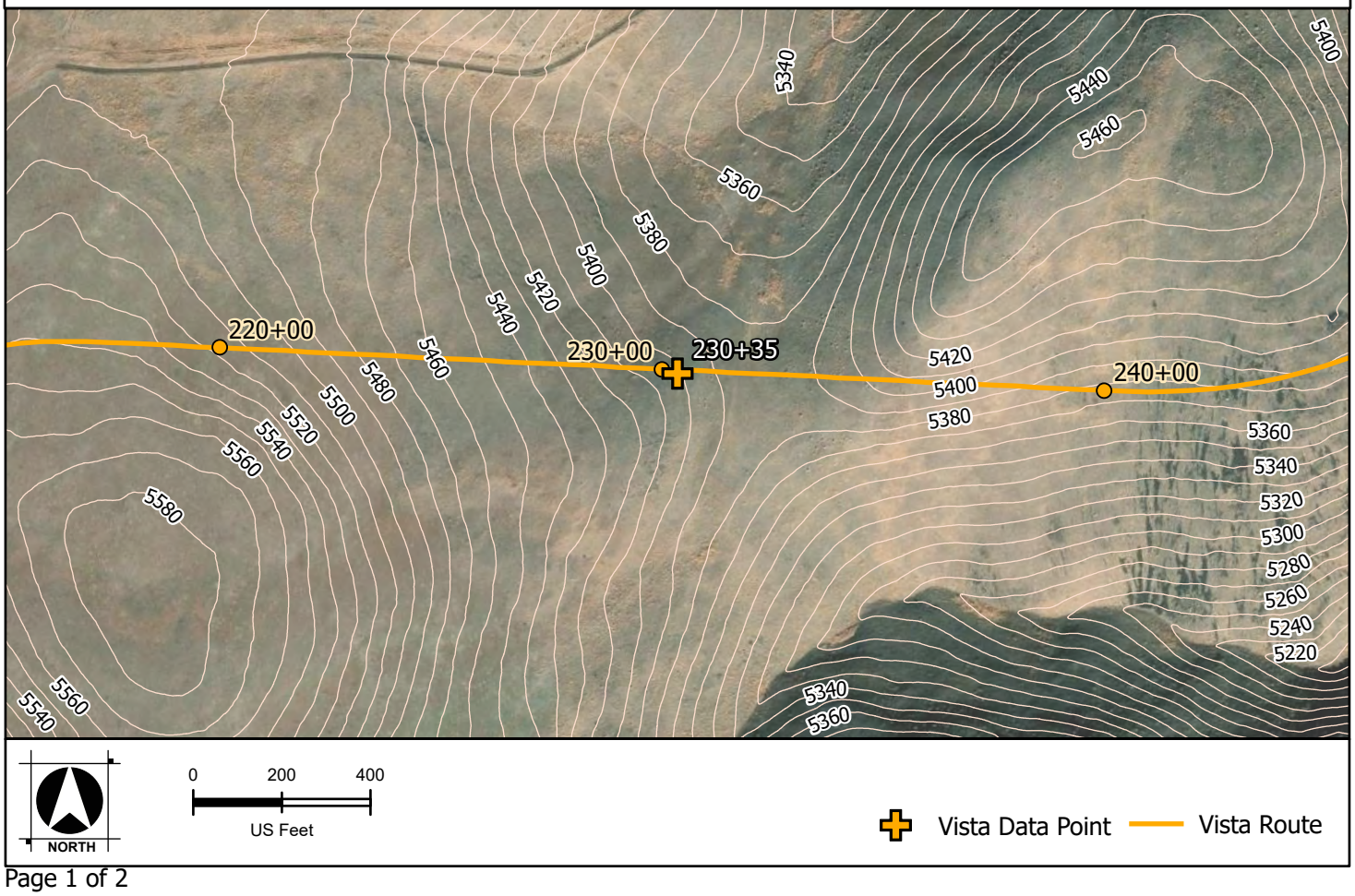
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 230+35

Looking to TRIC.



Looking to Vista.



Surface bedrock.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 239+68

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

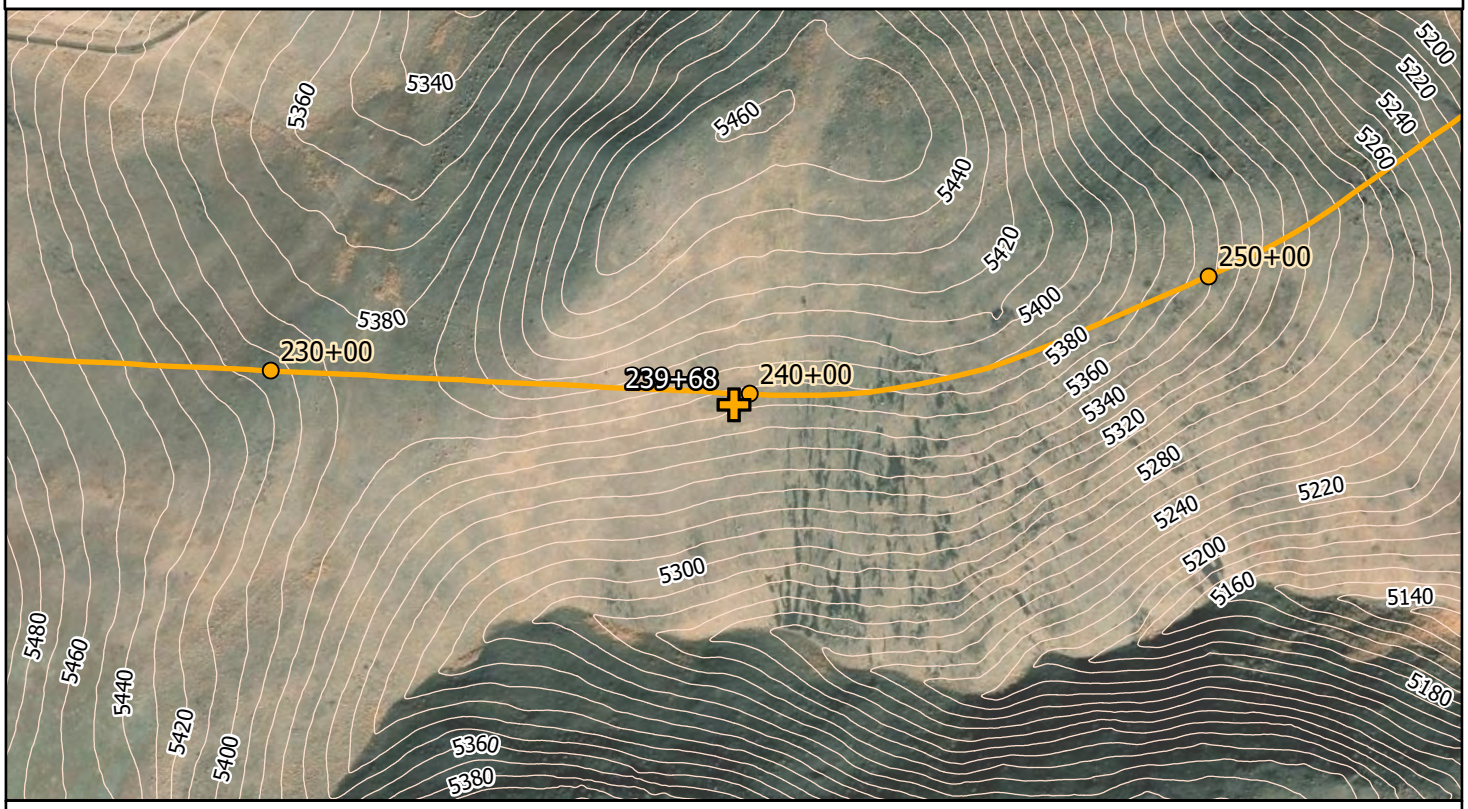
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 239+68

Looking to TRIC. Scree..



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 250+05

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Moderate to heavy

Vegetation

Type: grasses

Density: sparse

Comments: Grasses with a few medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

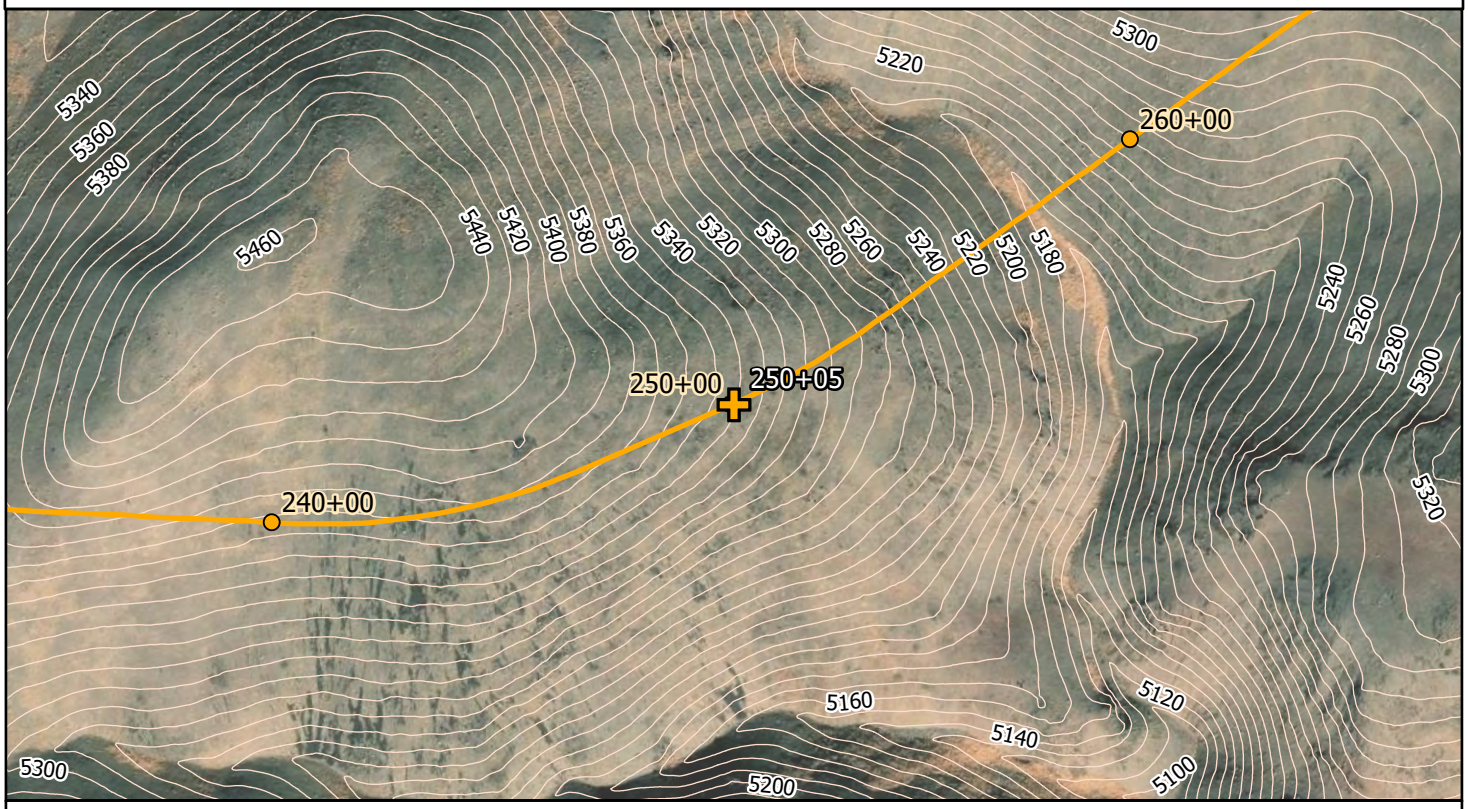
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 250+05

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 253+98

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Andesite/basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

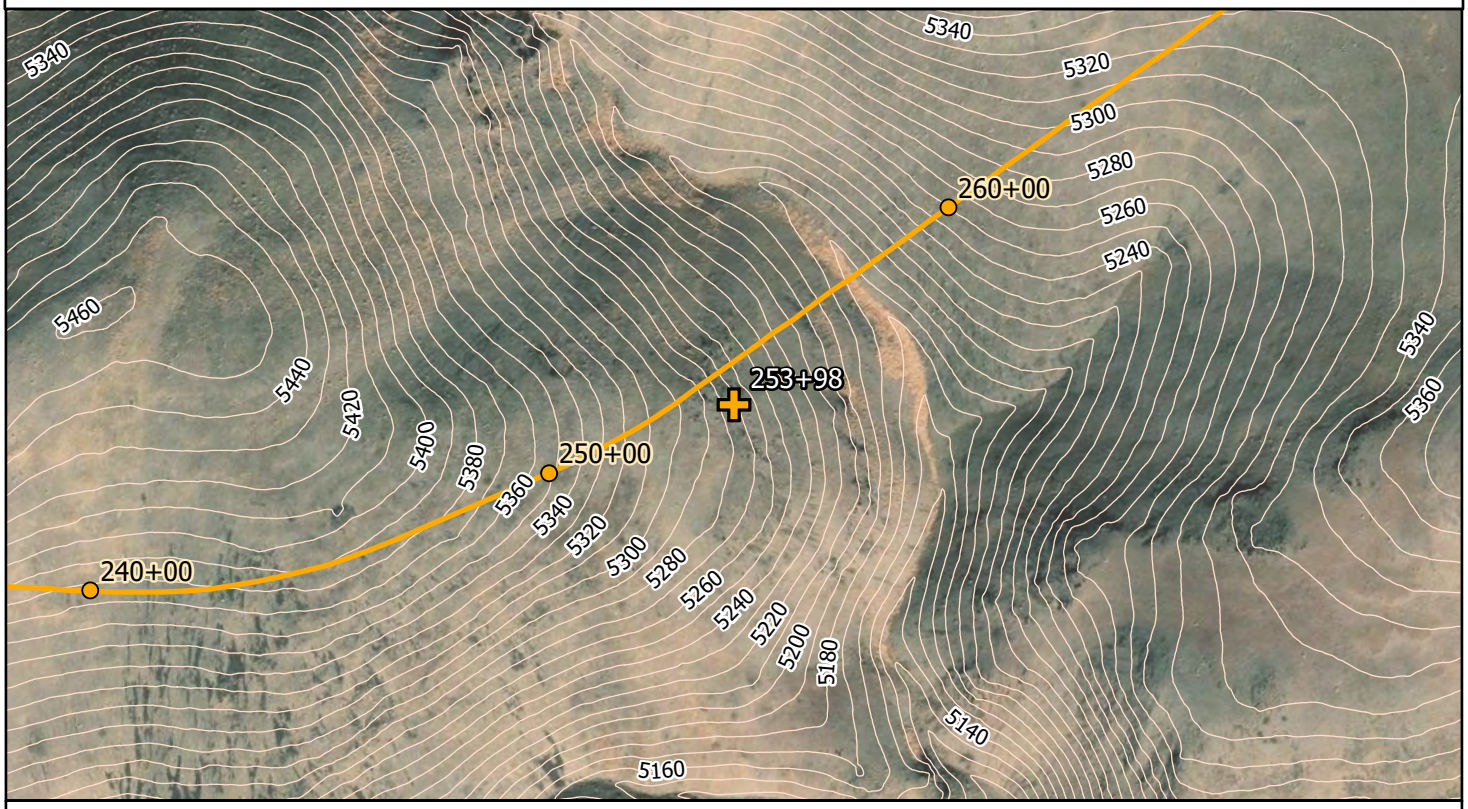
Strength: moderately strong (chips)

Weathering: moderate

Comments: Moderately strong to strong

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 253+98

Bedrock outcrop.



No Photo

No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 257+22

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt/shale?

Bedding (if sedimentary), Joints, or Fractures: < 4in

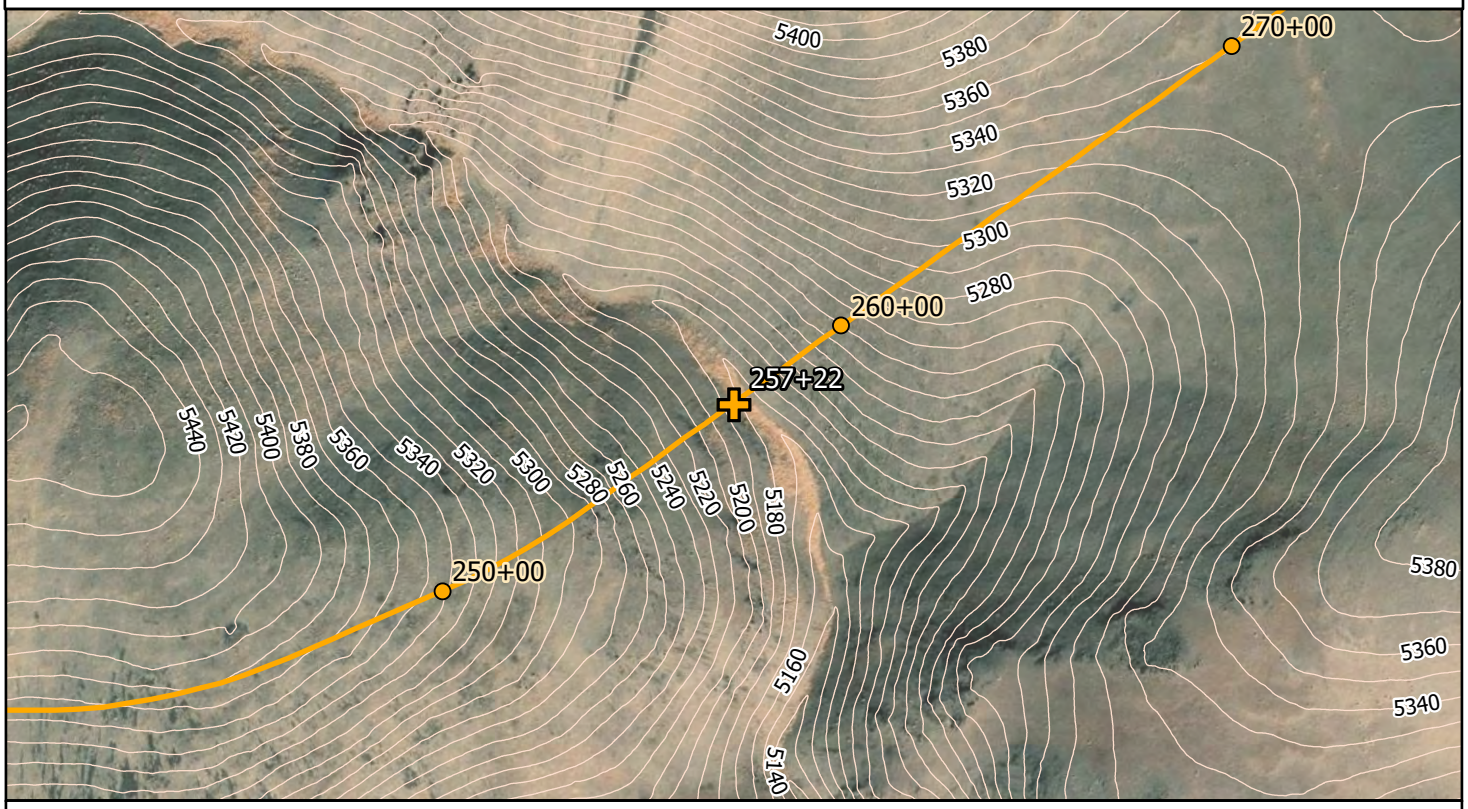
Strength: moderately strong (chips)

Weathering: moderate

Comments: On hill slope towards vista

General Comments

Data point taken in bottom of drainage.



Project Name: La Posada Geotechnical Investigation Station Name: 257+22

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 270+06

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

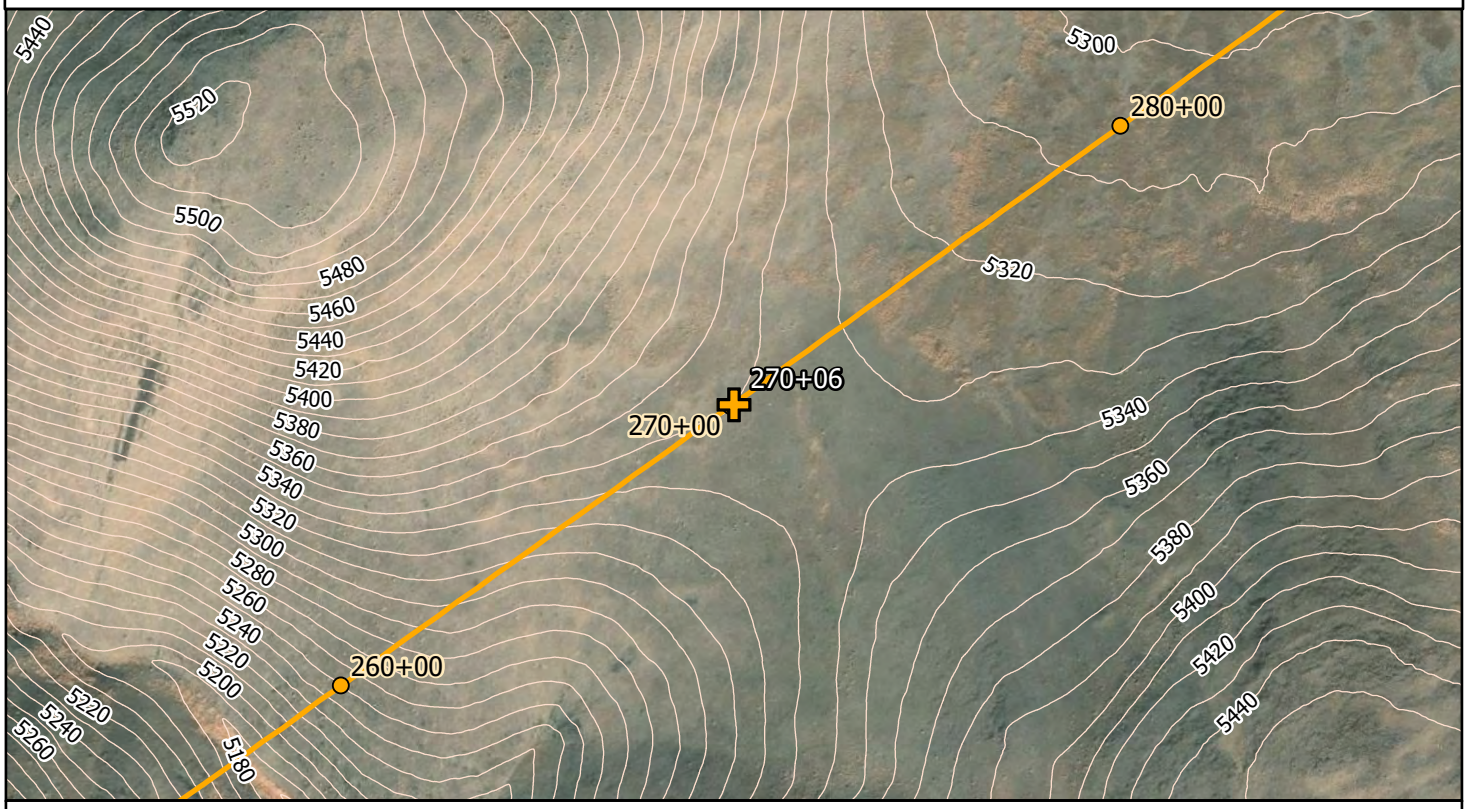
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 270+06

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 280+06

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Soil

Comment: Likely clay soil

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

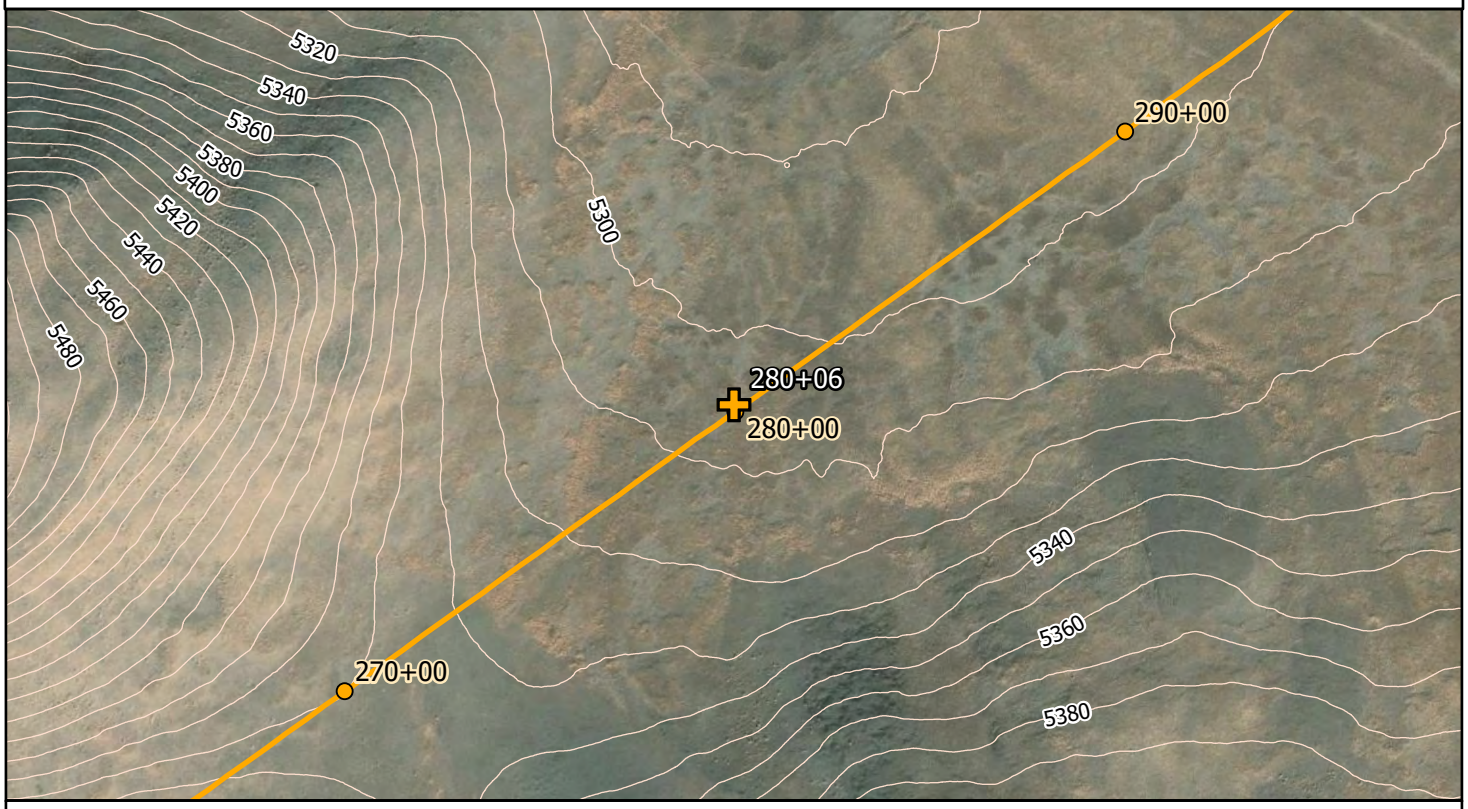
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 280+06

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 291+60

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: Smaller rounded rock

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

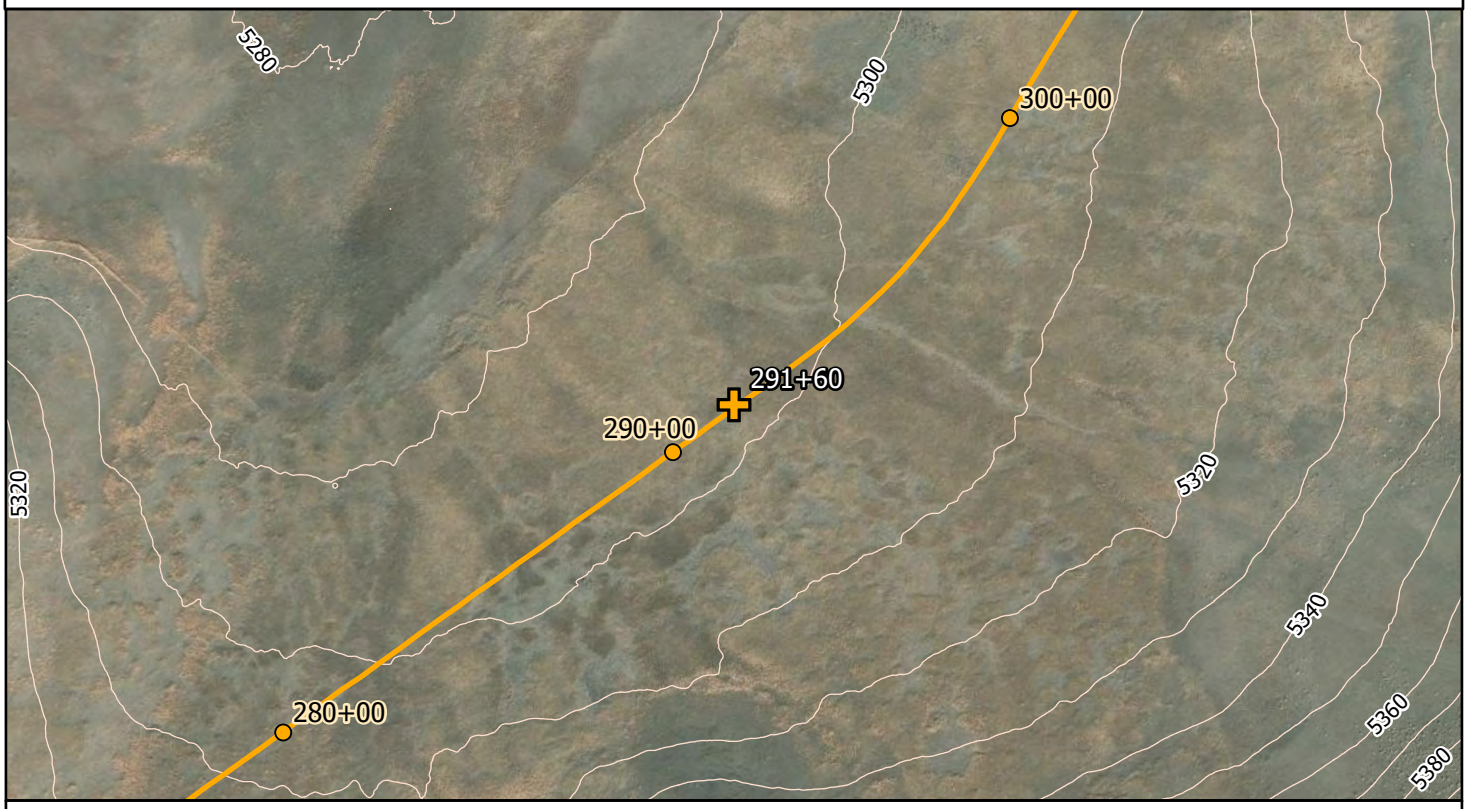
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 291+60

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 300+48

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

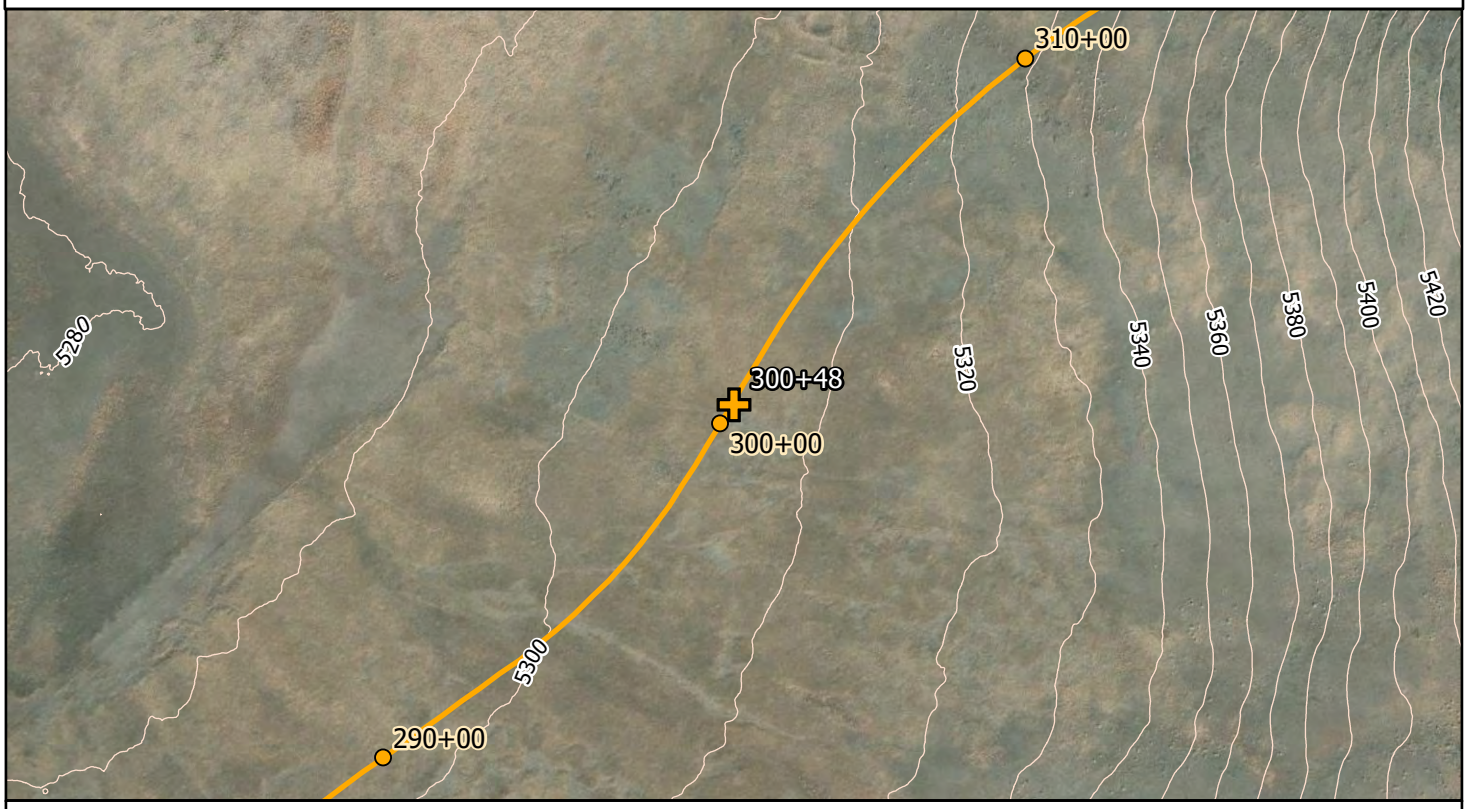
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 300+48

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 310+29

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

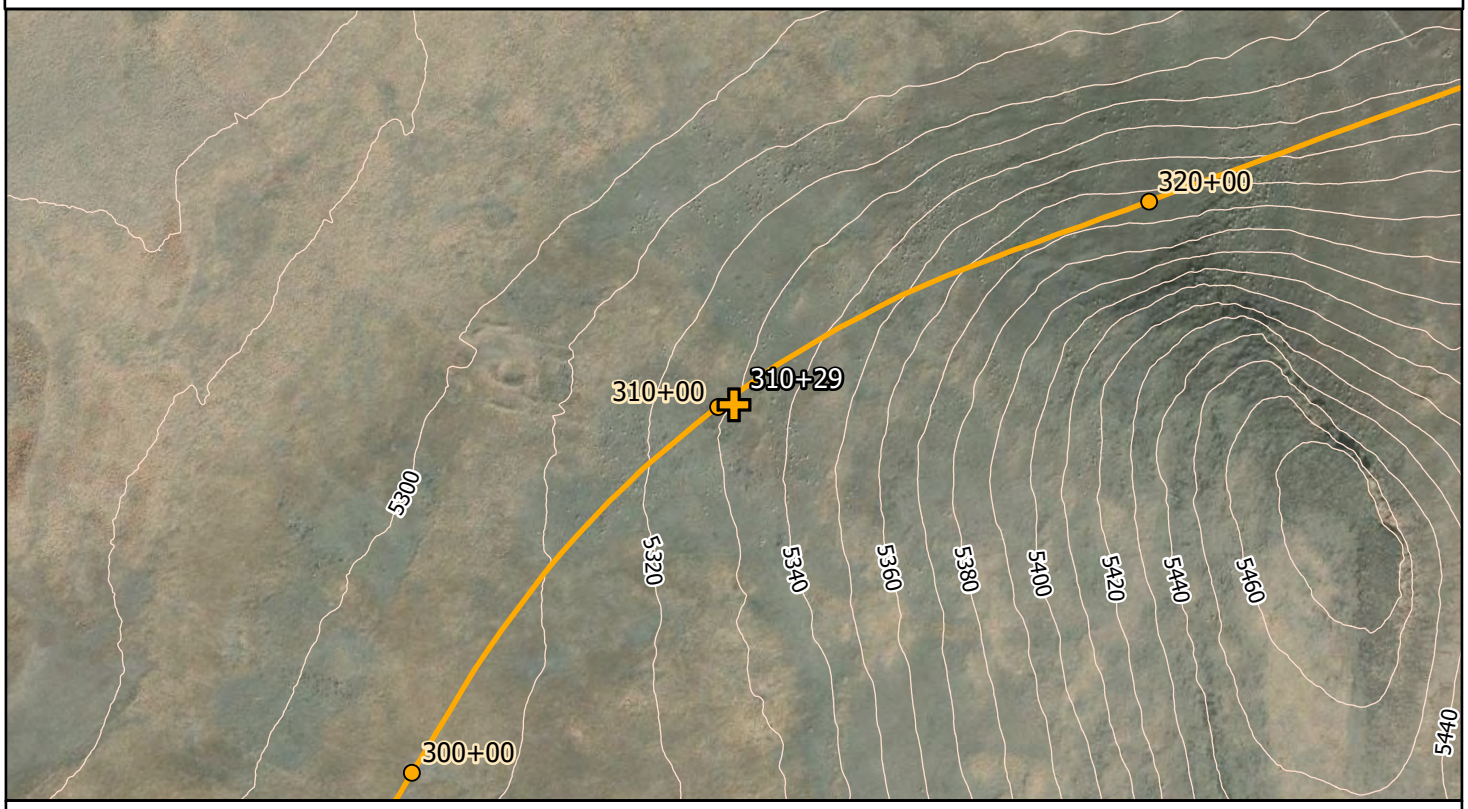
Strength: --

Weathering: --

Comments: --

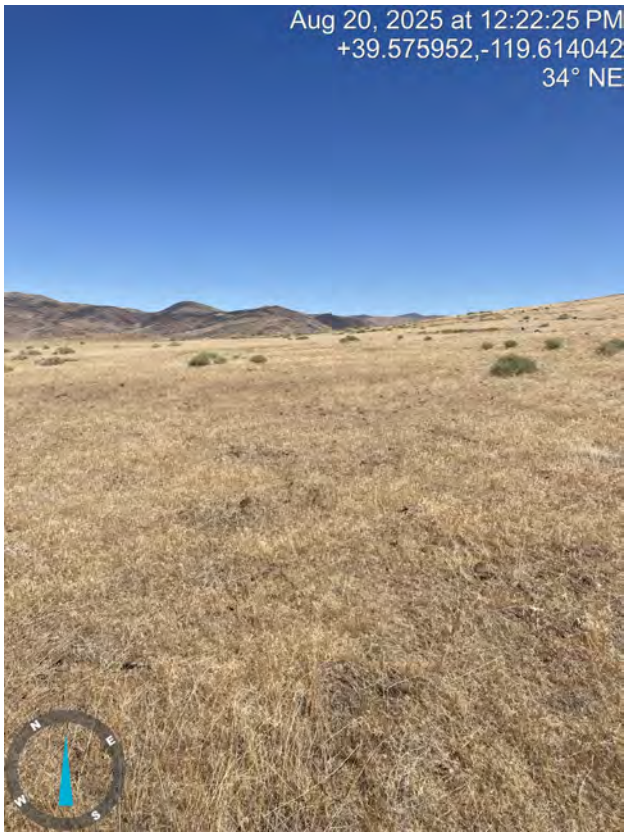
General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 310+29

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 319+94

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Small brush

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

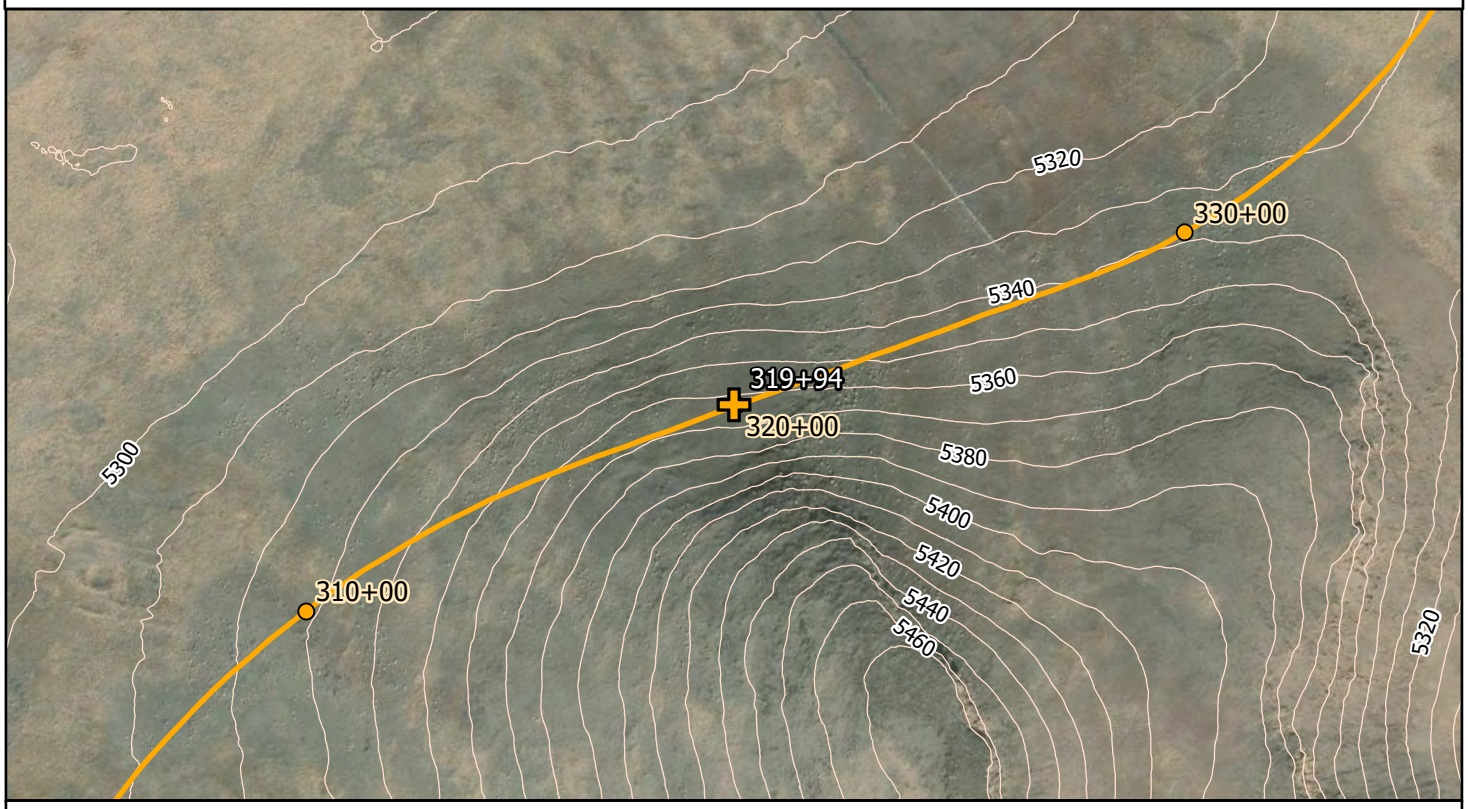
Strength: strong (bounce)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 319+94

Bedrock outcrop uphill from data point.



Looking to TRIC.



Looking to Vista.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 330+16

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

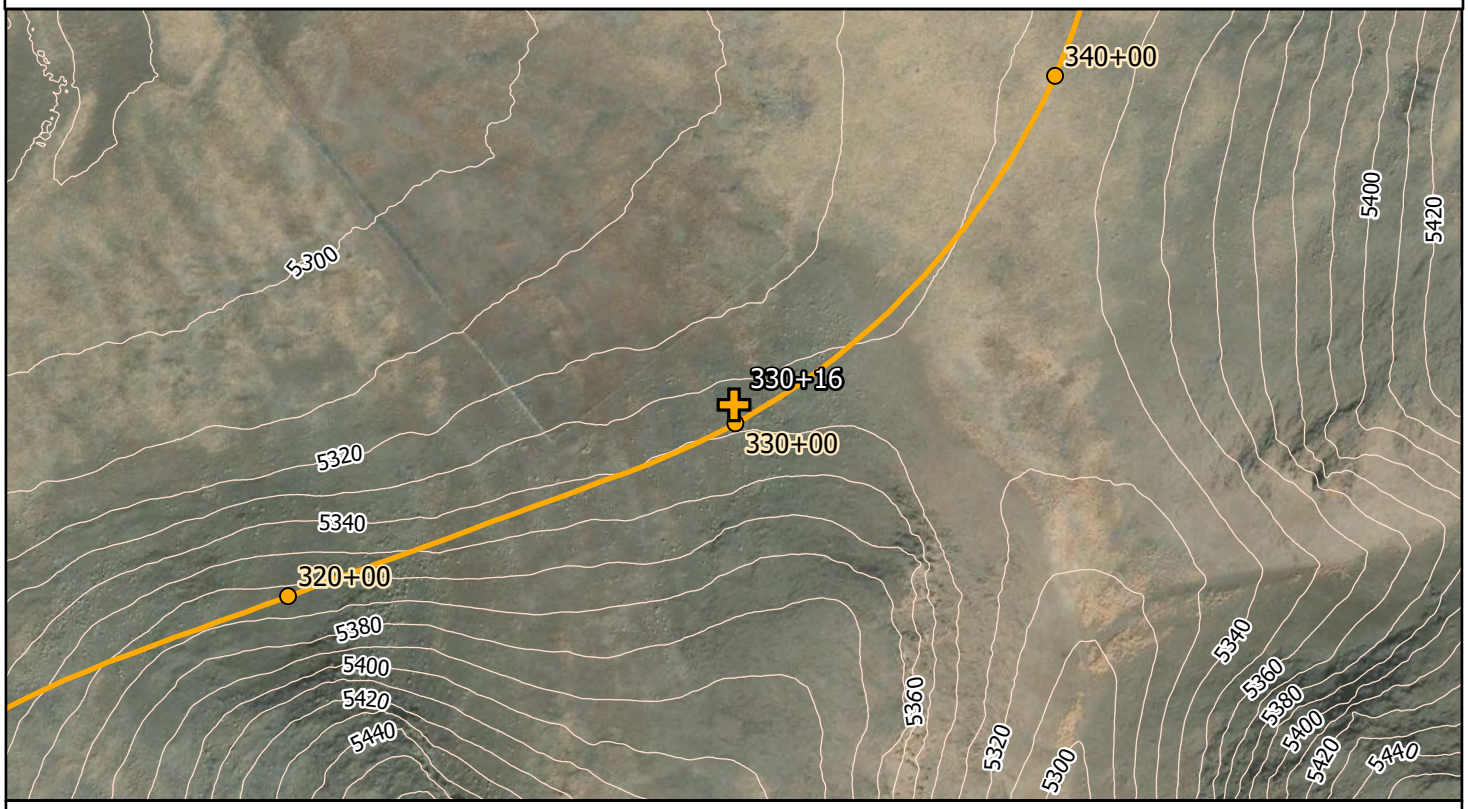
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 330+16

Looking to TRIC.



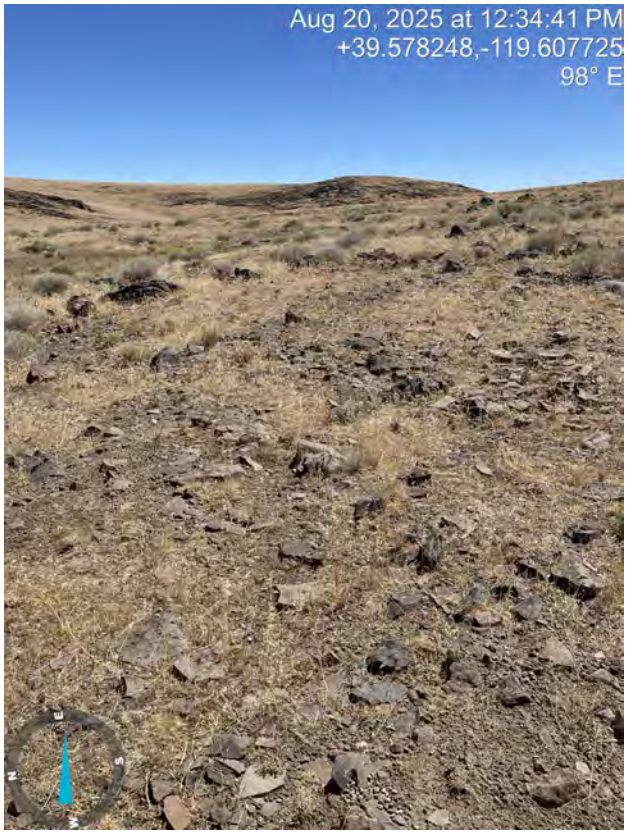
Looking to Vista.



Surficial bedrock.



Surficial bedrock 1.



Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 340+81

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Scattered

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

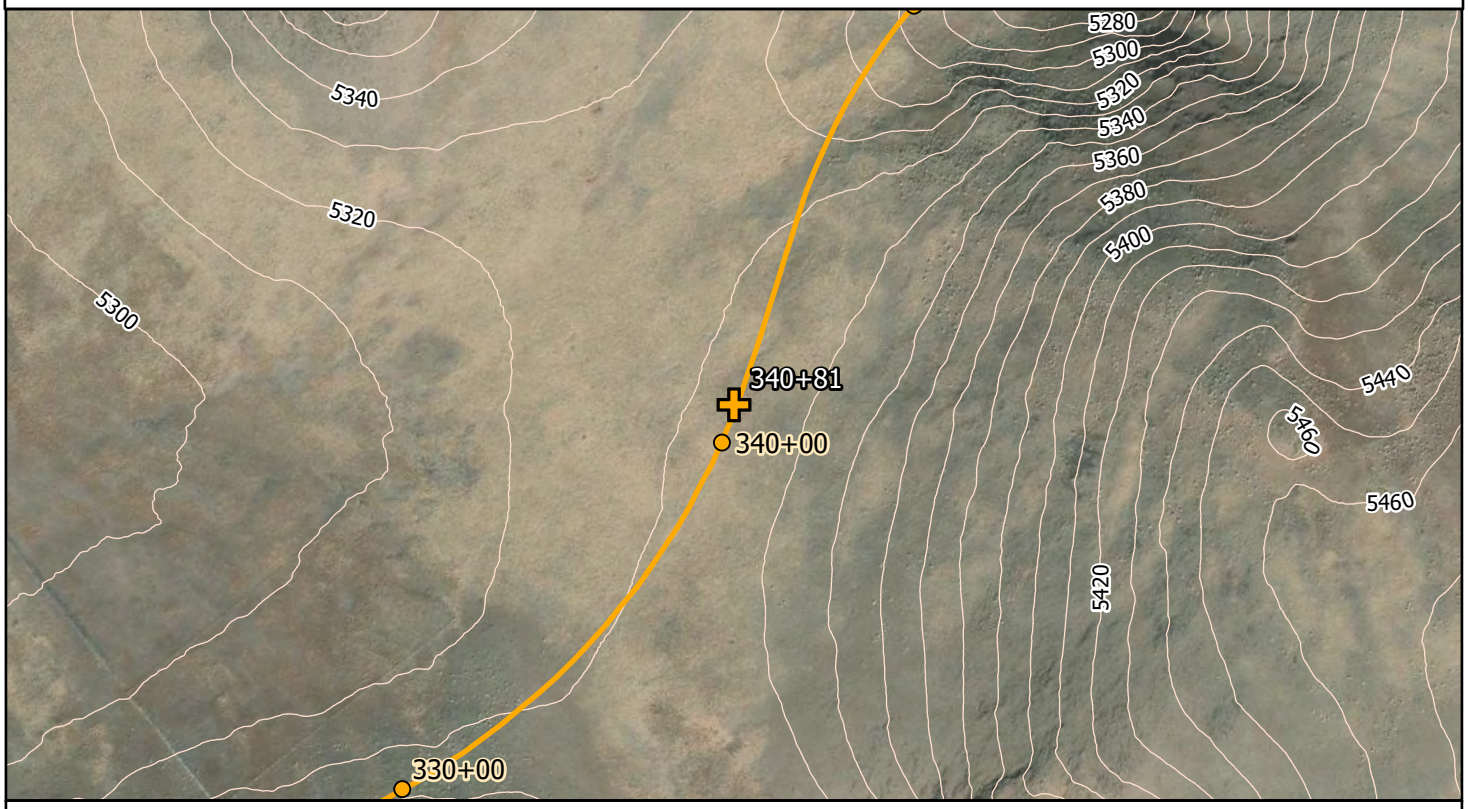
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 340+81

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 349+94

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): <6"

Ground Coverage: light < 25%

Rock Type: Basalt

Comment: Heavier float and scree on hillsides

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

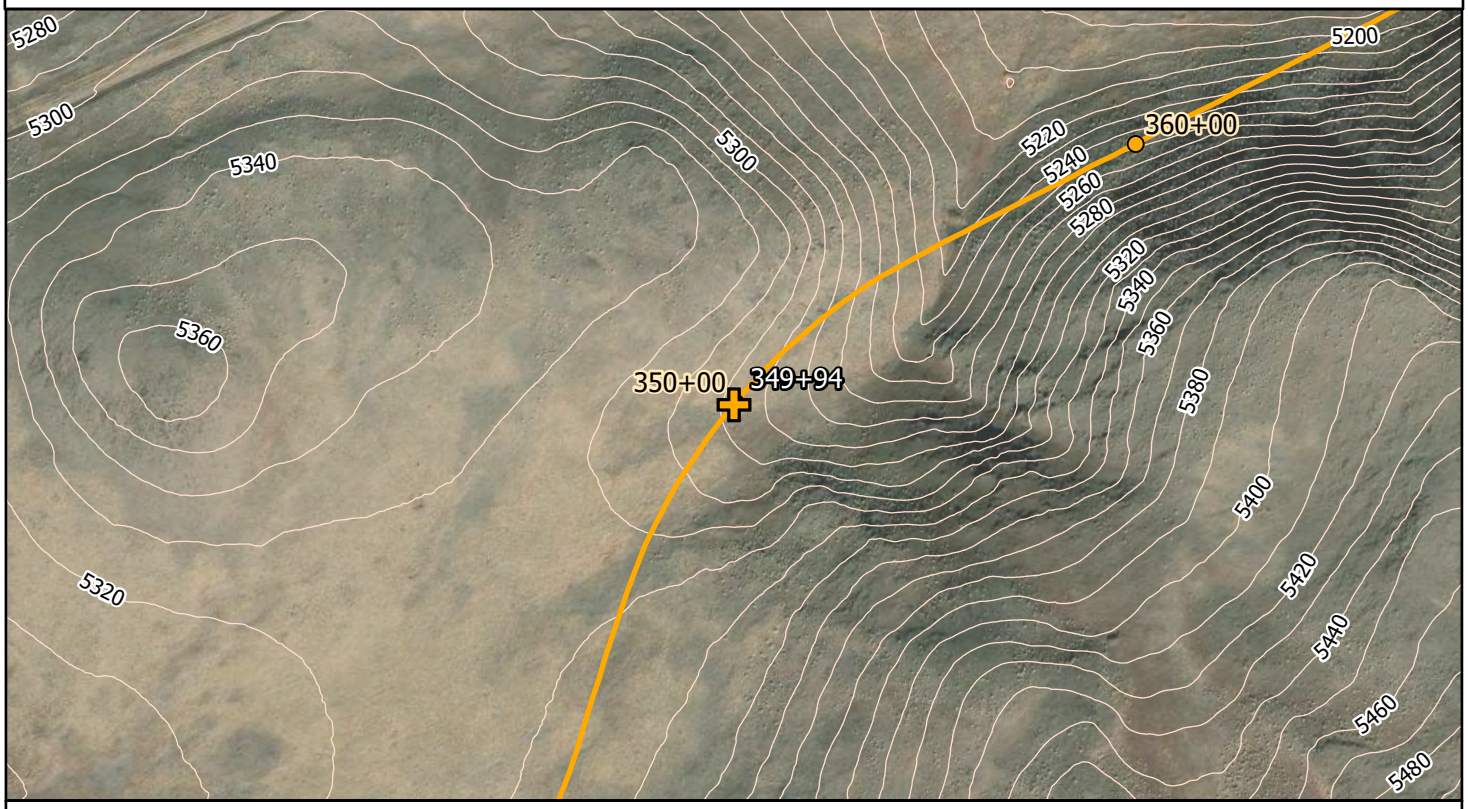
Strength: --

Weathering: --

Comments: --

General Comments

Likely clay soil



Project Name: La Posada Geotechnical Investigation Station Name: 349+94

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 359+68

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Bedrock

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): --

Ground Coverage: --

Rock Type: --

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

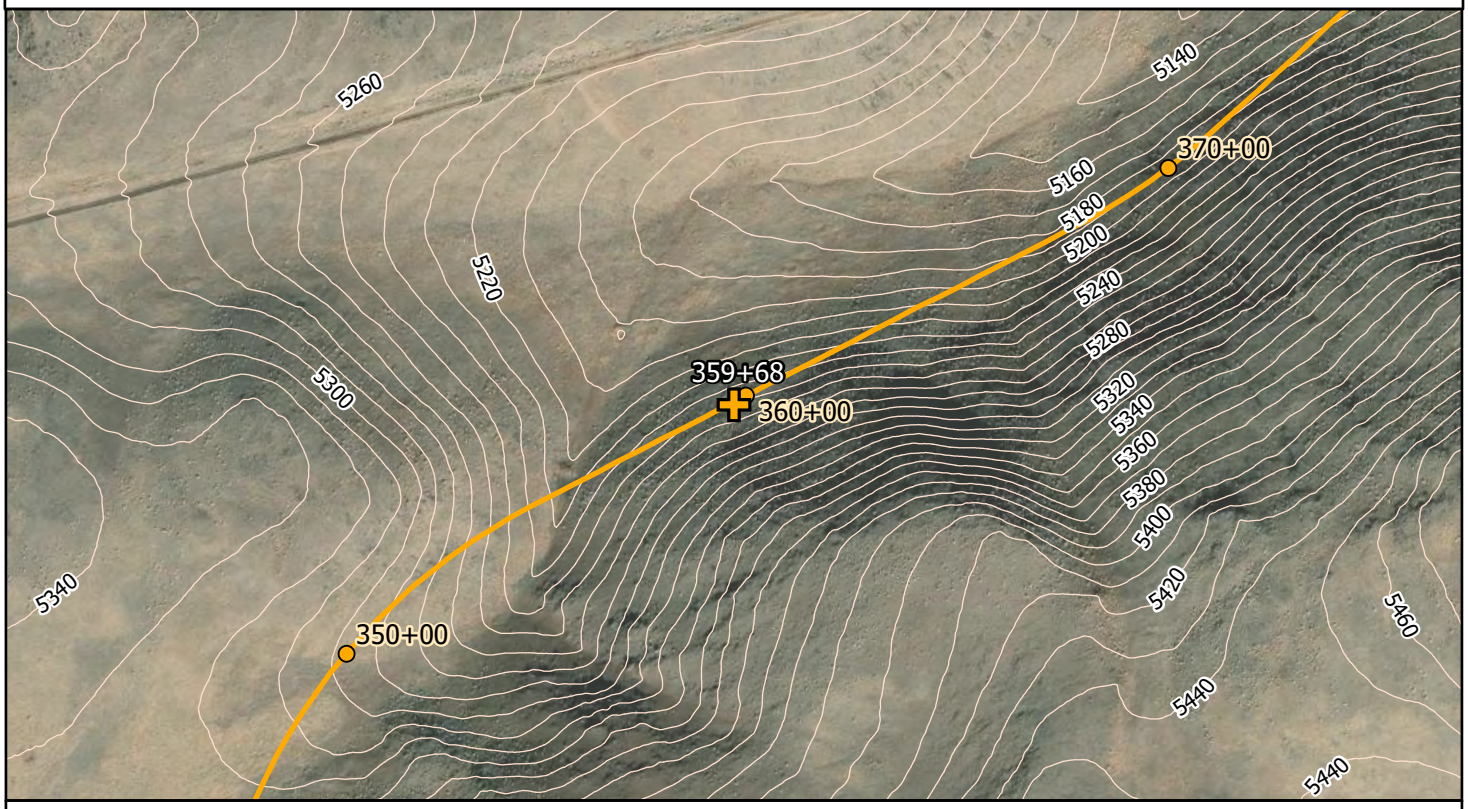
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 359+68

Looking to TRIC.



Looking to Vista.



Surficial bedrock.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 369+61

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush with grasses

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

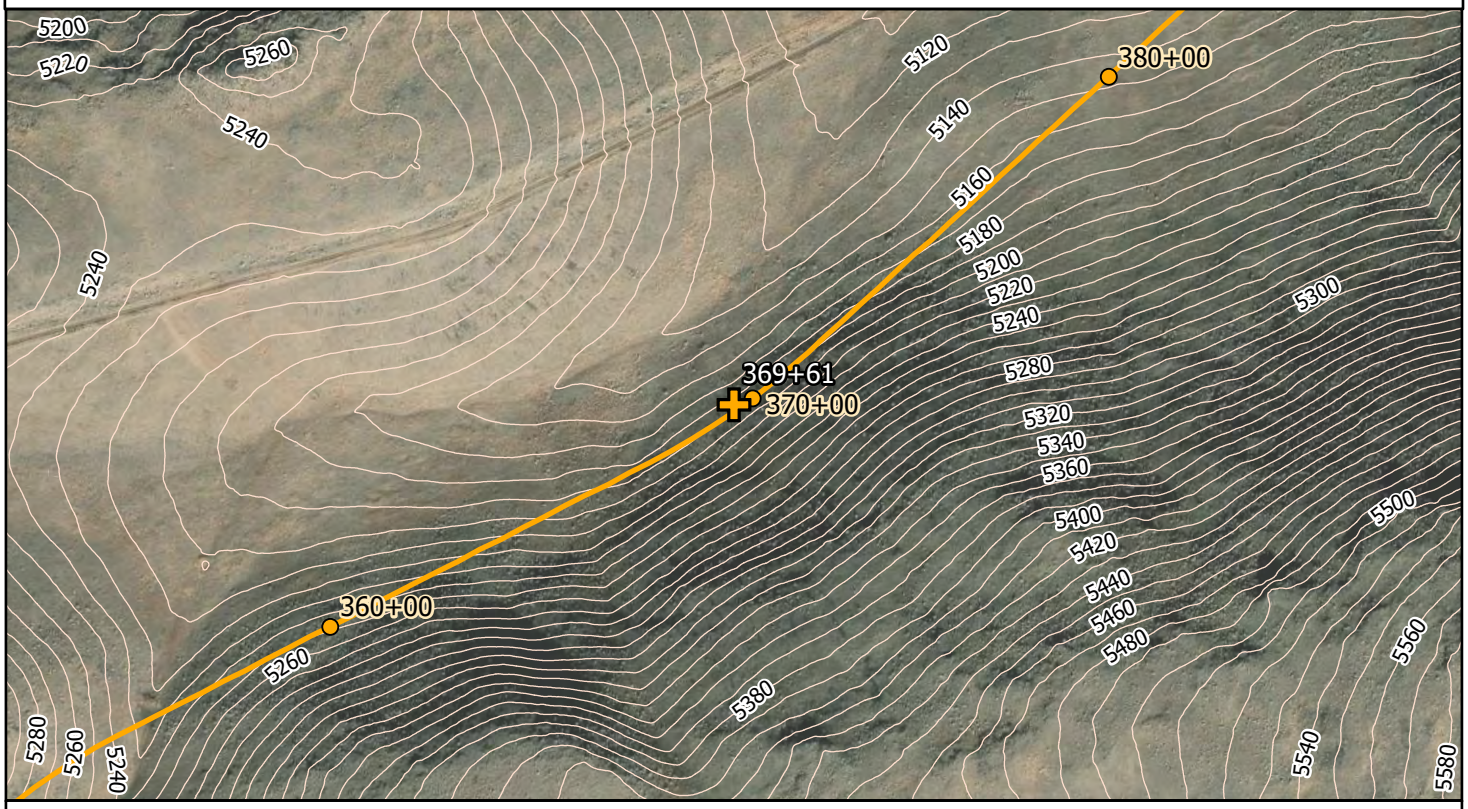
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 369+61

Looking to TRIC.



Looking to Vista.



Scree.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 380+18

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

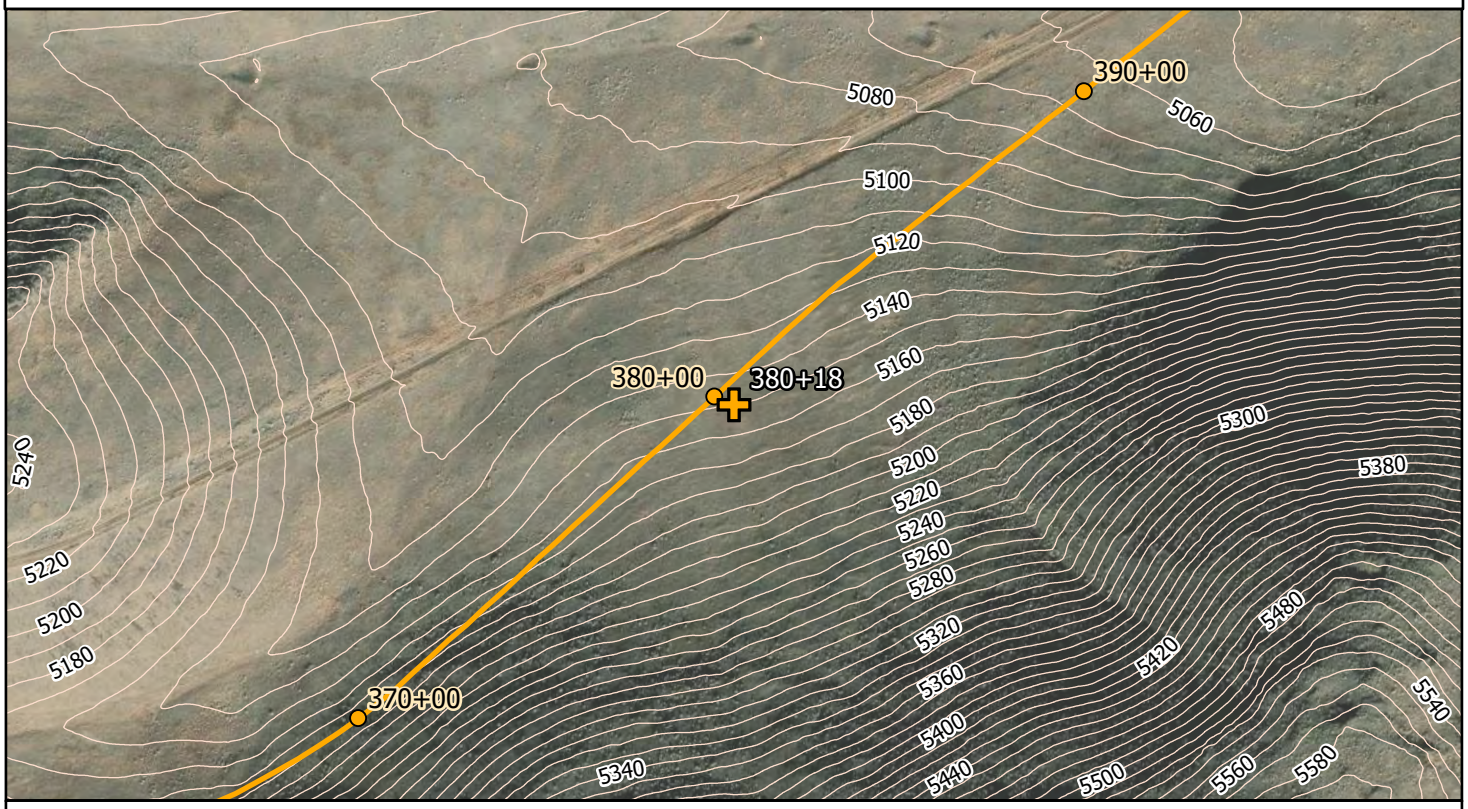
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 380+18

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 390+52

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

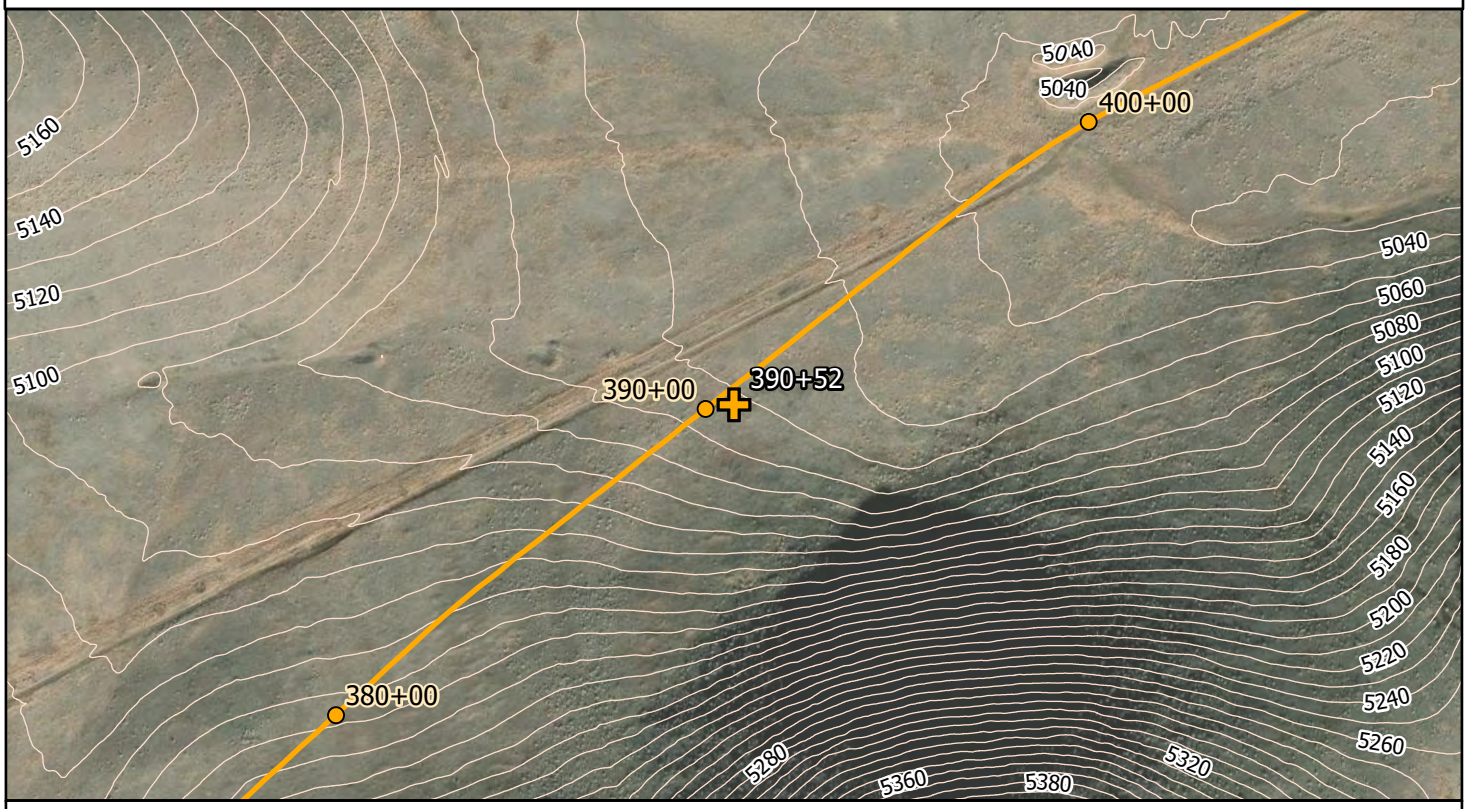
Strength: --

Weathering: --

Comments: --

General Comments

Flatter ground, likely clay soil.



Project Name: La Posada Geotechnical Investigation Station Name: 390+52

Looking to TRIC.



Looking to Vista.



Scree.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 401+24

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: light < 25%

Rock Type: Basalt/andesite

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

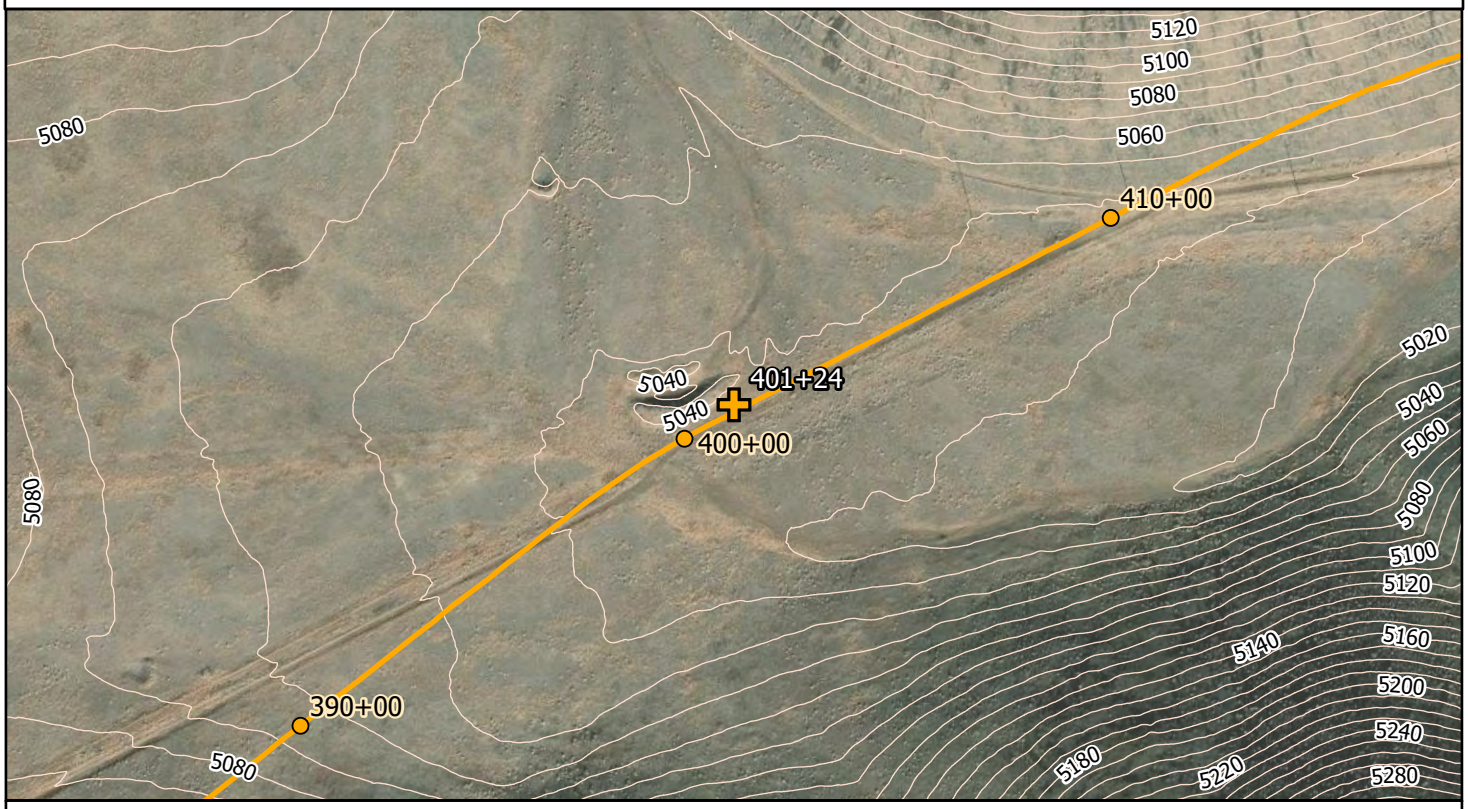
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 401+24

Looking to TRIC.



Looking to Vista.



Open excavation next to data point.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 410+02

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

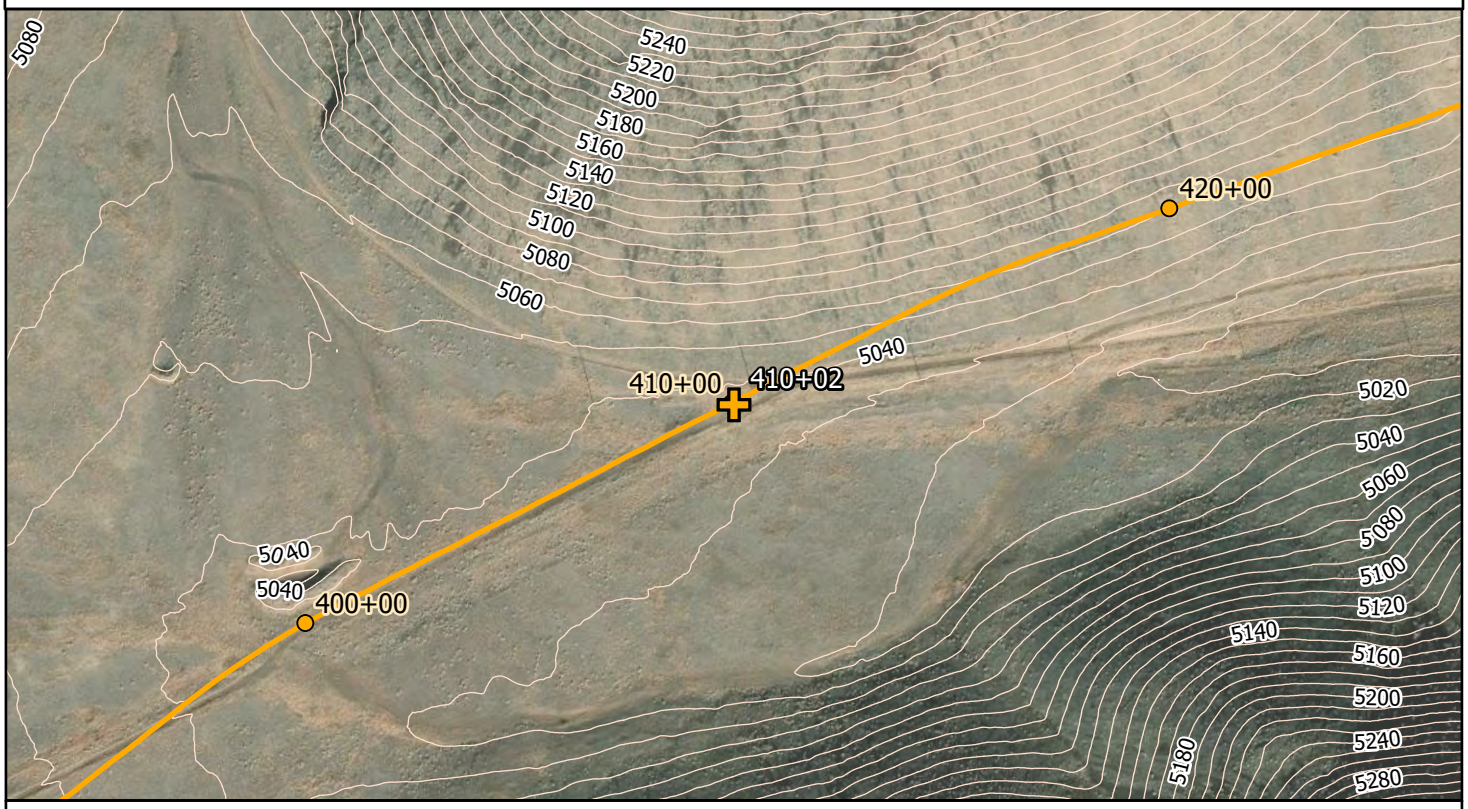
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 410+02

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 420+18

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: Shallow bedrock likely

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

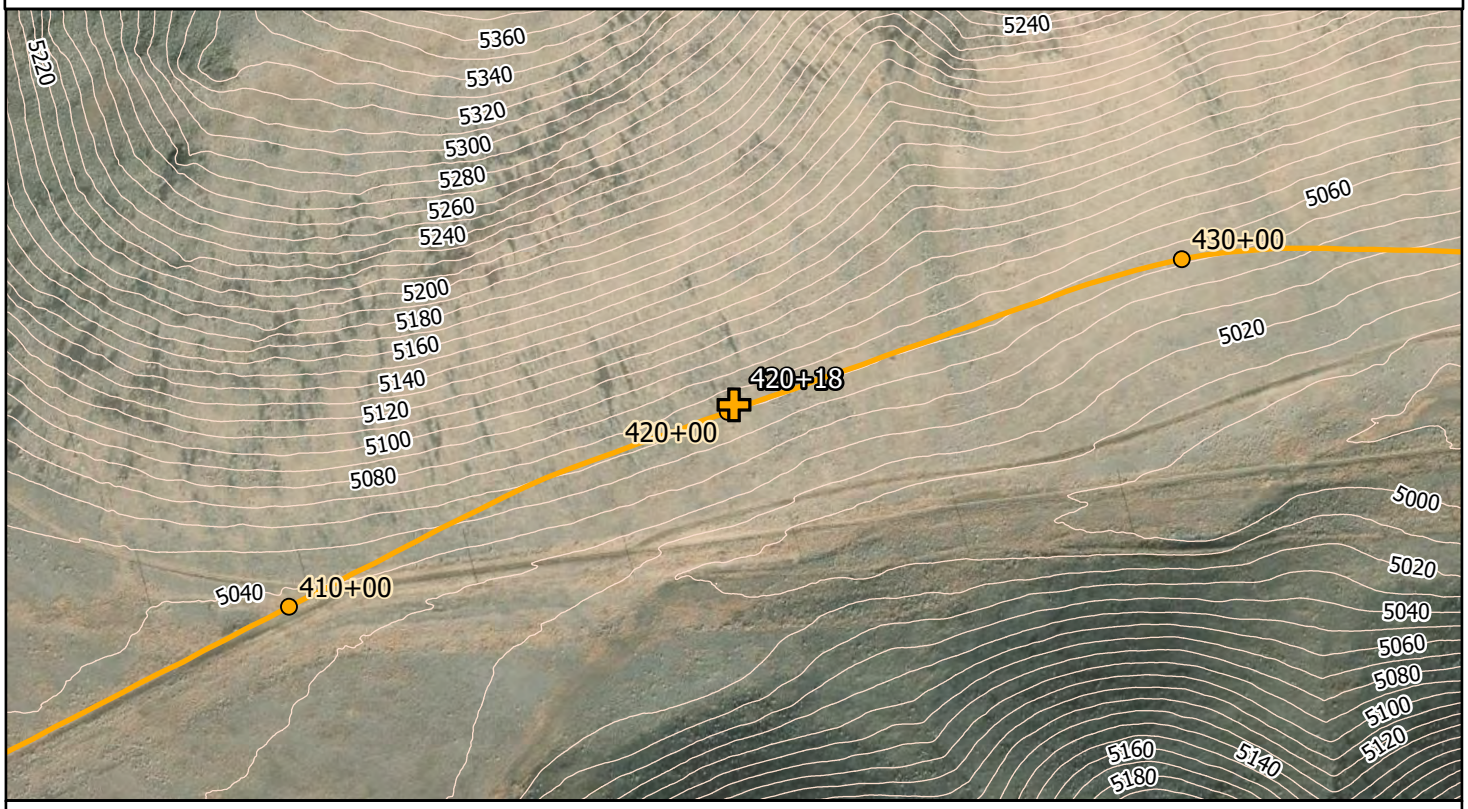
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 420+18

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 430+18

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt/andesite

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Few small sage brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

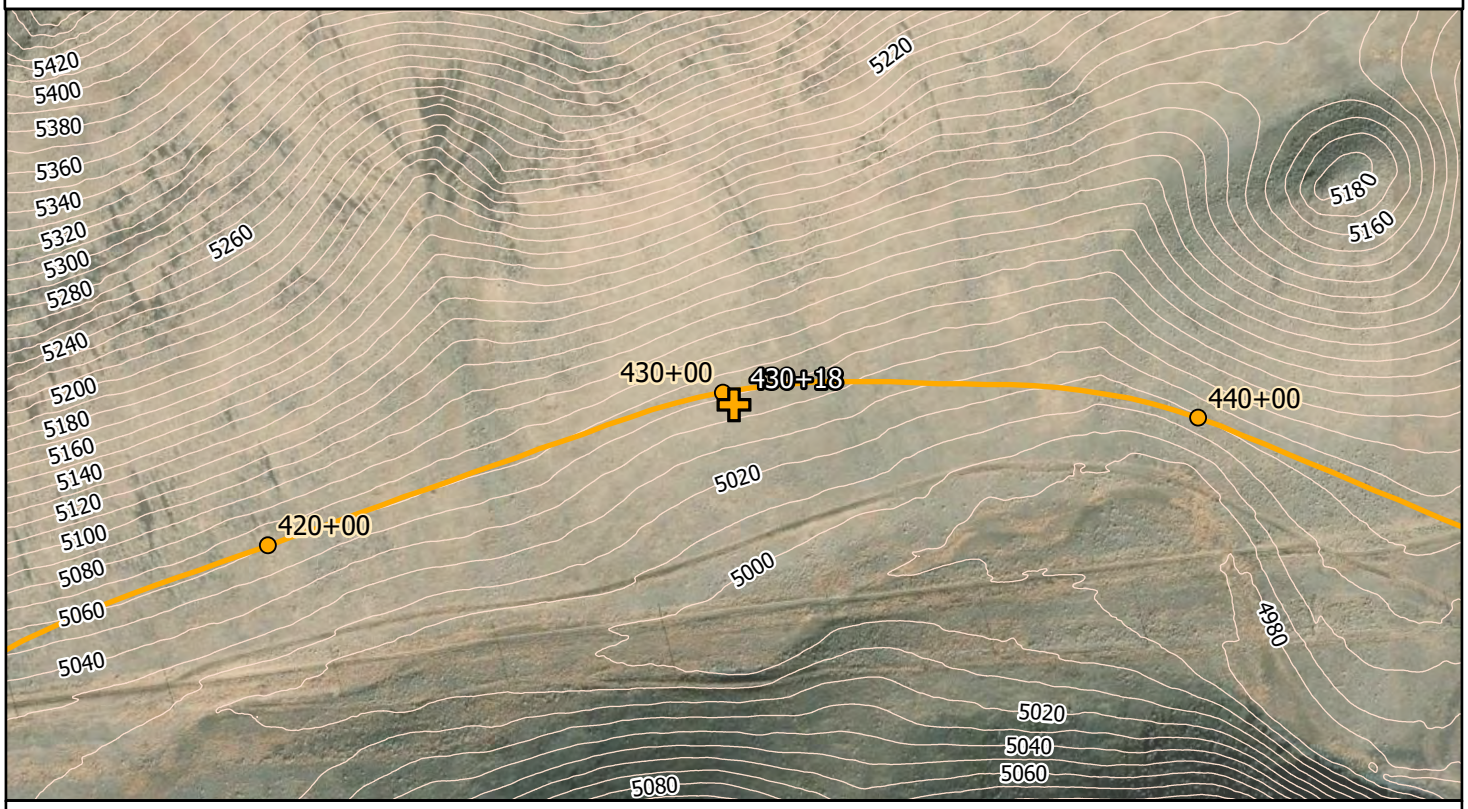
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 430+18

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 440+38

Project Number: 8312057 Survey Date: 08/20/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Moderate to heavy coverage

Vegetation

Type: brush

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

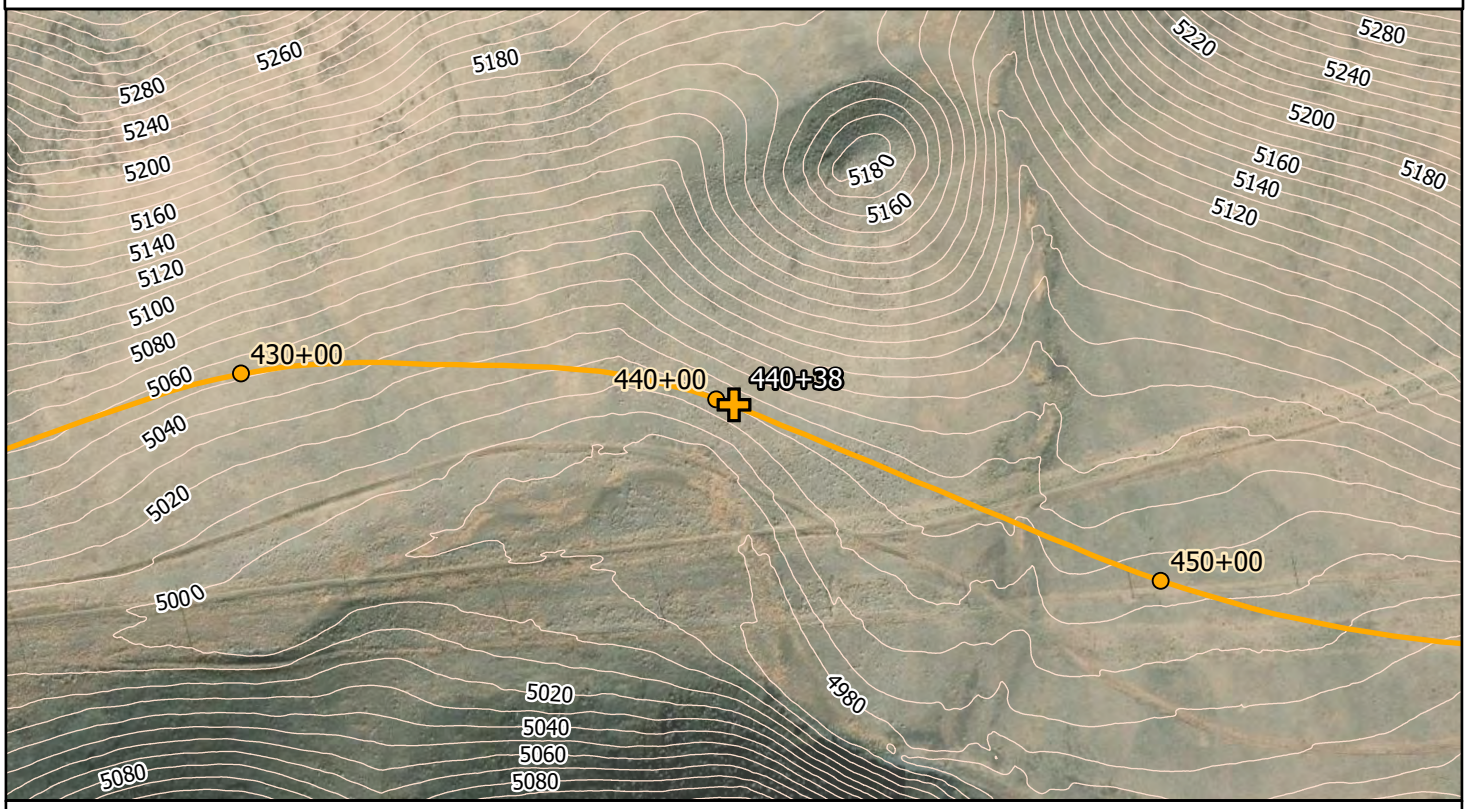
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 440+38

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 450+52

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Light to moderate coverage

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

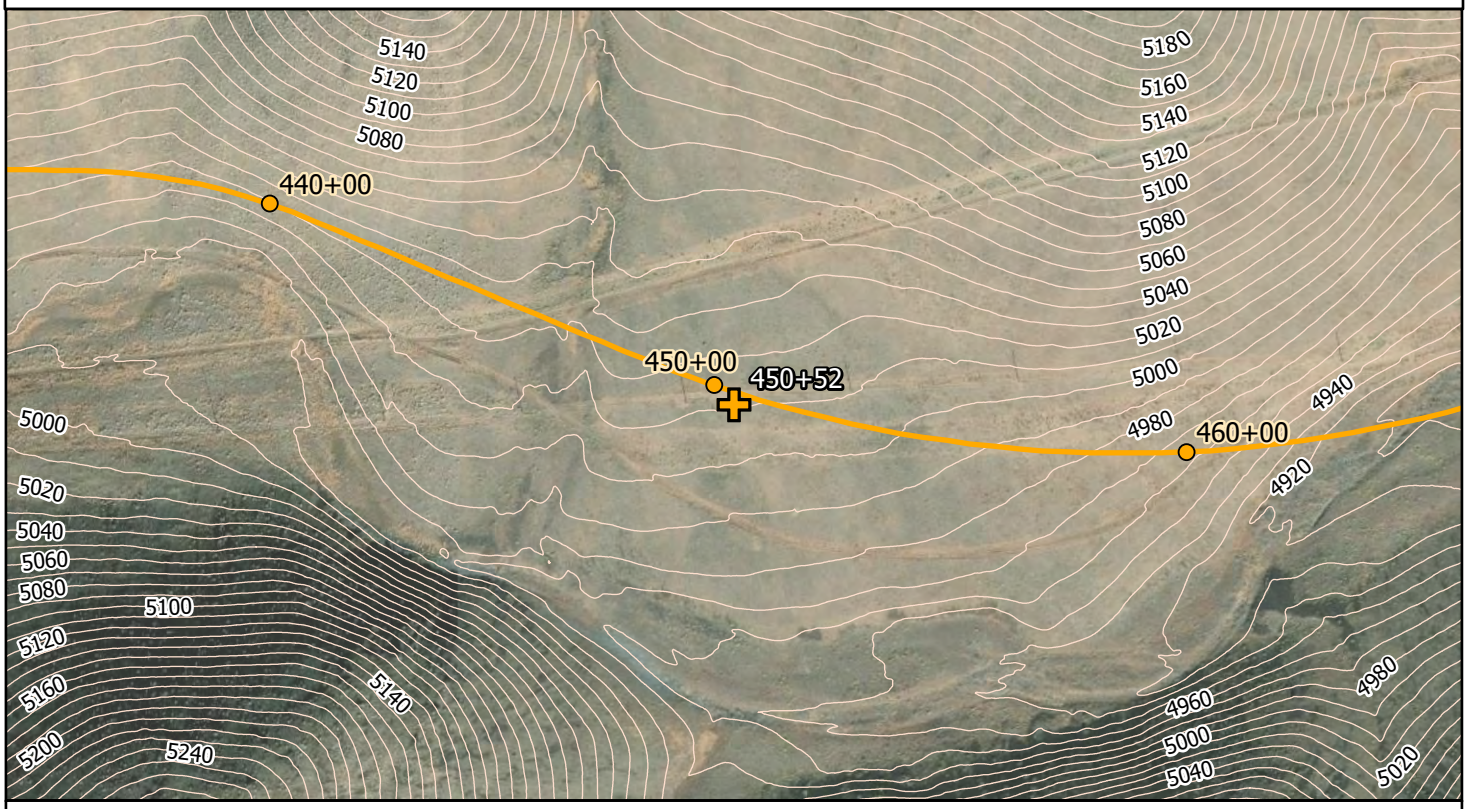
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 450+52

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 460+95

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

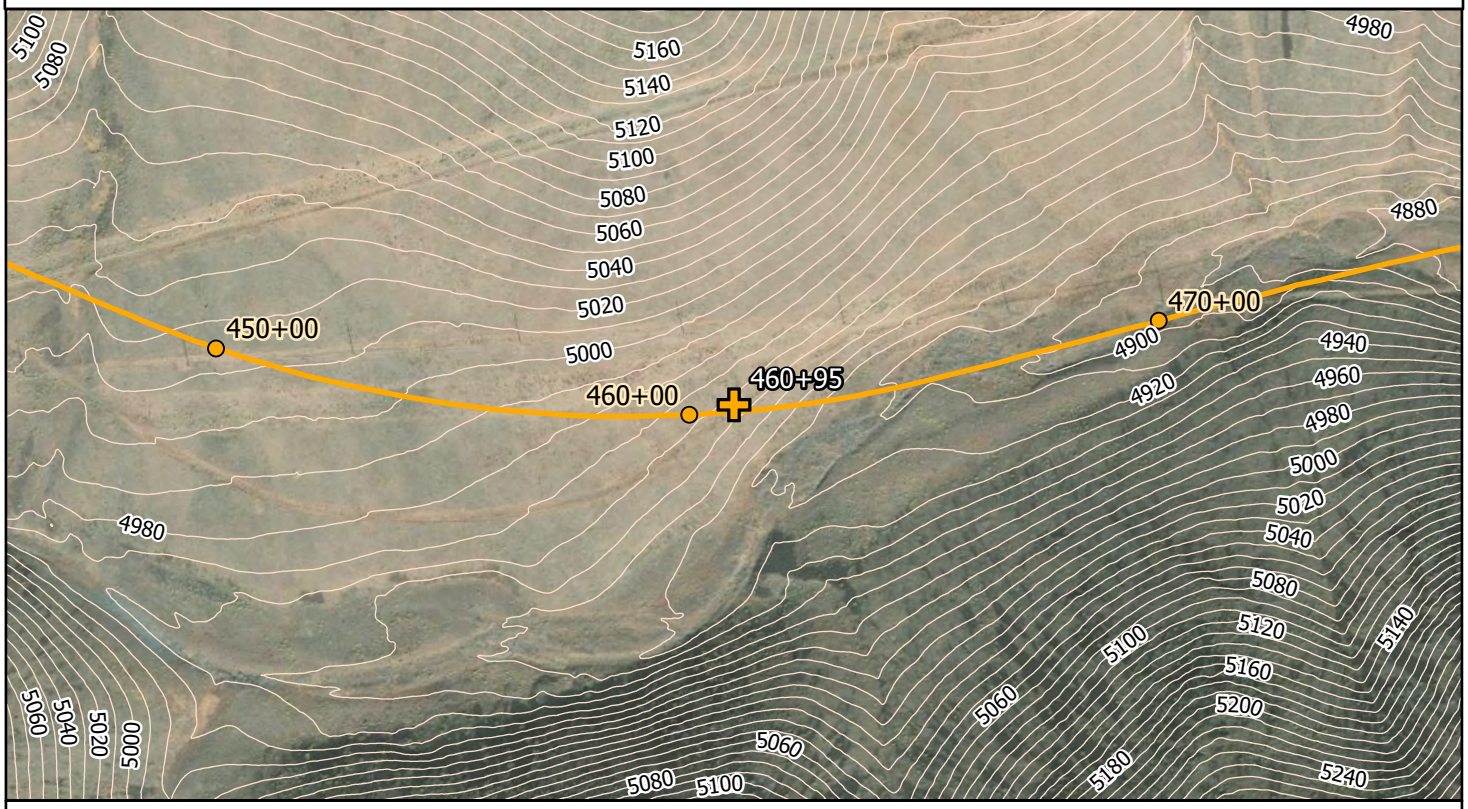
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 460+95

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 469+89

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: Scree uphill from data point

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt/andesite

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Medium sagebrush with grasses

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

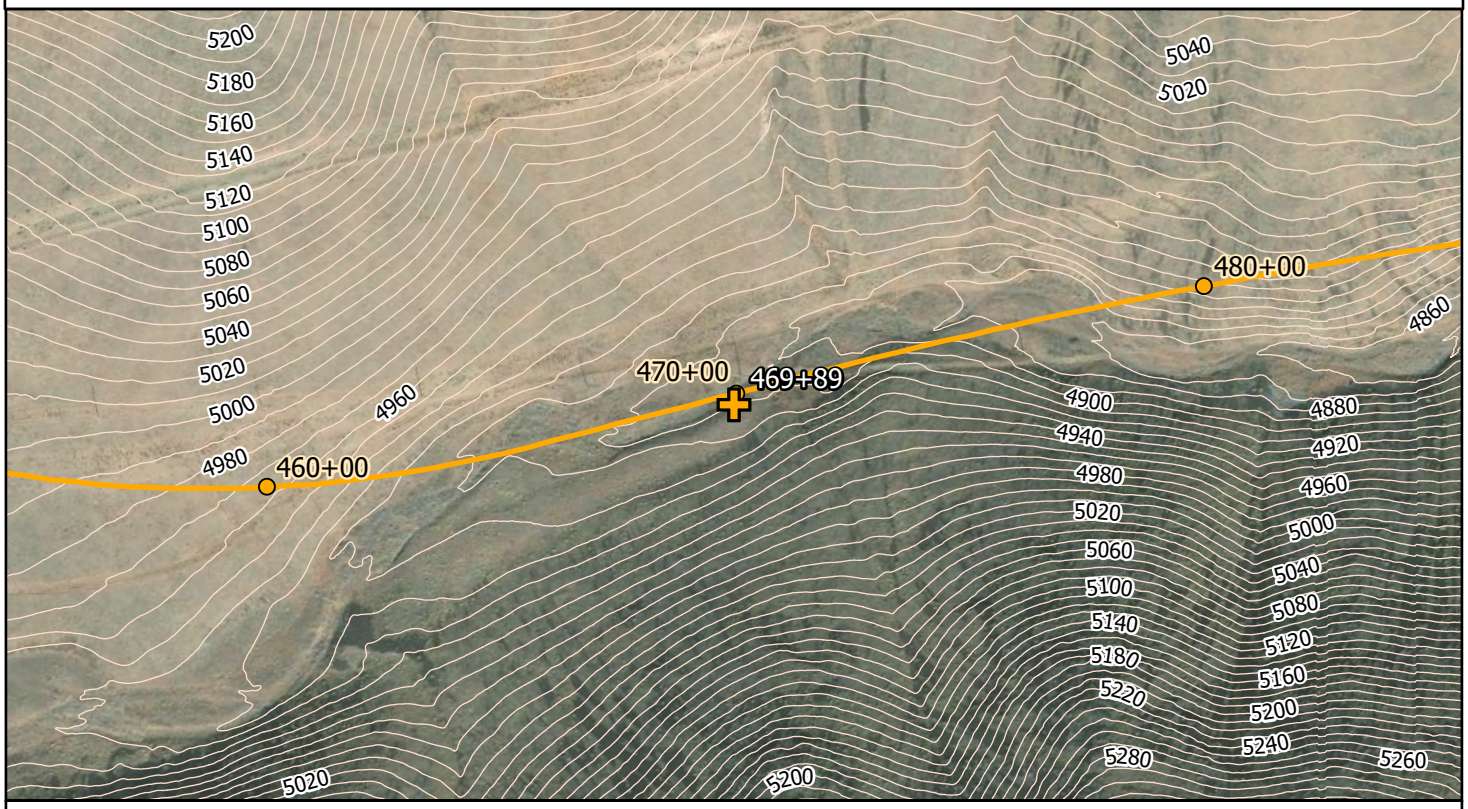
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 469+89

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 477+20

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt/andesite

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Andesite

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

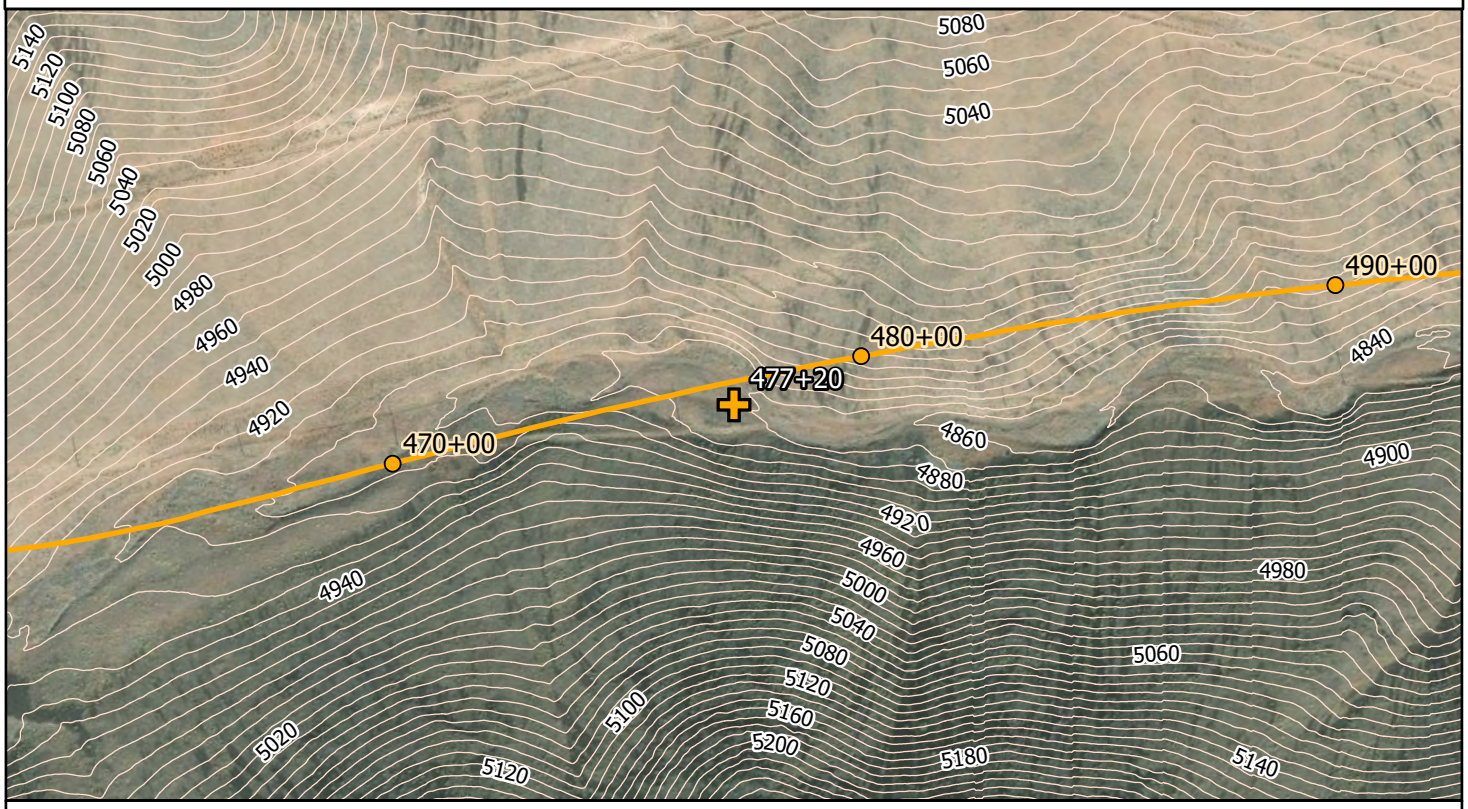
Strength: moderately strong (chips)

Weathering: moderate

Comments: Moderately strong to strong

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 477+20

Rock outcropping with Scree in background.



No Photo

No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 480+03

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

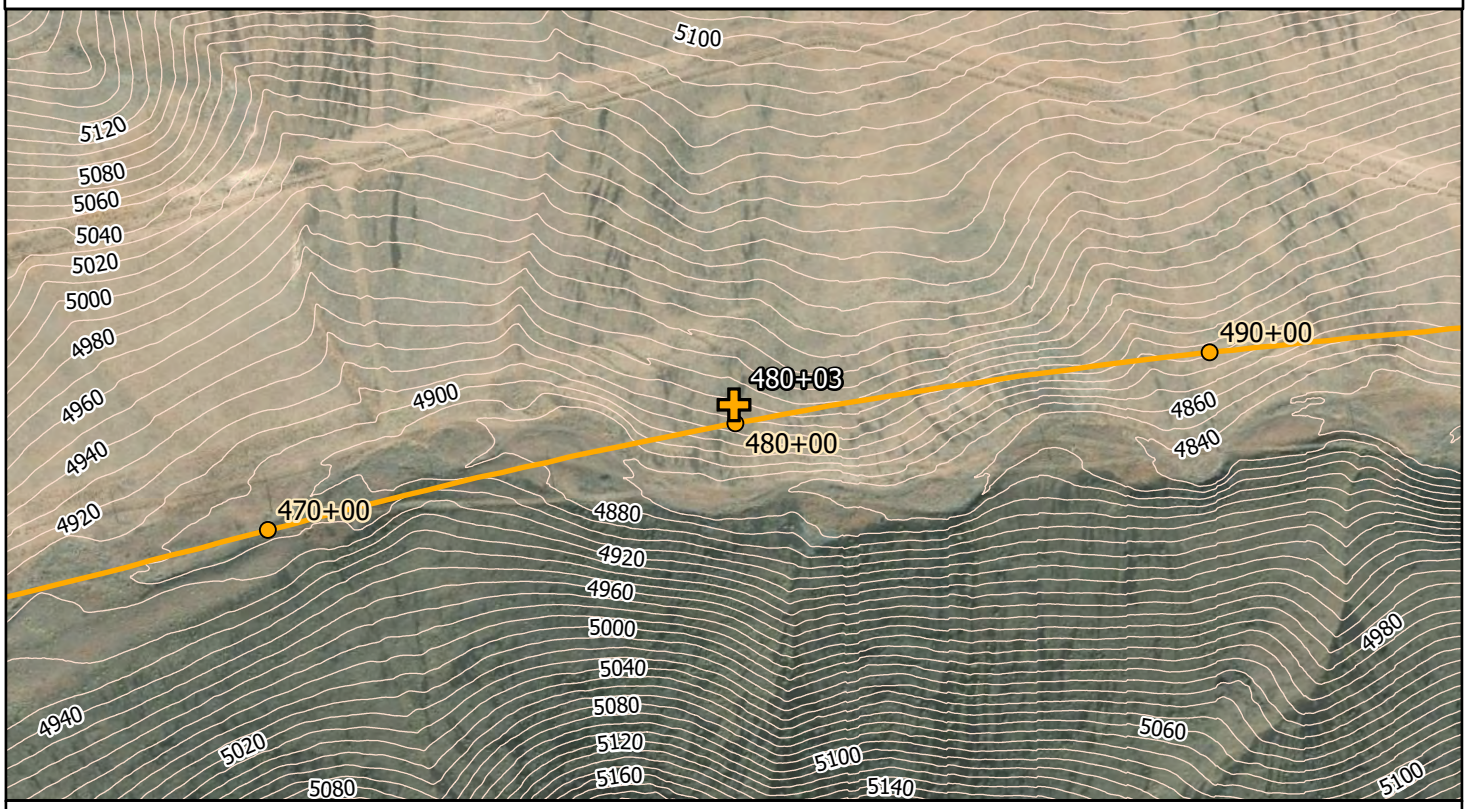
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 480+03

Looking to TRIC.



Looking to Vista.



Photo 3.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 490+06

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 0.3 - 2ft

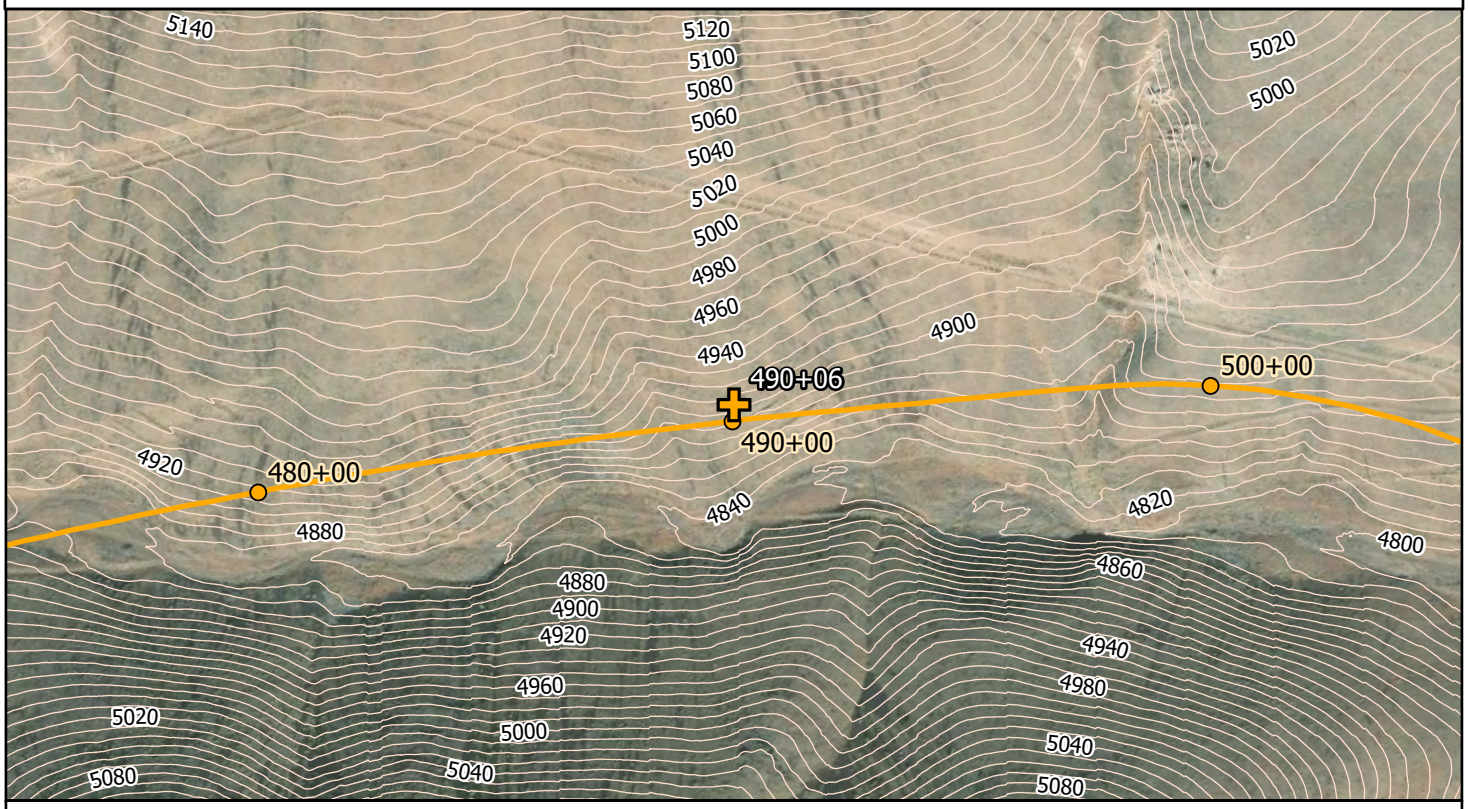
Strength: moderately strong (chips)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 490+06

Bedrock cut downhill from data point.



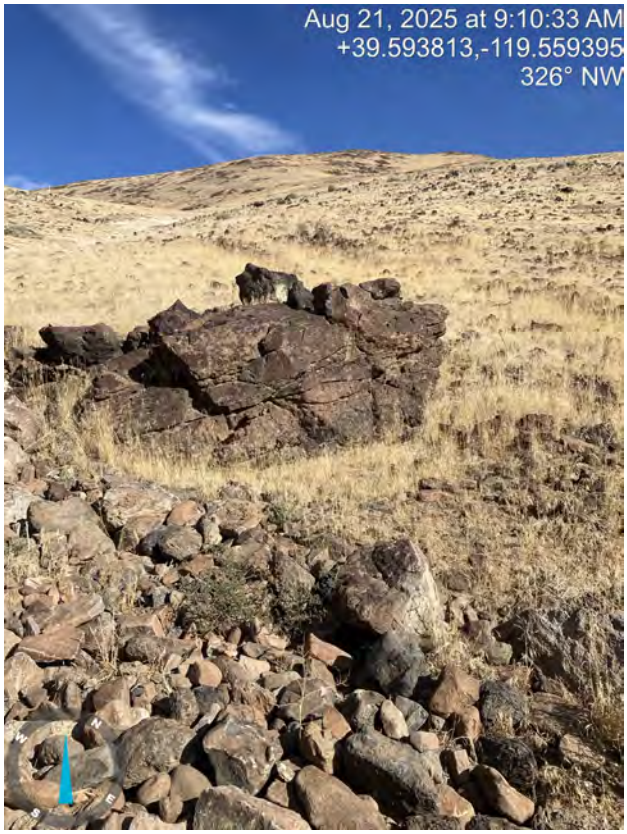
Looking to TRIC.



Looking to Vista.



Outcropping downhill from data point.



Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 500+20

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

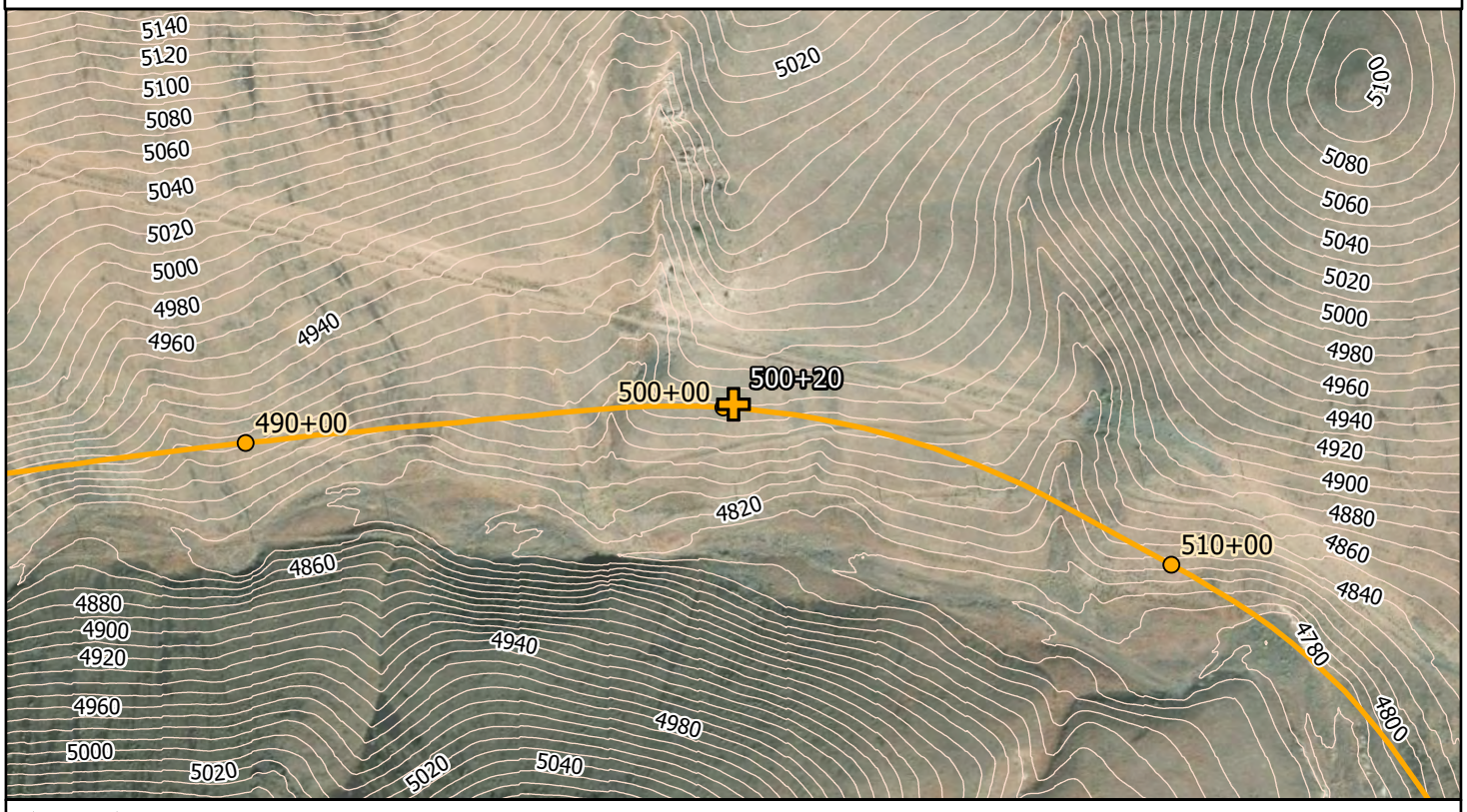
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 500+20

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 509+98

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt/andesite

Comment: Moderate to heavy

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

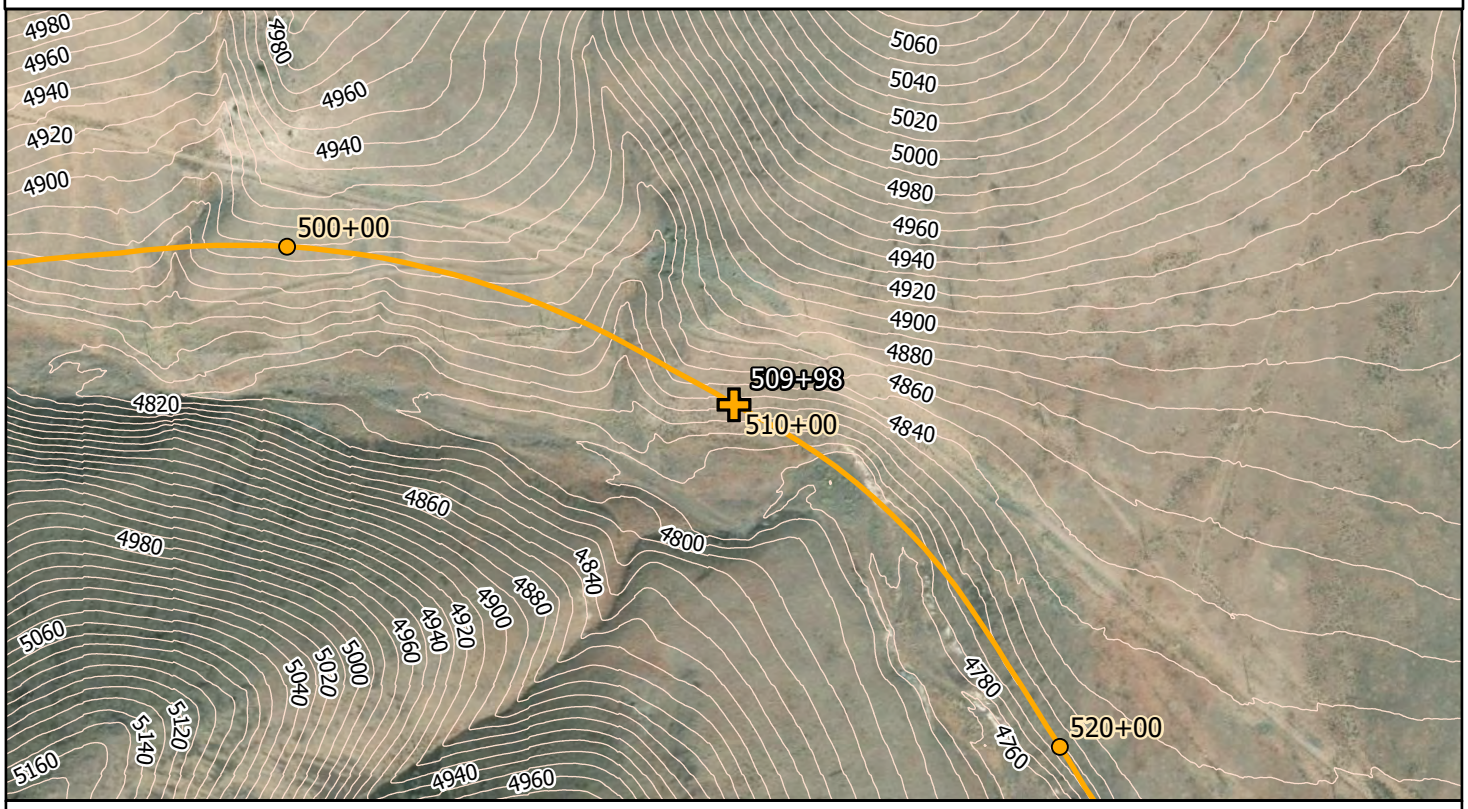
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 509+98

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 519+84

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: Scree with boulders

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Small to medium brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

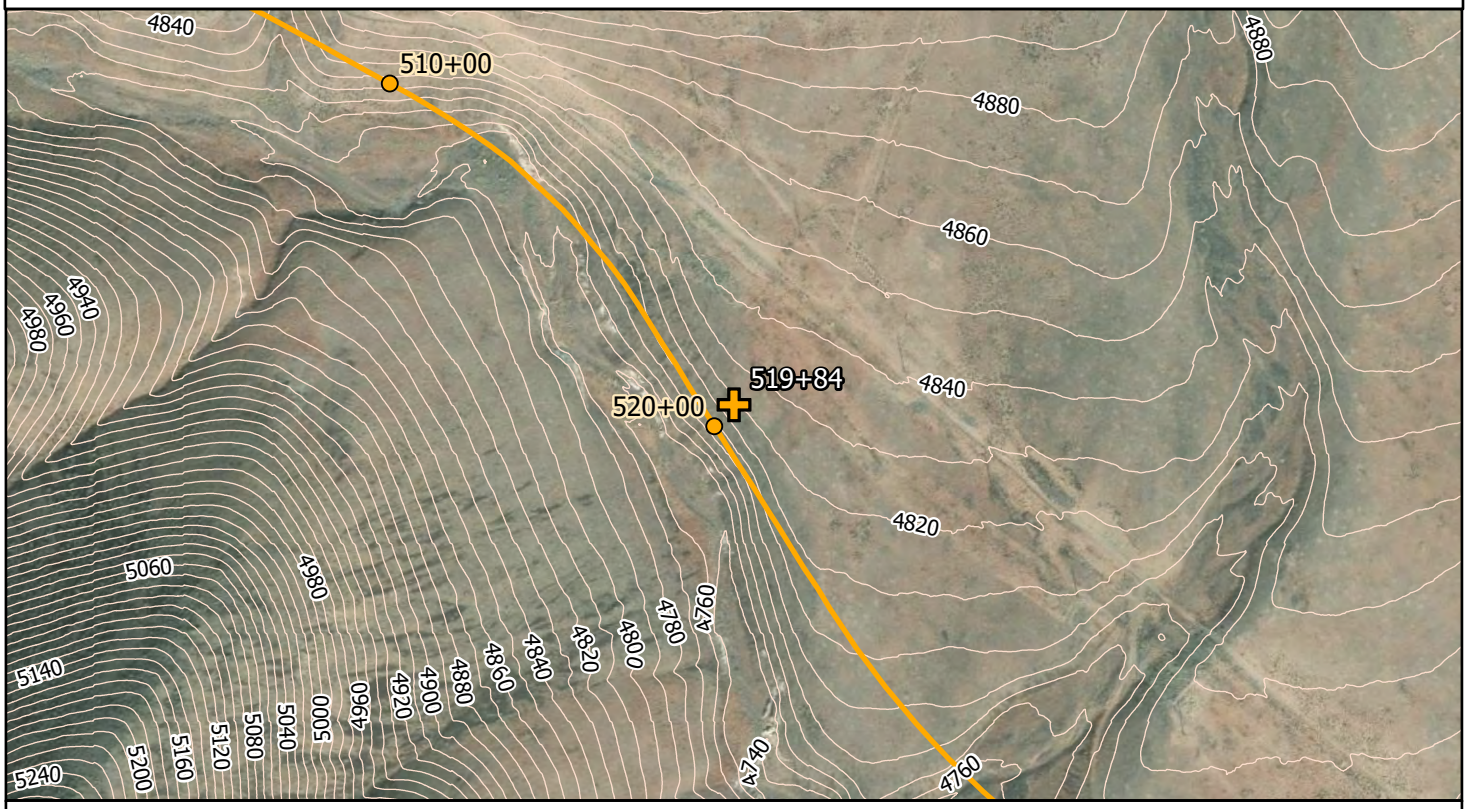
Strength: --

Weathering: --

Comments: --

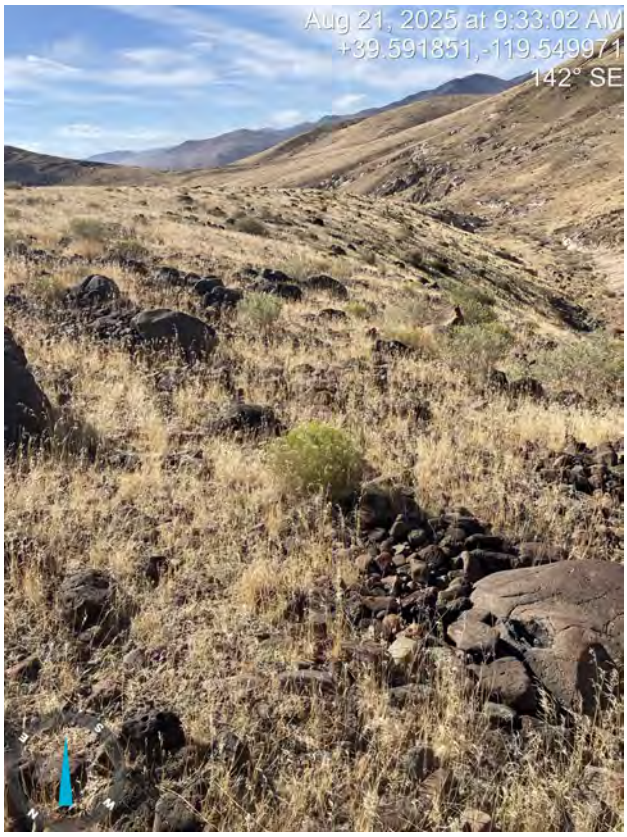
General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 519+84

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 531+64

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: Small brush with grasses

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

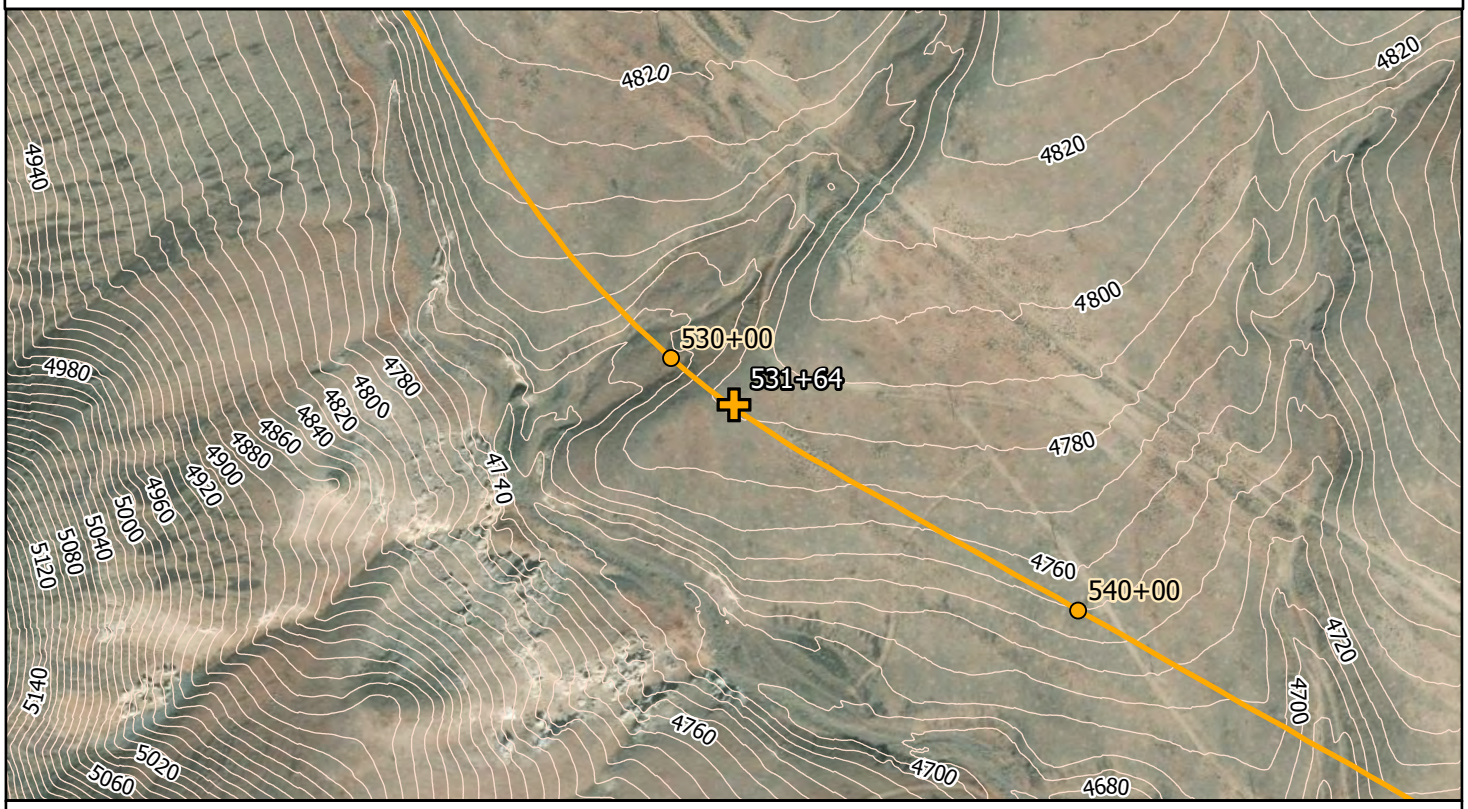
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 531+64

Looking to TRIC.



Looking to Vista. Note scree in drainage channel west of data point..



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 541+12

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Moderate to heavy

Vegetation

Type: grasses

Density: sparse

Comments: Small to medium brush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

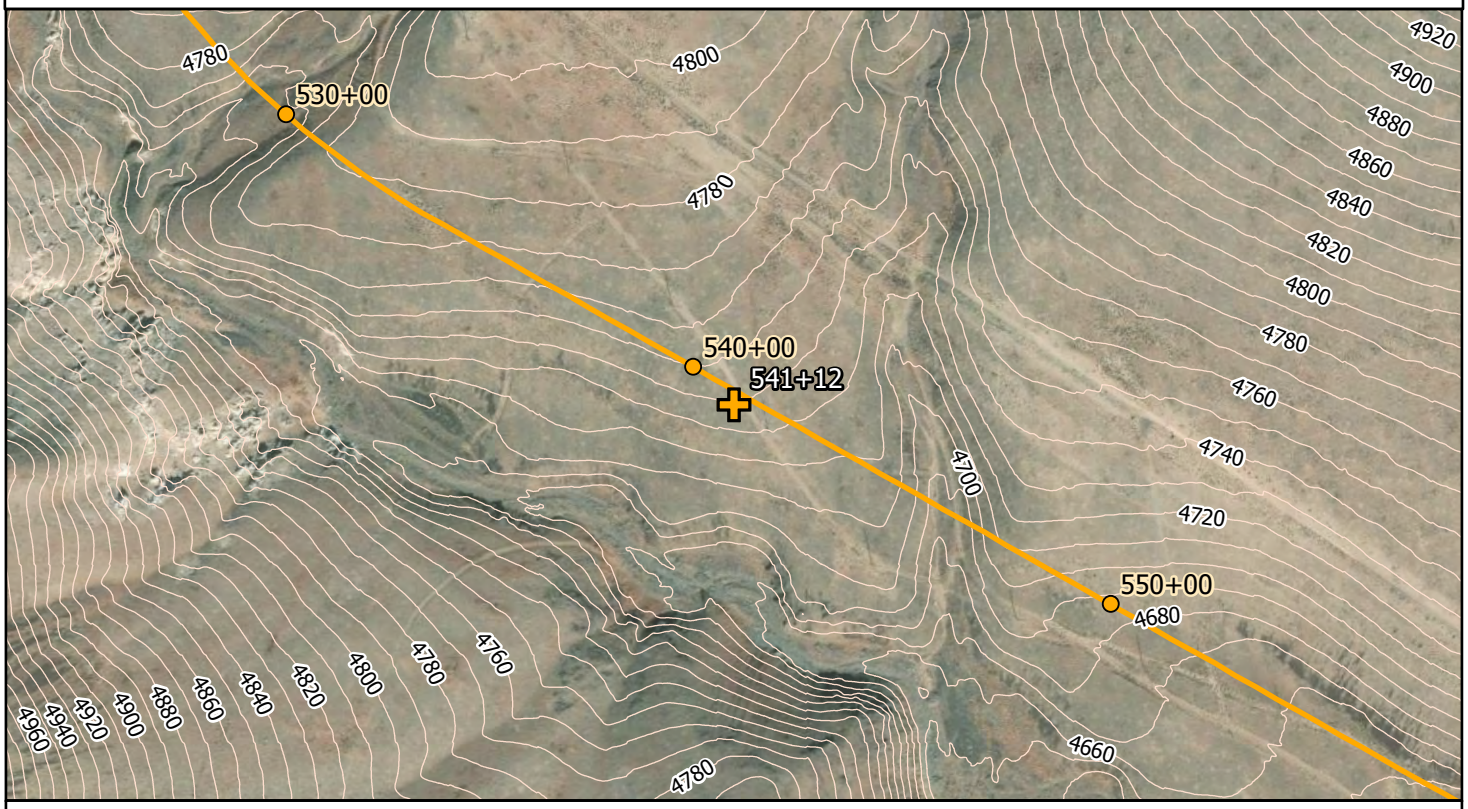
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 541+12

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 549+61

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

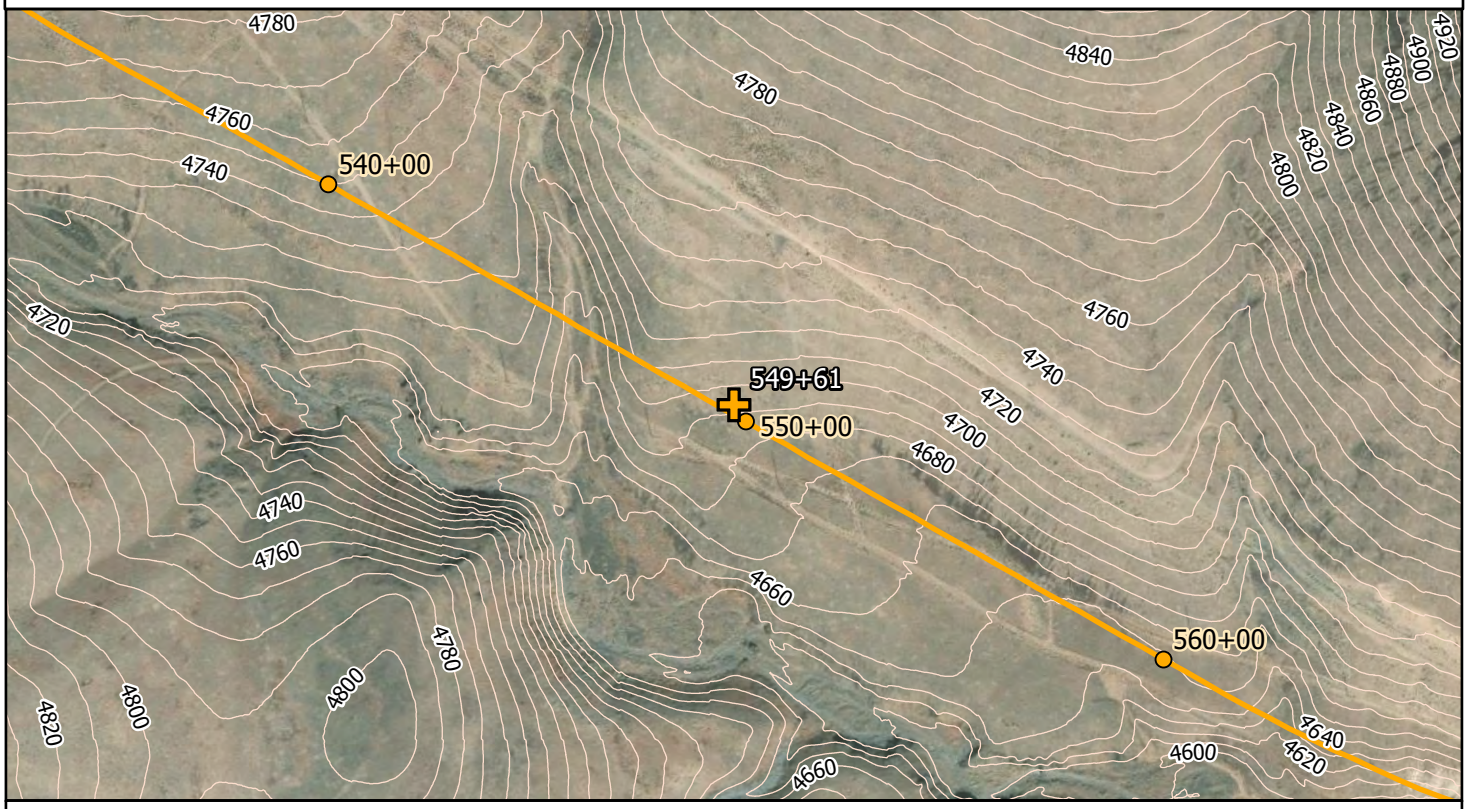
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 549+61

Looking to la Posada.



Looking to TRIC.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 555+36

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

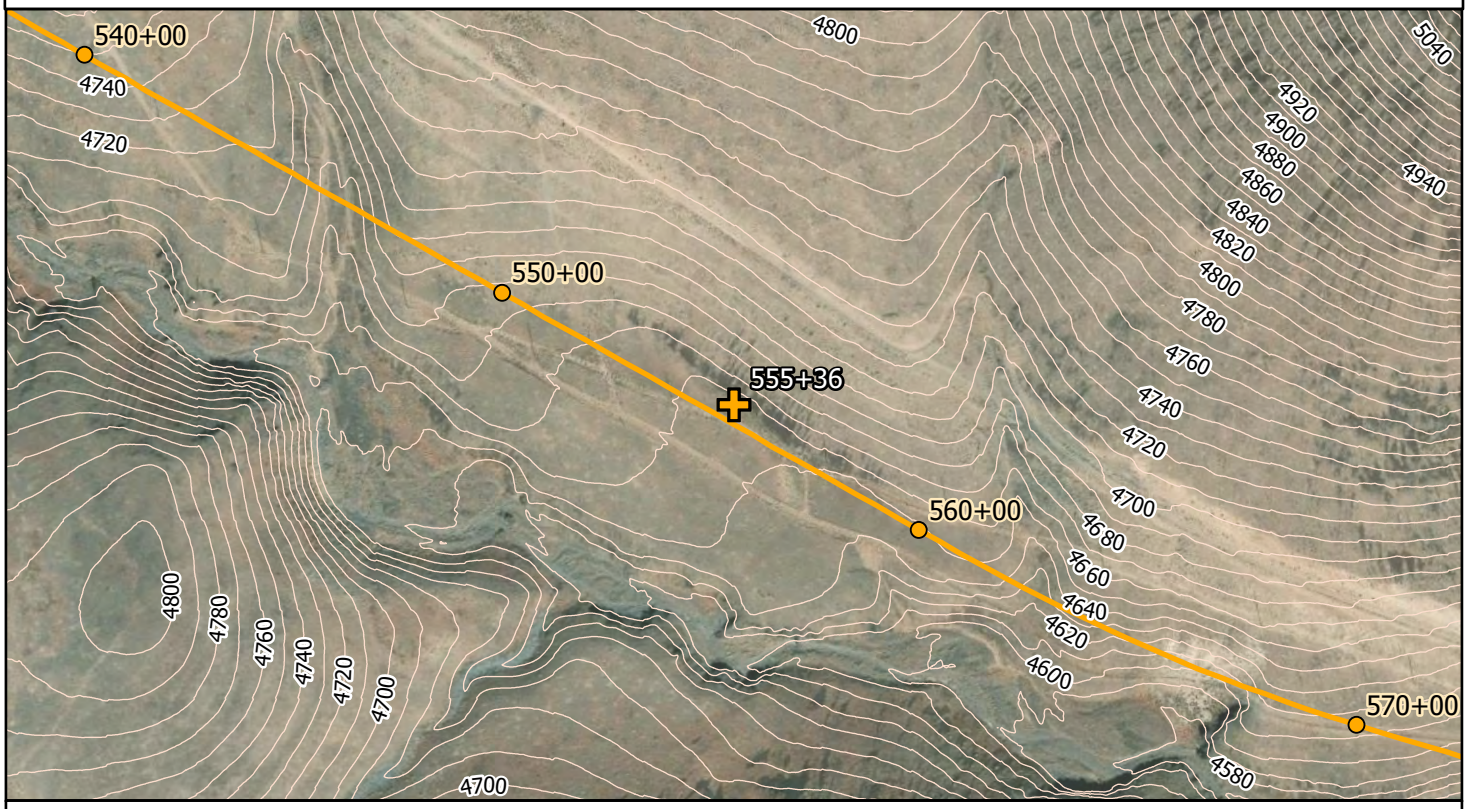
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 555+36

Looking to TRIC.



Looking to Vista.



Scree slope.



No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 563+50

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

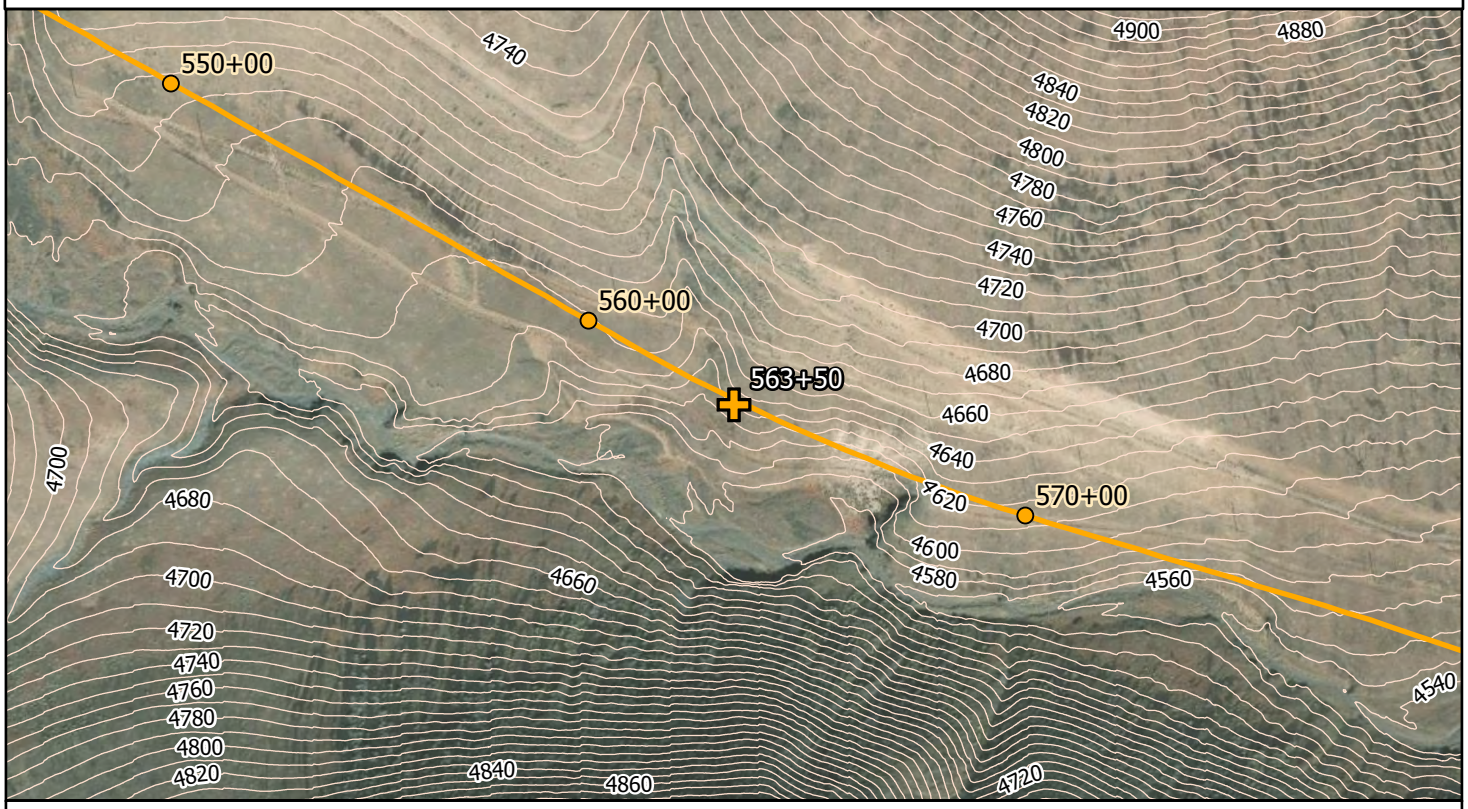
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 563+50

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 566+76

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: --

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: Basalt

Bedding (if sedimentary), Joints, or Fractures: 2 - 4ft

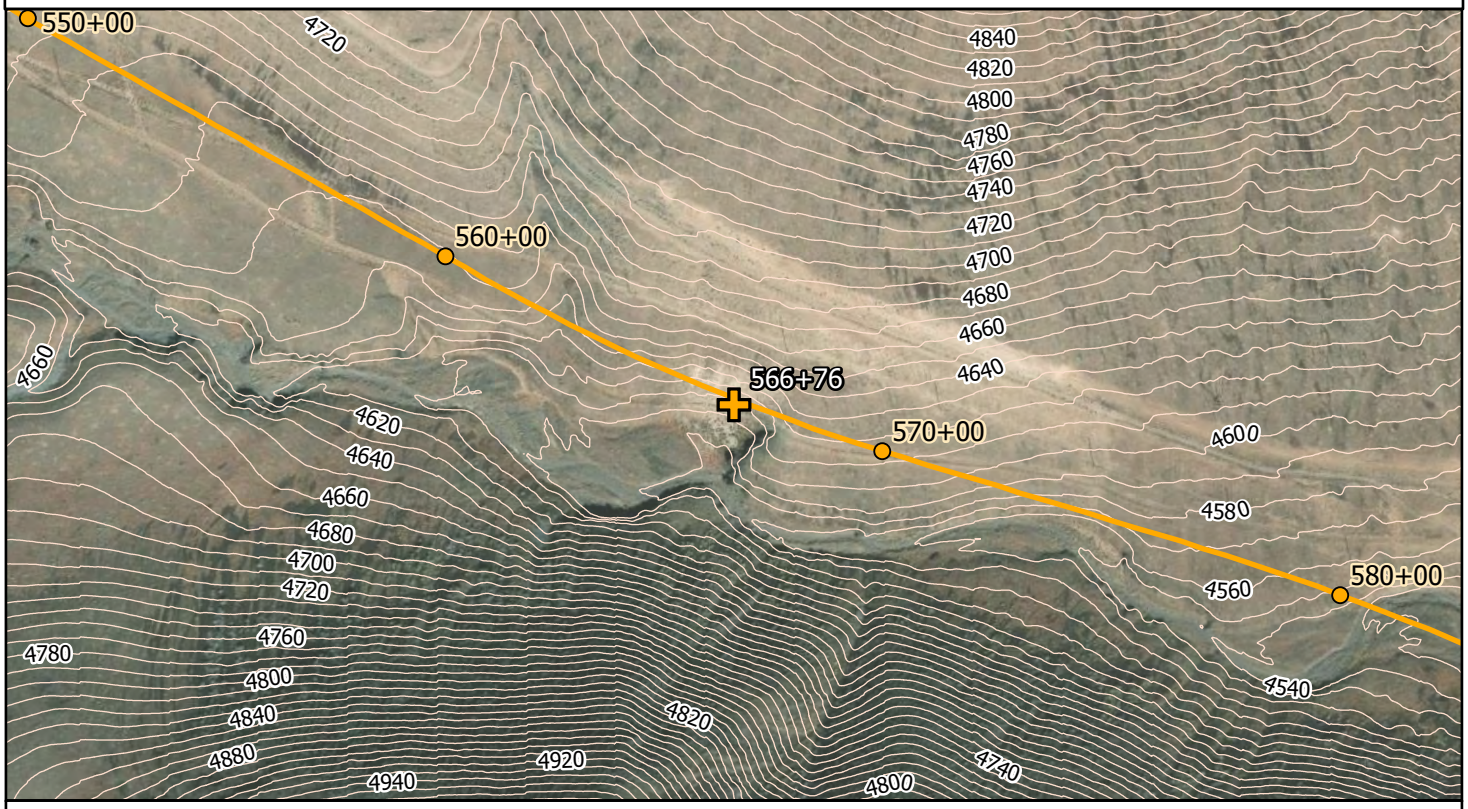
Strength: moderately strong (chips)

Weathering: moderate

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 566+76

Outcrop.



No Photo

No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 570+63

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: Moderate to heavy

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

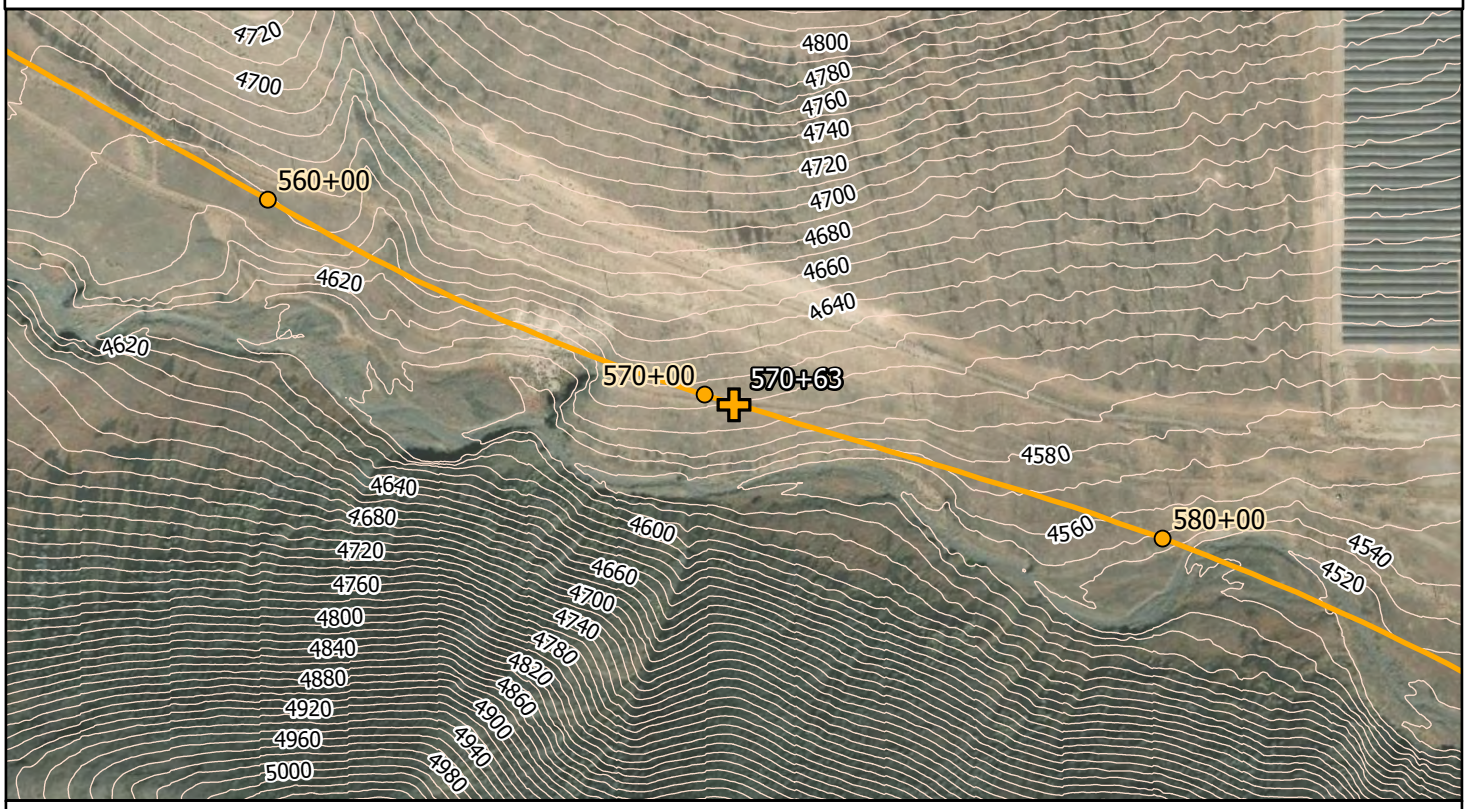
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 570+63

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 580+57

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Scree

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt/andesite

Comment: --

Vegetation

Type: brush

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

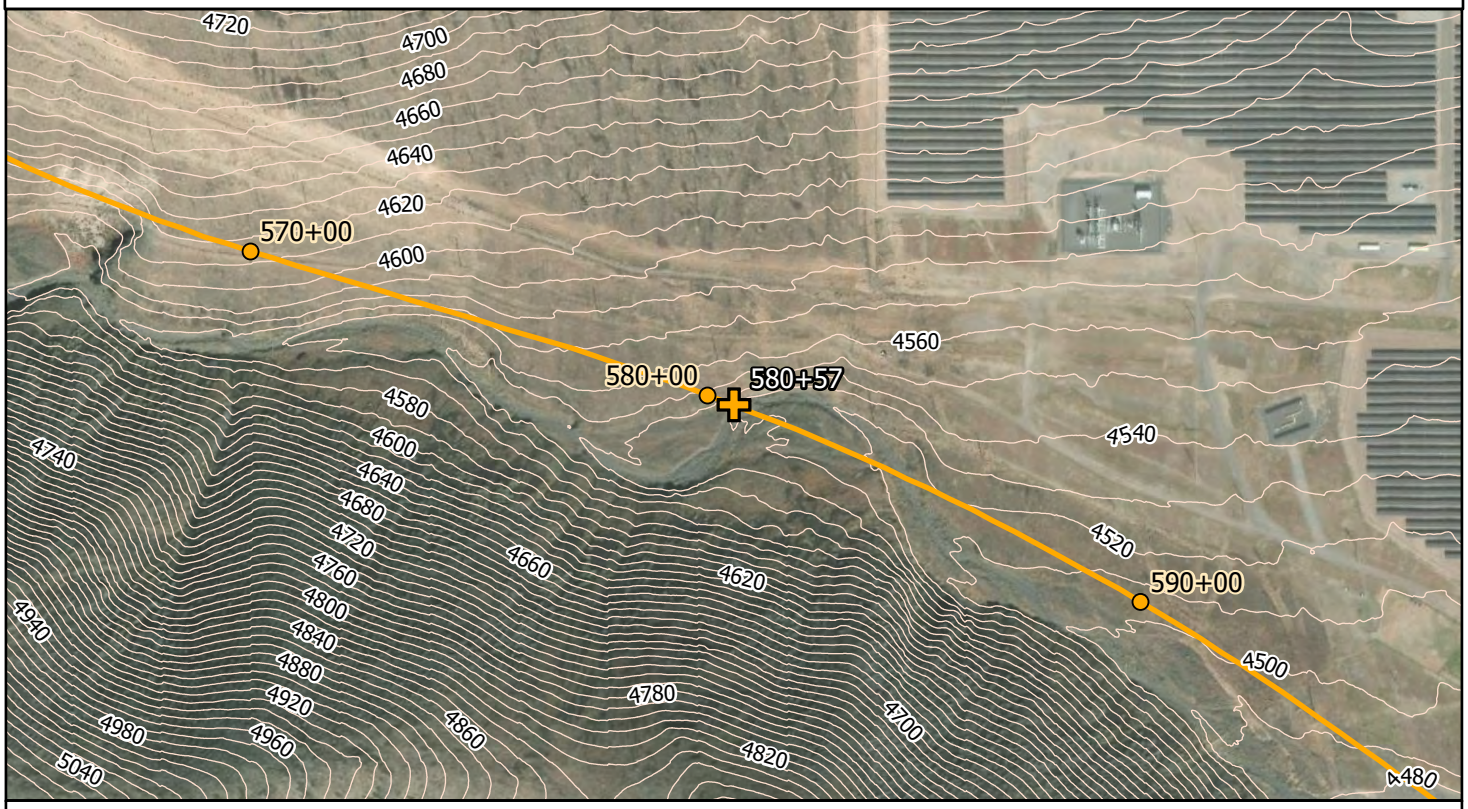
Strength: --

Weathering: --

Comments: --

General Comments

Point taken in drainage channel



Project Name: La Posada Geotechnical Investigation Station Name: 580+57

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 587+34

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 12"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

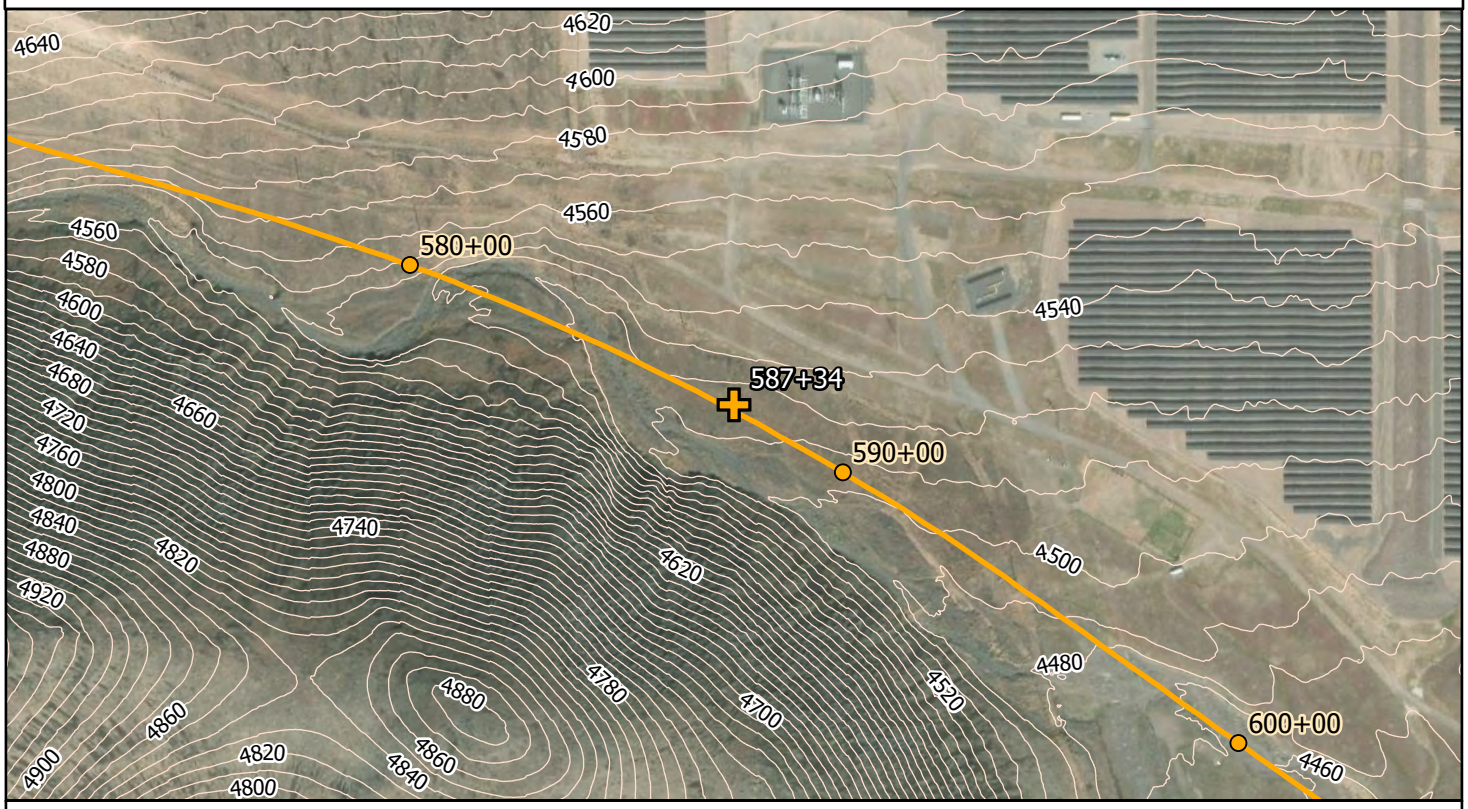
Strength: --

Weathering: --

Comments: --

General Comments

--



Project Name: La Posada Geotechnical Investigation Station Name: 587+34

Looking to la Posada.



Looking to TRIC.



No Photo

No Photo

WOOD RODGERS

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 590+16

Project Number: 8312057 Survey Date: 08/21/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): >18"

Ground Coverage: heavy > 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: Few medium sagebrush

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

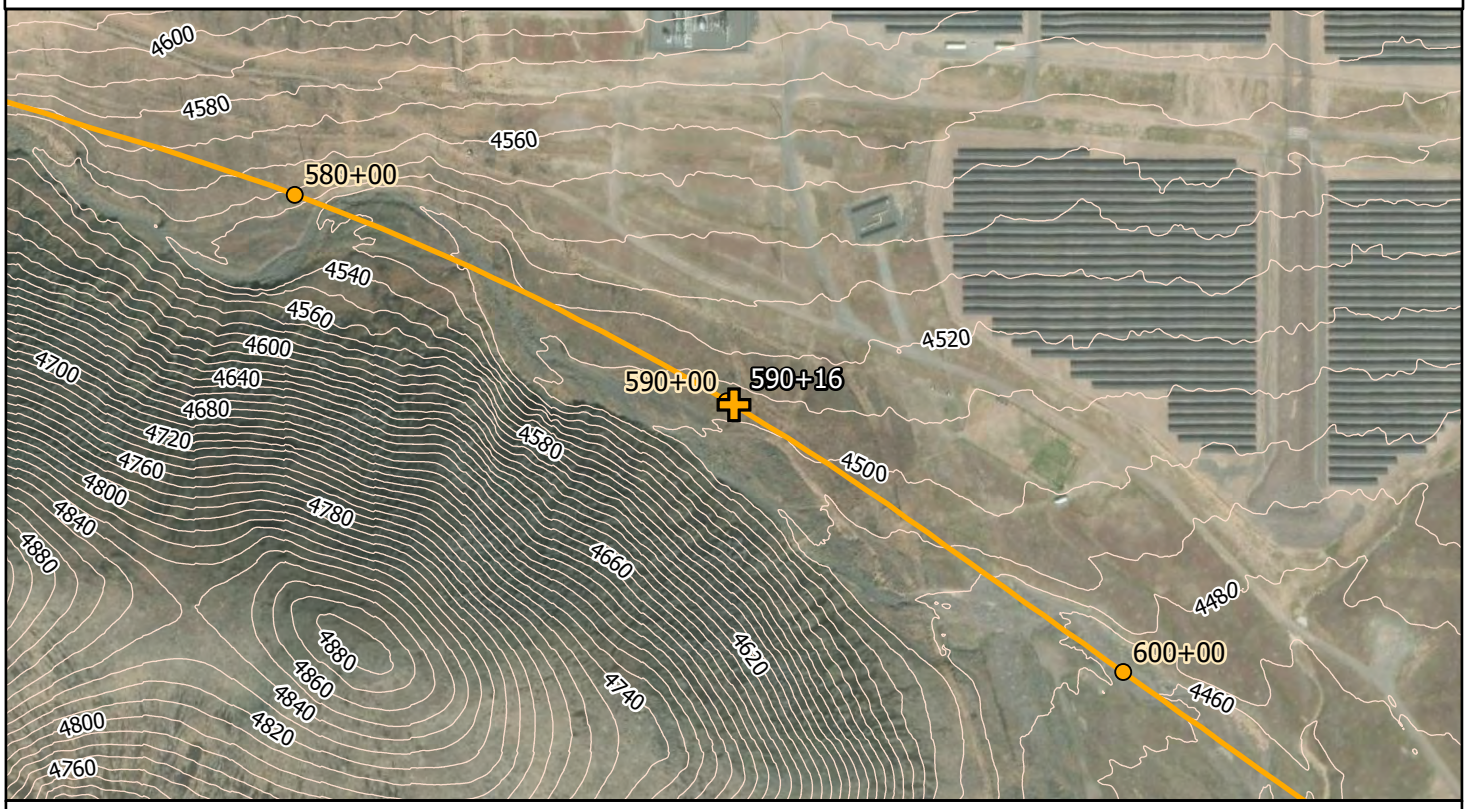
Strength: --

Weathering: --

Comments: --

General Comments

End of accessible Vista alignment.



Project Name: La Posada Geotechnical Investigation Station Name: 590+16

Looking to TRIC.



Looking to Vista.



No Photo

No Photo

Ground Condition Survey Data Sheets

Project Name: La Posada Geotechnical Investigation Station Name: 593+20

Project Number: 8312057 Survey Date: 08/19/2025 Survey By: J. Beadell

Ground Condition

Type: Cobble Float

Comment: --

Cobble Float/Scree (if encountered)

Max Size (in): 18"

Ground Coverage: moderate 50 - 75%

Rock Type: Basalt

Comment: --

Vegetation

Type: grasses

Density: sparse

Comments: --

Rock Outcroppings (if encountered)

Type: --

Bedding (if sedimentary), Joints, or Fractures: --

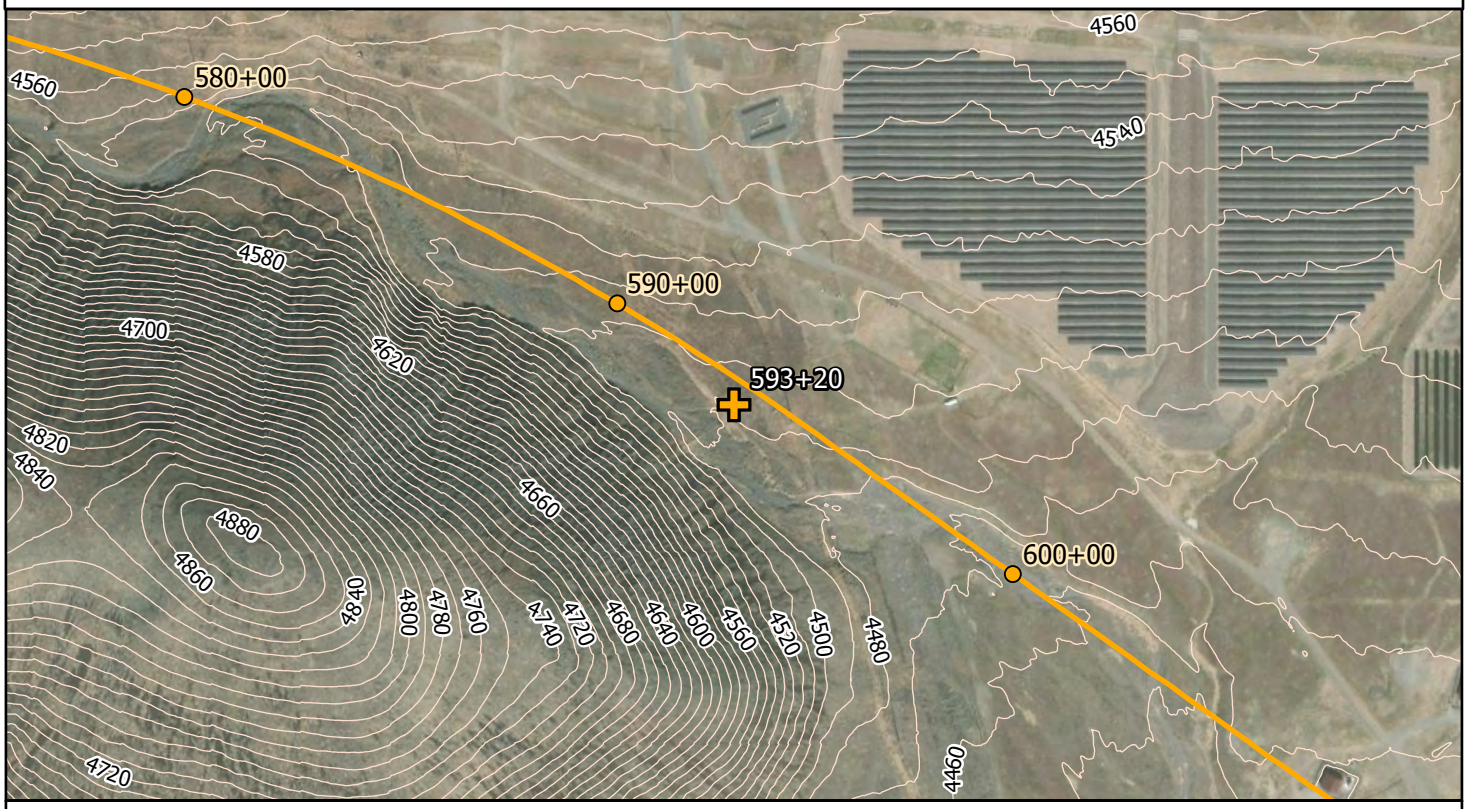
Strength: --

Weathering: --

Comments: --

General Comments

End of La Posada alignment access



Project Name: La Posada Geotechnical Investigation Station Name: 593+20

Looking to La Posada.



Looking to TRIC.

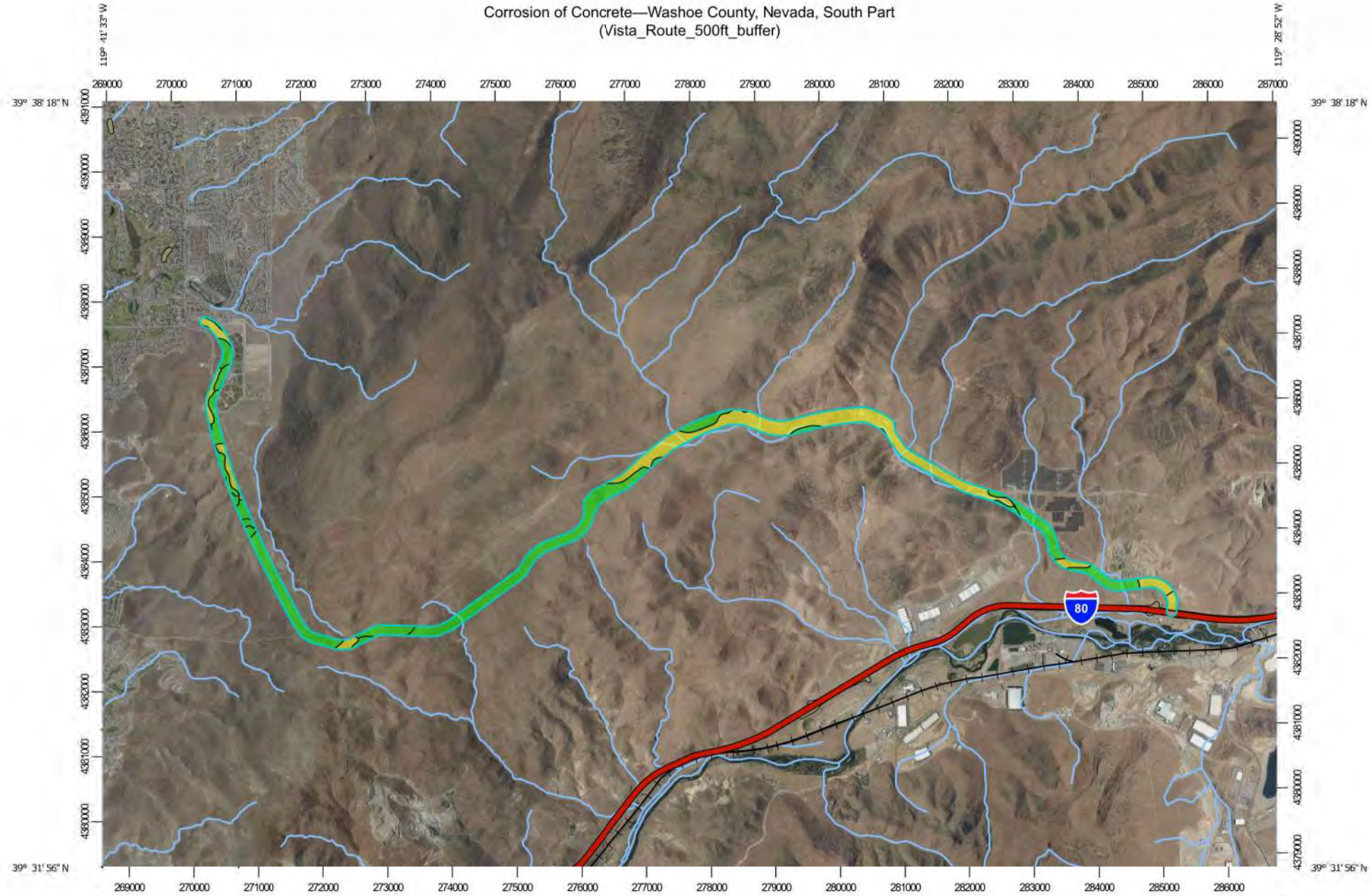


No Photo

No Photo

APPENDIX C
WSS Surveys

Corrosion of Concrete—Washoe County, Nevada, South Part
(Vista_Route_500ft_buffer)



Map Scale: 1:83,000 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 1000 2000 4000 6000

Feet
0 4000 8000 16000 24000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Background
- Aerial Photography

Soils

Soil Rating Polygons
- High
- Moderate
- Low
- Not rated or not available

Soil Rating Lines
- High
- Moderate
- Low
- Not rated or not available

Soil Rating Points
- High
- Moderate
- Low
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

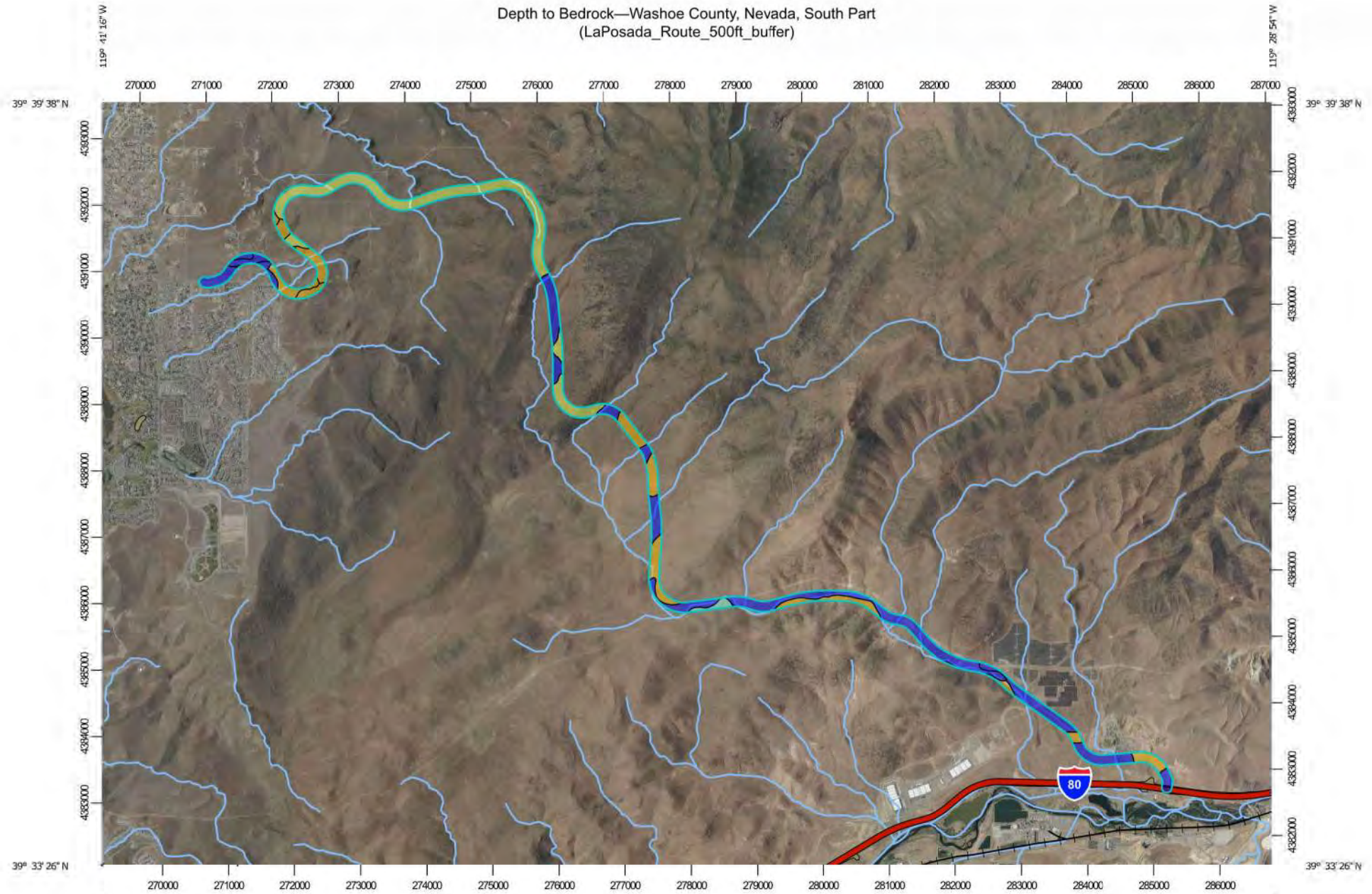
Soil Survey Area: Washoe County, Nevada, South Part
Survey Area Data: Version 22, Sep 17, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 10, 2022—Jul 1, 2024

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Depth to Bedrock—Washoe County, Nevada, South Part
(LaPosada_Route_500ft_buffer)



Map Scale: 1:80,900 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 1000 2000 4000 6000

Feet
0 3500 7000 14000 21000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- 0 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- > 200
- Not rated or not available

Soil Rating Lines
- 0 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- > 200
- Not rated or not available

Soil Rating Points
- 0 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- > 200
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

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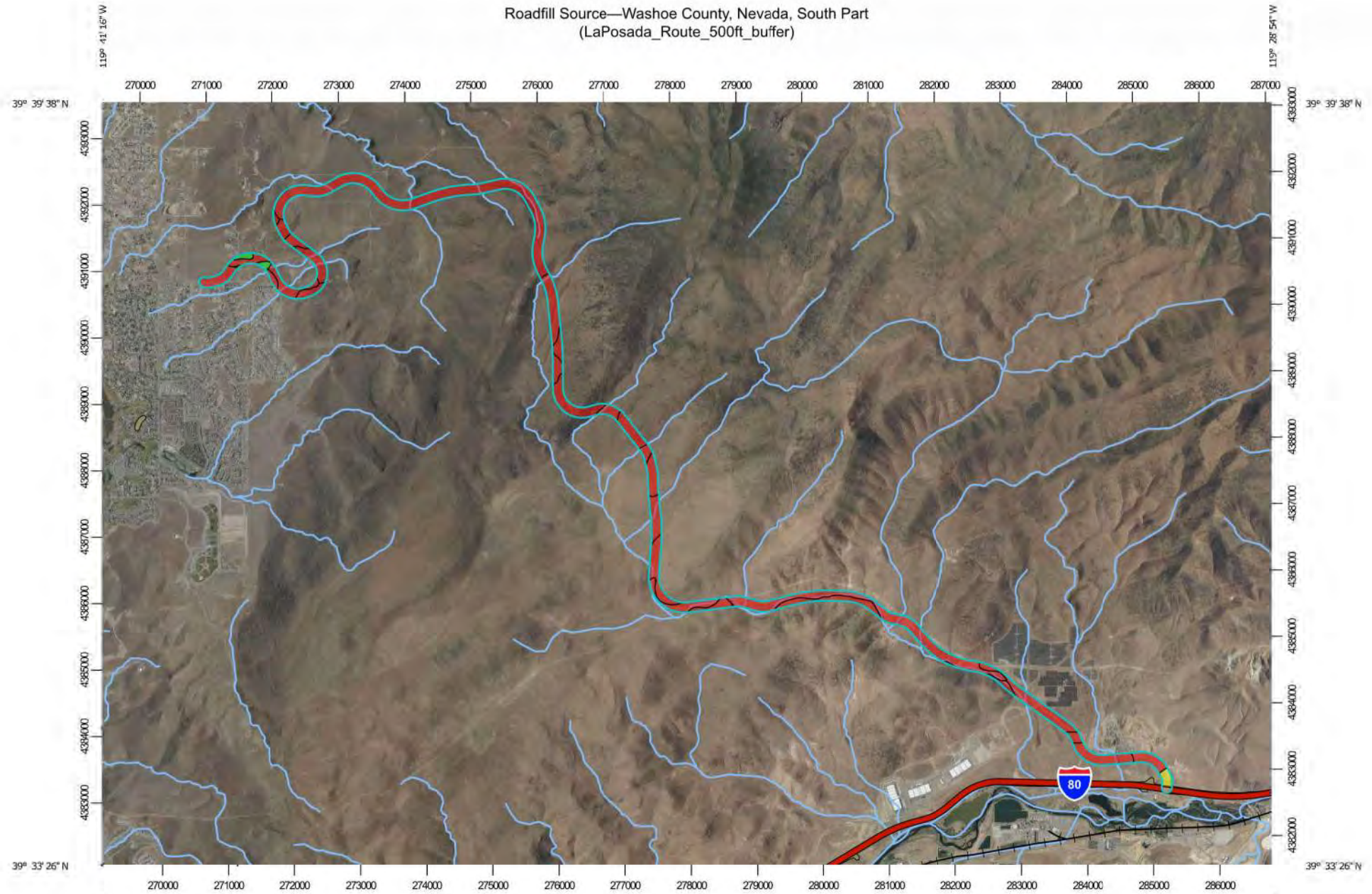
Soil Survey Area: Washoe County, Nevada, South Part
Survey Area Data: Version 22, Sep 17, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 10, 2022—Jul 1, 2024

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Roadfill Source—Washoe County, Nevada, South Part
(LaPosada_Route_500ft_buffer)



Map Scale: 1:80,900 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 1000 2000 4000 6000

Feet
0 3500 7000 14000 21000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Background
- Aerial Photography

Soils

Soil Rating Polygons
- Poor
- Fair
- Good
- Not rated or not available

Soil Rating Lines
- Poor
- Fair
- Good
- Not rated or not available

Soil Rating Points
- Poor
- Fair
- Good
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

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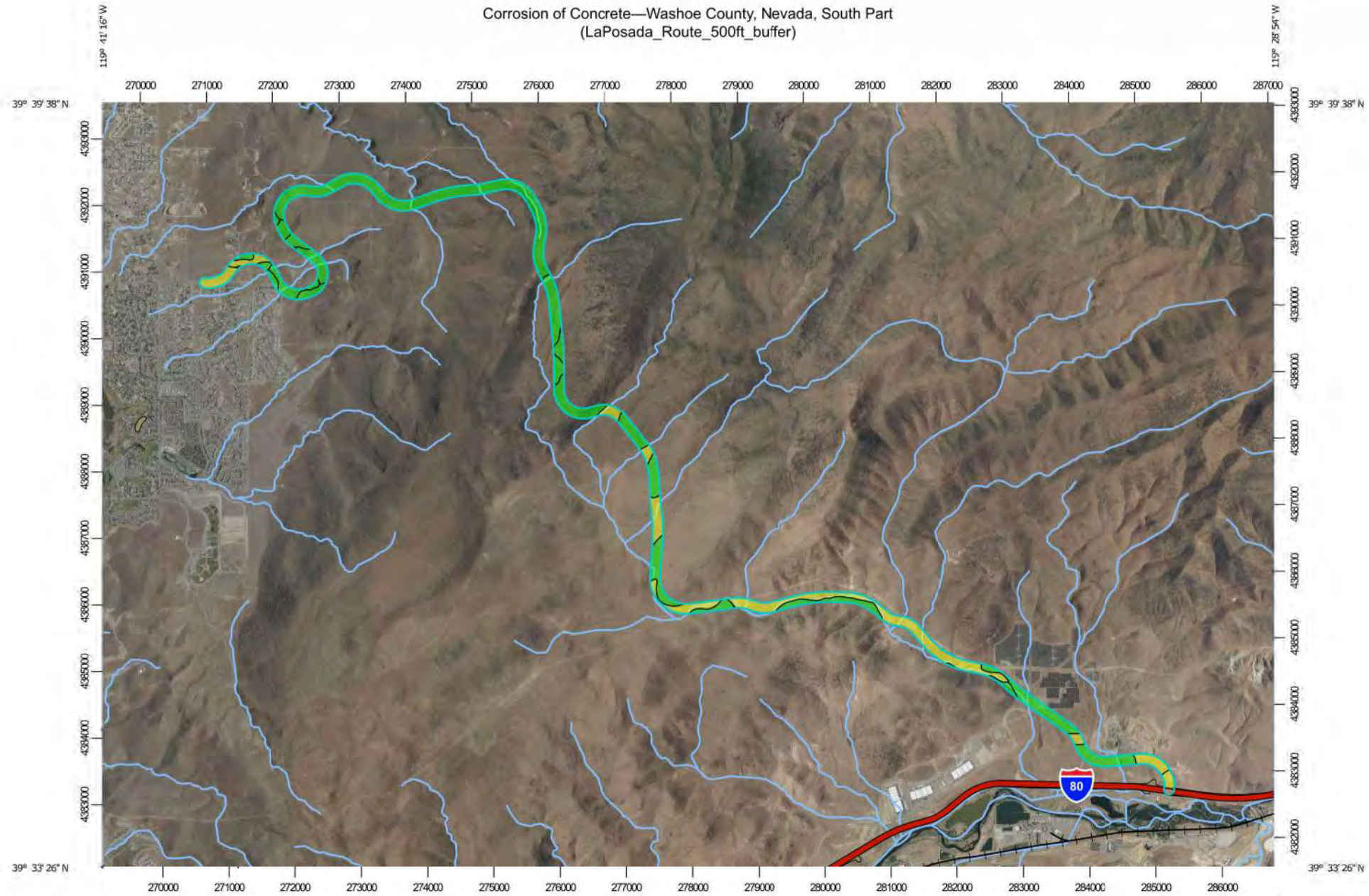
Soil Survey Area: Washoe County, Nevada, South Part
Survey Area Data: Version 22, Sep 17, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 10, 2022—Jul 1, 2024

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Corrosion of Concrete—Washoe County, Nevada, South Part
(LaPosada_Route_500ft_buffer)



Map Scale: 1:80,900 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 1000 2000 4000 6000

Feet
0 3500 7000 14000 21000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Background
- Aerial Photography

Soils

Soil Rating Polygons
- High
- Moderate
- Low
- Not rated or not available

Soil Rating Lines
- High
- Moderate
- Low
- Not rated or not available

Soil Rating Points
- High
- Moderate
- Low
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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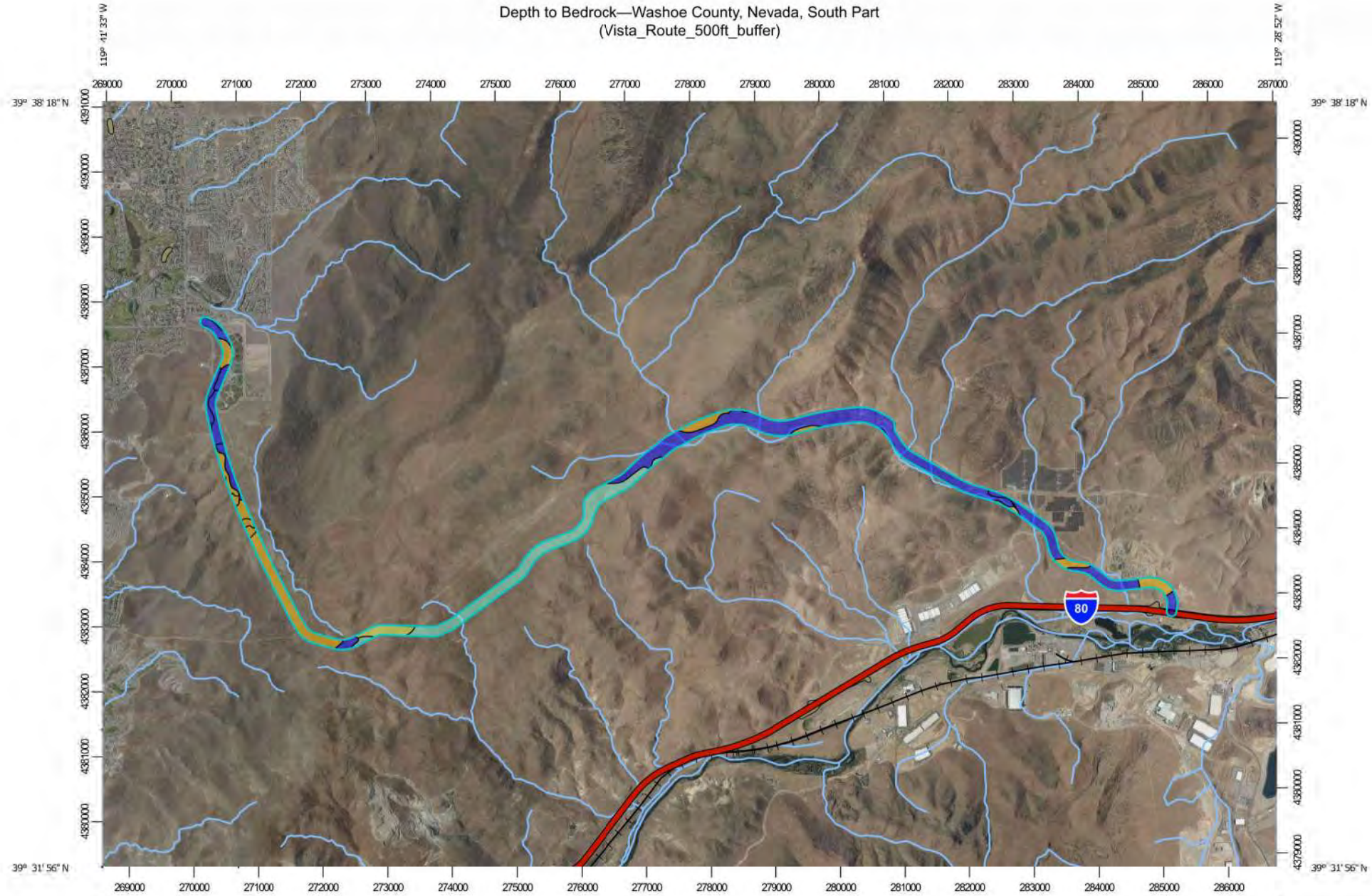
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Survey Area Data: Version 22, Sep 17, 2024

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Depth to Bedrock—Washoe County, Nevada, South Part
(Vista_Route_500ft_buffer)



Map Scale: 1:83,000 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 1000 2000 4000 6000

Feet
0 4000 8000 16000 24000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- 0 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- > 200
- Not rated or not available

Soil Rating Lines
- 0 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- > 200
- Not rated or not available

Soil Rating Points
- 0 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- > 200
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

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Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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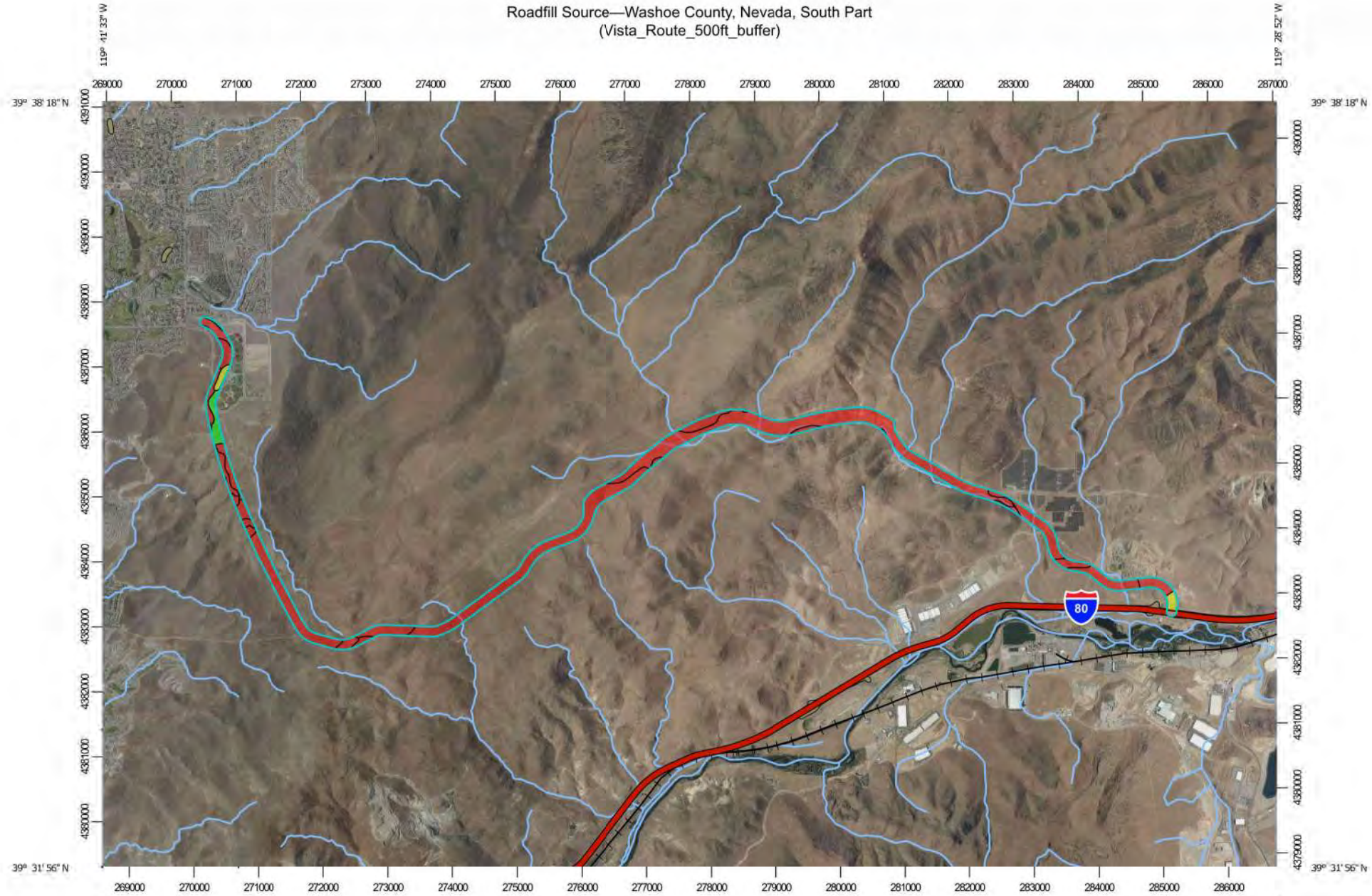
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Survey Area Data: Version 22, Sep 17, 2024

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Roadfill Source—Washoe County, Nevada, South Part
(Vista_Route_500ft_buffer)



Map Scale: 1:83,000 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 1000 2000 4000 6000

Feet
0 4000 8000 16000 24000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Background
- Aerial Photography

Soils

Soil Rating Polygons
- Poor
- Fair
- Good
- Not rated or not available

Soil Rating Lines
- Poor
- Fair
- Good
- Not rated or not available

Soil Rating Points
- Poor
- Fair
- Good
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

MAP INFORMATION

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Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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Date(s) aerial images were photographed: Jun 10, 2022—Jul 1, 2024

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APPENDIX C:
TECHNICAL DRAINAGE REPORT

TECHNICAL DRAINAGE REPORT

FOR

NORTHEAST CONNECTOR FEASIBILITY STUDY

Prepared for:

RTC of Washoe County
PO Box 30002
Reno, NV 89502-3163

October 27, 2025

Prepared by:
Wood Rodgers Inc.
1361 Corporate Boulevard
Reno, Nevada 89502
(775) 823-4068
James Springgate, PE

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

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100-Year HEC-HMS Results
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1 EXECUTIVE SUMMARY

The Northeast Connector Project, located near Sparks, Nevada, connects State Route 439 (USA Parkway) and the Tahoe Regional Industrial Center (TRIC) to Vista Boulevard at Golden Eagle Regional Park (GERP). This report evaluated the more conservative point of connection alternative at Vista Boulevard, whose alignment is thought at this time to need more drainage infrastructure than other alternatives. The project will construct a new paved roadway and associated drainage infrastructure designed in accordance with the *Truckee Meadows Regional Drainage Manual (TMRDM)* and *Nevada Department of Transportation Drainage Manual* to safely convey stormwater runoff while preserving natural hydrologic patterns and minimizing downstream impacts.

The proposed road alignment is approximately 12.6 miles long. Terrain within the corridor is steep and undeveloped, consisting primarily of undeveloped desert with steep canyons and washes. The roadway alignment lies entirely within FEMA Unshaded Zone X (Area of minimal flood hazard), and no portion of the proposed roadway intersects mapped 500-year floodplains. The highway alignment connects to Road 16 north of I-80, which crosses the Truckee River and several FEMA flood zones. Road 16 will serve as the link to USA Parkway and likely require widening, though the condition of its existing bridge over the river is currently unknown. Drainage improvements will be maintained by the appropriate governing agency having jurisdiction at the time of construction. Forty-three drainage basins were delineated along the corridor, divided into west, central, and east sections:

- West Side (S-01 to S-14): Flows routed towards the GERP Southwest Channel near Golden Eagle Regional Park.
- Central Basins (N-01 to N-08, S-15 to S-23): Combined flows discharge southeast toward the Truckee River.
- East Side (N-09 to N-18, S-25 to S-27): Flows conveyed towards the Truckee River via Culverts, 32, 33, 34, and 35.

Peak flow computations were performed using Green and Ampt method per NDOT design criteria. Design rainfall depths were obtained from *NOAA Atlas 14*, and time-of-concentration values were determined per TMRDM criteria. Hydraulic design of the storm conveyance system was performed using *Bentley CulvertMaster v3.3*. Thirty-four culverts, consisting of reinforced concrete box (RCB) and reinforced concrete pipe (RCP), were developed and sized to convey the 100-year storm event under inlet control, while one crossing (Culvert 13) will require a bridge due to topographic constraints. Outlet protection and energy dissipation will be provided where velocities exceed 15 feet per second.

Peak discharge rates range from approximately 15 cfs (Cubic feet per second) for small basins to over 1,800 cfs for major catchments during the 100-year storm event. As the corridor lies entirely outside FEMA flood hazard zones and is not expected to impact downstream conditions, no detention facilities are anticipated currently. The project complies with federal and local drainage and floodplain standards. No adverse hydrologic or floodplain impacts are anticipated from development of the Northeast Connector project.

2 INTRODUCTION

The Northeast Connector project (Project) is located near Sparks, in Washoe County, Nevada, connecting the USA Parkway exit near Interstate 80, to Vista Boulevard, located at Golden Eagle Regional Park (GERP). The project currently consists of a new paved roadway, new drainage culverts, and other associated infrastructure. The storm drain system culverts have been designed to the standards of the *Truckee Meadows Regional Drainage Manual* and *Nevada Department of Transportation* standards.

At this time, many of the elements of the Northeast Connector project have not been designed. This preliminary drainage report evaluates the proposed drainage for the Northeast Connector Feasibility Study. The design intends to maintain natural flow paths, convey 100-year flows beneath the proposed roadway via thirty-four culverts, while minimizing downstream impacts. While sections of the Project are in further design phases, this report will be revised with updated information, or supplemental reports will be compiled detailing the new conditions.

2.1 PROJECT LOCATION

According to the Public Land Survey System, the site is situated within Sections 18, 19, 22, 23, 24, 27, 28, 29, 30, and 32, Township 20 North, Range 21 East, along with Sections 19, 20, 21, 27, and 28, Township 20 North, Range 22 East, Mount Diablo Meridian (MDM), in Washoe County, Nevada. The parcels comprising the development are designated Assessor Parcel Numbers (APNs) 084-550-01, 084-020-01, 084-020-02, 084-020-04, 084-020-06, 084-020-07, 084-020-08, 084-020-11, 084-020-12, 084-020-13, 084-020-16, 084-030-21, 084-030-22, and 084-110-35, 084-110-37, 084-120-28. Please see **Appendix A** for the Parcels Exhibit showing the labeled boundaries of the above properties. The roadway alignment begins west of Golden Eagle Regional Park, which contains existing infrastructure such as sports fields, parking areas, a restaurant, and other amenities. For this drainage analysis, the Northeast Connector is planned to utilize the existing Vista Boulevard and Homerun Drive intersection and head south along a realigned Homerun Drive, west of Golden Eagle Regional Park. From there, the proposed roadway extends south before curving northeast and then southeast, generally following existing trails and utility corridors, and then intercepting Road 16 and terminating into USA Parkway. Before reaching its terminus, the current alignment passes near existing solar farms and through APN 084-110-35, then continues across privately owned parcels APN 084-110-37 and 084-120-84. Apart from these developed areas and the connection at Golden Eagle Regional Park, the surrounding landscape primarily consists of undeveloped open space. A vicinity map is provided in **Appendix A.**

2.2 PROJECT DESCRIPTION

The parcels through which the Northeast Connector will pass total approximately 10,000 acres, but only approximately 100 acres will be disturbed with the proposed Northeast Connector. The existing terrain of the Project is highly variable, with slopes exceeding 100 percent along the existing hill features and flattening to less than 3 percent in localized low-lying areas. Reference **Appendix A** for the Hydrologic Basin Map, which includes an average slope overlay for the project area. The site consists primarily of undeveloped mountainous desert terrain, characterized by

rocky canyons, sparse vegetation, and intermittent brush cover. Native vegetation includes grasses, sagebrush, and rabbitbrush, with grasses representing the dominant ground cover.

The proposed roadway path is located within FEMA Flood Insurance Rate Map (FIRM) Panels 32031C3056G, 32031C3060G, 32031C3080G, 32031C3083G, 32031C3084G, and 32031C3103G.

- FEMA Panel 32031C3056G identifies a 1-percent annual chance (100-year) flood zone associated with the off-site drainage feature known as the GERP Channel, located east of the proposed roadway alignment, near Golden Eagle Regional Park. Drainage from Basins S-01 through S-15 ultimately converge into this channel, however, the project is not anticipated to increase the 100-year water surface elevation within the structure at this stage of design.
- FEMA Panel 32031C3084G along with 32031C3103G include the Truckee River and its associated floodplain, situated off-site to the south of the project area.

The entire proposed roadway alignment lies within Unshaded Zone X (Area of Minimal Flood Hazard), indicating that no portion of the project is located within a mapped FEMA flood hazard area. A FEMA Flood Zone Exhibit illustrating the relevant panels and floodplain boundaries is provided in **Appendix A**.

2.3 Regulatory Perspective

The project site is located primarily on federally managed land, except for APNs 084-110-35, 084-110-37, and 084-120-84. Drainage infrastructure located within public roadways is anticipated to be owned and maintained by the appropriate governing agency having jurisdiction at the time of construction.

3 PREVIOUS STUDIES

To date, no previous drainage studies have been found for the project area. However, design documents indicate existing storm drain infrastructure and culvert installations within Golden Eagle Regional Park.

4 METHODS

The following methods were used to develop the hydrologic model and estimate peak runoff for the proposed conditions. Hydrologic parameters, rainfall data, infiltration characteristics, and basin geometries were defined in accordance with the Truckee Meadows Regional Drainage Manual (TMRDM) and NDOT design guidance. The analysis integrates rainfall data from NOAA Atlas 14, soil infiltration parameters derived from the Green and Ampt method, and basin areas and slopes delineated in ArcGIS. HEC-HMS (version 4.2.1) was used to perform the runoff simulations, calculate peak discharges, and generate hydrographs for the 5-year and 100-year storm events.

4.1 Hydrologic Analysis

The hydrologic analysis consists of peak runoff flow computations for the proposed conditions. The 5-year and 100-year storm events were modeled per the TMRDM using the Green and Ampt Method. Although the TRMRDM does not specifically allow the Green and Ampt method for flow

calculation, NDOT has been utilizing the method as a less subjective flow estimation method than the NRCS Unit Hydrograph Method. The Green and Ampt method has also been used to calculate peak flows for large drainage basins within the City of Sparks (Reach 9, 5 Ridges, etc.).

Basin areas, Green and Ampt infiltration parameters, NOAA Atlas 14 rainfall data, and lag times (T_{lag}) for both basins and interconnecting reaches between culverts were input into the model to compute peak runoff flows. The rainfall values used for computation are listed within **Appendix B**.

4.1.1 Time of Concentration/Lag Time

The time of concentration (t_c) is defined as the time required for water to flow from the hydraulically most distant part of the drainage area to the point of consideration. Usually, the point of consideration is the discharge point of the basin or sub-basin. Time of concentration is used in the Rational Method to determine the corresponding rainfall intensity used to calculate the peak runoff rate of a given storm event for the basin or sub-basin. For basins less than one square mile in total area and slope less than 10 percent, the following equations shall be used in determining time of concentration.

$$t_c = t_i + t_t$$

Where:

t_c = time of concentration (minutes)
t_i = initial, overland flow time (minutes)
t_t = travel time in ditch, channel, gutter, pipe etc. (minutes)

$$t_i = \frac{1.8(1.1 - R)L_o^{1/2}}{S^{1/3}}$$

Where:

t_i = initial overland flow time (minutes)
R = flow runoff coefficient (for Rational Method equal to C_5 from table 701 of TMRDM- in **Appendix B**)
L_o = length of overland flow (feet, 500 feet max.)
S = average overland basin slope (percent)

$$t_t = \frac{L}{V * 60}$$

Where:

t_t = travel time
L = length of water course
V = average water velocity

URBANIZED BASIN CHECK AND tc MINIMUM

The final time of concentration shall be the lesser of tc calculated above and the following subject to a minimum of 5 minutes for paved areas and 10 minutes for landscaped areas.

$$t_c = \frac{L}{180} + 10$$

Where L = watershed length (feet)

LAG TIME

Lag time (T_{lag}) for SCS calculations is defined as:

$$T_{\text{lag}} = t_c * 0.6$$

Tables detailing the t_c and T_{lag} values for the analyzed basins for existing and proposed conditions are included in **Appendix C**.

FOR BASINS GREATER THAN ONE SQUARE MILE IN TOTAL AREA OR SLOPE GREATER THAN 10 PERCENT

Lag time (T_{lag}) for SCS calculations is defined as:

$$T_{\text{lag}} = 22.1 K_n (L * \frac{L_c}{S^{0.5}})^{0.33}$$

Where:

K_n = Roughness Factor
L = Length of longest water course (miles)
L_c = Length along longest watercourse measured upstream to basin centroid (miles)
S = Representative slope along watercourse (feet/mile)

4.1.2 Design Rainfall Depths

Precipitation depth estimates were taken from the National Oceanic and Atmospheric Administration (NOAA) Atlas 14, Volume 1, Version 5, which provides rainfall information for latitude and longitude. The site's approximate coordinates are 39.625° N and 119.527° W, representing the centroid of the largest contributing basin. Appropriate rainfall intensities were applied for the 5-year and 100-year storm events taken from these coordinates. Depth numbers are included in **Appendix C** of this report.

4.1.3 Green and Ampt Method

This analysis utilizes the Green and Ampt Method as an infiltration model used to estimate the rate at which water enters the soil during storm events. It calculates infiltration based on soil suction head, hydraulic conductivity (in/hr), moisture content, and impervious surface percentages. NDOT has recently started to adopt this method for hydrologic modeling due to its improved accuracy over traditional approaches. To support its use, NDOT has developed GIS-based datasets soil surveys, which provide region-specific Green and Ampt parameters such as

saturated hydraulic conductivity, porosity, and suction head. The method offers several advantages, including closer alignment with physical soil properties, reduced subjectivity compared to other approaches, and potentially increased accuracy, particularly over large areas. Reference the Green and Ampt Data table within **Appendix C** for specific data input per basin. The equation utilized is defined below:

$$f = K_s \left(1 + \frac{\Psi(\theta_s - \theta_i)}{F}\right)$$

Where:

f = Infiltration rate (in/hr)
K_s = Saturated hydraulic conductivity (in/hr)
Ψ = Wetting-front suction head (in)
θ_s = Volumetric water content at saturation (in^3/in^3)
θ_i = Initial volumetric water content (in^3/in^3)
F = Cumulative infiltration depth (in)

4.1.4 HEC-HMS Flow Computations

HEC-HMS modeling software, version 4.2.1 was used to calculate peak flows for the Project using Green & Ampt infiltration parameters.

Rainfall depth (P) was obtained from NOAA Atlas 14, infiltration rate (f) was computed using the Green and Ampt Method, and basin area (A) was delineated using ArcGIS topographic data. The runoff flow rate was then calculated using the following equation, where 1.008 is a unit conversion factor from in/hr·ac to cfs:

$$Q = (P - f) \times A \times 1.008$$

Where:

- Q= runoff flow rate (cfs)
- P= accumulated rainfall (in/hr)
- f= infiltration rate (in/hr)
- A= drainage area (acres)

HEC-HMS applies the computed peak flow and modifies its duration and timing based on the basin's lag time.

4.2 HYDRAULIC COMPUTATIONS

Hydraulic calculations for the proposed storm drain system were completed using Bentley CulvertMaster, CONNECT Edition, Version 3.3. The analysis incorporated estimated best-fit upstream and downstream invert elevations, and culvert lengths, both based on topographic data, existing slopes, preliminary roadway grading, and aerial imagery. Entrance coefficients

were selected based on commonly utilized inlet designs. Maximum allowable headwater depths were determined from the roadway grading plans, topographic data, and invert elevations. Tailwater elevations were estimated to be 3 feet at all culverts to maintain inlet control, as all culverts are expected to operate under inlet-controlled conditions. The computed 100-year design flow and computed headwater for each culvert was also included in the analysis. These parameters were used to determine appropriate culvert sizes. A summary of the proposed culverts size, shape, number of barrels, lengths, invert elevations, station number, and flows are provided in **Appendix C**.

5 HISTORIC DRAINAGE SYSTEM

The project site is primarily located within undeveloped desert and mountainous terrain in Washoe County, characterized by steep slopes, erosion prone soils, and naturally defined drainage channels. Historically, runoff has been conveyed entirely by overland flow and ephemeral washes that follow the natural topographic contours of the landscape. No known storm drain infrastructure or roadway crossings currently exist within the project limits.

Under existing conditions, the majority of surface runoff is generated by direct rainfall and localized snowmelt. The drainage system consists of numerous small sub-basins that combine downslope into larger washes, many of which eventually discharge toward the Truckee River, and some draining into small dry-lake beds.

The predominant drainage pathway originates near the discharge of Basin S-19, forming a natural channel that runs nearly parallel to the proposed roadway alignment before ultimately joining the Truckee River. This main drainage path conveys combined flow contributions from Basins S-19 through S-24 and Basins N-03 through N-14. This natural flow path remains a key component of site drainage and serves as the principal outlet for the eastern portion of the project area.

Conversely, the western basins, Basins S-01 through S-15, drain westward and southward into Spanish Springs Canyon and toward Golden Eagle Regional Park.

Overall, the historic drainage pattern is defined by natural flow channels and convergences across the existing topography, with runoff following well-established ephemeral channels directing toward the Truckee River, Spanish Springs Canyon, and Golden Eagle Regional Park. The proposed drainage design has been developed to maintain these natural flow paths and discharge locations as closely as practicable to existing conditions. Improvements such as new culverts and roadside channels are proposed to preserve conveyance paths beneath the roadway and to prevent an increase of localized ponding or erosion.

Please see **Appendix C** and Table 1 below summarizing the 5-year and 100-year peak flows expected at each junction used in the HEC-HMS calculations:

Table 1: Existing Peak Flows at Junctions				
Discharge	**Contributing Basins**	**Flow Path**	**5-Year Peak Flow (cfs)**	**100-Year Peak Flow (cfs)**
1	S-19, S-20	1	30.3	134.7
2	S-19, S-20, N-03	1	343.8	1180.9
3	S-19 - S-21, N-03, N-04	1	535.0	2050.5
4	S-19 - S-21, N-03 - N-06	1	684.2	2590.3
5	S-19 - S-22, N-03 - N-06	1	700.6	2650.2
6	S-19 - S-23, N-03 - N-08	1	717.6	2712.9
7	S-26, N-15, N-16	2	334.3	1441.6
8	S-27, N-18	3	18.3	111.7

6 PROPOSED DRAINAGE SYSTEM

A hydrologic analysis was conducted, resulting in the delineation of forty-three distinct drainage basins. These basins were defined based on their respective discharge points and topographic boundaries. For organizational clarity, basins are labeled according to their location relative to the proposed roadway alignment:

- Basins beginning with 'S' are located south of the roadway.
- Basins beginning with 'N' are located north of the roadway.

Each basin has been evaluated for flow direction, sheet and channelized flow distances, contributing area, average slope, and culvert requirements. Please refer to Table 2 below for flow and lag time data, the Vicinity Map and Hydrological Basins Map in **Appendices A and C** for spatial context, and to **Appendix C** for detailed culvert sizing associated with each basin.

6.1 WESTERN BASINS (S-01 TO S-14)

A map with the name 'Western Basins Exhibit' was prepared to visualize this section, please reference it in **Appendix A**.

- Basins S-01 through S-14 are located on the west side of the project. Basin S-01 lies just west of Golden Eagle Regional Park, with the remaining basins extending southward. During hydrologic review, Basins S-02 and S-04 were merged with S-01 and S-03, respectively. As a result, additional channeling may be needed in Basins S-01 and S-03 east of the roadway to convey flow northward from these combined basins. Basin S-14, located south of S-13, curves westward along the roadway and drains into Culvert 12. Each basin drains independently toward the roadway and discharges through a dedicated culvert, all ultimately draining toward the GERP Southwest Channel. The largest basin in this group is approximately 245 acres, with all basins totaling approximately 592 acres, and with all average slopes exceeding 10 percent.

6.2 CENTRAL BASINS (N-01 TO N-08, S-15 TO S-24)

A map with the name 'Central Basins Exhibit' was prepared to visualize this section, please reference it in **Appendix A**.

- Basins N-01, S-15, and S-16 are located east of Basin S-14. These off-site basins were included in the hydrologic model due to potential impacts from roadway grading. Though their flow paths are not expected to intersect the roadway, new channels may be required after grading to maintain off-site conveyance. N-01 drains northeast away from the roadway, while S-15 and S-16 flow generally southward.
- Basins N-02, S-17, and S-18 are situated northeast of S-16. These basins discharge through Culverts 13–15 into off-site drainage paths or natural basins.
- Basins S-19 and S-20 are steeper basins that drain northeast through Culverts 16 and 17, converging before joining Flow Path 1, which additively encompasses flows from Junctions 1-6. Basin S-19 is the beginning of Flow Path 1. Please reference Flow Path definitions in Table 1 above.
- Basins N-03, S-21, and N-04 combine flows before discharging through Culvert 18, where they are joined by S-21. N-04, the largest basin in this group at approximately 3,918 acres, flows south toward the road and may require a channel cut to direct flow to Culvert 19, Flow Path 1 then conveys combined discharge through Culvert 20 into Basin N-05.
- Basins N-05 and N-06, located east of N-04, merge with upstream flows before discharging through Culvert 21.
- Basins S-22 and N-07 follow downstream. S-22 receives discharge from Culvert 21 and flows eastward to Culvert 22, flowing into Basin N-07. The resulting channel carries flow from S-19 through N-07 for approximately 4,500 feet before joining Basin S-23.
- Basins S-23 and N-08 continue downstream. S-23 flows northeast through Culvert 23 and merges with N-08 before discharging through Culvert 24.
- Basin S-24, located southeast of S-23, drains northeast along the roadway grade, merging with the existing combined flow before continuing off-site through the established drainage path. Combined flows with Flow Path 1 at this point (Junction 6) include contributions from S-19 through S-23 and N-03 through N-08.
- The final combined flow travels approximately 1.5 miles parallel to the proposed roadway in a natural drainage channel. After 1.5 miles it diverges away from the roadway and is believed to flow under Reno Technology Parkway East, continue south under Interstate 80, and ultimately discharge into the Truckee River. A field visit is recommended to verify existing culvert conditions under both Reno Technology Parkway East and Interstate 80.
- The largest basin within the Central Basins is Basin N-04 at approximately 3918 acres, with the Central basins occupying a total of approximately 6904 acres.

6.3 EASTERN BASINS (N-09 TO N-18, S-25 TO S-27)

A map with the name 'Eastern Basins Exhibit' was prepared to visualize this section, please reference it in **Appendix A**.

- Basins N-09 through N-14 are located southeast of Basin N-08 and arranged sequentially. All basins exhibit average slopes greater than 10 percent, except Basin N-14, which has

an average slope below 10 percent. Each basin discharges south through Culverts 25 through 30, contributing to the Flow Path 1, off-site, channel. Basin N-09 is the largest hydrologic basin within the project area, encompassing approximately 3,930 acres, with the Eastern Basins occupying a total of about 9455 acres.

- Basin S-25 is located south of Basin N-14 and discharges off-site to the east, merging with the flow described above.
- Basins N-15 and S-26 are adjacent drainage areas east and south of N-14. Flow from S-26 passes beneath the proposed roadway and joins discharge from N-15. Basin S-26 begins Flow Path 2.
- Basin N-16, located east of N-15, receives the combined flow from N-15 and S-26 after approximately 1,250 feet, then discharges off-site through Culvert 32. This drainage follows a separate discharge route from the previously described Flow Path 1 but is also expected to pass beneath Interstate 80 and ultimately reach the Truckee River.
- Basin N-17, southeast of N-16, drains south through Culvert 33, discharging toward Interstate 80 approximately 1,000 feet east of the Flow Path 2.
- Basins N-18 and S-27 are located southeast and southwest of N-17 and make up Flow Path 3. N-18 conveys flow southward toward Interstate 80, discharging to FRWA16, a roadway that runs beneath the roadway. S-27 drains to a discharge point on the east side of FRWA16, while N-18 drains to a point on the west side, both contributing to the same overall drainage system.

Table 2 below provides a summary of the drainage area, lag times, and the calculated 5-year and 100-year design flows at the discharge point for each basin.

Table 2: Existing Peak Flows at Discharge of Each Basin				
Basin Name	**Area (ac)**	**T_{lag} (min)**	**5-yr Q (cfs)**	**100-yr Q (cfs)**
N-01	4.7	6.0	6.1	17.7
N-02	218.2	13.5	149.5	524.2
N-03	614.0	22.3	332.0	1111.1
N-04	3917.8	104.7	444.1	1817.2
N-05	114.6	22.5	68.3	212.9
N-06	615.6	59.2	143.9	522.9
N-07	53.2	21.0	32.3	102.6
N-08	424.3	44.2	134.7	468.5
N-09	3930.6	116.6	357.5	1563.3
N-10	1811.9	107.6	240.1	840.7
N-11	157.4	34.3	62.6	210.5
N-12	67.2	18.9	44.2	138.2
N-13	484.0	40.6	164.7	559.3
N-14	54.5	10.7	54.4	157.7
N-15	1542.7	74.8	235.3	927.2
N-16	1043.6	73.6	102.5	535.4
N-17	180.5	35.8	24.0	153.8
N-18	113.6	32.8	17.6	107.7
S-01	245.3	35.6	75.1	291.0
S-03	120.3	24.0	69.7	214.3
S-05	48.1	21.1	27.9	90.8
S-06	17.7	17.4	7.3	32.7
S-07	26.2	16.4	21.7	61.2
S-08	8.7	11.6	6.2	22.4
S-09	21.6	14.0	21.1	56.4
S-10	26.4	9.9	29.7	81.2
S-11	12.6	10.8	13.5	37.3
S-12	15.7	10.4	17.1	47.1
S-13	11.6	9.1	13.8	37.4
S-14	37.5	21.9	23.5	71.6
S-15	7.2	15.5	5.1	16.6
S-16	15.2	20.1	8.7	29.4
S-17	140.3	12.0	84.1	342.3
S-18	63.7	13.0	35.8	147.9
S-19	50.8	20.1	21.3	89.5
S-20	32.7	13.4	17.9	74.2
S-21	204.8	36.5	48.9	222.5
S-22	245.0	31.1	111.4	361.6
S-23	153.3	28.5	79.0	245.1
S-24	28.4	17.1	22.2	64.3
S-25	13.3	19.2	11.6	36.1
S-26	45.1	17.8	35.7	122.4
S-27	10.8	19.1	6.5	26.4

6.4 PROPOSED CULVERTS

A total of thirty-five culvert locations were originally identified along the proposed roadway alignment, however, one location designated as Culvert-13 was determined to require a bridge structure instead due to topographic constraints. As a result, the final design includes thirty-four culverts to safely convey the 100-year design flows beneath the proposed roadway. The culvert system consists of reinforced concrete box (RCB) and reinforced concrete pipe (RCP) structures. Each culvert was analyzed and sized using an iterative process in Bentley CulvertMaster, Version 3.3, to ensure adequate capacity and hydraulic performance under the specific conditions at each crossing. Outlet protection is recommended at all culvert discharge points to mitigate potential erosion, as elevated velocities are anticipated during major storm events. In accordance with the *Truckee Meadows Regional Drainage Manual (TMRDM)*, culverts with outlet velocities equal to or exceeding 15 feet per second during the 100-year storm event will require enhanced energy dissipation measures, while outlets with velocities below 15 feet per second may be protected using a standard riprap apron. The hydraulic design was developed to minimize the potential for overloading at any culvert. A culvert layout map is provided in **Appendix A**, along with detailed culvert calculation reports supporting the design within **Appendix C.**

6.5 PROPOSED DRAINAGE CHANNELS

As noted previously, the project area contains numerous natural drainage channels and ephemeral flow paths that have developed in response to the existing topography. The proposed roadway design aims to preserve and utilize these natural drainage courses wherever feasible to maintain existing hydrologic patterns and minimize disturbance. In areas where the roadway is in a cut condition, roadside ditches will likely need to be excavated to collect and convey runoff away from the highway toward the nearest downstream culvert. In certain locations, the natural drainage path may need to be modified to accommodate the roadway, but efforts will be made to maintain flow patterns as naturally as possible. Basins S-01 and S-03 may require additional channel improvements east of the roadway to convey flow northward toward Culverts 1 and 2. In contrast, Basins N-01, S-15, and S-16 will require grading to direct flow safely away from the roadway embankment rather than to a culvert. In locations where natural drainage channels run adjacent to or parallel with the proposed alignment, erosion control and slope protection measures, such as riprap armoring, concrete armoring, or vegetative stabilization, may be necessary to prevent potential degradation of the roadway structure.

6.6 WATER QUALITY CONTROLS

The proposed Northeast Connector Feasibility Study has been designed with consideration for both construction-phase and long-term water-quality protection. The project will comply with applicable Washoe County, NDEP, and Truckee Meadows Regional Drainage Manual (TMRDM) requirements to minimize sedimentation, erosion, and pollutant transport to downstream waterways. Temporary best management practices (BMPs) such as wind, erosion, and sediment controls will be implemented during construction to limit off-site impacts, with permanent measures incorporated in later phases once final grading and drainage alignments are established.

At this stage, no significant water-quality concerns or environmentally sensitive areas have been identified within the project limits. Although, it should be noted that the majority of the project ultimately drains to the Truckee River, which should be carefully considered in future design phases to ensure protection of downstream water quality. The final design will incorporate appropriate stormwater treatment measures, such as stabilized outfalls, armored channels, and other best management practices, to maintain natural drainage functions and protect receiving waters. Additional water quality controls will also be implemented during construction in accordance with the site Erosion Control Plan.

6.7 Detention Requirements

At this stage of the project, no detention facilities are proposed or required. Based on the current design, proposed peak flows are anticipated to closely match existing conditions, as the project is a transportation corridor that maintains existing flow paths and minimizes changes to watershed characteristics. This determination will be re-evaluated during final design once grading, drainage alignments, and culvert hydraulics are finalized to confirm compliance with Truckee Meadows Regional Drainage Manual (TMRDM) and Washoe County design criteria.

7 SPECIAL FLOOD HAZARDS

The entire site lies within FEMA flood hazard area "unshaded X", which indicates that the project is outside the 0.2% probability per year flood zone. This area was designated as "unshaded X" with the FEMA Letter of Map Revision dated April 28, 2009. As the project area is outside the 0.2% annual probability of flooding, there are no special flood hazard considerations proposed with this project.

7.1 Impacts of Proposed Development on Flood Hazard Area

As the Northeast Connector Feasibility Study is outside the floodplain and keeps watershed characteristics near existing, no negative impacts to downstream Flood Hazard Areas are anticipated.

7.2 Floodproofing Measures

Storm drainage culverts have been designed to convey the 100-year flow conditions without overland release of runoff.

7.3 FEMA and Local Code Compliance

The Northeast Connector project will be compliant with all federal and local code requirements.

8 CONCLUSION

The proposed Northeast Connector project has been designed at a preliminary level to perpetuate off-site generated flows that drain through the project. Storm water quality measures will be installed during construction to reduce probability of sediment being carried off-site by storm runoff. At this time, no negative impacts are anticipated from the development of the Northeast Connector project.

9 REFERENCES

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APPENDIX A

VICINITY MAP AND EXHIBITS

FIGURE 1

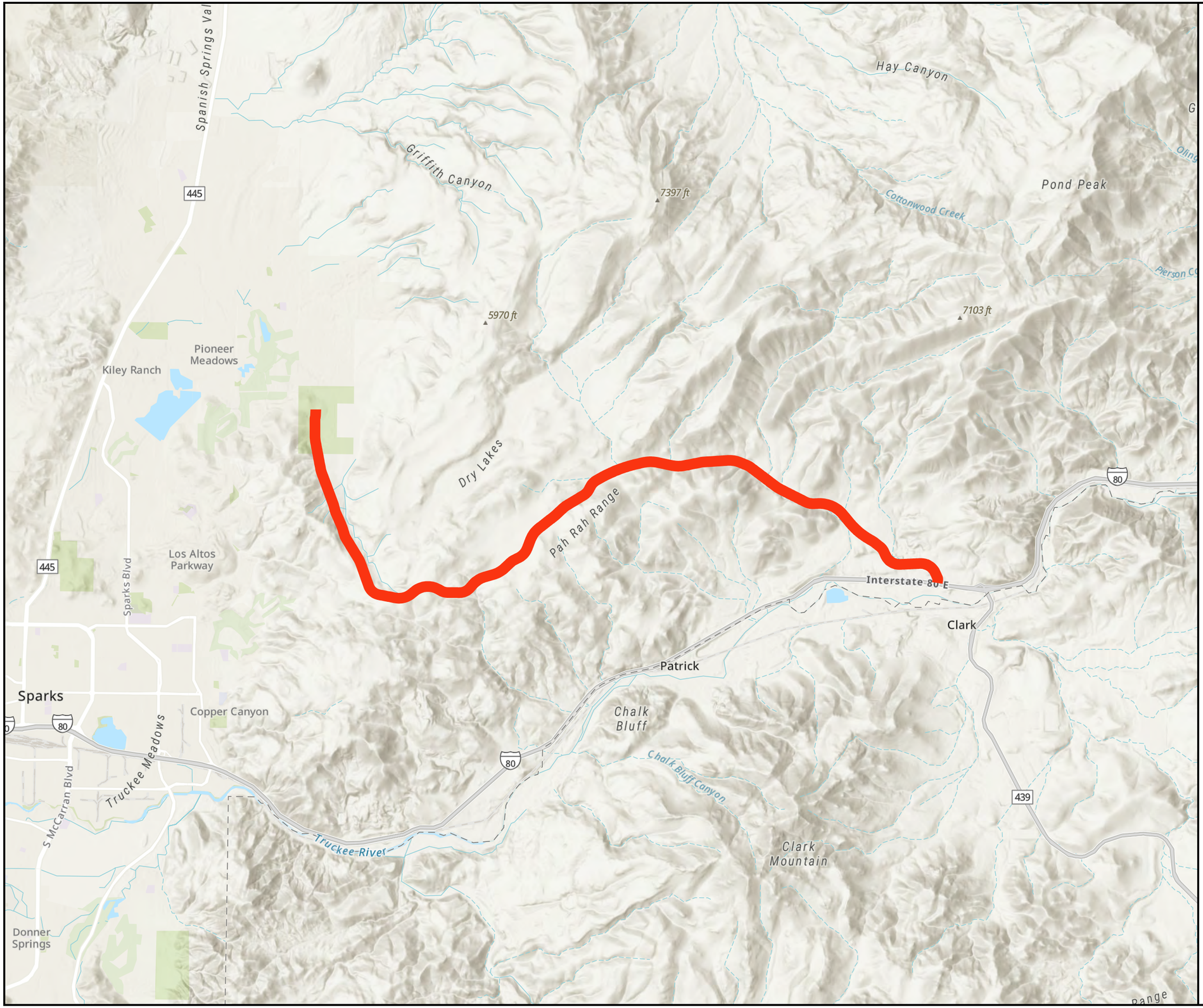
VICINITY MAP

NORTHEAST CONNECTOR FEASIBILITY STUDY

WASHOE COUNTY, NEVADA

OCTOBER 2025

PRELIMINARY



Legend

Prop. Highway

NORTH

0 3,750 7,500 15,000

Feet

WOOD RODGERS

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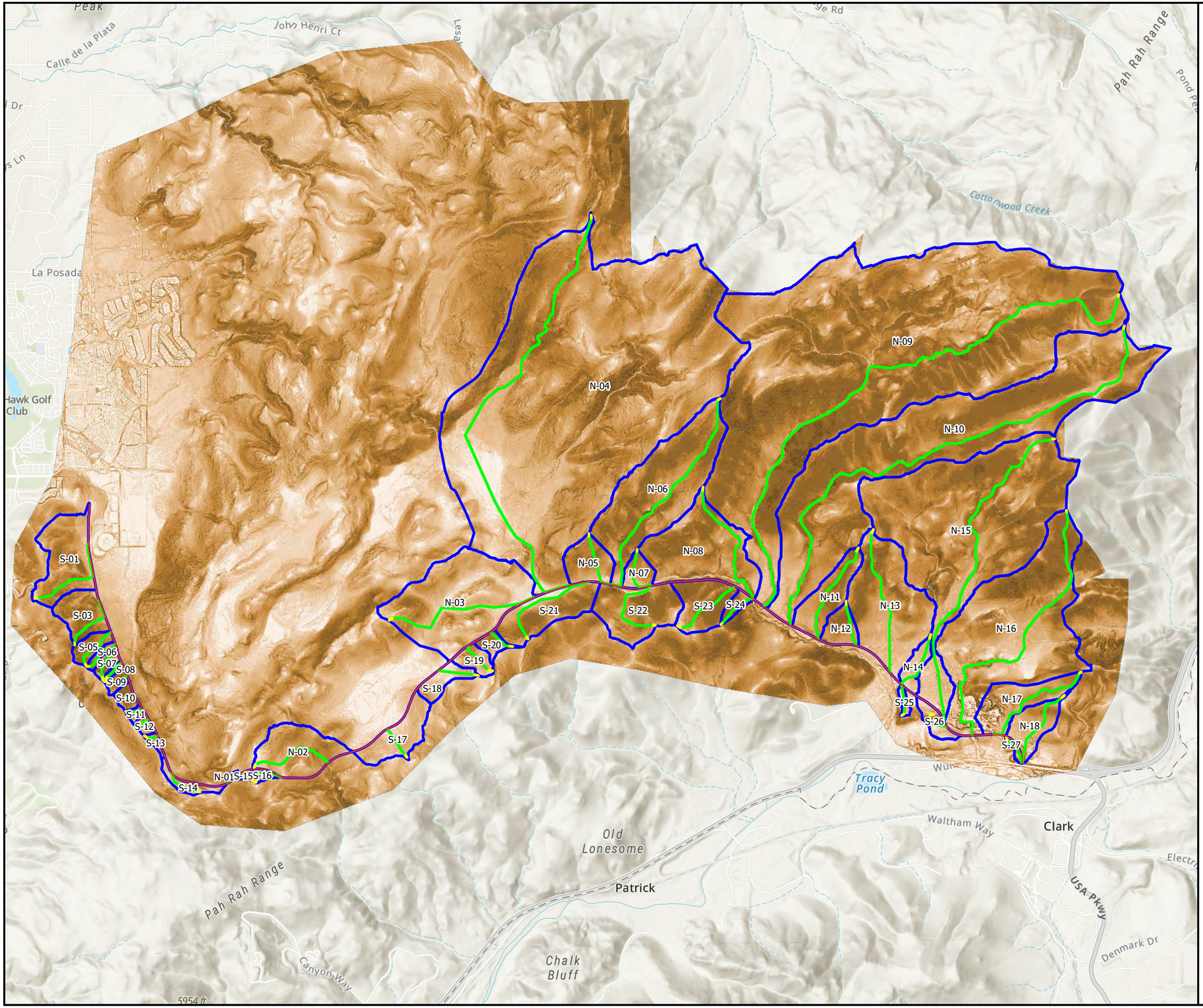
FIGURE 2

HYDROLOGIC BASINS EXHIBIT

NORTHEAST CONNECTOR FEASIBILITY STUDY

WASHOE COUNTY, NEVADA

OCTOBER 2025



Legend

Slope_of_Basins			
≤3	≤25	Prop. Highway	
≤6	≤30	Watersheds	
≤10	≤40	Flowpaths	
≤15	≤60	Channel	
≤20	≤100	Sheet	

0 2,500 5,000 10,000

Feet

NORTH

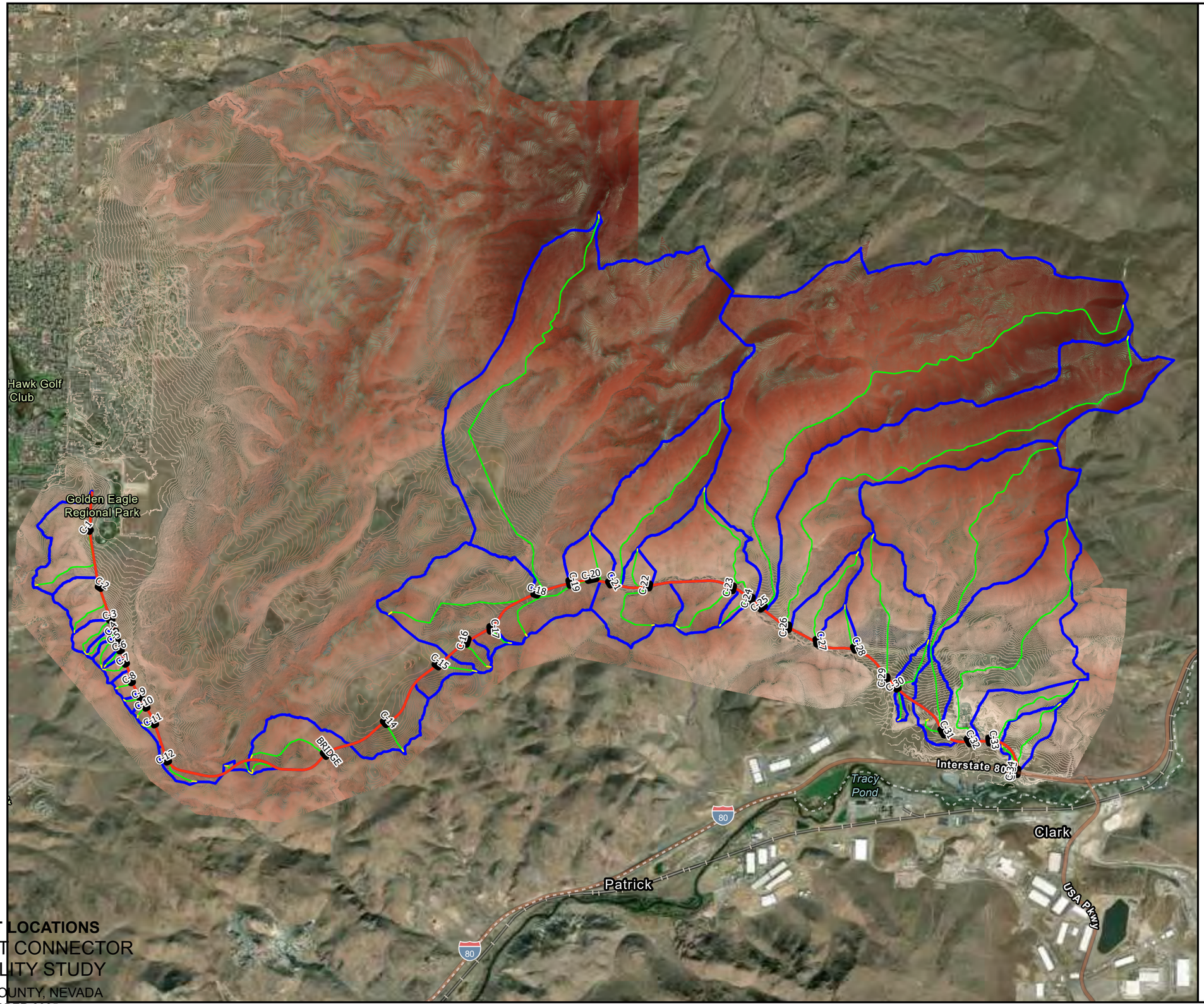
WOOD RODGERS

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PRELIMINARY

Page

FIGURE 3



Legend

- Culvert Locations
- Prop. Highway
- Watersheds

Flowpaths

- Channel
- Sheet

10 Foot Contours

- 4,240
- 4,240 - 7,500
- 7,500

0 2,500 5,000 10,000

Feet

NORTH

WOOD RODGERS

LVERT LOCATIONS
EAST CONNECTOR
ASIBILITY STUDY
HOE COUNTY, NEVADA
OCTOBER 2025

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PRELIMINARY
NOT

FIGURE 4



Legend

- Culvert Locations
- Prop. Highway
- Watersheds
- Combined Flows

Flowpaths

- Channel
- Sheet

Contour

4,240

4,240 - 7,500

7,500

0 1,000 2,000 4,000

Feet

NORTH

WOOD RODGERS

ERN BASINS EXHIBIT

EAST CONNECTION

IBILITY PROJECT

HOE COUNTY, NEVADA

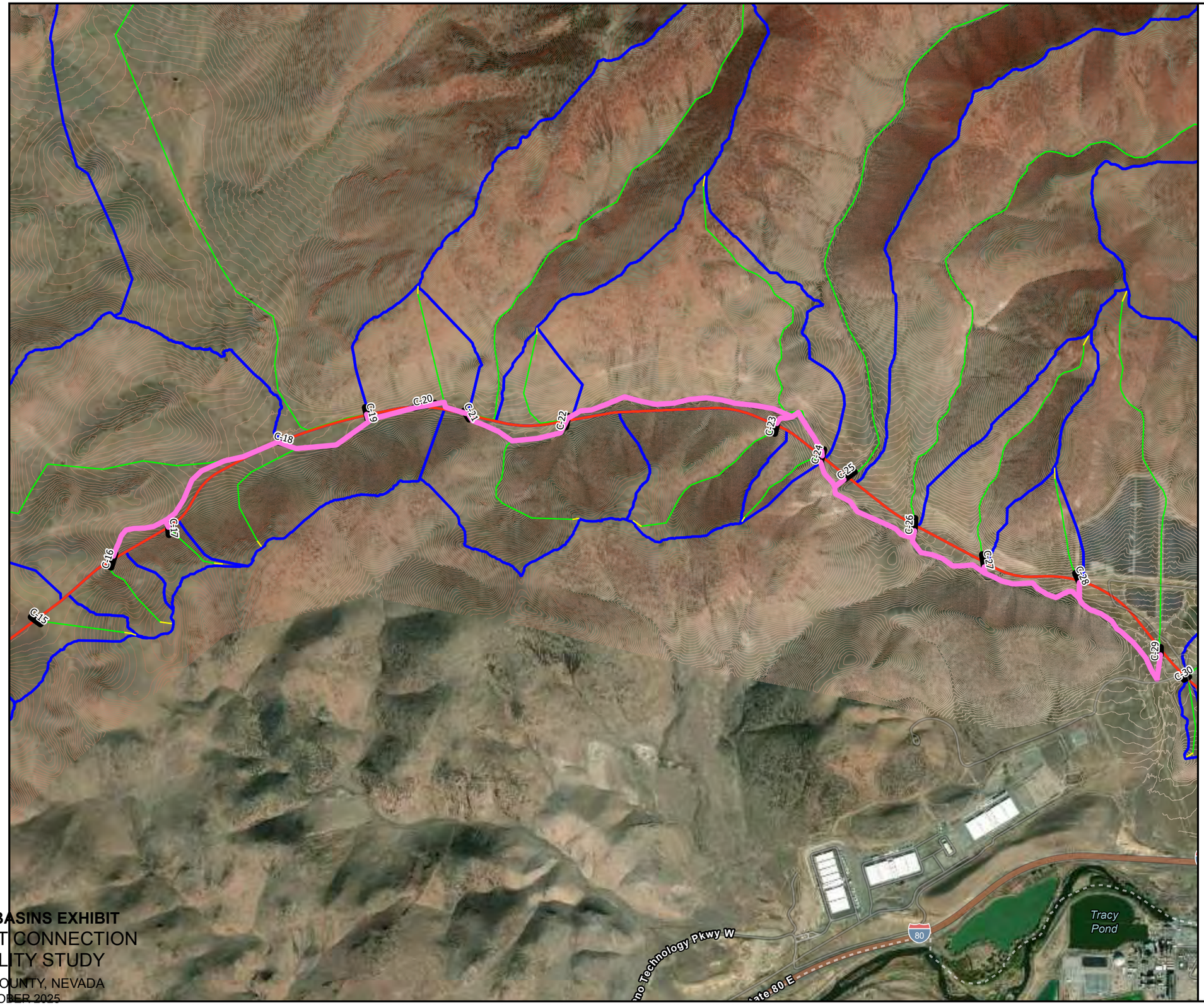
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PRELIMINARY

not

FIGURE 5



Legend

- Culvert Locations
- Prop. Highway
- Watersheds
- Combined Flows

Flowpaths

- Channel
- Sheet

Contour

- 4,240
- 4,240 - 7,500
- 7,500

0 1,000 2,000 4,000
Feet

NORTH

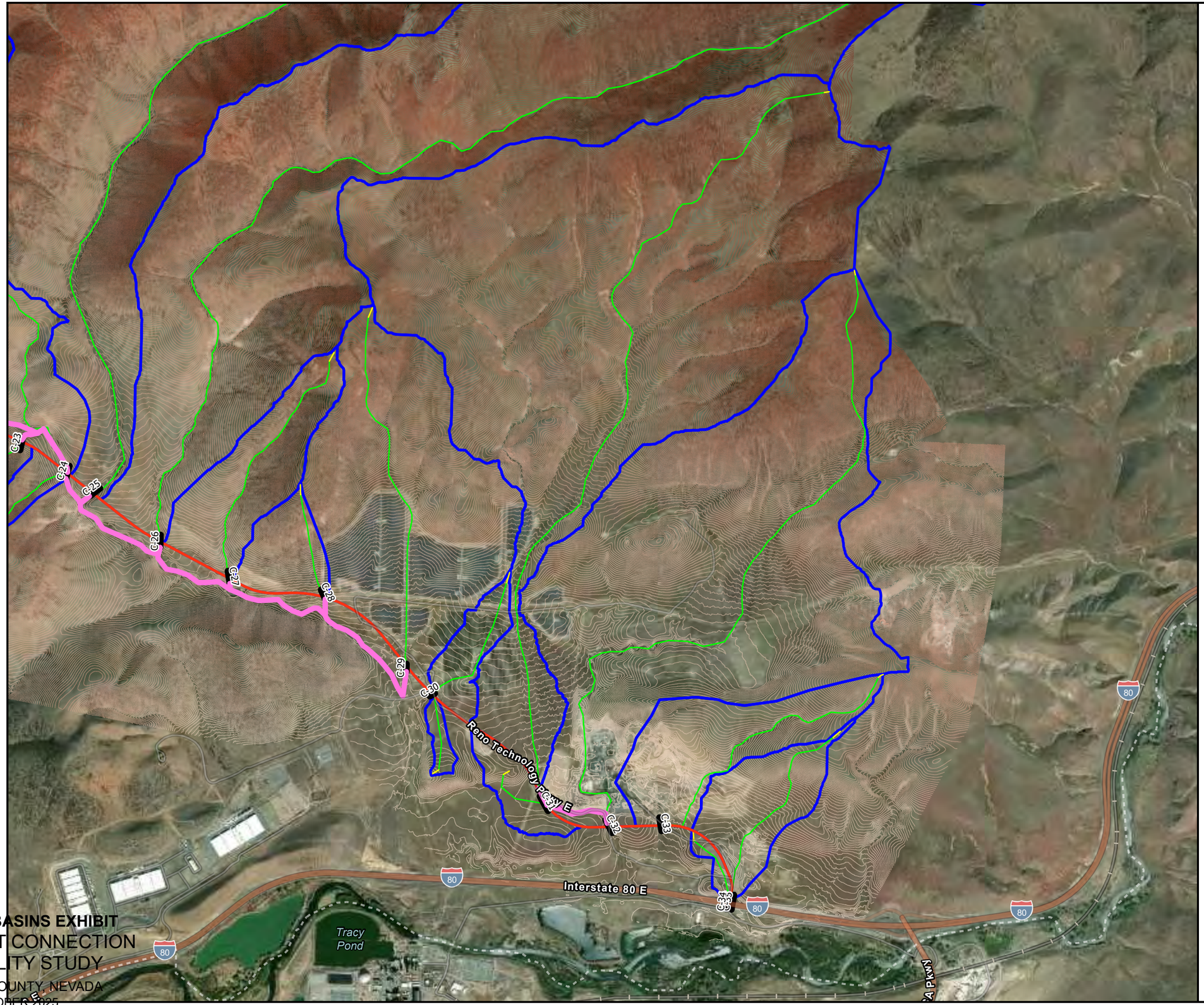
WOOD RODGERS

RAL BASINS EXHIBIT
EAST CONNECTION
SIBILITY STUDY
HOE COUNTY, NEVADA
OCTOBER 2025

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PRELIMINARY
Not

FIGURE 6



Legend

- Culvert Locations
- Prop. Highway
- Watersheds
- Combined Flows

Flowpaths

- Channel
- Sheet

Contour

- 4,240
- 4,240 - 7,500
- 7,500

0 1,000 2,000 4,000

Feet

NORTH

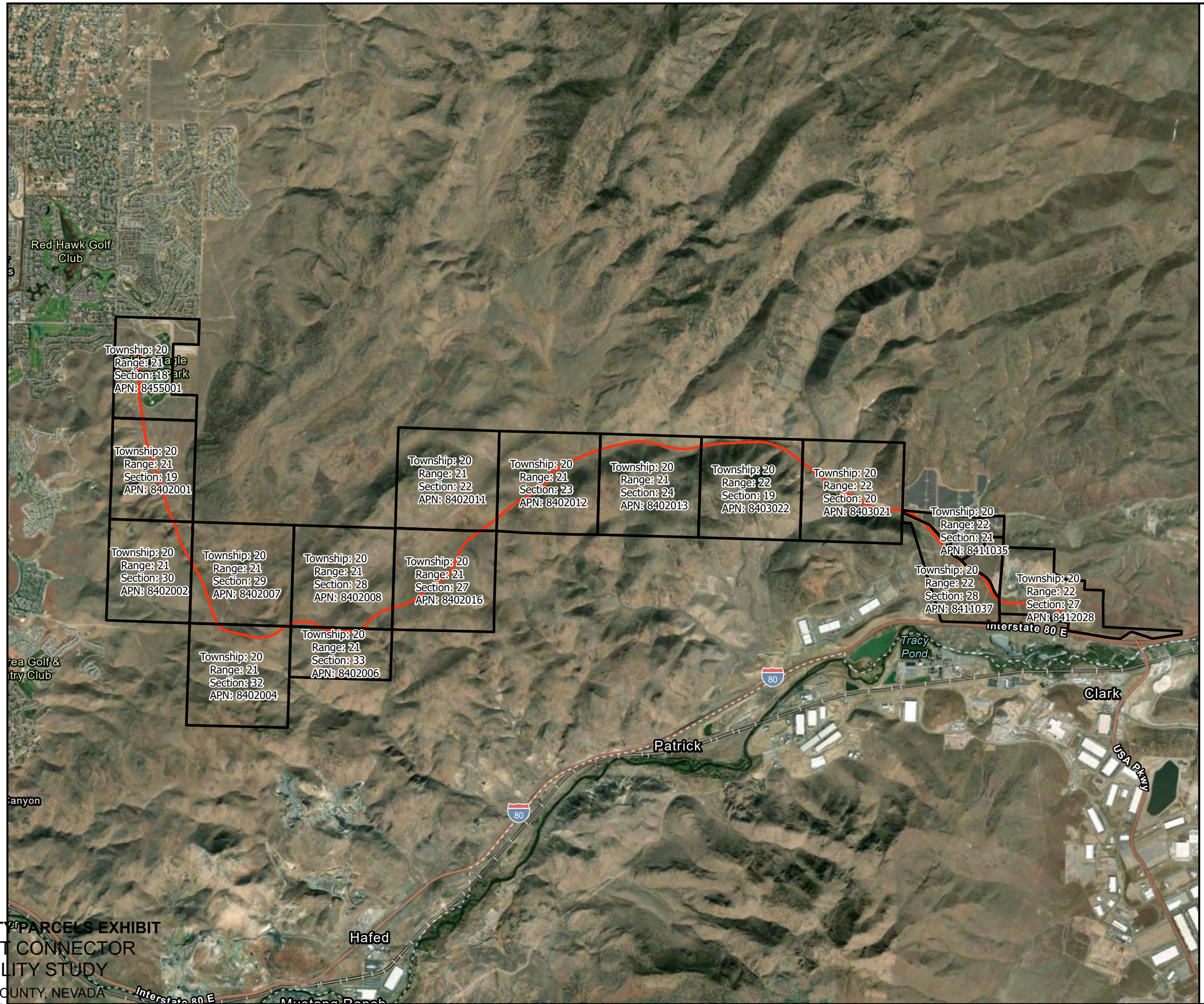
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HOE COUNTY, NEVADA
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PRELIMINARY
NOT

FIGURE 8



Legend

Parcels

Prop. Highway

0 2,500 5,000 10,000

Feet

NORTH

WOOD RODGERS

OUNTY PARCELS EXHIBIT

IEAST CONNECTOR

ASIBILITY STUDY

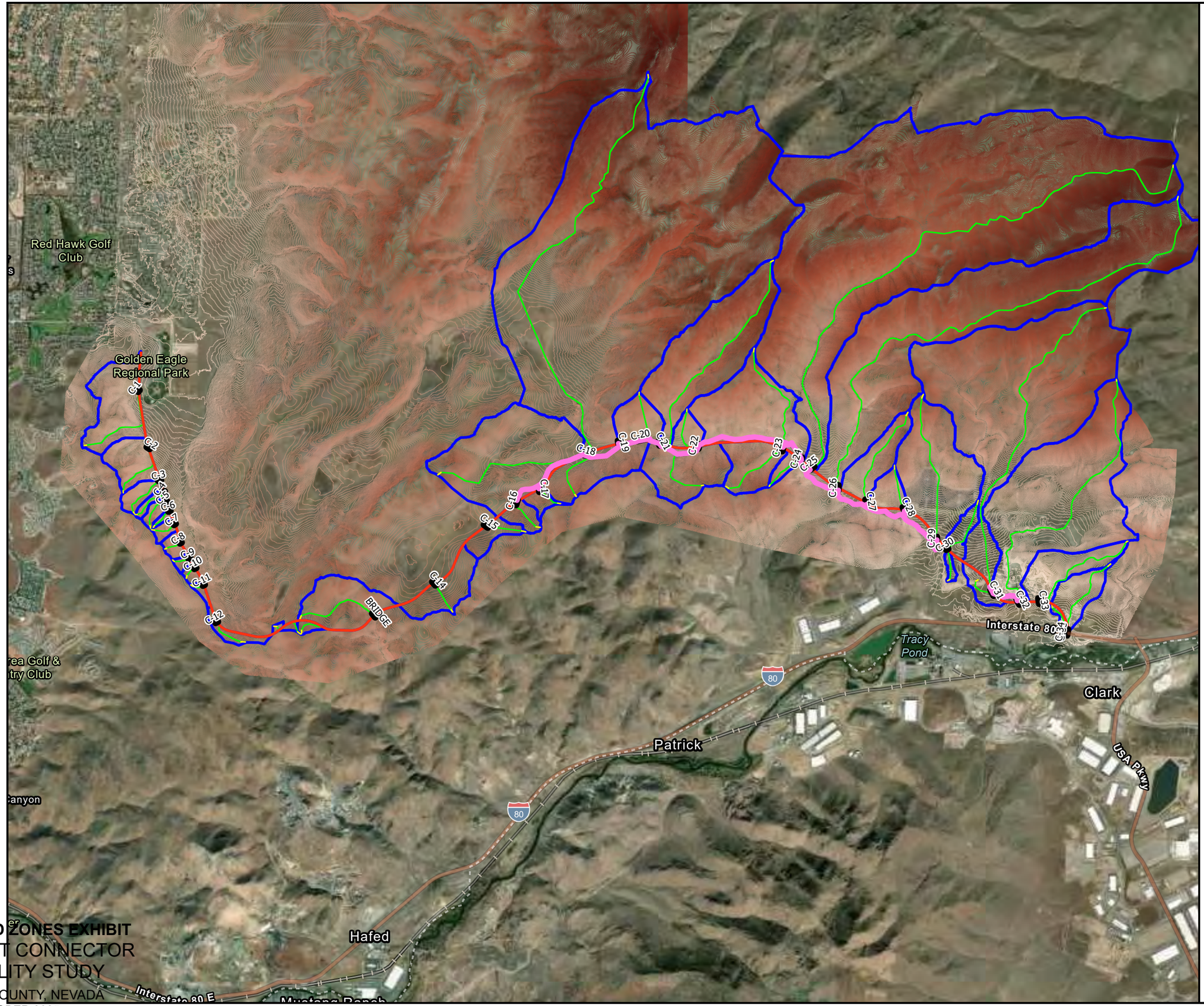
HOE COUNTY, NEVADA

OCTOBER 2025

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PRELIMINARY

FIGURE 7



Legend

- FEMA Panel Boundary
- FEMA Flood Hazard Boundaries
- Limit Lines
- Other Boundary
- SFHA / Flood Zone Boundary
- Prop. Highway
- Watersheds

0 2,500 5,000 10,000

Feet

NORTH

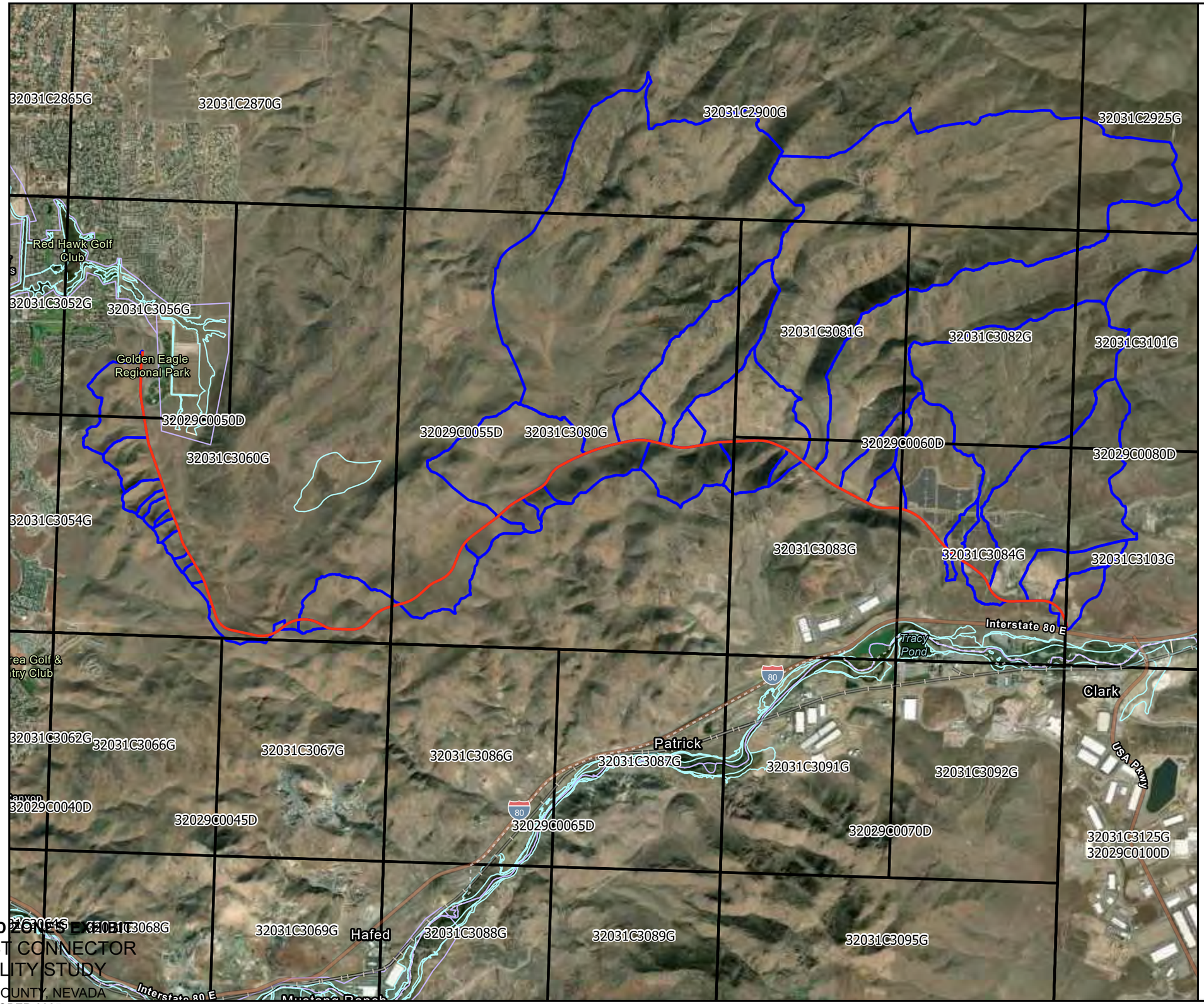
WOOD RODGERS

LOOD ZONES EXHIBIT
IEAST CONNECTOR
SIBILITY STUDY
HOE COUNTY, NEVADA
OCTOBER 2025

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PRELIMINARY

FIGURE 7



Legend

- FEMA Panel Boundary
- SFHA / Flood Zone Boundary
- FEMA Flood Hazard Boundaries
- Prop. Highway
- Limit Lines
- Watersheds
- Other Boundary

0 2,500 5,000 10,000

Feet

NORTH

WOOD RODGERS

LOOD ZONE EXHIBIT
IEAST CONNECTOR
SIBILITY STUDY
HOE COUNTY, NEVADA
OCTOBER 2025

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PRELIMINARY
Not for Construction

APPENDIX B

SOURCED TABLES

NOAA Atlas 14, Volume 1, Version 5
Location name: Reno, Nevada, USA*
Latitude: 39.625°, Longitude: -119.5266°
Elevation: 5919 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.117** (0.099-0.137)	**0.147** (0.123-0.174)	**0.197** (0.164-0.232)	**0.241** (0.200-0.286)	**0.313** (0.253-0.376)	**0.380** (0.299-0.461)	**0.458** (0.350-0.565)	**0.554** (0.407-0.698)	**0.711** (0.492-0.927)	**0.860** (0.565-1.15)
10-min	**0.178** (0.150-0.209)	**0.224** (0.187-0.264)	**0.299** (0.249-0.354)	**0.366** (0.304-0.435)	**0.477** (0.385-0.573)	**0.578** (0.455-0.702)	**0.697** (0.533-0.859)	**0.843** (0.619-1.06)	**1.08** (0.748-1.41)	**1.31** (0.859-1.74)
15-min	**0.221** (0.186-0.259)	**0.277** (0.232-0.327)	**0.371** (0.309-0.438)	**0.454** (0.377-0.539)	**0.591** (0.478-0.710)	**0.716** (0.564-0.870)	**0.864** (0.660-1.06)	**1.04** (0.767-1.32)	**1.34** (0.928-1.75)	**1.62** (1.06-2.16)
30-min	**0.297** (0.250-0.349)	**0.373** (0.312-0.441)	**0.499** (0.416-0.590)	**0.612** (0.508-0.726)	**0.796** (0.643-0.956)	**0.964** (0.759-1.17)	**1.16** (0.889-1.43)	**1.41** (1.03-1.77)	**1.81** (1.25-2.36)	**2.18** (1.44-2.91)
60-min	**0.368** (0.310-0.432)	**0.462** (0.387-0.545)	**0.618** (0.515-0.730)	**0.757** (0.628-0.898)	**0.985** (0.796-1.18)	**1.19** (0.939-1.45)	**1.44** (1.10-1.77)	**1.74** (1.28-2.19)	**2.24** (1.55-2.92)	**2.70** (1.78-3.60)
2-hr	**0.479** (0.414-0.565)	**0.598** (0.520-0.704)	**0.767** (0.657-0.907)	**0.910** (0.770-1.08)	**1.13** (0.930-1.34)	**1.32** (1.06-1.59)	**1.55** (1.22-1.89)	**1.84** (1.40-2.27)	**2.34** (1.71-2.97)	**2.81** (1.99-3.66)
3-hr	**0.581** (0.507-0.673)	**0.725** (0.639-0.844)	**0.906** (0.789-1.05)	**1.05** (0.909-1.23)	**1.26** (1.07-1.48)	**1.44** (1.21-1.71)	**1.66** (1.37-1.99)	**1.95** (1.57-2.38)	**2.45** (1.92-3.03)	**2.91** (2.22-3.68)
6-hr	**0.843** (0.741-0.969)	**1.05** (0.926-1.22)	**1.30** (1.13-1.51)	**1.49** (1.29-1.73)	**1.74** (1.49-2.03)	**1.93** (1.63-2.26)	**2.12** (1.78-2.51)	**2.38** (1.96-2.85)	**2.81** (2.27-3.41)	**3.22** (2.56-3.97)
12-hr	**1.17** (1.02-1.33)	**1.47** (1.29-1.68)	**1.85** (1.62-2.13)	**2.16** (1.87-2.48)	**2.56** (2.20-2.97)	**2.88** (2.44-3.36)	**3.19** (2.68-3.77)	**3.51** (2.89-4.19)	**3.92** (3.16-4.77)	**4.30** (3.39-5.32)
24-hr	**1.51** (1.34-1.72)	**1.92** (1.71-2.18)	**2.49** (2.20-2.81)	**2.94** (2.59-3.34)	**3.59** (3.14-4.07)	**4.11** (3.56-4.67)	**4.66** (4.00-5.31)	**5.23** (4.45-5.99)	**6.04** (5.05-6.97)	**6.70** (5.51-7.78)
2-day	**1.88** (1.64-2.15)	**2.40** (2.10-2.75)	**3.17** (2.76-3.63)	**3.80** (3.29-4.35)	**4.71** (4.04-5.41)	**5.46** (4.65-6.28)	**6.26** (5.28-7.24)	**7.12** (5.93-8.29)	**8.36** (6.82-9.82)	**9.38** (7.52-11.1)
3-day	**2.10** (1.84-2.42)	**2.70** (2.36-3.10)	**3.61** (3.14-4.15)	**4.35** (3.77-5.01)	**5.44** (4.67-6.26)	**6.33** (5.38-7.30)	**7.29** (6.14-8.44)	**8.33** (6.93-9.68)	**9.82** (8.01-11.5)	**11.1** (8.86-13.1)
4-day	**2.32** (2.03-2.68)	**3.00** (2.62-3.46)	**4.05** (3.52-4.68)	**4.91** (4.26-5.67)	**6.17** (5.30-7.12)	**7.20** (6.12-8.32)	**8.32** (7.01-9.65)	**9.53** (7.92-11.1)	**11.3** (9.19-13.2)	**12.7** (10.2-15.1)
7-day	**2.79** (2.42-3.25)	**3.61** (3.12-4.21)	**4.90** (4.22-5.73)	**5.97** (5.12-6.97)	**7.52** (6.39-8.79)	**8.80** (7.40-10.3)	**10.2** (8.50-12.0)	**11.7** (9.64-13.8)	**13.9** (11.2-16.5)	**15.7** (12.5-18.8)
10-day	**3.21** (2.77-3.74)	**4.17** (3.61-4.85)	**5.64** (4.86-6.58)	**6.84** (5.86-7.97)	**8.52** (7.24-9.95)	**9.90** (8.35-11.6)	**11.4** (9.51-13.3)	**13.0** (10.7-15.2)	**15.2** (12.4-18.0)	**17.1** (13.7-20.4)
20-day	**4.20** (3.65-4.86)	**5.44** (4.73-6.30)	**7.26** (6.29-8.42)	**8.69** (7.50-10.1)	**10.7** (9.13-12.4)	**12.2** (10.4-14.3)	**13.9** (11.7-16.3)	**15.7** (13.0-18.4)	**18.1** (14.8-21.4)	**20.1** (16.2-23.9)
30-day	**4.99** (4.33-5.80)	**6.48** (5.62-7.53)	**8.68** (7.49-10.1)	**10.4** (8.94-12.1)	**12.8** (10.9-14.9)	**14.7** (12.4-17.1)	**16.7** (14.1-19.5)	**18.8** (15.7-22.1)	**21.7** (17.9-25.6)	**24.1** (19.6-28.6)
45-day	**6.04** (5.23-6.94)	**7.86** (6.80-9.01)	**10.5** (9.03-12.1)	**12.6** (10.8-14.5)	**15.4** (13.1-17.8)	**17.7** (15.0-20.5)	**20.1** (16.9-23.4)	**22.7** (18.8-26.5)	**26.4** (21.5-31.0)	**29.4** (23.6-34.8)
60-day	**7.01** (6.03-8.06)	**9.18** (7.91-10.5)	**12.2** (10.5-14.1)	**14.5** (12.4-16.7)	**17.5** (14.9-20.2)	**19.8** (16.8-23.0)	**22.2** (18.6-25.8)	**24.6** (20.5-28.7)	**28.0** (23.0-32.8)	**30.7** (24.9-36.2)

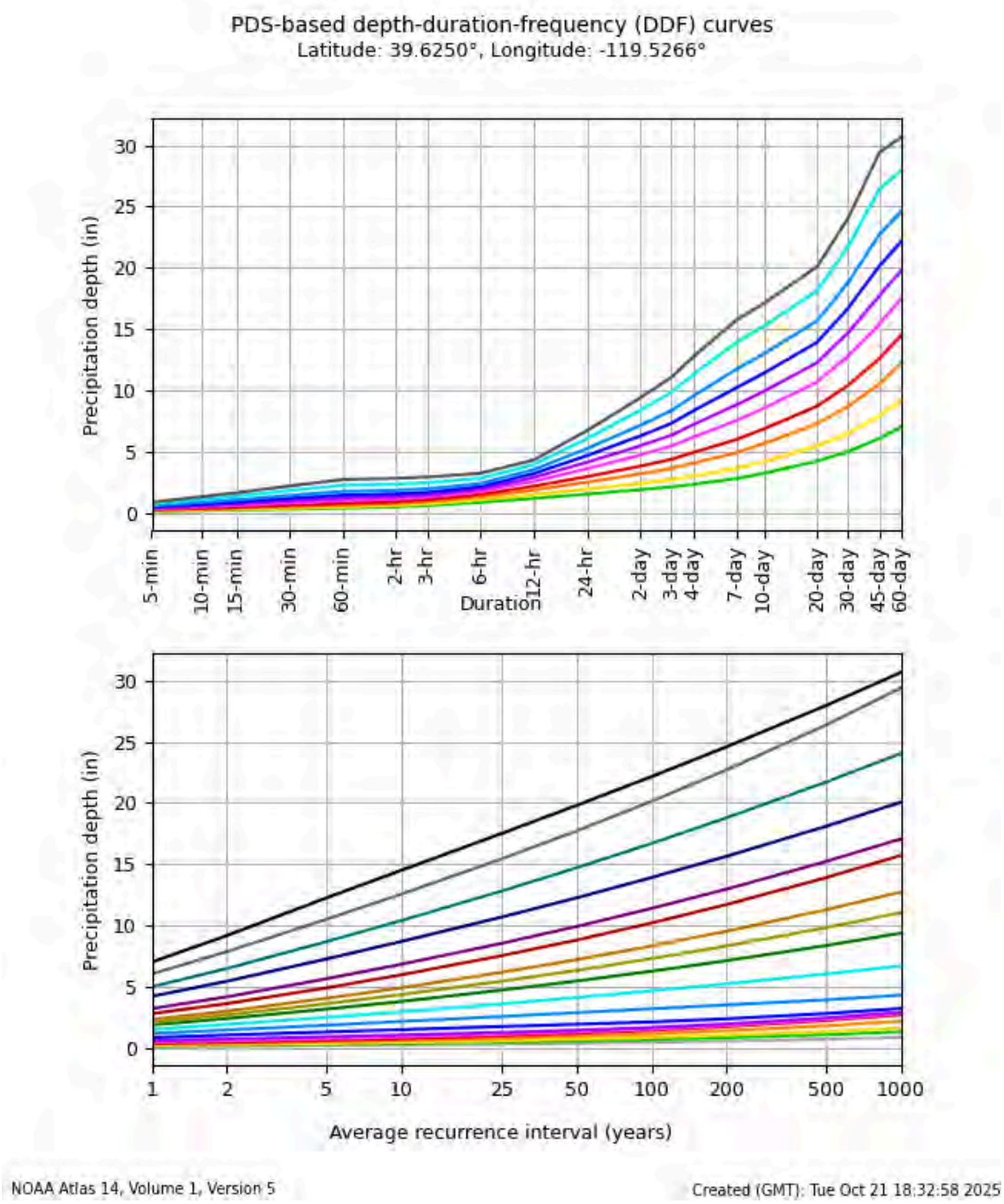
[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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PF graphical



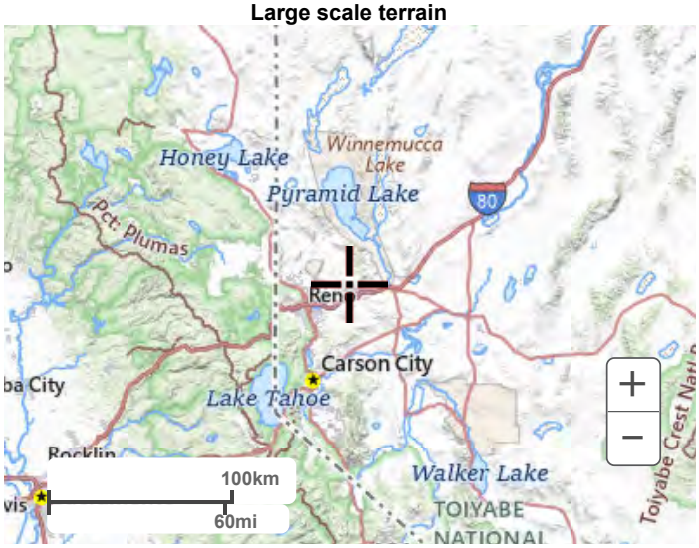
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Maps & aerials

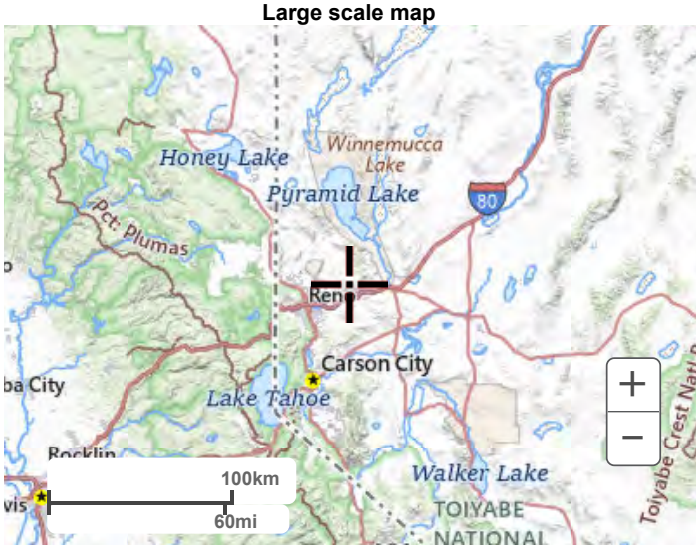
Small scale terrain



Large scale terrain



Large scale map



Large scale aerial

RATIONAL FORMULA METHOD
RUNOFF COEFFICIENTS

Land Use or Surface Characteristics	Aver. % Impervious Area	Runoff Coefficients 5-Year (C_5)	Runoff Coefficients 100-Year (C_{100})
Business/Commercial:			
Downtown Areas	85	.82	.85
Neighborhood Areas	70	.65	.80
Residential:			
(Average Lot Size)			
⅛ Acre or Less (Multi-Unit)	65	.60	.78
¼ Acre	38	.50	.65
⅛ Acre	30	.45	.60
½ Acre	25	.40	.55
1 Acre	20	.35	.50
Industrial:	72	.68	.82
Open Space:			
(Lawns, Parks, Golf Courses)	5	.05	.30
Undeveloped Areas:			
Range	0	.20	.50
Forest	0	.05	.30
Streets/Roads:			
Paved	100	.88	.93
Gravel	20	.25	.50
Drives/Walks:	95	.87	.90
Roof:	90	.85	.87

Notes:

1. Composite runoff coefficients shown for Residential, Industrial, and Business/Commercial Areas assume irrigated grass landscaping for all pervious areas. For development with landscaping other than irrigated grass, the designer must develop project specific composite runoff coefficients from the surface characteristics presented in this table.

APPENDIX C

DRAWINGS AND TABLES

Project: La_Posada Connector

Project Location: Sparks, NV

Time of Concentration Table

Drainage Basin	Drainage Area (AC)	CN/c	Initial Flow Time, T_i								Travel Time, T_t			
			Overland Flow				Channelized Flow				Total (T_i+T_t)	Urbanized Basins Check	Final	
			L_i (ft)	S (ft/ft)	R	T_i (min)	L_t (ft)	S (ft/ft)	V (ft/s)	T_{t2} (min)	T_c (min)	T_c*(min)	T_c (min)	TLAG
N-01	4.72	80	181	0.061	0.67	5.8	582	0.066	4.1	2.3	10.0	14.2	**10.0**	6.0
N-02	218.16	80	204	0.077	0.67	5.7	4413	0.073	4.4	16.8	22.5	35.6	**22.5**	13.5
N-03	613.95	80	215	0.062	0.67	6.3	8223	0.076	4.4	30.9	37.2	56.9	**37.2**	22.3
N-14	54.51	80	226	0.074	0.67	6.1	2968	0.068	4.2	11.7	17.8	27.7	**17.8**	10.7
S-17	140.31	80	147	0.081	0.67	4.8	1642	0.081	4.6	34.6	39.3	19.9	**19.9**	12.0
S-18	63.69	80	232	0.027	0.67	8.6	1881	0.080	4.6	34.5	43.1	21.7	**21.7**	13.0
S-25	13.32	80	153	0.172	0.67	3.8	1499	0.028	2.7	26.5	30.3	19.2	**19.2**	11.5
S-26	45.12	80	142	0.075	0.67	4.8	1254	0.058	3.9	31.7	36.5	17.8	**17.8**	10.7
S-27	10.82	80	188	0.062	0.67	5.8	1448	0.057	3.8	31.6	37.5	19.1	**19.1**	11.5

Basins Over 1 mi2 analyzed using TLAG = 22.1*Kn(L*Lc/S^0.5)^0.33

	Drainage Area (AC)	CN	Kn	L	Lc	S (ft/mi)	TLAG (hours)	TLAG (min)	Σ TLAG (hours)	Σ TLAG (min)
N-04	3917.78	80	0.09	0.03	0.02	1238.8	0.06	3.34	1.75	**104.74**
N-04	3917.78	80	0.09	4.72	2.83	480.5	1.69	101.40		
N-05	114.64	80	0.09	0.03	0.02	1300.0	0.05	2.83	0.38	**22.54**
N-05	114.64	80	0.09	0.55	0.30	1495.0	0.33	19.71		
N-06	615.57	80	0.09	0.03	0.02	543.0	0.06	3.43	0.99	**59.25**
N-06	615.57	80	0.09	2.31	1.16	715.2	0.93	55.82		
N-07	53.24	80	0.09	0.02	0.01	1462.4	0.04	2.37	0.35	**21.02**
N-07	53.24	80	0.09	0.50	0.25	1197.7	0.31	18.65		
N-08	424.26	80	0.09	0.04	0.02	864.1	0.06	3.79	0.74	**44.23**
N-08	424.26	80	0.09	1.36	0.82	878.1	0.67	40.45		
N-09	3930.56	80	0.09	0.02	0.01	921.4	0.04	2.61	1.94	**116.60**
N-09	3930.56	80	0.09	6.04	3.02	439.9	1.90	113.99		
N-10	1811.85	80	0.09	0.03	0.02	651.3	0.06	3.46	1.79	**107.64**
N-10	1811.85	80	0.09	5.37	2.69	473.6	1.74	104.19		
N-11	157.42	80	0.09	0.04	0.02	934.0	0.06	3.59	0.57	**34.25**
N-11	157.42	80	0.09	1.02	0.51	1026.7	0.51	30.66		
N-12	67.17	80	0.09	0.04	0.02	889.7	0.06	3.68	0.32	**18.91**
N-12	67.17	80	0.09	0.41	0.20	1774.8	0.25	15.23		
N-13	483.97	80	0.09	0.04	0.02	223.5	0.07	4.37	0.68	**40.64**
N-13	483.97	80	0.09	1.44	0.58	934.0	0.60	36.27		
N-15	1542.68	80	0.09	0.02	0.01	1244.3	0.04	2.17	1.25	**74.78**
N-15	1542.68	80	0.09	3.39	1.70	672.1	1.21	72.61		
N-16	1043.64	80	0.09	0.02	0.01	1472.1	0.04	2.10	1.23	**73.57**
N-16	1043.64	80	0.09	3.06	1.69	596.9	1.19	71.47		
N-17	180.52	80	0.09	0.02	0.01	1307.4	0.04	2.25	0.60	**35.80**
N-17	180.52	80	0.09	1.19	0.48	712.7	0.56	33.56		
N-18	113.60	80	0.09	0.04	0.02	403.6	0.07	4.04	0.55	**32.79**

Time of Concentration
Proposed Onsite Basins

N-18	113.60	80	0.09	0.83	0.42	667.8	0.48	28.75		
S-01	245.27	80	0.09	0.96	0.57	845.4	0.54	32.19	0.59	**35.65**
S-01	245.27	80	0.09	0.02	0.01	239.8	0.06	3.46		
S-03	120.35	80	0.09	0.02	0.01	2208.2	0.04	2.32	0.40	**24.00**
S-03	120.35	80	0.09	0.59	0.35	1345.9	0.36	21.68		
S-05	48.09	80	0.09	0.02	0.01	1494.9	0.04	2.31	0.35	**21.06**
S-05	48.09	80	0.09	0.45	0.27	1072.5	0.31	18.75		
S-06	17.73	80	0.09	0.02	0.01	949.5	0.04	2.46	0.29	**17.44**
S-06	17.73	80	0.09	0.36	0.18	1273.8	0.25	14.98		
S-07	26.22	80	0.09	0.03	0.01	676.4	0.05	3.10	0.27	**16.40**
S-07	26.22	80	0.09	0.32	0.16	1528.0	0.22	13.30		
S-08	8.74	80	0.09	0.03	0.01	469.6	0.05	2.84	0.19	**11.61**
S-08	8.74	80	0.09	0.21	0.08	2185.1	0.15	8.76		
S-09	21.60	80	0.09	0.03	0.02	325.5	0.06	3.76	0.23	**13.99**
S-09	21.60	80	0.09	0.23	0.11	1929.9	0.17	10.22		
S-10	26.36	80	0.09	0.02	0.01	1037.0	0.04	2.46	0.17	**9.93**
S-10	26.36	80	0.09	0.15	0.07	2488.2	0.12	7.47		
S-11	12.62	80	0.09	0.02	0.01	833.0	0.04	2.60	0.18	**10.77**
S-11	12.62	80	0.09	0.16	0.08	1659.8	0.14	8.17		
S-12	15.70	80	0.09	0.03	0.02	437.8	0.06	3.53	0.17	**10.41**
S-12	15.70	80	0.09	0.11	0.07	1709.5	0.11	6.87		
S-13	11.61	80	0.09	0.03	0.01	559.8	0.05	2.99	0.15	**9.06**
S-13	11.61	80	0.09	0.11	0.04	1090.5	0.10	6.06		
S-14	37.47	80	0.09	0.05	0.03	295.8	0.09	5.20	0.37	**21.92**
S-14	37.47	80	0.09	0.33	0.20	667.9	0.28	16.71		
S-15	7.24	80	0.09	0.04	0.02	279.7	0.07	4.01	0.26	**15.47**
S-15	7.24	80	0.09	0.26	0.10	997.7	0.19	11.46		
S-16	15.22	80	0.09	0.04	0.02	377.6	0.07	4.06	0.34	**20.11**
S-16	15.22	80	0.09	0.33	0.18	675.8	0.27	16.05		
S-19	50.83	80	0.09	0.04	0.02	232.0	0.08	4.96	0.33	**20.07**
S-19	50.83	80	0.09	0.33	0.16	810.9	0.25	15.11		
S-20	32.70	80	0.09	0.03	0.01	519.6	0.05	3.22	0.22	**13.43**
S-20	32.70	80	0.09	0.23	0.09	1424.7	0.17	10.21		
S-21	204.84	80	0.09	0.03	0.01	809.2	0.05	2.79	0.61	**36.52**
S-21	204.84	80	0.09	1.02	0.51	571.6	0.56	33.73		
S-22	244.98	80	0.09	0.02	0.01	427.8	0.05	2.96	0.52	**31.07**
S-22	244.98	80	0.09	0.81	0.41	704.0	0.47	28.11		
S-23	153.31	80	0.09	0.04	0.02	277.5	0.07	4.38	0.47	**28.49**
S-23	153.31	80	0.09	0.70	0.35	948.6	0.40	24.11		
S-24	28.43	80	0.09	0.02	0.01	920.7	0.04	2.20	0.28	**17.07**
S-24	28.43	80	0.09	0.40	0.20	1967.9	0.25	14.87		

Project: La_Posada Connector
Project Location: Sparks, NV
Time of Concentration Table

Drainage Basin	Channelized Flow					
	L_t (ft)	Beginning Elevation	End Elevation	S (ft/ft)	V (ft/s)	T_{t2} (min)
Junction-1 > Junction-2	2993	5140	5040	0.033	2.9	16.9
Junction-2 > Junction-3	3079	5040	5000	0.013	1.8	27.9
Junction-3 > Junction-4	1183	4995	4980	0.013	1.8	10.8
Junction-4 > Junction-5	2427	4980	4918	0.026	2.6	15.7
Junction-5 > Junction-6	6058	4918	4748	0.028	2.7	37.4
N-04 >Junction-3	1112	5020	5000	0.018	2.2	8.6
N-15 > Junction-7	1847	4350	4310	0.022	2.4	13.0
S-19 > Junction-1	1501	5220	5140	0.053	3.7	6.7
S-20 > Junction-1	161	5155	5140	0.093	4.9	0.5
S-23 > Junction-6	1587	4820	4748	0.045	3.4	7.7
S-26 > Junction-7	1476	4335	4310	0.017	2.1	11.7
Junction-6 > Offsite	9135	4748	4430	0.035	3.0	50.6

Project: La_Posada Connector

Project Location: Sparks, NV

Green and Ampt Data

Table 3: Green and Ampt Data at Each Basin						
Basin Name	Area (ac)	Initial Content	Saturated Content	Suction Head (in)	Conductivity (in/hr)	Impervious (%)
N-01	4.718752	0.16641	0.443838	11.267444	0.122	0
N-02	218.16	0.15576	0.44322	11.228012	0.147	0
N-03	613.9507	0.17087	0.443574	10.83321	0.110	0
N-04	3917.78	0.16999	0.446807	10.583932	0.115	0
N-05	114.6432	0.17689	0.443304	10.294561	0.094	0
N-06	615.5719	0.17436	0.446512	10.306612	0.100	0
N-07	53.2383	0.17506	0.443706	10.759944	0.100	0
N-08	424.2587	0.17638	0.443687	10.482747	0.096	0
N-09	3930.564	0.16034	0.4462	10.756777	0.133	0.001663
N-10	1811.852	0.15909	0.442975	11.121662	0.140	0.146223
N-11	157.4219	0.16786	0.444642	11.232957	0.122	0.160525
N-12	67.17046	0.16514	0.443484	10.989574	0.126	0.189973
N-13	483.9718	0.15768	0.438103	10.033279	0.137	0.179656
N-14	54.50747	0.145	0.424	7.041	0.132	0
N-15	1542.683	0.13723	0.425311	10.79925	0.170	0.096502
N-16	1043.636	0.11238	0.409648	8.893898	0.253	0
N-17	180.5154	0.08014	0.400767	5.251054	0.482	0
N-18	113.5969	0.08295	0.401864	5.199409	0.465	0
S-01	245.2697	0.18509	0.445916	11.827621	0.168	0.096547
S-03	120.3469	0.17516	0.443416	11.111245	0.113	0.207684
S-05	48.09286	0.16903	0.443333	10.723517	0.138	0.164095
S-06	17.7348	0.13609	0.441333	10.494686	0.251	0.077394
S-07	26.21848	0.18098	0.445186	10.799813	0.095	0.211864
S-08	8.735525	0.15002	0.442241	10.584136	0.206	0.110324
S-09	21.5992	0.18885	0.443891	10.752592	0.073	0.178995
S-10	26.35522	0.1801	0.44301	9.86758	0.084	0.001918
S-11	12.6236	0.18	0.443	9.858	0.085	0
S-12	15.69924	0.18	0.443	9.858	0.085	0
S-13	11.60926	0.18	0.443	9.858	0.085	0
S-14	37.46548	0.17864	0.443186	10.098088	0.089	0
S-15	7.242146	0.16852	0.443971	11.282932	0.116	0
S-16	15.21785	0.16858	0.443975	11.283218	0.116	0
S-17	140.3121	0.135	0.442	11.14	0.197	0
S-18	63.68647	0.13516	0.442004	11.135373	0.197	0
S-19	50.82756	0.14118	0.442137	10.96399	0.182	0
S-20	32.70066	0.13501	0.442	11.13975	0.197	0
S-21	204.8442	0.14277	0.442407	11.137155	0.178	0
S-22	244.9766	0.17672	0.443014	10.032432	0.093	0
S-23	153.3118	0.18	0.443	9.858	0.085	0
S-24	28.42641	0.17987	0.443019	9.88207	0.085	0
S-25	13.31561	0.13885	0.421799	6.871402	0.165	0
S-26	45.11848	0.12751	0.417735	6.558335	0.226	0
S-27	10.82494	0.10548	0.410606	5.235235	0.338	0

Project: La_Posada Connector

Project Location: Sparks, NV

Culvert Sizing Table

WOOD RODGERS

Culvert Name	Est. Length	Est. Station	Beginning Elevation	End Elevation	Culvert Slope	Contributing Flow	100-yr Flow (cfs)	5-yr Flow (cfs)	Box or Pipe	# Barrels	Size
C-1	99	14	4565	4562	0.030	S-01	291	75.1	Pipe	2	48"
C-2	143	43	4573	4568	0.035	S-03	214.3	69.7	Pipe	1	48"
C-3	98	62	4774	4770	0.041	S-05	90.8	27.9	Pipe	1	42"
C-4	142	68	4809	4805	0.028	S-06	32.7	7.3	Pipe	1	36"
C-5	156	73	4826	4820	0.038	S-07	61.2	21.7	Pipe	1	36"
C-6	191	78	4858	4850	0.042	S-08	22.4	6.2	Pipe	1	24"
C-7	194	86	4881	4873	0.041	S-09	56.4	21.1	Pipe	1	36" sc
C-8	174	96	4950	4946	0.023	S-10	81.2	29.7	Pipe	1	42"
C-9	178	105	5001	4995	0.034	S-11	37.3	13.5	Pipe	1	30" sc
C-10	263	111	5039	5032	0.027	S-12	47.1	17.1	Pipe	1	30"
C-11	165	121	5102	5098	0.024	S-13	37.4	13.8	Pipe	1	30"
C-12	166	142	5207	5202	0.030	S-14	71.6	23.5	Pipe	1	30"
C-13	450	232	5185	5175	0.022	N-02	524.2	149.5	BRIDGE	0	0
C-14	72	268	5302	5297	0.069	S-17	342.3	84.1	Box	1	12x4
C-15	74	304	5308	5306	0.027	S-18	147.9	35.8	Pipe	2	42"
C-16	241	330	5238	5225	0.054	S-19	89.5	21.3	Pipe	1	42" sc
C-17	129	343	5165	5162	0.023	S-20	74.2	17.9	Pipe	1	42"
C-18	132	370	5032	5030	0.015	Junction-2	1180.9	343.8	Box	2	12x5
C-19	220	393	5004	4995	0.041	N-04	1817.2	444.1	Box	4	12x4
C-20	246	400	4990	4982	0.033	Junction-3	2050.5	535	Box	4	12x4
C-21	88	414	4979	4976	0.034	Junction-4	2590.3	684.2	Box	4	12x4
C-22	108	435	4920	4916	0.037	Junction-5	2650.2	700.6	Box	4	12x4
C-23	132	480	4843	4836	0.053	S-23	245.1	79	Box	1	8x4
C-24	324	491	4753	4747	0.019	Junction 6	2712.9	717.6	Box	2	12x4 sc
C-25	115	498	4962	4957	0.043	N-09	1563.3	357.5	Box	2	12x4
C-26	125	515	4682	4678	0.032	N-10	840.7	240.1	Box	1	12x8
C-27	100	532	4620	4612	0.080	N-11	210.5	62.6	Pipe	1	60"
C-28	101	552	4578	4572	0.059	N-12	138.2	44.2	Pipe	1	72"
C-29	112	575	4452	4448	0.036	N-13	559.3	164.7	Box	1	10x4
C-30	85	583	4439	4436	0.035	N-14	157.7	54.4	Pipe	1	72"
C-31	77	616	4331	4327	0.052	S-26	122.4	35.7	Pipe	1	60"
C-32	141	632	4313	4308	0.035	Junction-7	1441.6	334.3	Box	1	12x4 sc
C-33	117	643	4330	4327	0.026	N-17	153.8	24	Pipe	1	36" sc
C-34	106	665	4259	4257	0.019	S-27	26.4	6.5	Pipe	1	48"
C-35	106	666	4257	4255	0.019	N-18	107.7	17.6	Pipe	1	60"

*SC – Special Construction: Culverts placed under >50 ft of fill, requires reinforced structural design.

Project: La_Posada_Hydro Simulation Run: 5-yr

Start of Run: 01Jan2025, 00:00 Basin Model: Base Models
End of Run: 02Jan2025, 00:00 Meteorologic Model: 5-yr
Compute Time: 21Oct2025, 14:42:48 Control Specifications: Control 1

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
Junction-1	0.1305053	30.3	01Jan2025, 12:21	0.19
Junction-1 > Junction-2	0.1305053	30.3	01Jan2025, 12:37	0.19
Junction-2	1.0897453	343.8	01Jan2025, 12:24	0.27
Junction-2 > Junction-3	1.0897453	343.8	01Jan2025, 12:51	0.27
Junction-3	7.5309953	535.0	01Jan2025, 12:54	0.26
Junction-3 > Junction-4	7.5309953	535.0	01Jan2025, 13:04	0.26
Junction-4	8.6718953	684.2	01Jan2025, 13:03	0.27
Junction-4 > Junction-5	8.6718953	684.2	01Jan2025, 13:18	0.27
Junction-5	9.1378254	700.6	01Jan2025, 13:18	0.27
Junction-5 > Junction-6	9.1378254	700.6	01Jan2025, 13:55	0.27
Junction-6	10.0402354	717.6	01Jan2025, 13:55	0.28
Junction-7	4.1113936	334.3	01Jan2025, 13:23	0.31
Junction-8	0.1943930	18.3	01Jan2025, 12:31	0.12
N-01	0.0073726	6.1	01Jan2025, 12:07	0.26
N-02	0.3408600	149.5	01Jan2025, 12:14	0.23
N-03	0.9592400	332.0	01Jan2025, 12:23	0.29
N-04	6.1212000	444.1	01Jan2025, 13:46	0.26
N-04 > Junction-3	6.1212000	444.1	01Jan2025, 13:54	0.26
N-05	0.1791200	68.3	01Jan2025, 12:24	0.33
N-06	0.9617800	143.9	01Jan2025, 13:00	0.31
N-07	0.0831801	32.3	01Jan2025, 12:22	0.31
N-08	0.6628700	134.7	01Jan2025, 12:45	0.32
N-09	6.1412000	357.5	01Jan2025, 13:58	0.24
N-10	2.8309000	240.1	01Jan2025, 13:49	0.54
N-11	0.2459600	62.6	01Jan2025, 12:35	0.62

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
N-12	0.1049500	44.2	01Jan2025, 12:20	0.68
N-13	0.7561600	164.7	01Jan2025, 12:41	0.65
N-14	0.0851630	54.4	01Jan2025, 12:12	0.31
N-15	2.4103000	235.3	01Jan2025, 13:16	0.42
N-15 > Junction-7	2.4103000	235.3	01Jan2025, 13:29	0.42
N-16	1.6306000	102.5	01Jan2025, 13:14	0.16
N-17	0.2820400	24.0	01Jan2025, 12:36	0.11
N-18	0.1774800	17.6	01Jan2025, 12:33	0.11
S-01	0.3832100	75.1	01Jan2025, 12:36	0.43
S-03	0.1880300	69.7	01Jan2025, 12:25	0.74
S-05	0.0751408	27.9	01Jan2025, 12:22	0.61
S-06	0.0277090	7.3	01Jan2025, 12:18	0.32
S-07	0.0409640	21.7	01Jan2025, 12:17	0.78
S-08	0.0136485	6.2	01Jan2025, 12:12	0.44
S-09	0.0337468	21.1	01Jan2025, 12:15	0.74
S-10	0.0411777	29.7	01Jan2025, 12:11	0.35
S-11	0.0197232	13.5	01Jan2025, 12:12	0.35
S-12	0.0245287	17.1	01Jan2025, 12:11	0.35
S-13	0.0181384	13.8	01Jan2025, 12:10	0.35
S-14	0.0585336	23.5	01Jan2025, 12:23	0.34
S-15	0.0113152	5.1	01Jan2025, 12:16	0.27
S-16	0.0237765	8.7	01Jan2025, 12:21	0.27
S-17	0.2192300	84.1	01Jan2025, 12:13	0.18
S-18	0.0995044	35.8	01Jan2025, 12:14	0.18
S-19	0.0794135	21.3	01Jan2025, 12:21	0.20
S-19 > Junction-1	0.0794135	21.3	01Jan2025, 12:27	0.20
S-20	0.0510918	17.9	01Jan2025, 12:14	0.18
S-20 > Junction-1	0.0510918	17.9	01Jan2025, 12:14	0.18
S-21	0.3200500	48.9	01Jan2025, 12:37	0.20
S-22	0.3827500	111.4	01Jan2025, 12:32	0.33
S-23	0.2395400	79.0	01Jan2025, 12:30	0.35

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
S-23 > Junction-6	0.2395400	79.0	01Jan2025, 12:37	0.35
S-24	0.0444137	22.2	01Jan2025, 12:18	0.35
S-25	0.0208044	11.6	01Jan2025, 12:12	0.27
S-26	0.0704936	35.7	01Jan2025, 12:12	0.22
S-26 > Junction-7	0.0704936	35.7	01Jan2025, 12:23	0.22
S-27	0.0169130	6.5	01Jan2025, 12:12	0.17

Project: La_Posada_Hydro Simulation Run: 100-yr

Start of Run: 01Jan2025, 00:00 Basin Model: Base Models
End of Run: 02Jan2025, 00:00 Meteorologic Model: 100-yr
Compute Time: 21Oct2025, 14:42:44 Control Specifications: Control 1

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
Junction-1	0.1305053	134.7	01Jan2025, 12:21	0.92
Junction-1 > Junction-2	0.1305053	134.7	01Jan2025, 12:37	0.92
Junction-2	1.0897453	1180.9	01Jan2025, 12:25	1.11
Junction-2 > Junction-3	1.0897453	1180.9	01Jan2025, 12:52	1.11
Junction-3	7.5309953	2050.5	01Jan2025, 12:57	1.09
Junction-3 > Junction-4	7.5309953	2050.5	01Jan2025, 13:07	1.09
Junction-4	8.6718953	2590.3	01Jan2025, 13:05	1.10
Junction-4 > Junction-5	8.6718953	2590.3	01Jan2025, 13:20	1.10
Junction-5	9.1378254	2650.2	01Jan2025, 13:20	1.10
Junction-5 > Junction-6	9.1378254	2650.2	01Jan2025, 13:57	1.10
Junction-6	10.0402354	2712.9	01Jan2025, 13:56	1.11
Junction-7	4.1113936	1441.6	01Jan2025, 13:23	1.11
Junction-8	0.1943930	111.7	01Jan2025, 12:32	0.73
N-01	0.0073726	17.7	01Jan2025, 12:07	1.10
N-02	0.3408600	524.2	01Jan2025, 12:15	1.03
N-03	0.9592400	1111.1	01Jan2025, 12:24	1.14
N-04	6.1212000	1817.2	01Jan2025, 13:46	1.09
N-04 > Junction-3	6.1212000	1817.2	01Jan2025, 13:54	1.09
N-05	0.1791200	212.9	01Jan2025, 12:24	1.20
N-06	0.9617800	522.9	01Jan2025, 13:01	1.17
N-07	0.0831801	102.6	01Jan2025, 12:22	1.17
N-08	0.6628700	468.5	01Jan2025, 12:46	1.19
N-09	6.1412000	1563.3	01Jan2025, 13:58	1.04
N-10	2.8309000	840.7	01Jan2025, 13:48	1.52
N-11	0.2459600	210.5	01Jan2025, 12:36	1.66

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
N-12	0.1049500	138.2	01Jan2025, 12:20	1.76
N-13	0.7561600	559.3	01Jan2025, 12:42	1.71
N-14	0.0851630	157.7	01Jan2025, 12:12	1.16
N-15	2.4103000	927.2	01Jan2025, 13:16	1.30
N-15 > Junction-7	2.4103000	927.2	01Jan2025, 13:29	1.30
N-16	1.6306000	535.4	01Jan2025, 13:14	0.84
N-17	0.2820400	153.8	01Jan2025, 12:37	0.70
N-18	0.1774800	107.7	01Jan2025, 12:34	0.72
S-01	0.3832100	291.0	01Jan2025, 12:37	1.33
S-03	0.1880300	214.3	01Jan2025, 12:25	1.85
S-05	0.0751408	90.8	01Jan2025, 12:22	1.66
S-06	0.0277090	32.7	01Jan2025, 12:19	1.11
S-07	0.0409640	61.2	01Jan2025, 12:18	1.92
S-08	0.0136485	22.4	01Jan2025, 12:13	1.32
S-09	0.0337468	56.4	01Jan2025, 12:15	1.91
S-10	0.0411777	81.2	01Jan2025, 12:11	1.25
S-11	0.0197232	37.3	01Jan2025, 12:12	1.24
S-12	0.0245287	47.1	01Jan2025, 12:11	1.24
S-13	0.0181384	37.4	01Jan2025, 12:10	1.24
S-14	0.0585336	71.6	01Jan2025, 12:23	1.22
S-15	0.0113152	16.6	01Jan2025, 12:17	1.12
S-16	0.0237765	29.4	01Jan2025, 12:21	1.12
S-17	0.2192300	342.3	01Jan2025, 12:13	0.89
S-18	0.0995044	147.9	01Jan2025, 12:14	0.90
S-19	0.0794135	89.5	01Jan2025, 12:21	0.94
S-19 > Junction-1	0.0794135	89.5	01Jan2025, 12:27	0.94
S-20	0.0510918	74.2	01Jan2025, 12:15	0.90
S-20 > Junction-1	0.0510918	74.2	01Jan2025, 12:15	0.90
S-21	0.3200500	222.5	01Jan2025, 12:38	0.94
S-22	0.3827500	361.6	01Jan2025, 12:33	1.20
S-23	0.2395400	245.1	01Jan2025, 12:30	1.24

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
S-23 > Junction-6	0.2395400	245.1	01Jan2025, 12:37	1.24
S-24	0.0444137	64.3	01Jan2025, 12:18	1.24
S-25	0.0208044	36.1	01Jan2025, 12:13	1.10
S-26	0.0704936	122.4	01Jan2025, 12:12	0.98
S-26 > Junction-7	0.0704936	122.4	01Jan2025, 12:23	0.98
S-27	0.0169130	26.4	01Jan2025, 12:13	0.85

Culvert Calculator Report
C-01

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,569.00	ft	Headwater Depth/Height	1.63	
Computed Headwater Elevation	4,568.54	ft	Discharge	291.00	cfs
Inlet Control HW Elev.	4,568.54	ft	Tailwater Elevation	4,563.00	ft
Outlet Control HW Elev.	4,568.39	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,562.00	ft	Downstream Invert	4,560.00	ft
Length	99.00	ft	Constructed Slope	0.020202	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.75	ft
Slope Type	Steep		Normal Depth	2.50	ft
Flow Regime	Supercritical		Critical Depth	3.56	ft
Velocity Downstream	15.81	ft/s	Critical Slope	0.009126	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	4.00	ft
Section Size	48 inch		Rise	4.00	ft
Number Sections	2				

Outlet Control Properties					
Outlet Control HW Elev.	4,568.39	ft	Upstream Velocity Head	2.36	ft
Ke	0.20		Entrance Loss	0.47	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,568.54	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	25.1	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-02

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,687.00	ft	Headwater Depth/Height	2.58	
Computed Headwater Elevation	4,680.32	ft	Discharge	214.30	cfs
Inlet Control HW Elev.	4,680.32	ft	Tailwater Elevation	4,668.00	ft
Outlet Control HW Elev.	4,679.40	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,670.00	ft	Downstream Invert	4,665.00	ft
Length	143.00	ft	Constructed Slope	0.034965	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.97	ft
Slope Type	Steep		Normal Depth	2.70	ft
Flow Regime	Supercritical		Critical Depth	3.88	ft
Velocity Downstream	21.44	ft/s	Critical Slope	0.019611	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	4.00	ft
Section Size	48 inch		Rise	4.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,679.40	ft	Upstream Velocity Head	4.60	ft
Ke	0.20		Entrance Loss	0.92	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,680.32	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	12.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-03

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,777.00	ft	Headwater Depth/Height	1.44	
Computed Headwater Elevation	4,777.03	ft	Discharge	90.80	cfs
Inlet Control HW Elev.	4,777.03	ft	Tailwater Elevation	4,773.00	ft
Outlet Control HW Elev.	4,777.00	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,772.00	ft	Downstream Invert	4,770.00	ft
Length	98.00	ft	Constructed Slope	0.020408	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	2.19	ft
Slope Type	Steep		Normal Depth	2.02	ft
Flow Regime	N/A		Critical Depth	2.95	ft
Velocity Downstream	14.36	ft/s	Critical Slope	0.007752	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.50	ft
Section Size	42 inch		Rise	3.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,777.00	ft	Upstream Velocity Head	1.71	ft
Ke	0.20		Entrance Loss	0.34	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,777.03	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	9.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-04

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,812.00	ft	Headwater Depth/Height	0.93	
Computed Headwater Elevation	4,811.80	ft	Discharge	32.70	cfs
Inlet Control HW Elev.	4,811.66	ft	Tailwater Elevation	4,808.00	ft
Outlet Control HW Elev.	4,811.80	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,809.00	ft	Downstream Invert	4,805.00	ft
Length	142.00	ft	Constructed Slope	0.028169	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.11	ft
Flow Regime	N/A		Critical Depth	1.86	ft
Velocity Downstream	4.63	ft/s	Critical Slope	0.004853	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.00	ft
Section Size	36 inch		Rise	3.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,811.80	ft	Upstream Velocity Head	0.79	ft
Ke	0.20		Entrance Loss	0.16	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,811.66	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	7.1	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-05

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,841.00	ft	Headwater Depth/Height	1.42	
Computed Headwater Elevation	4,830.26	ft	Discharge	61.20	cfs
Inlet Control HW Elev.	4,830.25	ft	Tailwater Elevation	4,823.00	ft
Outlet Control HW Elev.	4,830.26	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,826.00	ft	Downstream Invert	4,820.00	ft
Length	156.00	ft	Constructed Slope	0.038462	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.44	ft
Flow Regime	N/A		Critical Depth	2.52	ft
Velocity Downstream	8.66	ft/s	Critical Slope	0.008061	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.00	ft
Section Size	36 inch		Rise	3.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,830.26	ft	Upstream Velocity Head	1.45	ft
Ke	0.20		Entrance Loss	0.29	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,830.25	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	7.1	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-06

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,867.00	ft	Headwater Depth/Height	1.43	
Computed Headwater Elevation	4,860.86	ft	Discharge	22.40	cfs
Inlet Control HW Elev.	4,860.85	ft	Tailwater Elevation	4,853.00	ft
Outlet Control HW Elev.	4,860.86	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,858.00	ft	Downstream Invert	4,850.00	ft
Length	191.00	ft	Constructed Slope	0.041885	ft/ft

Hydraulic Profile					
Profile	CompositePressureProfileS1S2		Depth, Downstream	3.00	ft
Slope Type	N/A		Normal Depth	0.98	ft
Flow Regime	N/A		Critical Depth	1.69	ft
Velocity Downstream	7.13	ft/s	Critical Slope	0.009335	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	2.00	ft
Section Size	24 inch		Rise	2.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,860.86	ft	Upstream Velocity Head	0.97	ft
Ke	0.20		Entrance Loss	0.19	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,860.85	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	3.1	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-07

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,907.00	ft	Headwater Depth/Height	1.34	
Computed Headwater Elevation	4,885.01	ft	Discharge	56.40	cfs
Inlet Control HW Elev.	4,884.98	ft	Tailwater Elevation	4,876.00	ft
Outlet Control HW Elev.	4,885.01	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,881.00	ft	Downstream Invert	4,873.00	ft
Length	194.00	ft	Constructed Slope	0.041237	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.35	ft
Flow Regime	N/A		Critical Depth	2.43	ft
Velocity Downstream	7.98	ft/s	Critical Slope	0.007281	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.00	ft
Section Size	36 inch		Rise	3.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,885.01	ft	Upstream Velocity Head	1.31	ft
Ke	0.20		Entrance Loss	0.26	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,884.98	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	7.1	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-08

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,967.00	ft	Headwater Depth/Height	1.32	
Computed Headwater Elevation	4,954.60	ft	Discharge	81.20	cfs
Inlet Control HW Elev.	4,954.60	ft	Tailwater Elevation	4,949.00	ft
Outlet Control HW Elev.	4,954.60	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,950.00	ft	Downstream Invert	4,946.00	ft
Length	174.00	ft	Constructed Slope	0.022989	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.82	ft
Flow Regime	N/A		Critical Depth	2.81	ft
Velocity Downstream	9.25	ft/s	Critical Slope	0.006754	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.50	ft
Section Size	42 inch		Rise	3.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,954.60	ft	Upstream Velocity Head	1.49	ft
Ke	0.20		Entrance Loss	0.30	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,954.60	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	9.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-09

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,012.00	ft	Headwater Depth/Height	1.38	
Computed Headwater Elevation	5,004.44	ft	Discharge	37.30	cfs
Inlet Control HW Elev.	5,004.44	ft	Tailwater Elevation	4,998.00	ft
Outlet Control HW Elev.	5,004.44	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	5,001.00	ft	Downstream Invert	4,995.00	ft
Length	178.00	ft	Constructed Slope	0.033708	ft/ft

Hydraulic Profile					
Profile	CompositePressureProfileS1S2		Depth, Downstream	3.00	ft
Slope Type	N/A		Normal Depth	1.24	ft
Flow Regime	N/A		Critical Depth	2.07	ft
Velocity Downstream	7.60	ft/s	Critical Slope	0.008142	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	2.50	ft
Section Size	30 inch		Rise	2.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	5,004.44	ft	Upstream Velocity Head	1.15	ft
Ke	0.20		Entrance Loss	0.23	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,004.44	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	4.9	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-10

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,046.00	ft	Headwater Depth/Height	1.71	
Computed Headwater Elevation	5,043.28	ft	Discharge	47.10	cfs
Inlet Control HW Elev.	5,043.28	ft	Tailwater Elevation	5,035.00	ft
Outlet Control HW Elev.	5,043.16	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	5,039.00	ft	Downstream Invert	5,032.00	ft
Length	263.00	ft	Constructed Slope	0.026616	ft/ft

Hydraulic Profile					
Profile	CompositePressureProfileS1S2		Depth, Downstream	1.55	ft
Slope Type	N/A		Normal Depth	1.55	ft
Flow Regime	N/A		Critical Depth	2.26	ft
Velocity Downstream	14.77	ft/s	Critical Slope	0.011571	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	2.50	ft
Section Size	30 inch		Rise	2.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	5,043.16	ft	Upstream Velocity Head	1.58	ft
Ke	0.20		Entrance Loss	0.32	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,043.28	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	4.9	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-11

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,107.00	ft	Headwater Depth/Height	1.38	
Computed Headwater Elevation	5,105.46	ft	Discharge	37.40	cfs
Inlet Control HW Elev.	5,105.46	ft	Tailwater Elevation	5,101.00	ft
Outlet Control HW Elev.	5,105.45	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	5,102.00	ft	Downstream Invert	5,098.00	ft
Length	165.00	ft	Constructed Slope	0.024242	ft/ft

Hydraulic Profile					
Profile	CompositePressureProfileS1S2		Depth, Downstream	1.39	ft
Slope Type	N/A		Normal Depth	1.37	ft
Flow Regime	N/A		Critical Depth	2.07	ft
Velocity Downstream	13.35	ft/s	Critical Slope	0.008170	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	2.50	ft
Section Size	30 inch		Rise	2.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	5,105.45	ft	Upstream Velocity Head	1.15	ft
Ke	0.20		Entrance Loss	0.23	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,105.46	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	4.9	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-12

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,220.00	ft	Headwater Depth/Height	2.88	
Computed Headwater Elevation	5,214.21	ft	Discharge	71.60	cfs
Inlet Control HW Elev.	5,214.21	ft	Tailwater Elevation	5,205.00	ft
Outlet Control HW Elev.	5,214.03	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	5,207.00	ft	Downstream Invert	5,202.00	ft
Length	166.00	ft	Constructed Slope	0.030120	ft/ft

Hydraulic Profile					
Profile	PressureProfile		Depth, Downstream	2.11	ft
Slope Type	N/A		Normal Depth	2.06	ft
Flow Regime	N/A		Critical Depth	2.45	ft
Velocity Downstream	16.20	ft/s	Critical Slope	0.027192	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	2.50	ft
Section Size	30 inch		Rise	2.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	5,214.03	ft	Upstream Velocity Head	3.34	ft
Ke	0.20		Entrance Loss	0.66	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,214.21	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	4.9	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-13 (Bridge)

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5.01	ft	Headwater Depth/Height	0.33	
Computed Headwater Elevation	5,188.93	ft	Discharge	524.20	cfs
Inlet Control HW Elev.	5,188.87	ft	Tailwater Elevation	5.00	ft
Outlet Control HW Elev.	5,188.93	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	5,185.00	ft	Downstream Invert	5,175.00	ft
Length	450.00	ft	Constructed Slope	0.022222	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	1.25	ft
Slope Type	Steep		Normal Depth	1.25	ft
Flow Regime	Supercritical		Critical Depth	2.46	ft
Velocity Downstream	17.44	ft/s	Critical Slope	0.002884	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 12 ft		Rise	12.00	ft
Number Sections	2				

Outlet Control Properties					
Outlet Control HW Elev.	5,188.93	ft	Upstream Velocity Head	1.23	ft
Ke	0.20		Entrance Loss	0.25	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,188.87	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	288.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-14

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,307.00	ft	Headwater Depth/Height	1.17	
Computed Headwater Elevation	5,306.70	ft	Discharge	342.30	cfs
Inlet Control HW Elev.	5,306.64	ft	Tailwater Elevation	5,300.00	ft
Outlet Control HW Elev.	5,306.70	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	5,302.00	ft	Downstream Invert	5,297.00	ft
Length	72.00	ft	Constructed Slope	0.069444	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.03	ft
Flow Regime	N/A		Critical Depth	2.94	ft
Velocity Downstream	9.51	ft/s	Critical Slope	0.002925	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 4 ft		Rise	4.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	5,306.70	ft	Upstream Velocity Head	1.47	ft
Ke	0.20		Entrance Loss	0.29	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,306.64	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	48.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-15

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,313.00	ft	Headwater Depth/Height	1.23	
Computed Headwater Elevation	5,312.31	ft	Discharge	147.90	cfs
Inlet Control HW Elev.	5,312.29	ft	Tailwater Elevation	5,309.00	ft
Outlet Control HW Elev.	5,312.31	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	5,308.00	ft	Downstream Invert	5,306.00	ft
Length	74.00	ft	Constructed Slope	0.027027	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.64	ft
Flow Regime	N/A		Critical Depth	2.69	ft
Velocity Downstream	8.42	ft/s	Critical Slope	0.006134	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.50	ft
Section Size	42 inch		Rise	3.50	ft
Number Sections	2				

Outlet Control Properties					
Outlet Control HW Elev.	5,312.31	ft	Upstream Velocity Head	1.35	ft
Ke	0.20		Entrance Loss	0.27	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,312.29	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	19.2	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-16

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,252.00	ft	Headwater Depth/Height	1.41	
Computed Headwater Elevation	5,242.95	ft	Discharge	89.50	cfs
Inlet Control HW Elev.	5,242.91	ft	Tailwater Elevation	5,228.00	ft
Outlet Control HW Elev.	5,242.95	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	5,238.00	ft	Downstream Invert	5,225.00	ft
Length	241.00	ft	Constructed Slope	0.053942	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.50	ft
Flow Regime	N/A		Critical Depth	2.94	ft
Velocity Downstream	10.20	ft/s	Critical Slope	0.007604	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.50	ft
Section Size	42 inch		Rise	3.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	5,242.95	ft	Upstream Velocity Head	1.68	ft
Ke	0.20		Entrance Loss	0.34	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,242.91	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	9.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-17

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,177.00	ft	Headwater Depth/Height	1.23	
Computed Headwater Elevation	5,169.32	ft	Discharge	74.20	cfs
Inlet Control HW Elev.	5,169.31	ft	Tailwater Elevation	5,165.00	ft
Outlet Control HW Elev.	5,169.32	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	5,165.00	ft	Downstream Invert	5,162.00	ft
Length	129.00	ft	Constructed Slope	0.023256	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.72	ft
Flow Regime	N/A		Critical Depth	2.70	ft
Velocity Downstream	8.45	ft/s	Critical Slope	0.006153	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.50	ft
Section Size	42 inch		Rise	3.50	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	5,169.32	ft	Upstream Velocity Head	1.35	ft
Ke	0.20		Entrance Loss	0.27	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,169.31	ft	Flow Control	Submerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	9.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-18

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,040.00	ft	Headwater Depth/Height	1.42	
Computed Headwater Elevation	5,039.10	ft	Discharge	1,180.90	cfs
Inlet Control HW Elev.	5,039.10	ft	Tailwater Elevation	5,033.00	ft
Outlet Control HW Elev.	5,038.75	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	5,032.00	ft	Downstream Invert	5,030.00	ft
Length	132.00	ft	Constructed Slope	0.015152	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.88	ft
Slope Type	Steep		Normal Depth	2.43	ft
Flow Regime	Supercritical		Critical Depth	4.22	ft
Velocity Downstream	17.10	ft/s	Critical Slope	0.003100	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 5 ft		Rise	5.00	ft
Number Sections	2				

Outlet Control Properties					
Outlet Control HW Elev.	5,038.75	ft	Upstream Velocity Head	2.11	ft
Ke	0.20		Entrance Loss	0.42	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,039.10	ft	Flow Control	Submerged	
Inlet Type	90° headwall w 45° bevels		Area Full	120.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-19

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,010.00	ft	Headwater Depth/Height	1.48	
Computed Headwater Elevation	5,009.92	ft	Discharge	1,817.20	cfs
Inlet Control HW Elev.	5,009.92	ft	Tailwater Elevation	4,998.00	ft
Outlet Control HW Elev.	5,009.67	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	5,004.00	ft	Downstream Invert	4,995.00	ft
Length	102.00	ft	Constructed Slope	0.088235	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	1.46	ft
Slope Type	Steep		Normal Depth	1.14	ft
Flow Regime	Supercritical		Critical Depth	3.54	ft
Velocity Downstream	25.92	ft/s	Critical Slope	0.002999	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 4 ft		Rise	4.00	ft
Number Sections	4				

Outlet Control Properties					
Outlet Control HW Elev.	5,009.67	ft	Upstream Velocity Head	1.77	ft
Ke	0.20		Entrance Loss	0.35	ft

Inlet Control Properties					
Inlet Control HW Elev.	5,009.92	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	192.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-20

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	5,998.00	ft	Headwater Depth/Height	1.70	
Computed Headwater Elevation	4,996.80	ft	Discharge	2,050.50	cfs
Inlet Control HW Elev.	4,996.80	ft	Tailwater Elevation	4,985.00	ft
Outlet Control HW Elev.	4,996.15	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,990.00	ft	Downstream Invert	4,982.00	ft
Length	246.00	ft	Constructed Slope	0.032520	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	1.88	ft
Slope Type	Steep		Normal Depth	1.71	ft
Flow Regime	Supercritical		Critical Depth	3.84	ft
Velocity Downstream	22.66	ft/s	Critical Slope	0.003042	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 4 ft		Rise	4.00	ft
Number Sections	4				

Outlet Control Properties					
Outlet Control HW Elev.	4,996.15	ft	Upstream Velocity Head	1.92	ft
Ke	0.20		Entrance Loss	0.38	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,996.80	ft	Flow Control	Submerged	
Inlet Type	90° headwall w 45° bevels		Area Full	192.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-21

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,988.00	ft	Headwater Depth/Height	2.23	
Computed Headwater Elevation	4,987.93	ft	Discharge	2,590.30	cfs
Inlet Control HW Elev.	4,987.93	ft	Tailwater Elevation	4,979.00	ft
Outlet Control HW Elev.	4,986.39	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,979.00	ft	Downstream Invert	4,976.00	ft
Length	88.00	ft	Constructed Slope	0.034091	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.68	ft
Slope Type	Steep		Normal Depth	1.97	ft
Flow Regime	Supercritical		Critical Depth	4.00	ft
Velocity Downstream	20.13	ft/s	Critical Slope	0.008113	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 4 ft		Rise	4.00	ft
Number Sections	4				

Outlet Control Properties					
Outlet Control HW Elev.	4,986.39	ft	Upstream Velocity Head	2.83	ft
Ke	0.20		Entrance Loss	0.57	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,987.93	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	192.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-22

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,927.00	ft	Headwater Depth/Height	2.30	
Computed Headwater Elevation	4,926.19	ft	Discharge	2,650.20	cfs
Inlet Control HW Elev.	4,926.19	ft	Tailwater Elevation	4,916.00	ft
Outlet Control HW Elev.	4,924.55	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,917.00	ft	Downstream Invert	4,913.00	ft
Length	108.00	ft	Constructed Slope	0.037037	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.57	ft
Slope Type	Steep		Normal Depth	1.94	ft
Flow Regime	Supercritical		Critical Depth	4.00	ft
Velocity Downstream	21.51	ft/s	Critical Slope	0.008493	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 4 ft		Rise	4.00	ft
Number Sections	4				

Outlet Control Properties					
Outlet Control HW Elev.	4,924.55	ft	Upstream Velocity Head	2.96	ft
Ke	0.20		Entrance Loss	0.59	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,926.19	ft	Flow Control	Submerged	
Inlet Type	90° headwall w 45° bevels		Area Full	192.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-23

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,849.00	ft	Headwater Depth/Height	1.24	
Computed Headwater Elevation	4,847.97	ft	Discharge	245.10	cfs
Inlet Control HW Elev.	4,847.97	ft	Tailwater Elevation	4,839.00	ft
Outlet Control HW Elev.	4,847.93	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,843.00	ft	Downstream Invert	4,836.00	ft
Length	132.00	ft	Constructed Slope	0.053030	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	1.41	ft
Slope Type	Steep		Normal Depth	1.22	ft
Flow Regime	Supercritical		Critical Depth	3.08	ft
Velocity Downstream	21.79	ft/s	Critical Slope	0.003624	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	8.00	ft
Section Size	8 x 4 ft		Rise	4.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,847.93	ft	Upstream Velocity Head	1.54	ft
Ke	0.20		Entrance Loss	0.31	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,847.97	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	32.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-24

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,790.00	ft	Headwater Depth/Height	3.94	
Computed Headwater Elevation	4,784.53	ft	Discharge	2,712.90	cfs
Inlet Control HW Elev.	4,784.53	ft	Tailwater Elevation	4,750.00	ft
Outlet Control HW Elev.	4,775.89	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,753.00	ft	Downstream Invert	4,747.00	ft
Length	235.00	ft	Constructed Slope	0.025532	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	7.12	ft
Slope Type	Steep		Normal Depth	5.96	ft
Flow Regime	Supercritical		Critical Depth	8.00	ft
Velocity Downstream	31.75	ft/s	Critical Slope	0.019023	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 8 ft		Rise	8.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,775.89	ft	Upstream Velocity Head	12.41	ft
Ke	0.20		Entrance Loss	2.48	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,784.53	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	96.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-25

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,775.00	ft	Headwater Depth/Height	2.89	
Computed Headwater Elevation	4,973.56	ft	Discharge	1,563.30	cfs
Inlet Control HW Elev.	4,973.56	ft	Tailwater Elevation	4,960.00	ft
Outlet Control HW Elev.	4,970.95	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,962.00	ft	Downstream Invert	4,957.00	ft
Length	220.00	ft	Constructed Slope	0.022727	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.94	ft
Slope Type	Steep		Normal Depth	2.56	ft
Flow Regime	Supercritical		Critical Depth	4.00	ft
Velocity Downstream	22.16	ft/s	Critical Slope	0.011821	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 4 ft		Rise	4.00	ft
Number Sections	2				

Outlet Control Properties					
Outlet Control HW Elev.	4,970.95	ft	Upstream Velocity Head	4.12	ft
Ke	0.20		Entrance Loss	0.82	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,973.56	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	96.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-26

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,692.00	ft	Headwater Depth/Height	1.52	
Computed Headwater Elevation	4,691.11	ft	Discharge	840.70	cfs
Inlet Control HW Elev.	4,691.11	ft	Tailwater Elevation	4,681.00	ft
Outlet Control HW Elev.	4,690.55	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,682.00	ft	Downstream Invert	4,678.00	ft
Length	125.00	ft	Constructed Slope	0.032000	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	3.16	ft
Slope Type	Steep		Normal Depth	2.39	ft
Flow Regime	Supercritical		Critical Depth	5.34	ft
Velocity Downstream	22.17	ft/s	Critical Slope	0.003293	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 6 ft		Rise	6.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,690.55	ft	Upstream Velocity Head	2.67	ft
Ke	0.20		Entrance Loss	0.53	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,691.11	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	72.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-27

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,627.00	ft	Headwater Depth/Height	1.38	
Computed Headwater Elevation	4,626.88	ft	Discharge	210.50	cfs
Inlet Control HW Elev.	4,626.74	ft	Tailwater Elevation	4,615.00	ft
Outlet Control HW Elev.	4,626.88	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,620.00	ft	Downstream Invert	4,612.00	ft
Length	100.00	ft	Constructed Slope	0.080000	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.22	ft
Slope Type	Steep		Normal Depth	1.83	ft
Flow Regime	Supercritical		Critical Depth	4.13	ft
Velocity Downstream	25.00	ft/s	Critical Slope	0.006443	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	5.00	ft
Section Size	60 inch		Rise	5.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,626.88	ft	Upstream Velocity Head	2.29	ft
Ke	0.20		Entrance Loss	0.46	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,626.74	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	19.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-28

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,572.00	ft	Headwater Depth/Height	0.79	
Computed Headwater Elevation	4,571.72	ft	Discharge	138.20	cfs
Inlet Control HW Elev.	4,571.37	ft	Tailwater Elevation	4,565.00	ft
Outlet Control HW Elev.	4,571.72	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,567.00	ft	Downstream Invert	4,562.00	ft
Length	101.00	ft	Constructed Slope	0.049505	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	1.79	ft
Slope Type	Steep		Normal Depth	1.55	ft
Flow Regime	Supercritical		Critical Depth	3.19	ft
Velocity Downstream	19.45	ft/s	Critical Slope	0.003478	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	6.00	ft
Section Size	72 inch		Rise	6.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,571.72	ft	Upstream Velocity Head	1.27	ft
Ke	0.20		Entrance Loss	0.25	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,571.37	ft	Flow Control	Unsubmerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	28.3	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-29

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,462.00	ft	Headwater Depth/Height	2.34	
Computed Headwater Elevation	4,461.35	ft	Discharge	559.30	cfs
Inlet Control HW Elev.	4,461.35	ft	Tailwater Elevation	4,451.00	ft
Outlet Control HW Elev.	4,459.65	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,452.00	ft	Downstream Invert	4,448.00	ft
Length	112.00	ft	Constructed Slope	0.035714	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.62	ft
Slope Type	Steep		Normal Depth	2.03	ft
Flow Regime	Supercritical		Critical Depth	4.00	ft
Velocity Downstream	21.36	ft/s	Critical Slope	0.009301	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	10.00	ft
Section Size	10 x 4 ft		Rise	4.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,459.65	ft	Upstream Velocity Head	3.04	ft
Ke	0.20		Entrance Loss	0.61	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,461.35	ft	Flow Control	Submerged	
Inlet Type	90° headwall w 45° bevels		Area Full	40.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-30

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,444.00	ft	Headwater Depth/Height	0.85	
Computed Headwater Elevation	4,444.09	ft	Discharge	157.70	cfs
Inlet Control HW Elev.	4,443.79	ft	Tailwater Elevation	4,439.00	ft
Outlet Control HW Elev.	4,444.09	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,439.00	ft	Downstream Invert	4,436.00	ft
Length	85.00	ft	Constructed Slope	0.035294	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.16	ft
Slope Type	Steep		Normal Depth	1.81	ft
Flow Regime	Supercritical		Critical Depth	3.42	ft
Velocity Downstream	17.26	ft/s	Critical Slope	0.003620	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	6.00	ft
Section Size	72 inch		Rise	6.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,444.09	ft	Upstream Velocity Head	1.40	ft
Ke	0.20		Entrance Loss	0.28	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,443.79	ft	Flow Control	Unsubmerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	28.3	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-31

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,342.00	ft	Headwater Depth/Height	0.96	
Computed Headwater Elevation	4,341.79	ft	Discharge	122.40	cfs
Inlet Control HW Elev.	4,341.57	ft	Tailwater Elevation	4,338.00	ft
Outlet Control HW Elev.	4,341.79	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,337.00	ft	Downstream Invert	4,335.00	ft
Length	77.00	ft	Constructed Slope	0.025974	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	2.16	ft
Slope Type	Steep		Normal Depth	1.85	ft
Flow Regime	Supercritical		Critical Depth	3.16	ft
Velocity Downstream	15.11	ft/s	Critical Slope	0.004176	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	5.00	ft
Section Size	60 inch		Rise	5.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,341.79	ft	Upstream Velocity Head	1.36	ft
Ke	0.20		Entrance Loss	0.27	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,341.57	ft	Flow Control	Unsubmerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	19.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-32

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,349.00	ft	Headwater Depth/Height	7.89	
Computed Headwater Elevation	4,341.55	ft	Discharge	1,441.60	cfs
Inlet Control HW Elev.	4,341.55	ft	Tailwater Elevation	4,309.00	ft
Outlet Control HW Elev.	4,332.49	ft	Control Type	Inlet Control	

Grades					
Upstream Invert	4,310.00	ft	Downstream Invert	4,306.00	ft
Length	141.00	ft	Constructed Slope	0.028369	ft/ft

Hydraulic Profile					
Profile	PressureProfile		Depth, Downstream	4.00	ft
Slope Type	N/A		Normal Depth	N/A	ft
Flow Regime	N/A		Critical Depth	4.00	ft
Velocity Downstream	30.03	ft/s	Critical Slope	0.040208	ft/ft

Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	12.00	ft
Section Size	12 x 4 ft		Rise	4.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,332.49	ft	Upstream Velocity Head	14.02	ft
Ke	0.20		Entrance Loss	2.80	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,341.55	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	48.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Culvert Calculator Report
C-33

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,347.00	ft	Headwater Depth/Height	4.68	
Computed Headwater Elevation	4,345.05	ft	Discharge	153.80	cfs
Inlet Control HW Elev.	4,344.94	ft	Tailwater Elevation	4,330.00	ft
Outlet Control HW Elev.	4,345.05	ft	Control Type	Outlet Control	

Grades					
Upstream Invert	4,331.00	ft	Downstream Invert	4,327.00	ft
Length	117.00	ft	Constructed Slope	0.034188	ft/ft

Hydraulic Profile					
Profile	PressureProfile		Depth, Downstream	3.00	ft
Slope Type	N/A		Normal Depth	N/A	ft
Flow Regime	N/A		Critical Depth	2.98	ft
Velocity Downstream	21.76	ft/s	Critical Slope	0.049731	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	3.00	ft
Section Size	36 inch		Rise	3.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,345.05	ft	Upstream Velocity Head	7.36	ft
Ke	0.20		Entrance Loss	1.47	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,344.94	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	7.1	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-34

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,262.00	ft	Headwater Depth/Height	0.55	
Computed Headwater Elevation	4,261.20	ft	Discharge	26.40	cfs
Inlet Control HW Elev.	4,261.05	ft	Tailwater Elevation	4,260.00	ft
Outlet Control HW Elev.	4,261.20	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,259.00	ft	Downstream Invert	4,257.00	ft
Length	106.00	ft	Constructed Slope	0.018868	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	0.99	ft
Flow Regime	N/A		Critical Depth	1.52	ft
Velocity Downstream	2.61	ft/s	Critical Slope	0.003594	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	4.00	ft
Section Size	48 inch		Rise	4.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,261.20	ft	Upstream Velocity Head	0.56	ft
Ke	0.20		Entrance Loss	0.11	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,261.05	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	12.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Calculator Report
C-35

Solve For: Headwater Elevation

Culvert Summary					
Allowable HW Elevation	4,262.00	ft	Headwater Depth/Height	0.89	
Computed Headwater Elevation	4,261.44	ft	Discharge	107.70	cfs
Inlet Control HW Elev.	4,261.23	ft	Tailwater Elevation	4,258.00	ft
Outlet Control HW Elev.	4,261.44	ft	Control Type	Entrance Control	

Grades					
Upstream Invert	4,257.00	ft	Downstream Invert	4,255.00	ft
Length	106.00	ft	Constructed Slope	0.018868	ft/ft

Hydraulic Profile					
Profile	CompositeS1S2		Depth, Downstream	3.00	ft
Slope Type	Steep		Normal Depth	1.88	ft
Flow Regime	N/A		Critical Depth	2.96	ft
Velocity Downstream	8.76	ft/s	Critical Slope	0.003952	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	5.00	ft
Section Size	60 inch		Rise	5.00	ft
Number Sections	1				

Outlet Control Properties					
Outlet Control HW Elev.	4,261.44	ft	Upstream Velocity Head	1.23	ft
Ke	0.20		Entrance Loss	0.25	ft

Inlet Control Properties					
Inlet Control HW Elev.	4,261.23	ft	Flow Control	Unsubmerged	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	19.6	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

NORTHEAST CONNECTOR

APPENDIX D:
DESIGN CRITERIA MEMO



Northeast Connector Feasibility Study

Design Criteria Memo

September 2025

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Figure 3: Cut and fill condition with elevation change greater than 15'.
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Figure 6: Full fill condition with elevation change greater than 15'.
Figure 7: Full fill condition with elevation change less than 15'.

DESIGN CRITERIA TECHNICAL MEMORANDUM

NOVEMBER 3, 2025

BACKGROUND AND PURPOSE

The Regional Transportation Commission of Washoe County (RTC) is completing the Sparks-TRIC Connection Feasibility Study (Study) which is evaluating a potential new roadway connection between the east Sparks and Spanish Springs area in Washoe County, Nevada with the Tahoe-Reno Industrial Center (TRIC) in Storey County, Nevada. The proposed roadway would connect residential areas in the Truckee Meadows with employment centers in TRIC. Interstate 80 (I-80) is currently the only direct connection and is often congested with no alternate route during incidences, reducing transportation reliability.

This Study is evaluating the feasibility, potential costs, and benefits of a potential connection at a planning level. One component of feasibility and developing costs is to evaluate potential alignment corridors. The Trimble Quantm alignment optimization software is being applied to quickly evaluate candidate corridors.

The purpose of this memo is to define the design criteria and cost factors to be used in the Quantm platform. This memo is a living document and design criteria may evolve during Study development.

LOCATION / STUDY LIMITS

The Study location is in eastern Washoe County and northern Storey County, Nevada. Study limits include the eastern development boundary of Sparks and Spanish Springs to the west, I-80 to the south, USA Parkway to the east, and La Posada Drive to the north. See **Figure 1** for the study area.

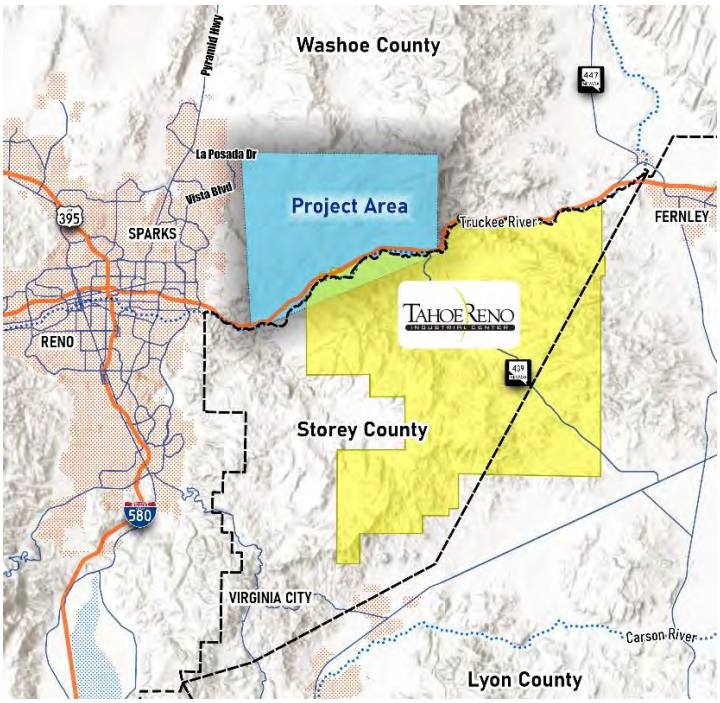


Figure 1: Study Area

GEOMETRIC DESIGN CRITERIA

Geometric criteria are critical to defining potential roadway corridors and corresponding alignments. **Table 1** below defines the major design criteria needed to perform Quantm alignment optimization.

Table 1: Geometric Design Criteria

Design Element	Study Criteria	Notes and References
Design Vehicle	WB-67	Per Green Book Section 2.8
Posted Speed Min	35mph	Urban (mountains as necessary)
Design Speed Min	45mph	
Posted Speed Max	45mph	Rural / Mountainous
Design Speed Max	55mph	
Min Stopping Sight Distance	495’ (0-2% grade) (55mph)	Per Green Book Table 3-1
Min Passing Sight Distance	900’ (55mph)	Per Green Book Table 3-4
Stopping Sight Distance at Grade	Based on Speed & Grade 553’ at 6% Downgrade (55mph)	Per Green Book Table 3-2
Cross Section		
Lane Widths	12’	Per Green Book Table 7-3
Outside Shoulder Width	8’ (<45 mph) 10’ (≥45 mph)	Per NDOT Road Design Section 2.1 and 2.2
Inside Shoulder Width	4’ (Single Lane)	Per NDOT Road Design Section 2.1
Outside Bridge Shoulder Width	4’	Per NDOT Road Design Section 2.1
Superelevation		
Max Superelevation	6%	Per NDOT Road Design Section 3.5
Min Length of Runoff	Based on Speed & Super 153’ (55mph / 6% Super)	Per Green Book Table 3-16a
Horizontal		
Min Horizontal Curve Radius	Based on Speed & Super 1060’ (55mph / 6% Super)	Per Green Book Table 3-7
Vertical		
Min K Value Crest	Based on Design Speed 114 (55mph)	Per Green Book Table 3-35
Min K value Sag	Based on Design Speed 115 (55mph)	Per Green Book Table 3-37
Min Length of Vertical Curve	3x Design Speed 165’ (55mph)	Per Green Book Figure 3-35/3-37
Max Vertical Grade	6% (≥45 mph)	Per NDOT Road Design Section 2.1
Min Vertical Grade	0.5%	Per NDOT Drainage Manual
Roadside Safety		
Min Vertical Clearance	16’-6”	Per NDOT Road Design Section 2.1
Cut Slope ≤15’ H	See Table (4:1 or flatter)	Per NDOT Road Design Table 3.12
Cut Slope >15’ H	4:1 Foreslope/2:1 Backslope	Per NDOT Road Design Table 3.12
Fill Slope ≤15’ H	See Table (4:1 or flatter)	Per NDOT Road Design Table 3.12
Fill Slope >15’ H	2:1	Per NDOT Road Design Table 3.12
Drainage		
V-Ditch Channel	Based on Foreslope	Per AASHTO Roadside Figure 3-6
Trapezoidal Channel (4’ Bottom)	Based on Foreslope	Per AASHTO Roadside Figure 3-7

List of Sources:

- 2018 AASHTO A Policy on Geometric Design of Highways and Streets, 7th Edition (Green Book)
- 2011 AASHTO Roadside Design Guide, 4th Edition
- 2019 NDOT Road Design Guide
- 2006 NDOT Drainage Manual, 2nd Edition

UNIT COSTS

The table below (**Table 2**) outlines unit cost inputs used in the Quantm system for estimating and alignment optimization purposes. Other required parameters are also included for reference.

Table 2: Conceptual Unit Costs & Parameters

QUANTM Item	Unit	Unit Cost	Description
Borrow	Cubic Yard	$40	Cost of purchasing material and transporting it from an external site.
Dump	Cubic Yard	$5	Cost of removing excess or unusable material.
Haul	Cubic Yard/Mile	$2	Cost of transporting 1 CY of usable material along the alignment.
Topsoil	Cubic Yard	$2.50	Cost of clearing and grubbing 1 CY of topsoil.
Soil	Cubic Yard	$8	Cost of cutting 1 CY of soil during excavation.
Broken Rock	Cubic Yard	$75	Cost of cutting 1 CY of rock during excavation.
Fill	Cubic Yard	$3	Cost of placing and compacting the fill.
Pavement	Cubic Yard	$400	Cost of placing 1 CY of pavement and compacting it to a specified thickness (assuming non-local source).
Subgrade	Cubic Yard	$100	Cost of placing 1 CY of subgrade and compacting it to a specified thickness.
Bridge	Square Foot	$400	Fixed cost per unit area of the bridge deck. Can be set to a variance based on bridge height.
Retaining Wall	Square Foot	$150	Fixed cost per unit area of wall face.
Culverts	Linear Foot	$450	Channel that allows waterways or other features to pass under a route.

TYPICAL CROSS SECTIONS

The figures below show the typical cross sections of the roadway alignment based on cut and/or fill conditions at elevation differences above and below 15’. See table one for the NDOT Design Guide and AASHTO Green Book criteria for cut and fill conditions. The cross sections below also assume speeds greater than 45mph, resulting in shoulder widths of 10’ and an addition 2’ where guardrail is applicable.

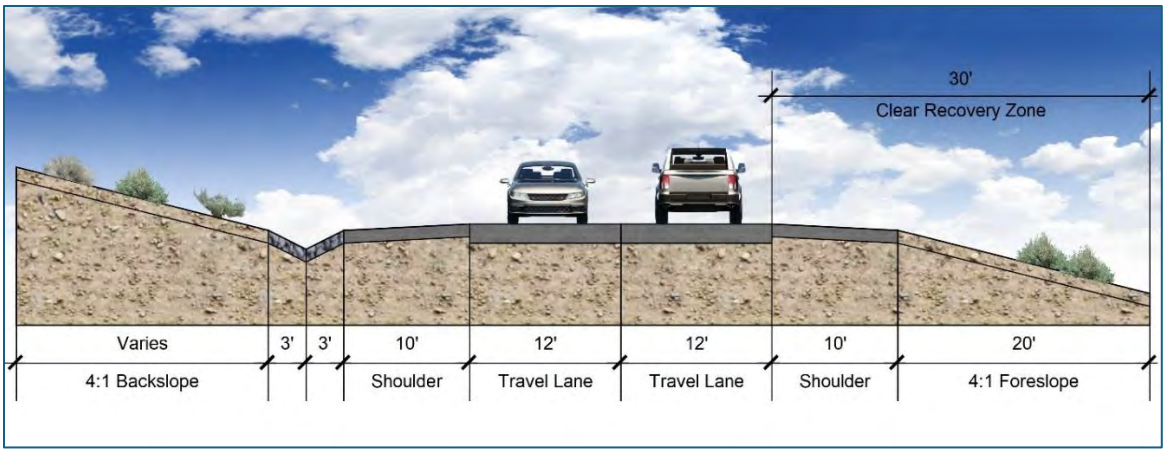


Figure 2: Cut and fill condition with elevation change less than 15'.

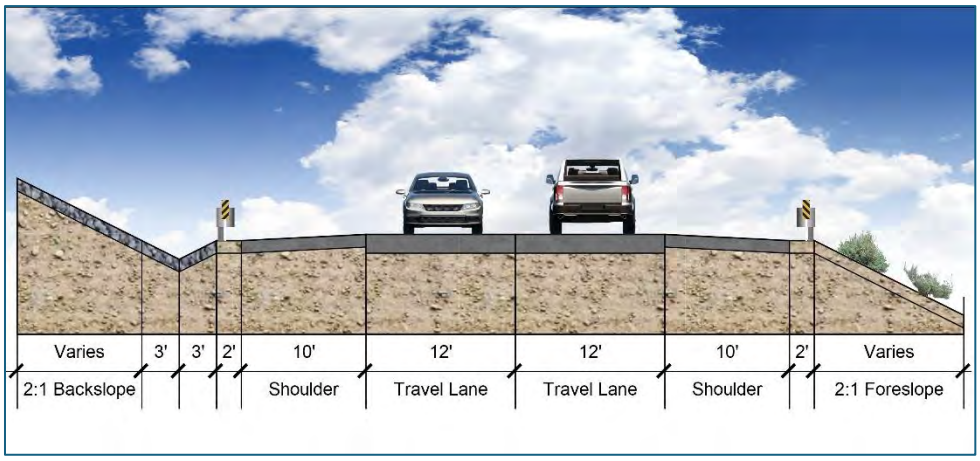


Figure 3: Cut and fill condition with elevation change greater than 15'.

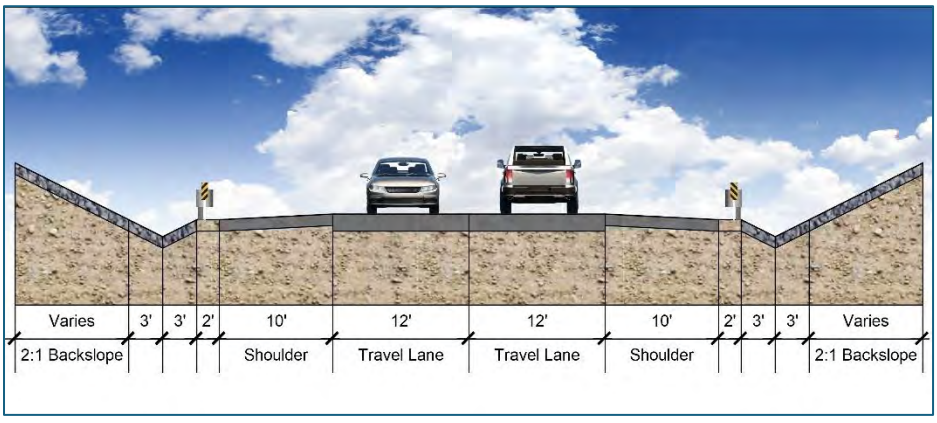


Figure 4: Full cut condition with elevation change greater than 15'.

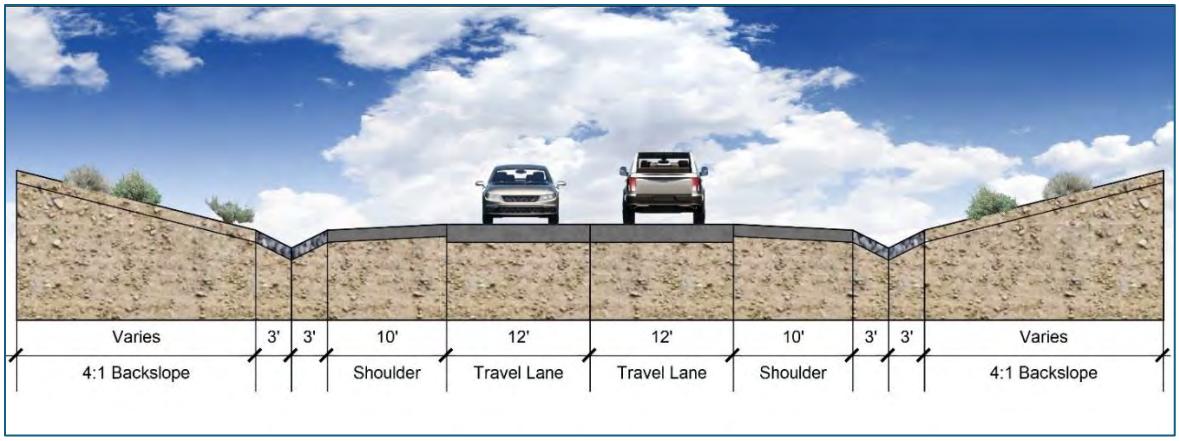


Figure 5: Full cut condition with elevation change less than 15'.

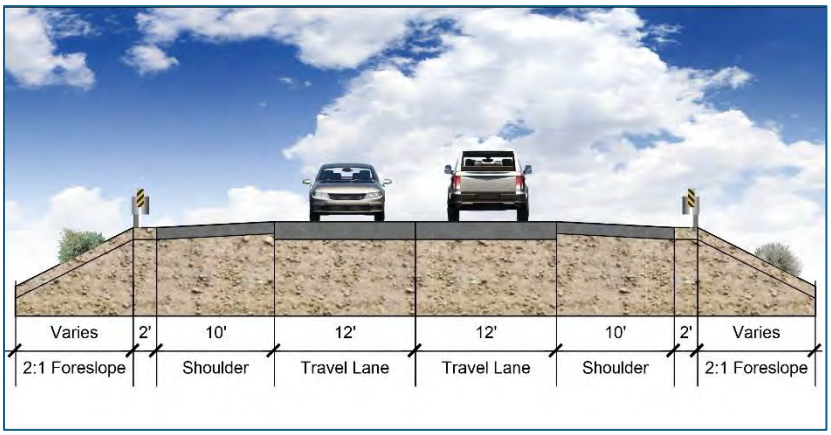


Figure 6: Full fill condition with elevation change greater than 15'.

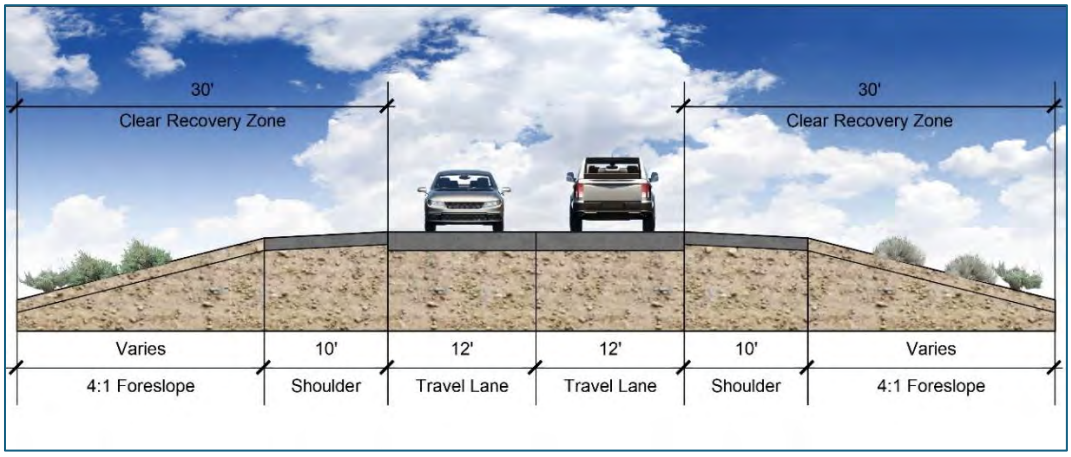


Figure 7: Full fill condition with elevation change less than 15'.

APPENDIX E:
TECHNICAL ADVISORY COMMITTEE MEETING MATERIALS AND SUMMARIES

La Posada-TRIC Connection Alignment and Feasibility Study
Kick-Off Meeting Minutes

2/12/2025

1. Introductions and Study Team

Attendance:

Wood Rodgers
Bryan Gant, PE, Project Manager
Katie Moses, Planner
Mario Tambellini, Project Engineer
Leslie Burnside, Senior Env. Planner
Mike Davidson, Principal Engineer

RTC Washoe County
Bryne Byrne, Project Manager
Dale Keller, Deputy Executive Director
Amanda Callegari, Engineering Mgr.
Michele Payne, Property Analyst

Storey County
Austin Osborne, County Manager
Jason Wierzbicki, Public Works Director
Kathy Canfield, Planning Manager

CDM Smith
Brian Stewart
Lynnette Russell, Sr. Project Manager

MJT Consulting
McKenna Temen, Outreach Specialist

City of Sparks
Amber Sosa, City Engineer
Jim Rundel, Assistant Community Services Director
Andrew Jayankura, Transportation Mgr.

HDR
Nicholas Eggen, PM Structures group
Blake Schmitt, Bridge Engineer
Chris Williges, Economics and Statistics

DOT
Christopher Kuhn, Sr. Project Manager

2. Study Area, Purpose and Need
    a. Not intended to compete with the capacity potential of I-80, just more to augment its capacity and reliability - especially with I-80 planned widening.
    b. Employment has increased 4 times from 2015 to 2023.
    c. Traffic volumes have increased 58%.
    d. Average weekday speeds on I-80 drop by 40% in the AM peak and 46% in the PM peak.

e. 7 deaths on I-80 between Vista Blvd. and USA Parkway over 5 years.
f. Incidents can cause speeds on 1-80 to drop by over 90% or halt traffic all together.
g. 85% of trips from the Truckee Meadows service area to TRIC start north of I-80
    i. I-80 is the only east/west connection. No alternative route.
    ii. Increased demand on Vista Blvd., Sparks Blvd., Pyramid Hwy, etc.
    - *Comment that purpose and need needs to reflect the resiliency factor of this new connection.*

3. Study Goals and Objectives
    a. Reduce congestion
    b. Increase reliability
    c. Support economic growth
    d. Inform regional decisions

4. Previous Planning Endeavors
    a. Other Studies
        i. EDAWN and City of Sparks have conducted very high-level alignment evaluations for different purposes. Neither was an in-depth transportation analysis.
        ii. I-80 Corridor Study looked at a high-level, conceptual analysis of other connection alignments
        iii. Potentially something in RTC archives in 2018 (web cam drive of potential alignment)

5. Project Scope Overview

Current RTC Contract

Step 1	Data Collection and Initial Field Review
(Current Effort)	Develop Constraints Mapping
Corridor Traffic Evaluation	Travel Demand Modeling
	Land Use Scenarios *(optional)*
	Geotechnical Mapping
Step 2	Topographic Survey
Alignments and Analysis	Corridor Evaluation (Quantm)
	Benefit-Cost Analysis
	Sketch-Level Toll Feasibility *(optional)*
	Hydrology Report
Step 3	Corridor Refinement
Corridor Refinement	Right-of-Way & Utilities
	Environmental Analysis *(Pre-NEPA/PEL)*

Agency and Stakeholder Coordination
Public Outreach

- *Question regarding TDM to use for the need. We would focus on the study area and do additional analysis around the study area.*

6. Agency Coordination and Participation
    a. Technical Advisory Committee (TAC): 3 +/- Meetings During Step 1.
    b. Local agencies, NDOT, BLM, TMRPA, Utilities, Tribes, etc.

7. Concurrent/Adjacent Project Coordination
    a. Draft EA for I-80 East - will go to FHWA and public - should be available for public review in upcoming months.
    b. Existing, or proposed, utility corridors within the area.

    - *Zayo? From Apple center?*

    c. Pieces of 'middle mile' project - Ryan Hornback at NDOT may know more.
    d. Send request to Chris Kuhn for any available studies related to South Meadows Extension Feasibility Study.
    e. Power lines - many in the area.
    f. BLM - Research existing ROW grants, etc

    - *UP Passenger Rail. NDOT is initiating a study.*
    - *Pieces of 'middle mile' project - Ryan Hornback at NDOT may know more.*

8. Public Outreach
    a. Prepare a Public Outreach Plan for review.
    b. One (1) public information meeting.
        i. Include NABs and CABs
        - *City of Sparks does not have NABs or CABs, so would need to come up with a different approach to engage City of Sparks residents.*
        - *Will need to put forth special effort to engage Sparks/Spanish Springs residences.*
        - *Need to be very clear about what we are looking to receive input on and what we're going to do with it. Be able to consider implementing what the public suggests.*
    - *La Posada is very busy now, so it is anticipated that public will be very interested in the project.*

- *Outreach probably makes most sense around Step 3 of the process - more info available.*
- *I-80 public hearing - tentative April-May '25 - pending guidance from new administration. Maybe provide flyer for I-80 public hearing*

9. Study Schedule Review

Step 1 Corridor Evaluation and Traffic	3-6 Months
Step 2 Alignment and Analysis	4-5 Months
Step 3 Feasibility Refinement	3-4 Months

10. Next Steps (4 Week Lookahead)
    a. Assemble background data and information
    b. Calibrate the TransCAD Travel Demand Model (TDM)
    c. Initiate TDM Forecasts

11. Comments/Questions?
    - *HDR - One suggestion is to look at user benefits when using TransCAD model. WR to have specific coordination regarding this.*
    - *NDOT - Will you be evaluating multiple locations? Yes*
    - *Apple is open to discussions, and potentially a road tying into their access road.*
    - *More important to make the connection, rather than a large 4-lane facility if it's not needed - $500-600 million won't happen.*
    - *Reevaluate any previously determined constraints, previous efforts likely driven based on land development.*

La Posada-TRIC Connection Alignment and Feasibility Study

Project Kick-Off Meeting

February 12, 2025



Meeting Agenda



- Introductions and Study Team
- Study Area, Purpose and Need
- Study Goals and Objectives
- Previous Planning Endeavors
- Project Scope Overview
- Agency Coordination and Participation
- Concurrent/Adjacent Project Coordination
- Public Outreach
- Study Schedule Review
- Next Steps (4 Week Lookahead)

Introductions and Study Team

STAKEHOLDERS

-City of Sparks	-NV Energy
-Washoe County	-SHPO
-Storey County	-TRIC
-FHWA	-Tesla
-BLM	-Apple
-Resource Agencies	-TMRPA
-Tribes (5)	-Governer's Office

Principal-in-Charge/Project Manager

- Bryan Gant, PE*

QA/QC

- Jason Lemons, PE(CA)

LEGEND

- Wood Rodgers, Inc.
- HDR
- CDM Smith
- BEC
- MJT Consulting
- Newfields
- Trimble
- G2 Archeology
- Caliper
- *Key Staff

Alt. Development
- Mike Davidson, PE*

Roadway Alignments
- Brian Martinezmoles, PE
- James Pangburn, PE(CA)
- Megan Berry, PE

Quantm Optimization
- Trimble (Quantm)
- Lorenzo Sanchez

Cost Estimates
- Keith Ferguson, PE

Surveying & Mapping
- Kevin Almeter, PLS
- Michael Detwiler, PLS, CP

Traffic Modeling
- Mario Tambellini, PE(CA)*
- Caliper

Structures
- Craig Smart, PE
- Troy Martin, PE, CPM
- Chris Hodge, PE

Geotechnical
- Mickey Smith, PE
- Justin McDougal, PE
- Jesse Ruzicka

Drainage
- James Springgate, PE

PEL/NEPA
- Zach Bentzler*

PEL Documentation
- Michael LaBianca, AICP

Cultural Resources
- Brock Giordano, RPA(ID)
- Ann Keen
- G2 Archeology

BLM Resources
- Danny Rakestraw

Biological Resources
- Vivian Sam

Waters of the US
- Danny Rakestraw

Section 4(f)/6(f)
- Diane Nulton

Hazardous Materials
- Stefanie Costa Rica, CEM

Land Use Evaluation
- Laurie Cummings, AICP, CTP, ENV SP

Quality Control
- Tim Chamberlain

Strategic Services
- Brian Stewart, PE, PMP*

Land Use/Master Planning
- Andy Durling, AICP*
- Stacie Huggins

Risk Analysis
- Blane Long, CVS
- Jim Gallegos, PE, PMP

Cost/Benefit Analysis
- Roberto Alvarado-Vazquez, EIT
- Chris Williges

Tolling & Revenue
- Terri Slack, PMP*
- Travis Dunn, PhD

Constructibility
- Keith Ferguson, PE
- Judy Tortelli, PE

Alternative Delivery
- John Munoz

Legislative Support/P3
- Gail Lewis

Grant Funding
- Chris Primus
- Derek Kirkland, AICP

Right-of-Way
- Alis Wishner, SRWA, RW-NAC

Outreach & Engagement
- Bryan Gant, PE*

Public Outreach
- McKenna Temen
- Lauren Ball
- Amber Harmon

BLM Coordination
- Mark Hall, PhD, RLA*

Tribal Coordination
- Leslie Burnside

NDOT Coordination
- Lynnette Russel, PE, PMP

FHWA Coordination
- Jessica Hekter, AICP

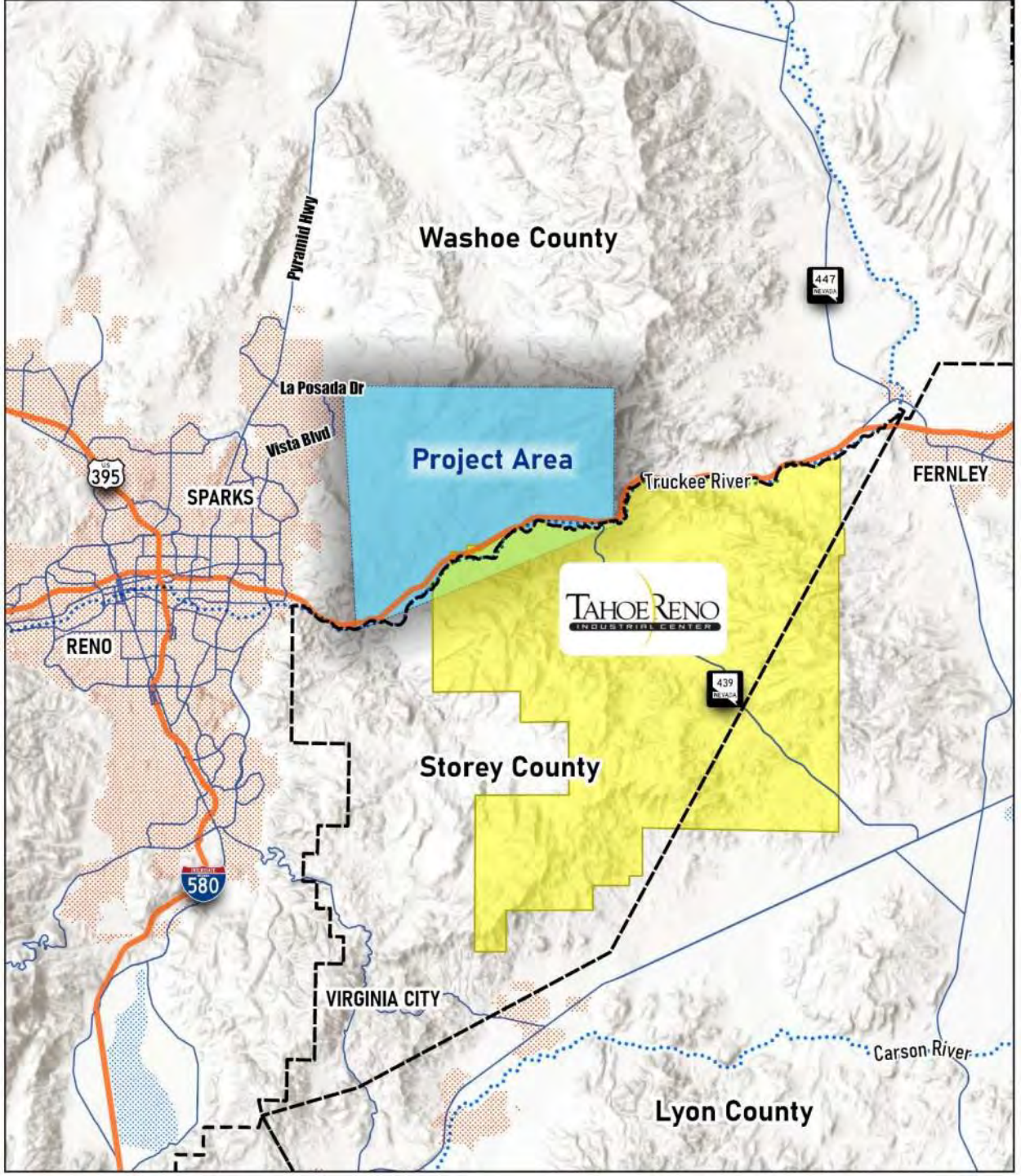
Visualizations
- Devin Crowley



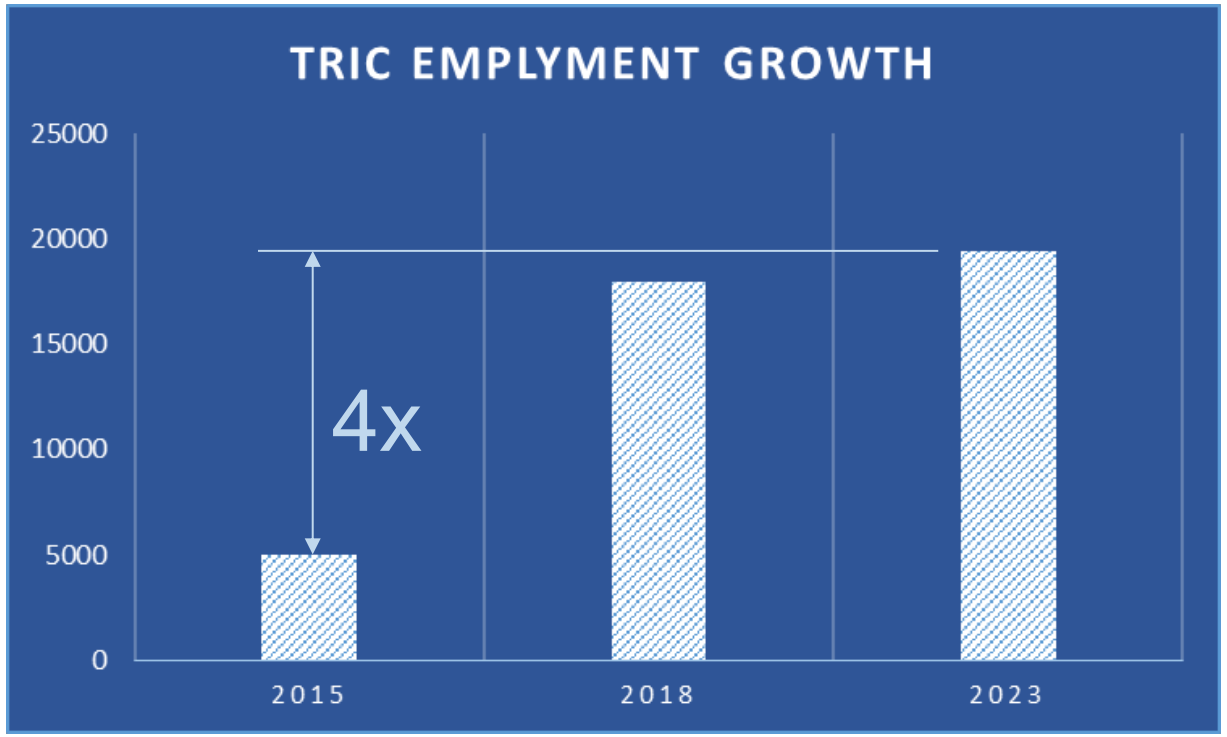
Study Area

Study Limits:

- South – Interstate 80
- North – Just north of La Posada Dr.
- West - Eastern Edge of Urbanized Sparks
- East – USA Parkway



Project Purpose and Need



Project Need:

*TRIC employment increased by nearly **4** times between 2015 and 2023*

Wikipedia/Bureau of Labor Statistics

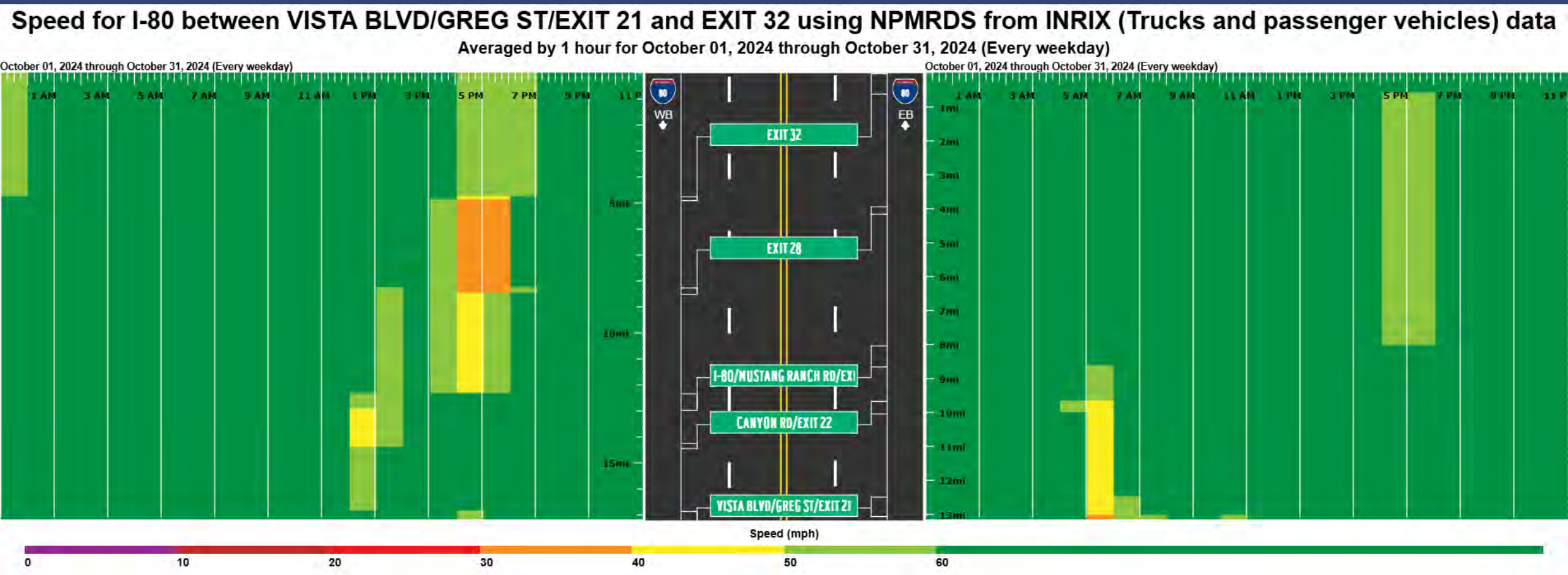
Project Need:

***58%** traffic growth on I-80 between 2013 and 2022*

NDOT Trina



Project Purpose and Need



Project Need:

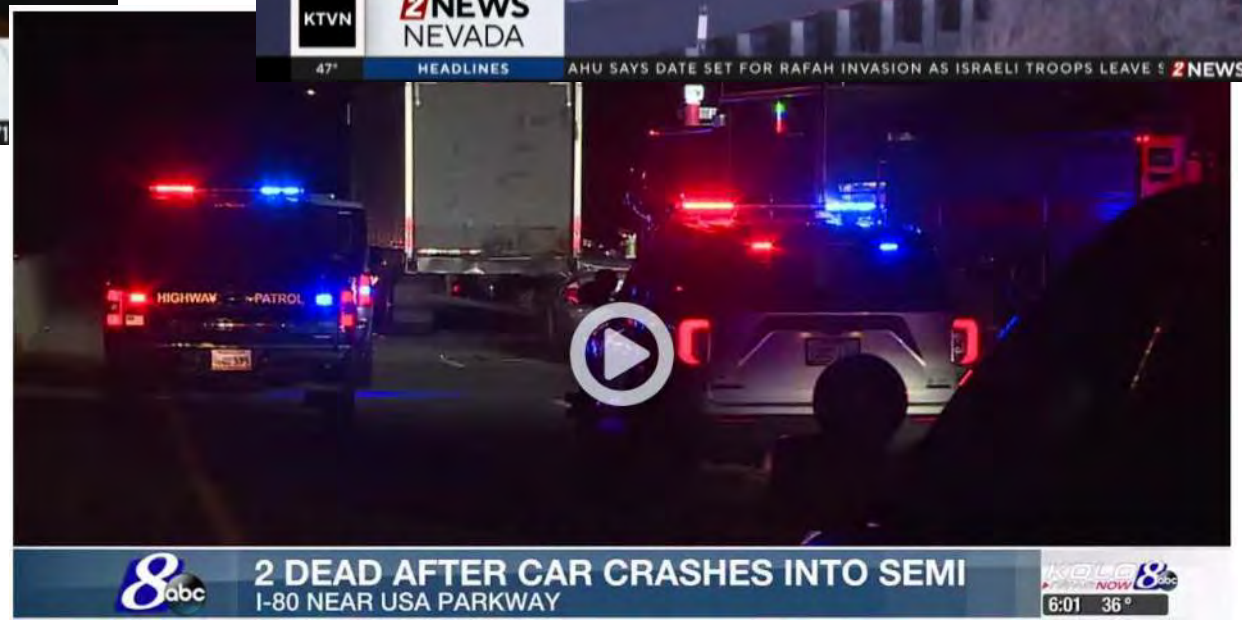
Avg. weekday speeds on I-80 drop by 40% in the AM peak, and 46% in the PM peak.

INRIX

Project Purpose and Need





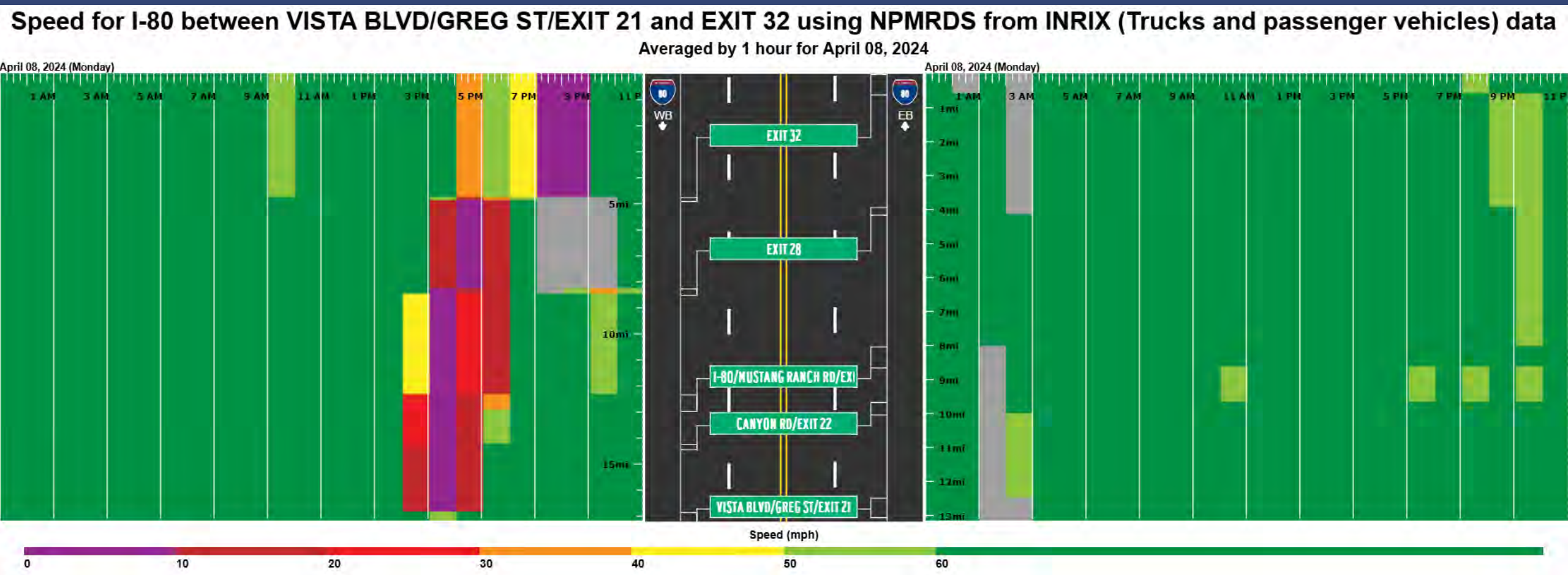


Project Need:

7 deaths on I-80 between Vista Dr. and USA Parkway (2016-2020)

NDOT Traffic Safety Engineering

Project Purpose and Need



Project Need:

Incidents can cause speeds on I-80 drop by over 90% or halt traffic all together.

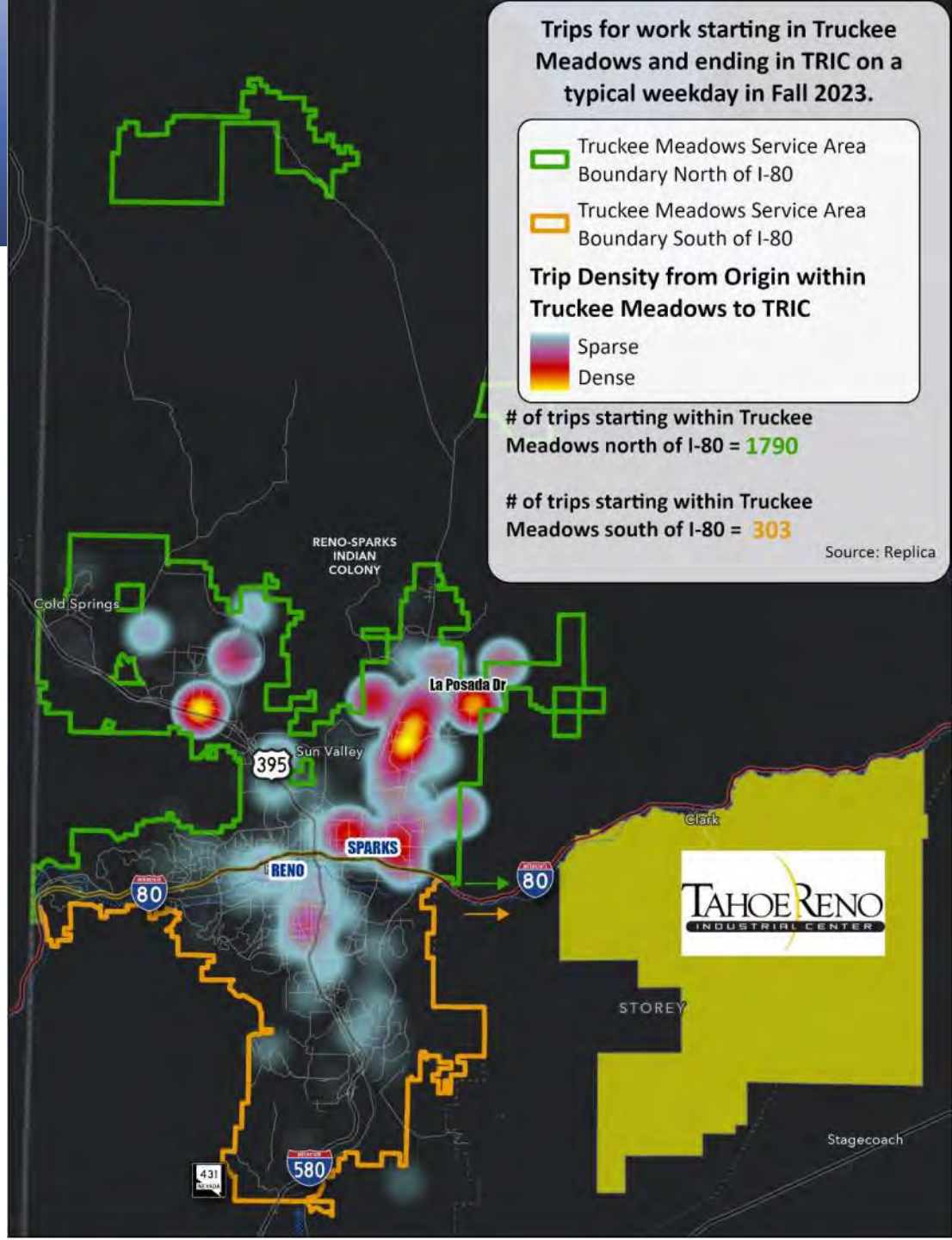
INRIX

Project Purpose and Need

Study Need:

85% of trips from the Truckee Meadows service area to TRIC start north of I-80

- *I-80 the only east/west connection, no redundancy or alternate routes.*
- *Increases demand on Vista Dr., Sparks Blvd., Pyramid Hwy.*



Study Goals and Objectives



Reduce Congestion



Support Economic Growth



Increase Reliability

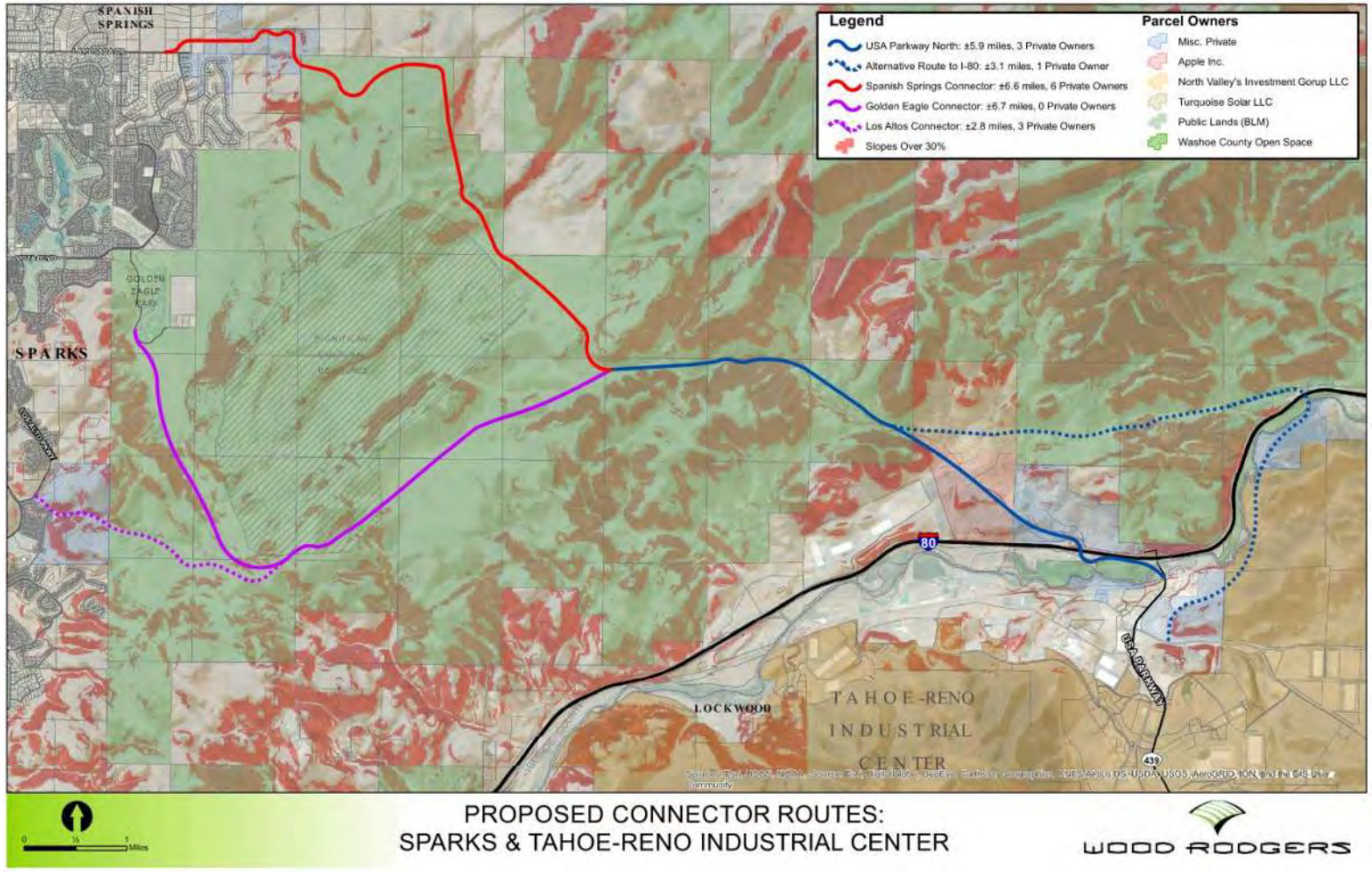


Inform Regional Decisions

Previous Planning Endeavors

High-level planning efforts:

- EDAWN
- City of Sparks
- Others?



Study Scope Overview

Step 1

Corridor Traffic Evaluation

What kind of traffic would new connection(s) attract?

Step 2

Alignments and Analysis

Where are some initial alignment corridors?

Step 3

Alignments and Analysis

What does overall feasibility look like?

Study Scope Overview

Current RTC Contract	Step 1 *(Current Effort)*	Data Collection and Initial Field Review	Agency and Stakeholder Coordination Public Outreach
		Develop Constraints Mapping	
		Travel Demand Modeling	
		Land Use Scenarios *(optional)*	
	Step 2	Geotechnical Mapping	
		Topographic Survey	
		Corridor Evaluation (Quantm)	
		Benefit-Cost Analysis	
		Sketch-Level Toll Feasibility *(optional)*	
	Step 3	Hydrology Report	
		Corridor Refinement	
		Right-of-Way & Utilities	
		Environmental Analysis *(Pre-NEPA/PEL)*	
		Feasibility Report	

TAC Roles and Responsibilities

The TAC is the venue to collaborate the process, inputs, and outputs.

- Provide input on the process
- Coordinate data needs
- Share technical input
- Collaborate on outreach

Concurrent/Adjacent Project Coordination

Are there any current and/or past relevant projects or studies underway that the team should be aware of??



Public Outreach



Public outreach includes:

- Developing a Public Outreach Plan
- One (1) public meeting
- Stakeholder coordination
- One-on-one meetings

Study Schedule

We Are Here

Feb. 2025	3-6 Months	+4-5 Months	+3-4 Months

Step 1 Corridor Evaluation and Traffic

Step 2 Alignments and Analysis

Step 3 Feasibility Refinement

PEL/NEPA (Future)

Stakeholder and Public Engagement

Next Steps

Study next steps (4 week lookahead):

- Assemble background data and information
- Calibrate the TransCAD Travel Demand Model (TDM)
- Initiate TDM Forecasts

QUESTIONS???

Bryan Byrne, PE
Project Manager

Regional Transportation Commission
of Washoe County

bbyrne@rtcwashoe.com
775.335.1865

Building A Better Community Through Quality Transportation
rtcwashoe.com

Northeast Connector Alignment and Feasibility Study
Technical Advisory Committee Meeting #3 Minutes

7/24/2025

1. Introductions and Study Team

Attendance:

Wood Rodgers
Bryan Gant, PE, Project Manager
Mario Tambellini, Project Engineer
Leslie Burnside, Sr. Env. Planner
Mike Davidson, Principal Engineer
Anthony Lopez, Assistant Engineer

RTC Washoe
Bryne Byrne, Project Manager
Dale Keller, Deputy Executive Director
Amanda Callegari, Engineering Mgr.
Michele Payne, Property Analyst

Storey County
Austin Osborne, County Manager
Kathy Canfield, Planning Manager
Lara Mather, Business Development

CDM Smith
Lynnette Russell, Sr. Project Manager

City of Sparks
Amber Sosa, City Engineer
Andrew Jayankura, Transportation Manager

HDR
Nicholas Eggen, PM, Structures group
Blake Schmitt, Bridge Engineer
Chris Williges, Economics and Statistics

NDOT
Christopher Kuhn, Sr. Project Manager

Washoe County
Michon Reede, Associate Engineer

2. Study Overview

The purpose of the meeting was to review the study area, purpose, and goals. Revisit TAC roles and responsibilities. Present level one corridor traffic screening results. Discuss conceptual alignment evaluation and outline next steps.

Study Area: Bounded by I-80 (South), La Posada (North), Sparks urban edge (West), and USA Parkway (East).

Purpose: Improve connectivity between the Tahoe-Reno Industrial Center (TRIC) and Sparks/Spanish Springs.

Need: I-80 congestion, lack of alternate east-west routes, and high commuter demand from Truckee Meadows to TRIC.

3. Goals & Objectives

Reduce congestion, support economic growth, improve transportation reliability, and inform regional planning decisions.

4. TAC Roles & Responsibilities

Collaborate on the study process and data. Share technical input. Coordinate public outreach.

5. Traffic Screening & Modeling

A project-specific travel demand model was calibrated using the RTC Washoe 2022 model as a base. The model was calibrated following the NDOT Traffic Forecasting Guidelines. Origin-destination data from Replica platform was used as part of the calibration. Seven corridor alternatives were analyzed for Average Daily Traffic (ADT) as the foundation of level one screening.

Seven corridor alternatives and combinations were modeled to test potential traffic benefits:

- Alternative 1: La Posada Connector – 4,575 ADT
- Alternative 2: Vista Blvd. Connector – 3,919 ADT
- Alternative 3: Los Altos Parkway Connector – 3,224 ADT
- Alternative 4: Prater Way Connector – 3 ADT
- Alternative 5: La Posada & Vista Connector – 3,509/2,230 ADT (used to test both corridors together)
- Alternative 6: La Posada & I-80 Connector – 4,434/52 ADT (used to test demand for N/S travel)
- Alternative 7: Vista Blvd. Connector with La Posada Connection – 3,952/139 ADT

Alternatives 1-4 are really standalone alternatives and alternatives 5-7 were run to test other options. Takeaways include 1) the La Posada Connector attracted the highest ADT with Vista Boulevard close, attracting 14% less ADT than La Posada. Los Altos was third at 30% less ADT than La Posada and Prater Way attracts almost no traffic.

Based on these modeling results, there was agreement to screen out Alternatives 3-7 and advance Alternatives 1-2 to level two screening.

6. Conceptual Alignment Evaluation

Preliminary alignment analysis was started using the Quantm Alignment Optimization Tool. The model considers terrain, environmental constraints (ACEC, NCA), and cost. Key findings: Quantm favored the plateau north of La Posada for elevation gain, bringing that concept further north than originally envisioned, although La Posada options in the top five do go south akin to the Vista Boulevard corridor alignment. The Vista Boulevard corridor alternative goes south of the ACEC and generally favors lower overall terrain than La Posada. The Vista Boulevard option showed lower conceptual cost (~14% less than La Posada). Travel time impacts traffic volume significantly and travel times/ADTs may change with further corridor alignment refinement.

7. Stakeholder Feedback

The TAC expressed interest in evaluating Waltham/Patrick interchange as an eastern terminus due to increased traffic and TRIC development. In addition, it was suggested to test a western connection between Los Altos and Wingfield Parkway, south of the Red Hawk Hills golf course.

8. Next Steps

Run additional traffic model iterations. Finalize geometric criteria and cross-sections. Integrate environmental and other constraints into corridor evaluation. Coordinate with RTC on funding discussions. Consider public outreach before end of 2025 to clarify alignment options and gather feedback.

Sparks-TRIC Connection Alignment and Feasibility Study

Technical Advisory Committee Meeting #2

July 24, 2025



Meeting Agenda

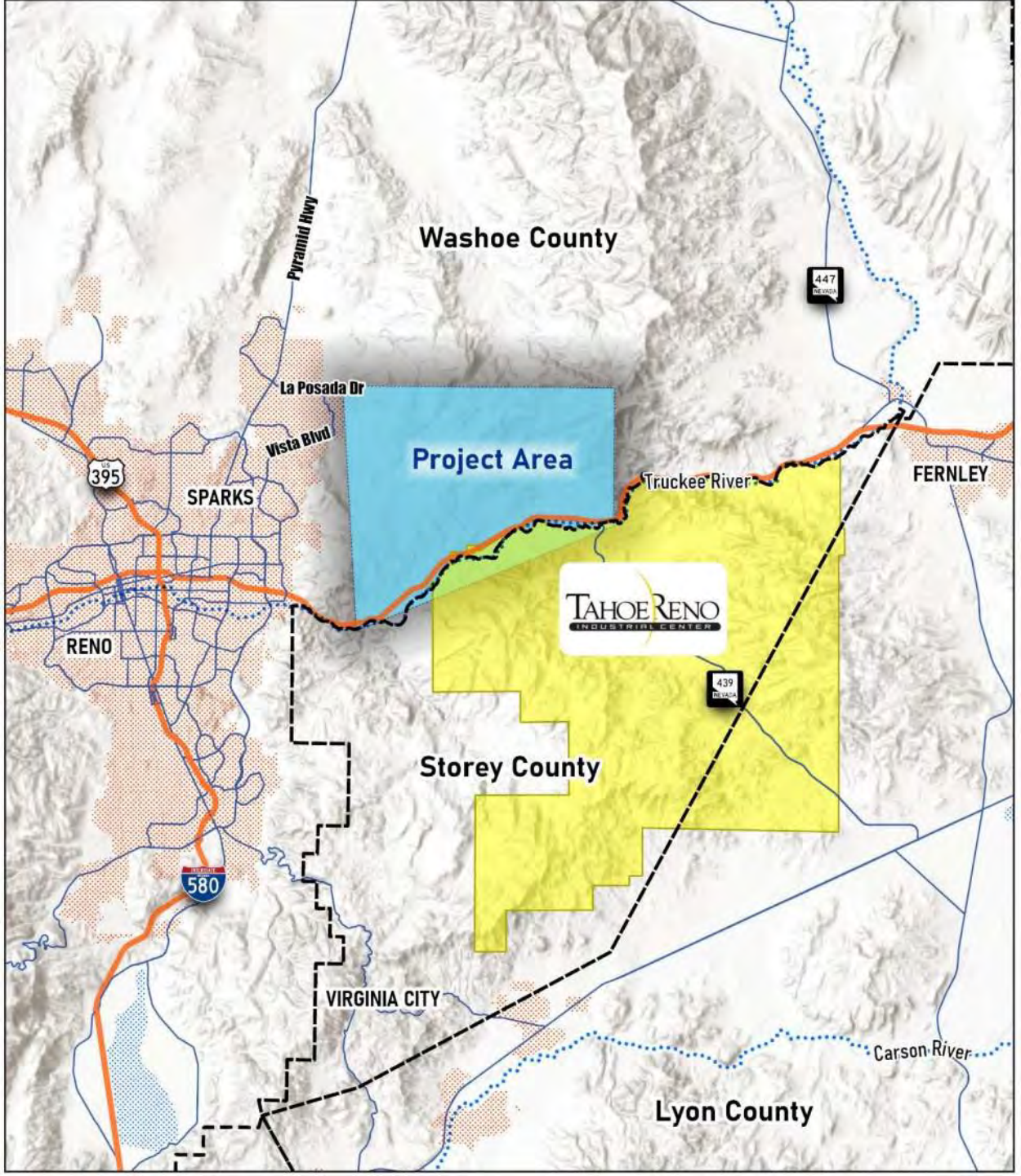


- Introductions
- Study Area, Purpose and Need
- Study Goals and Objectives
- TAC Roles and Responsibilities
- Study Schedule Review
- Corridor Traffic Screening
- Conceptual Alignment Evaluation
- Next Steps

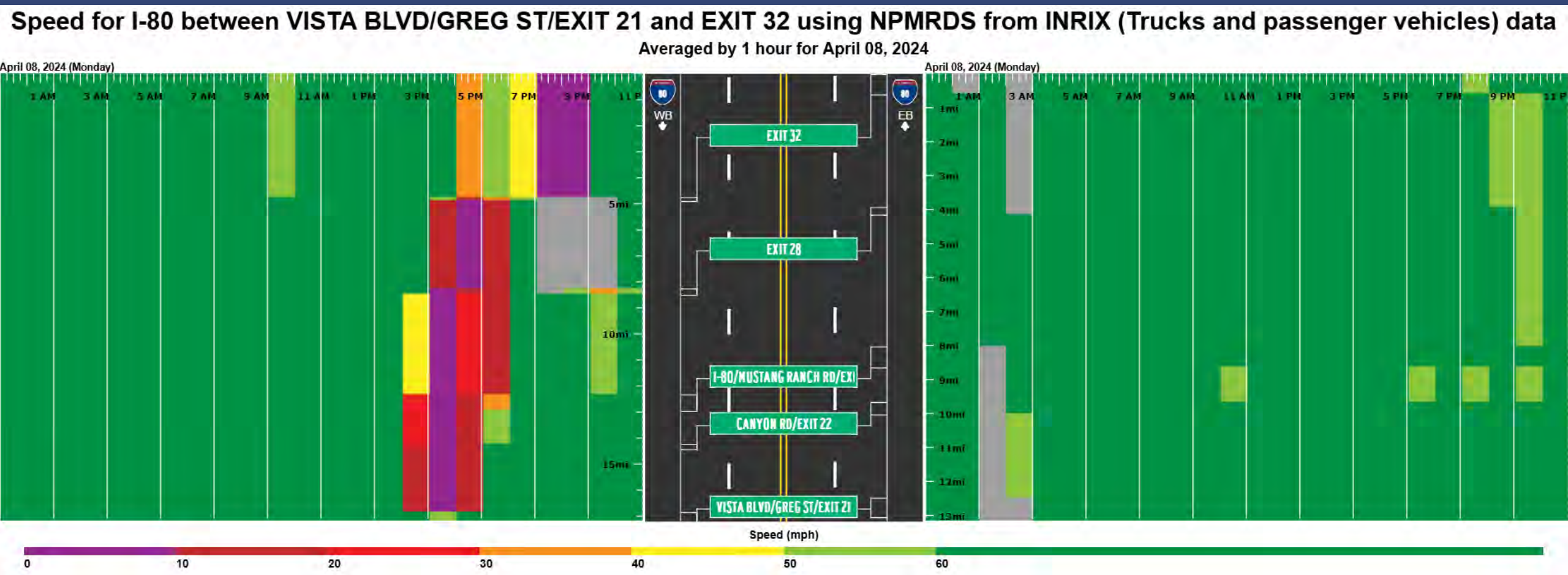
Study Area

Study Limits:

- South – Interstate 80/Truckee River
- North – Just north of La Posada Dr.
- West - Eastern Edge of Urbanized Sparks
- East – USA Parkway



Project Purpose and Need



Project Need:

Incidents can cause speeds on I-80 drop by over 90% or halt traffic all together.

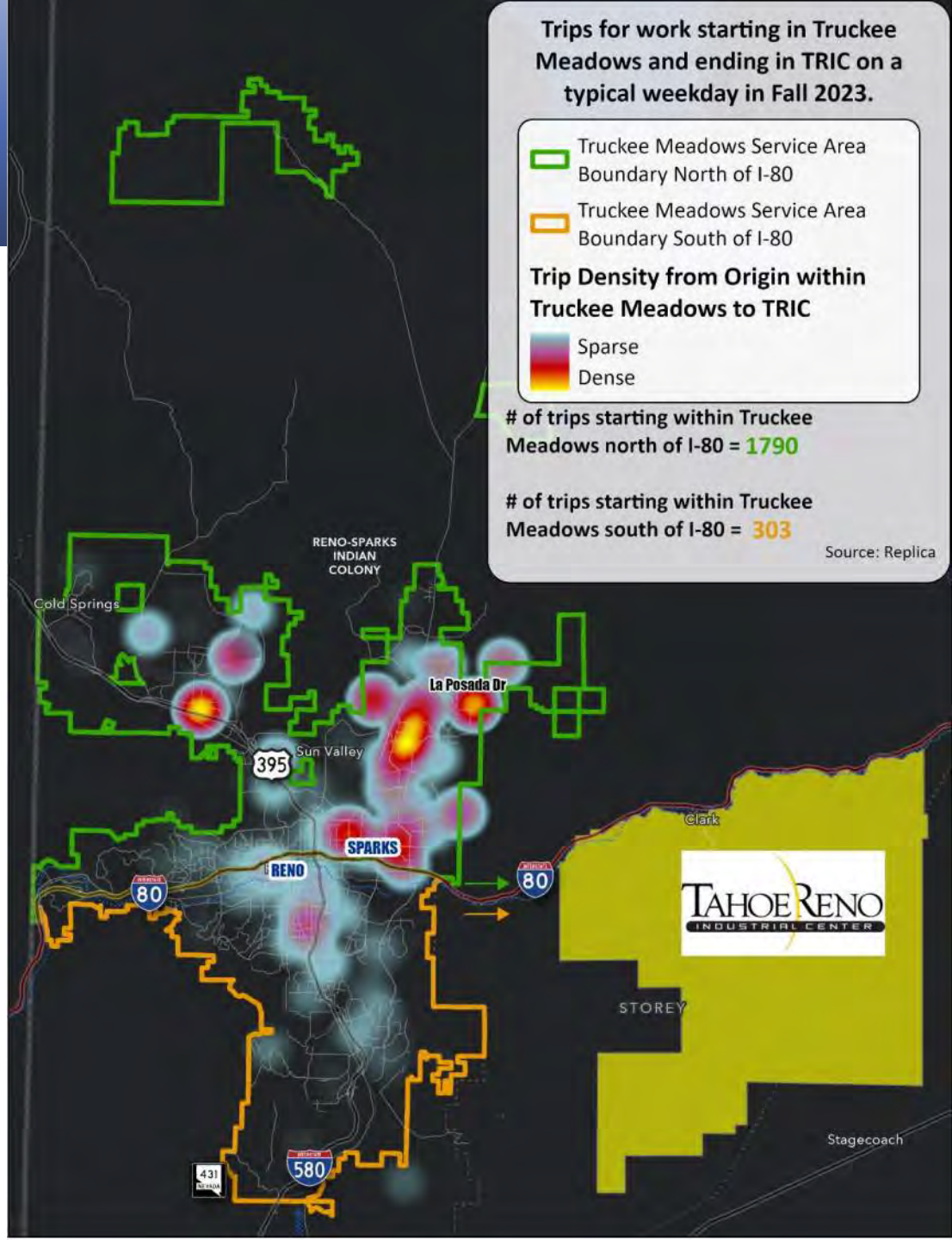
INRIX

Project Purpose and Need

Study Need:

85% of trips from the Truckee Meadows service area to TRIC start north of I-80

- *I-80 is the only east/west connection, no redundancy or alternate routes.*
- *Increases demand on Vista Dr., Sparks Blvd., Pyramid Hwy., etc.*



Study Goals and Objectives



Reduce Congestion



Support Economic Growth



Increase Reliability



Inform Regional Decisions

TAC Roles and Responsibilities

The TAC is the venue to collaborate the process, inputs, and outputs.

- Provide input on the process
- Coordinate data needs
- Share technical input
- Collaborate on outreach

Study Schedule

We Are Here

Feb. 2025	3-6 Months	+4-5 Months	+3-4 Months

Step 1 Corridor Evaluation and Traffic

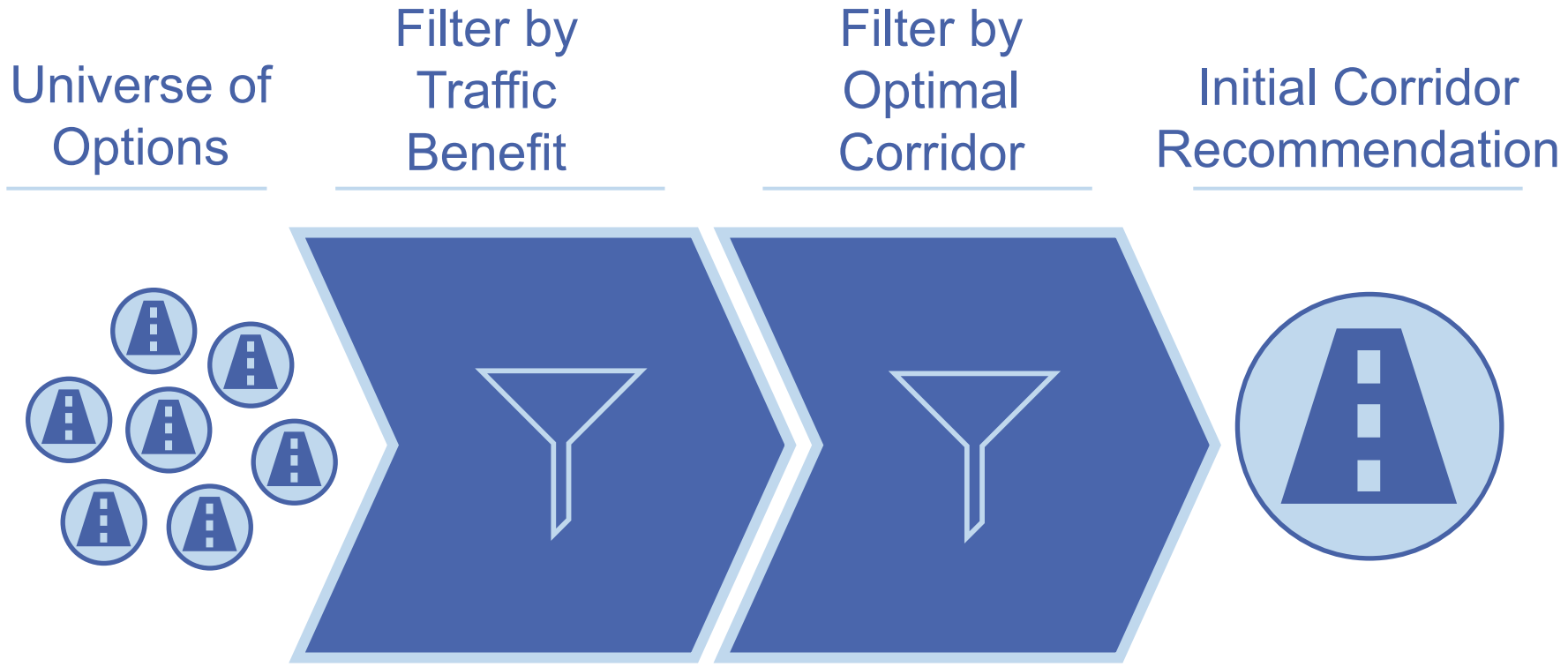
Step 2 Alignments and Analysis

Step 3 Feasibility Refinement

PEL/NEPA (Future)

Stakeholder and Public Engagement

Corridor Screening Process



Travel Demand Modeling

Performed a Study Area Calibration of the Base Year 2022 RTC Washoe TDM using NDOT Traffic Forecasting Guidelines:

- *Study area consisted of Pyramid Highway to the USA Parkway, and I-80 to La Posada Drive.*
- *Roadway/link volumes were calibrated against NDOT TRINA traffic counts.*
- *Origin-destination trips were calibrated against GPS big-data from the Replica platform.*
- *The calibrated TDM met all NDOT validation criteria.*



Alternative 1: La Posada Connector



Alternative 2: Vista Blvd. Connector



Alternative 3: Los Altos Pkwy. Connector



Alternative 4: Prater Way Connector



Alternative 5: La Posada & Vista Blvd. Connectors



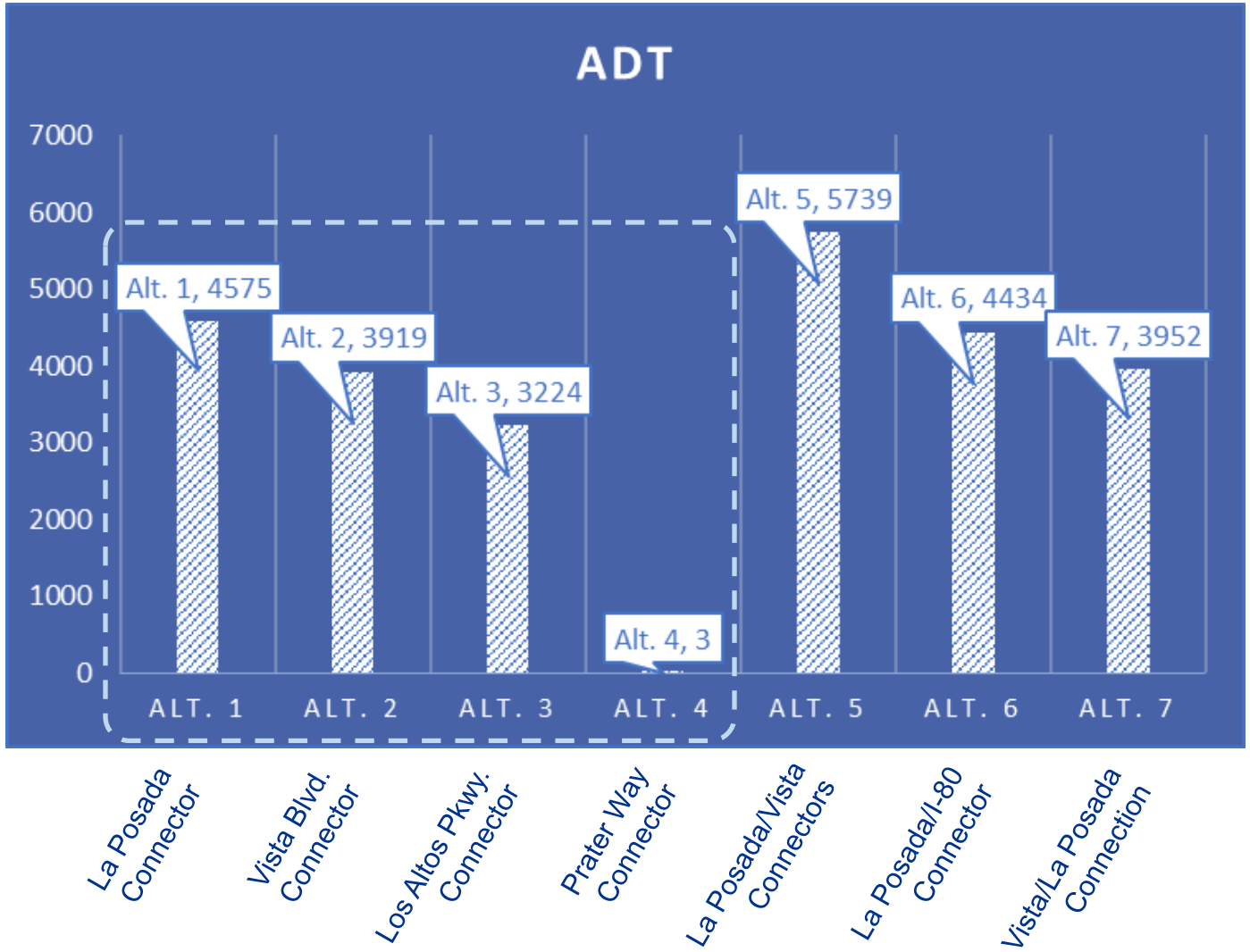
Alternative 6: La Posada & I-80 Connectors



Alternative 7: Vista Blvd. Connector with La Posada Connection



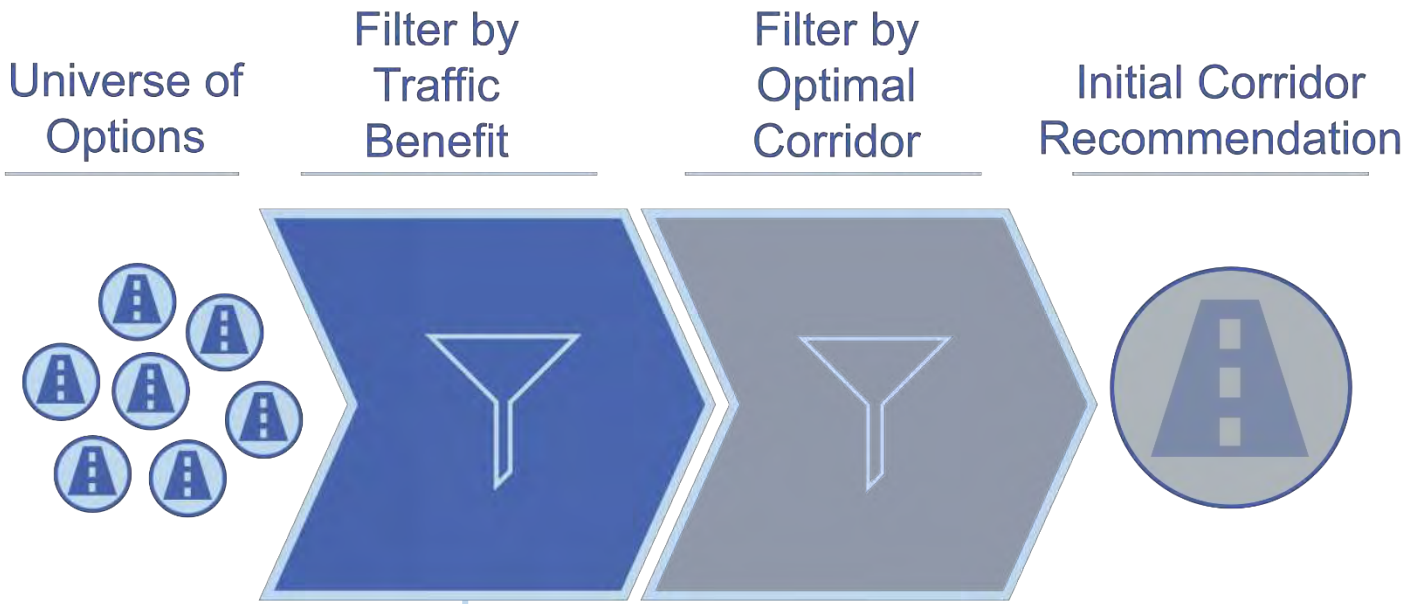
ADT Comparison



Alt.1-4 ADT Comparison:

- La Posada connection highest at **4,575 ADT**
- Vista connection close, attracting **14%** less ADT than La Posada
- Los Altos connection third at **30%** less ADT than La Posada
- Prater Way attracts almost **0** volume

Filter and Screen by Traffic Benefit



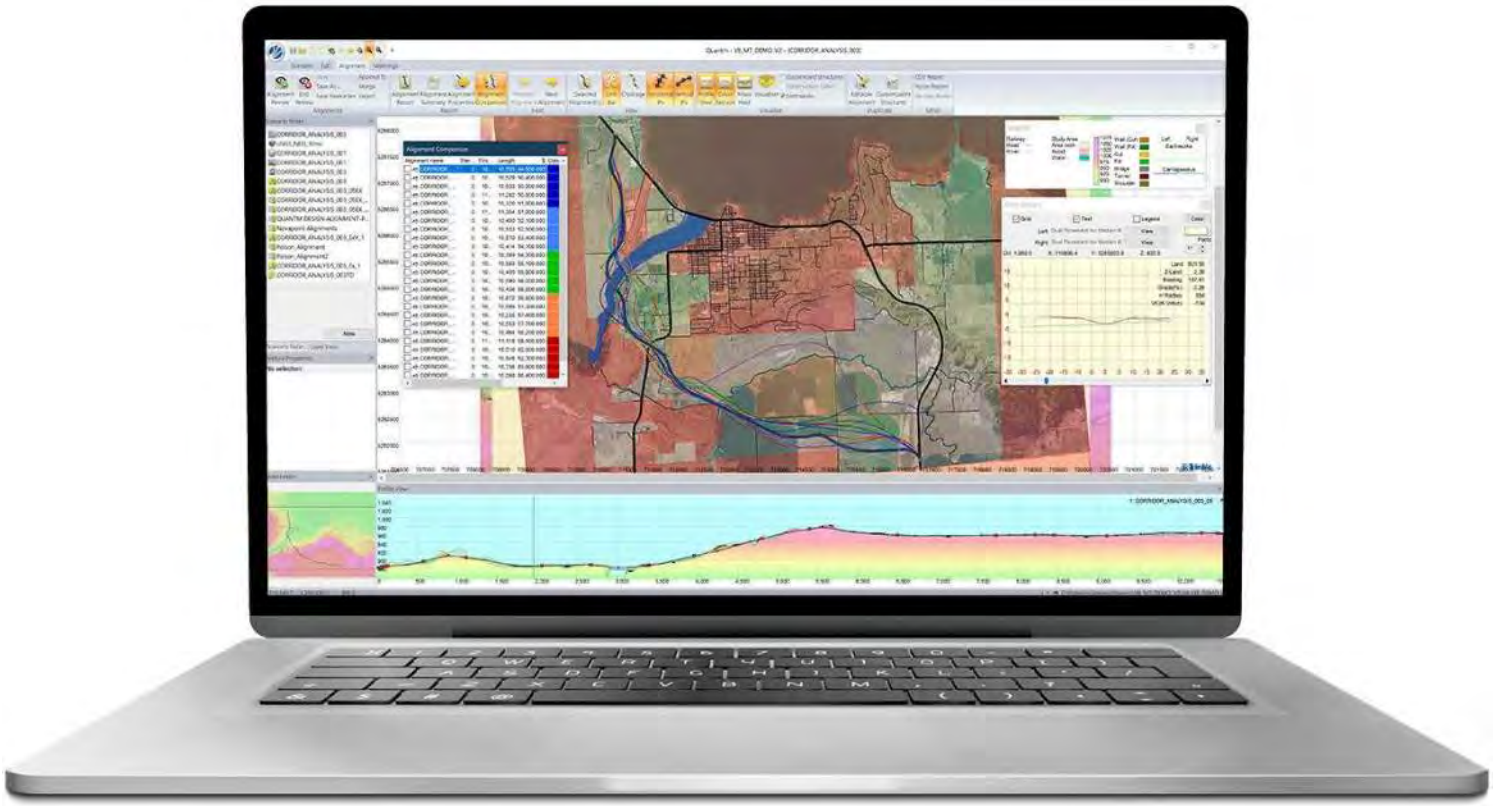
Screen out due to Traffic:

- ~~Los Altos Connector~~
- ~~Prater Way Connector~~
- ~~N/S I-80 Connector~~

Optimal Corridor Screening Process

Screening Factors & Approach:

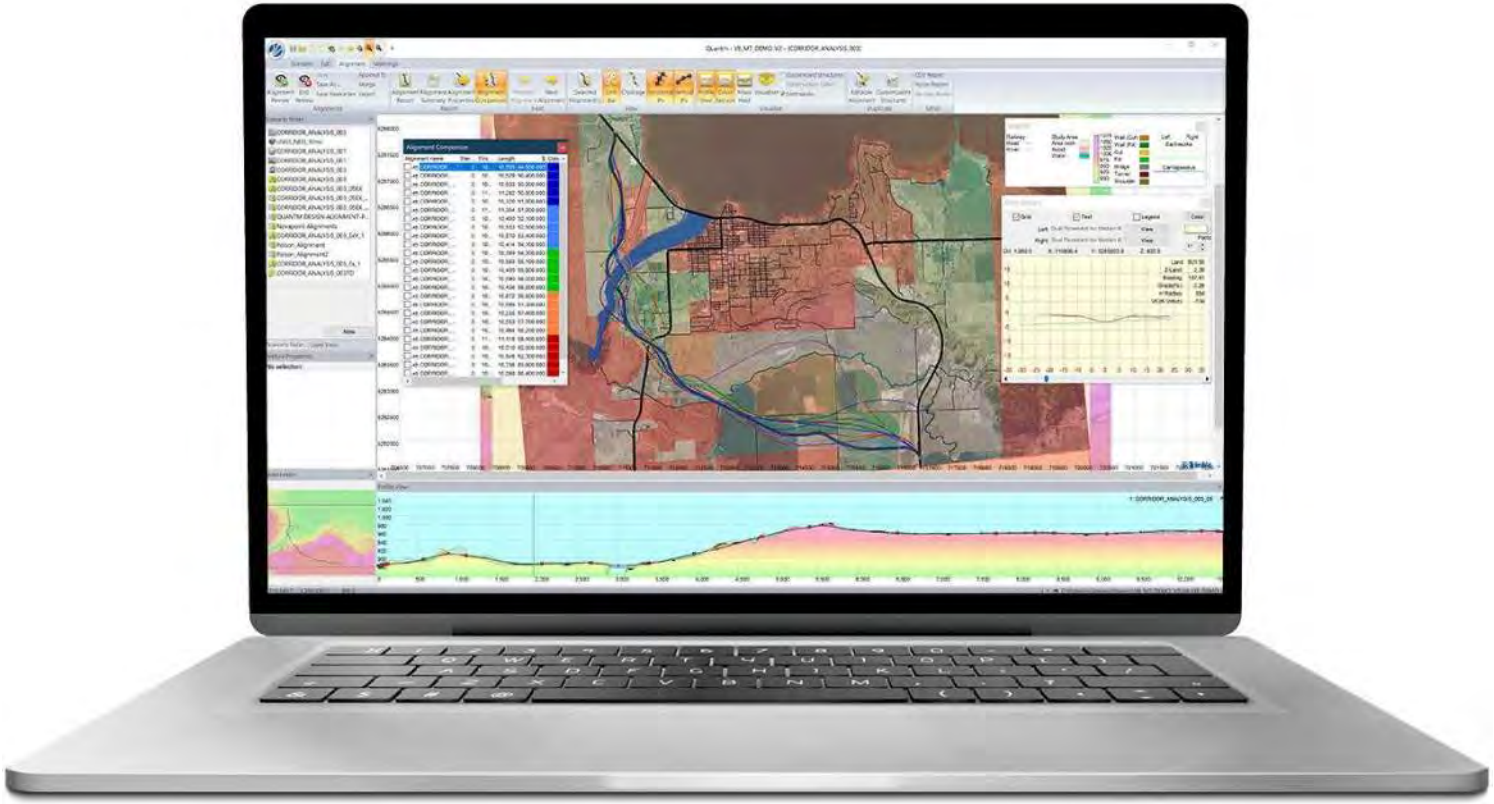
- *Constraint avoidance and environmental*
- *Earthwork and cost*
- *Constructability, maintainability, and other factors*
- *Apply Quantm alignment optimization tool*



Source: Trimble

Quantm Data Inputs

- *Terrain (e.g. USGS topo, Lidar)*
- *Costs (cut, fill, bridge, tunnel, walls, etc)*
- *Geometric criteria*
- *Proposed cross-sections*
- *Constraints and avoidance areas*
- *Waypoints and preference areas*

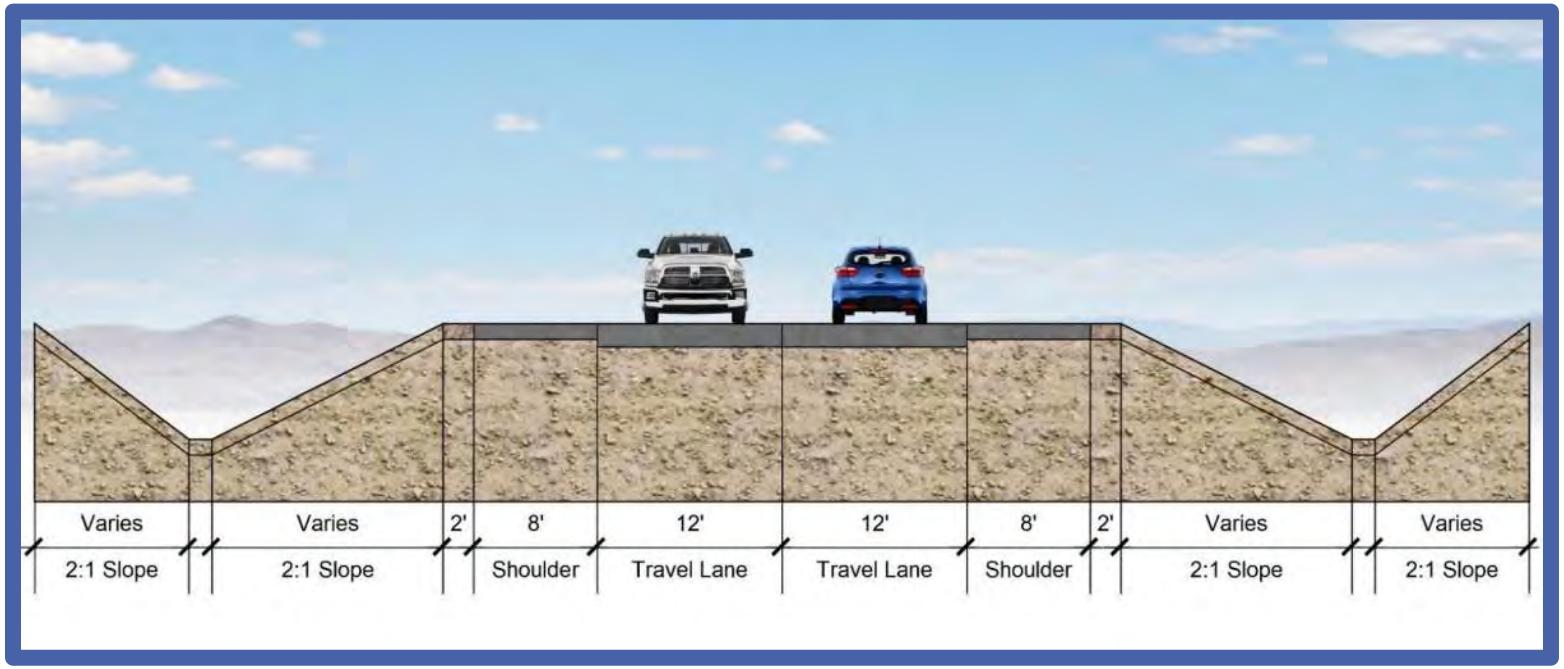


Source: Trimble

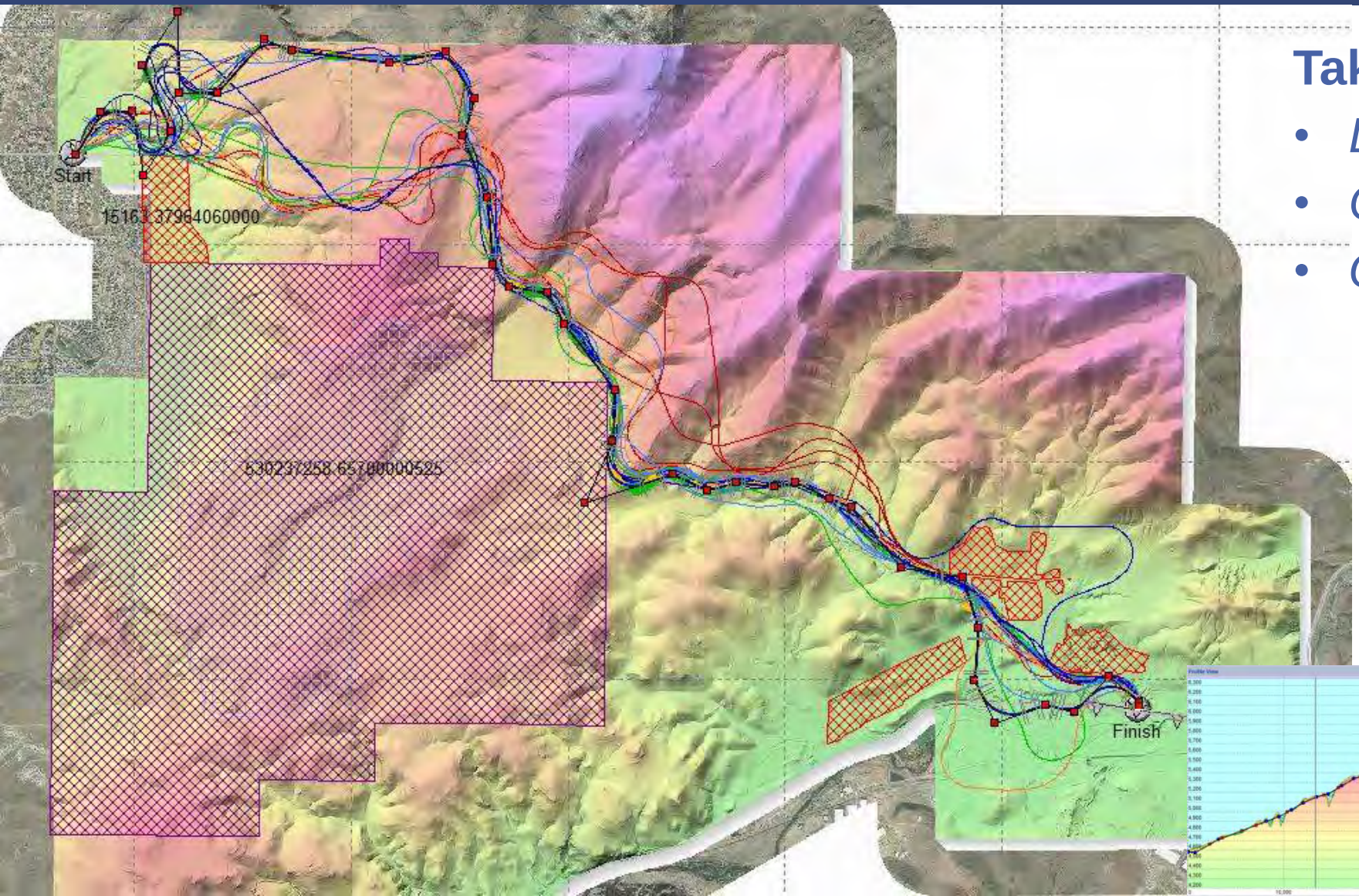
Conceptual Quantm Alignment Assumptions

Criteria Used for Spring 2025 Conceptual Analysis:

- *Ran 35mph and 45mph posted speeds (design speed +10mph). Adopted 45mph.*
- *Assumed same cross-section throughout given time constraints*
- *1.5’ flat bottom ditch*
- *6% max vertical grade*
- *6% eMax*



Quantm Results: La Posada Avoiding NCA



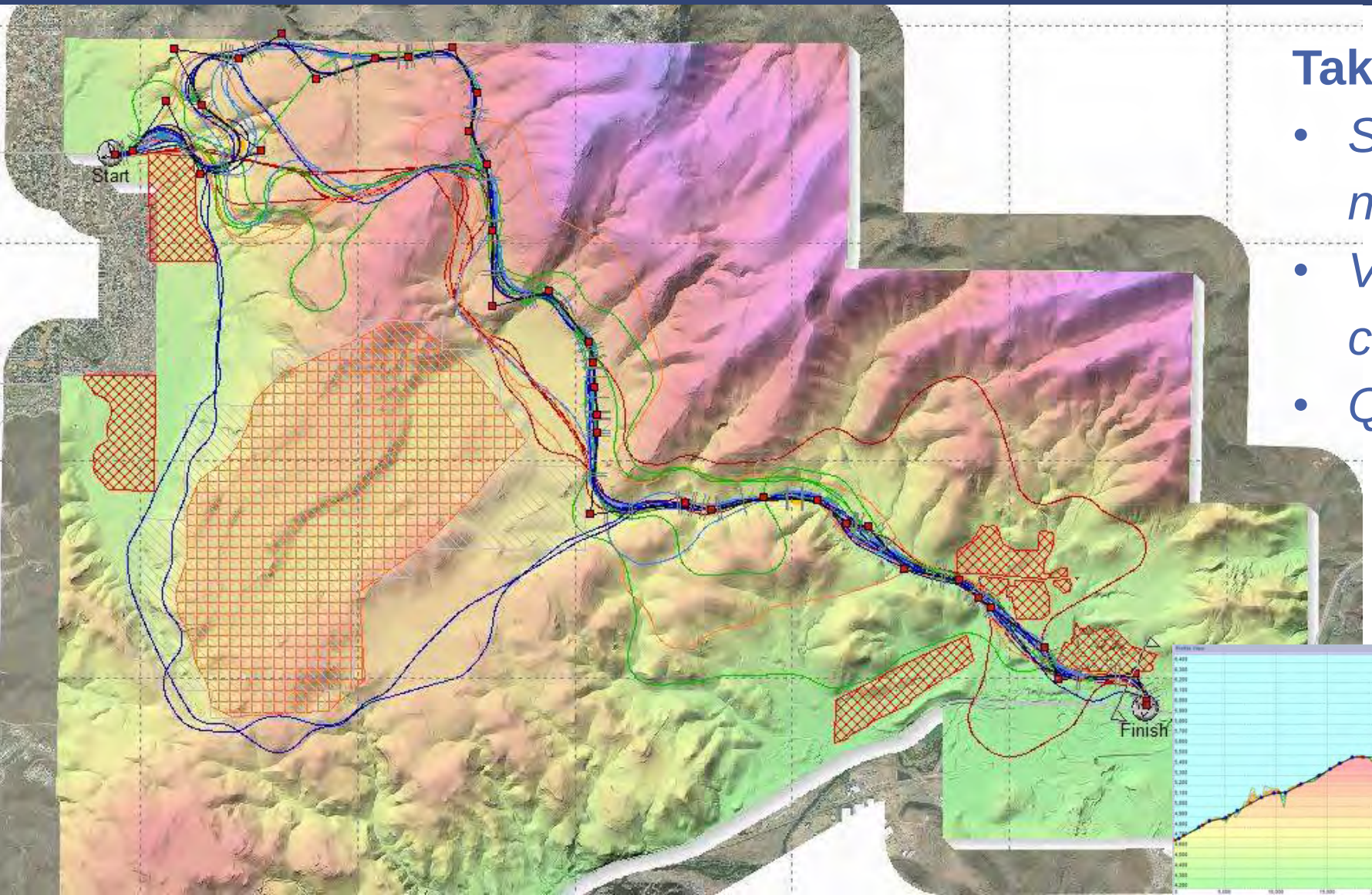
Takeaways:

- *Likes plateau to the north*
- *Creates longer travel times*
- *Quantm cost = **$133M****

** Quantm costs include earthwork, pavement, and retaining walls only*



Quantm Results: La Posada Avoiding ACEC



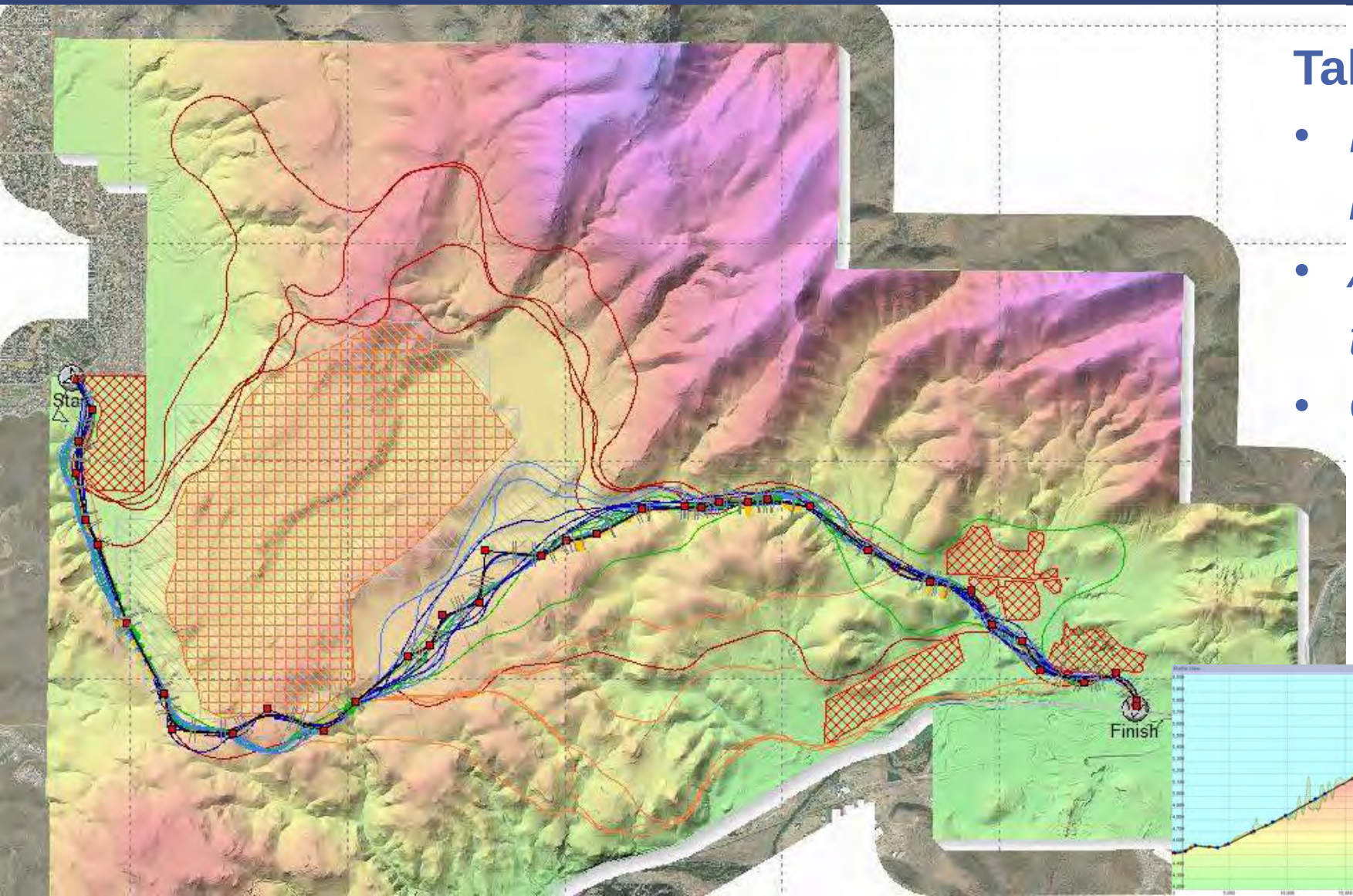
Takeaways:

- *Still likes plateau to the north*
- *Vista Blvd. alignment corridor in the top 5*
- *Quantm cost = **$98.9M****

** Quantm costs include earthwork, pavement, and retaining walls only*



Quantm Results: Vista Blvd. Avoiding ACEC



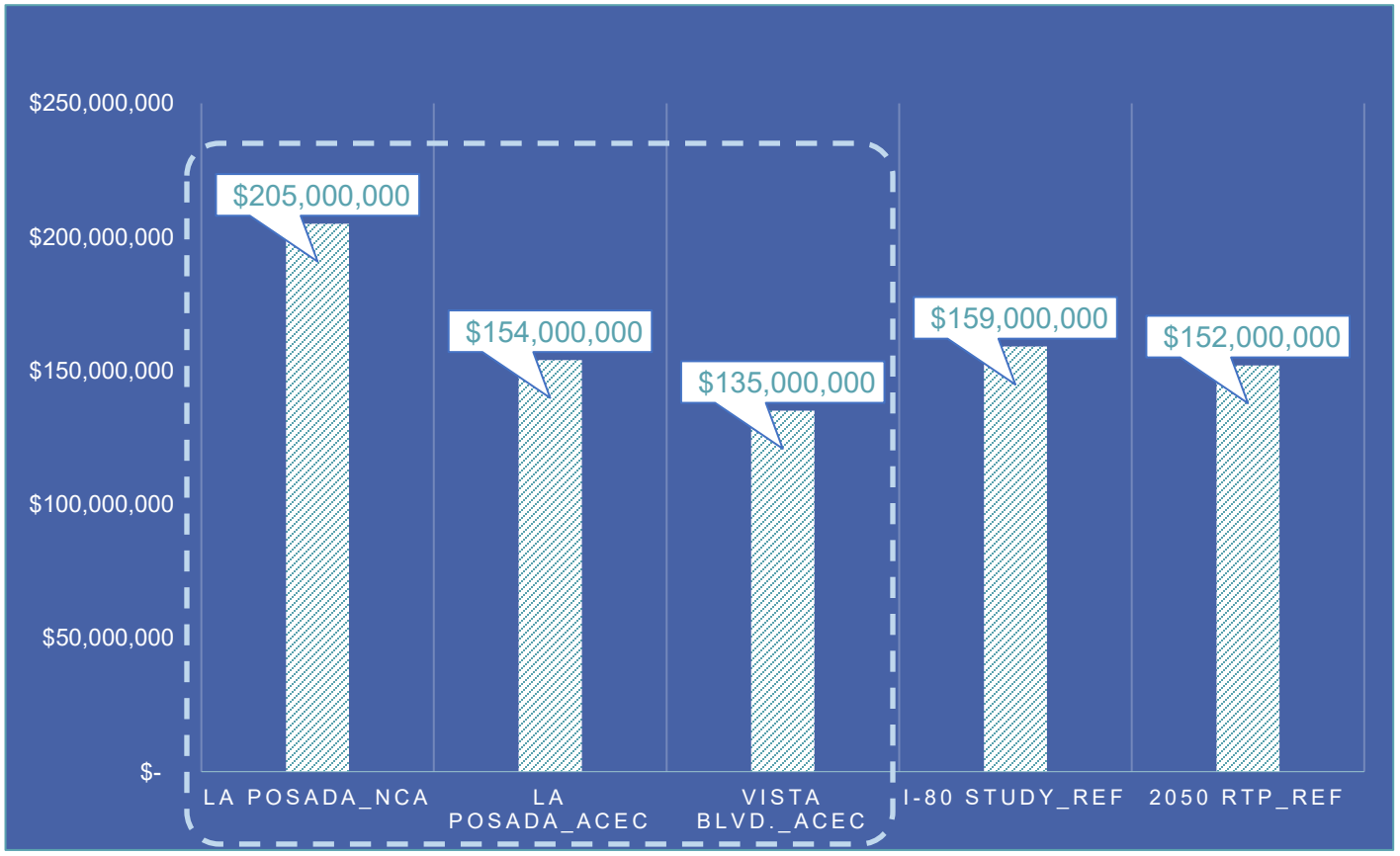
Takeaways:

- *Hugs ridge bottoms regardless of max grade*
- *Avoids significant topography*
- *Quantm cost = **$82.7M****

** Quantm costs include earthwork, pavement, and retaining walls only*



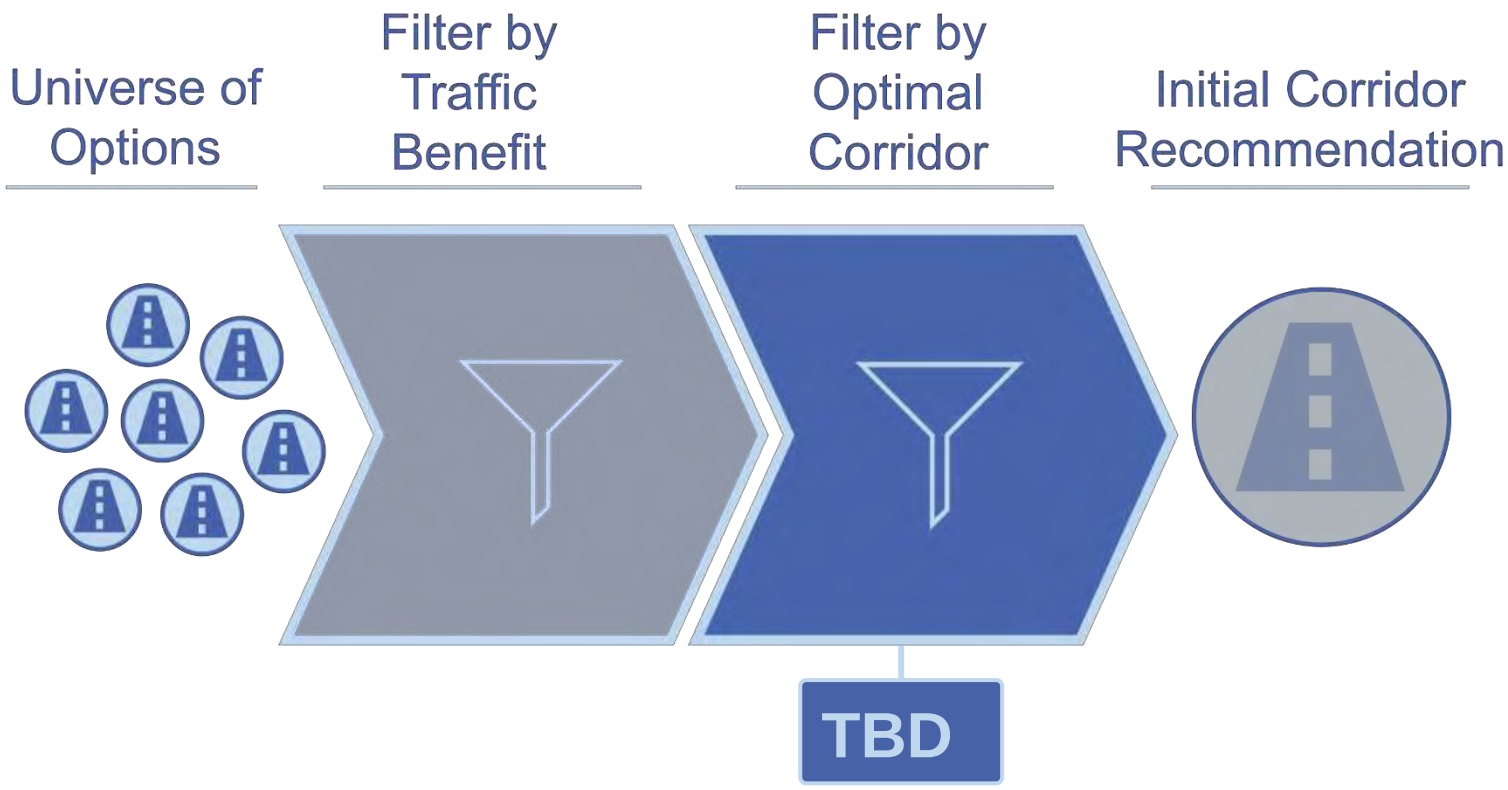
Conceptual Quantm Cost Comparison



Takeaways:

- Avoiding the NCA increases the La Posada option cost by **33%**
- Avoiding the NCA increases the Vista Blvd. option cost by **52%**
- Vista Blvd. option is **14%** less than La Posada option (ACEC)
- ACEC avoidance costs are within range of previous estimates

Filter and Screen by Alignment Analysis



Next Steps

- Finalize geometric criteria
- Advance corridor evaluation and screening
- Add constraints layers
- Additional project-level calibration
- Continued RTC support regarding funding

Northeast Connector Alignment and Feasibility Study
Technical Advisory Committee Meeting #3 Minutes

10/20/2025

1. Introductions and Study Team

Attendance:

Wood Rodgers
Bryan Gant, PE, Project Manager
Mario Tambellini, Project Engineer
Leslie Burnside, Sr. Env. Planner
Mike Davidson, Principal Engineer
Alison Agneray, Sr. Env. Planner
Anthony Lopez, Assistant Engineer
Noor Felyi, Assistant Engineer

RTC Washoe
Bryne Byrne, Project Manager
Dale Keller, Deputy Executive Director
Amanda Callegari, Engineering Mgr.
Michele Payne, Property Analyst

Storey County
Austin Osborne, County Manager
Jason Wierzbicki, Public Works Director
Cathy Canfield, Planning Manager

BLM
Kimberly Dow, District Manager
Shedra Rakestraw, Asst. Field Manager
Criztopher Miralles,

MJT Consulting
McKenna Temen, Outreach

City of Sparks
Amber Sosa, City Engineer
Andrew Jayankura, Transportation Manager

HDR
Nicholas Eggen, PM, Structures group
Blake Schmitt, Bridge Engineer
Joseph Wiesner, Bridge Engineer
Lani DeBisschop, Bridge EIT

NDOT
Christopher Kuhn, Sr. Project Manager

Washoe County
Michon Reede, Associate Engineer

2. Study Overview

Study Area: Bounded by I-80 (South), La Posada (North), Sparks urban edge (West), and USA Parkway (East).

Purpose: Evaluate feasibility of a new connector between Sparks and the Tahoe-Reno Industrial Center (TRIC) to help relieve I-80 congestion and improve regional mobility.

Goals: Reduce congestion, support economic growth, improve transportation reliability, and inform regional planning decisions.

3. Corridor Alternatives

Two corridors advanced from Level 1 screening: La Posada Extension and Vista Boulevard Connection (via Golden Eagle Park). Based on input from the previous TAC meeting, a Vista Boulevard Connection (via South of Red Hawk Golf Course), was tested in the travel demand model and not found to attract as much traffic as the La Posada Extension and Vista Boulevard Connection (via Golden Eagle Park) options, and therefore, screened out.

4. Level 2 Screening Criteria & Evaluation

Seven criteria were used: Environmental Impact, Traffic Performance, Right-of-Way Impacts, Utility Impacts, Constructability, Maintainability, and Community Impact/Stakeholder Preference.

Environmental Impact

Vista Corridor had fewer impacts on sage-grouse habitat. La Posada had higher visual resource impacts. Both had minimal impacts on waters, species, springs, and flood zones. Neither corridor appears to have sizeable environmental impacts in the context of a project of this magnitude.

Traffic Performance

Vista attracted more traffic (ADT ~4,400 vs. ~2,600 for La Posada) and had shorter travel times. The length needed to reach grade for La Posada increases that option's travel time and resulting traffic. This is a reduction in projections compared to Level 1. Traffic modeling used RTC's regional travel demand model calibrated for 2050.

Right-of-Way Impacts

La Posada: 225+/- acres of private property impacted across 24 parcels. Vista: 51+/- acres impacted across 5 parcels. La Posada is clearly more impactful to private property.

Utility Impacts

Vista had higher estimated utility relocation costs due to alignment overlap with fiber and gas lines, whereas La Posada intersects NV Energy lines at more of an angle. The differences are found in the west half of the corridors as the east halves are very similar.

Constructability

Vista scored better due to fewer bridges and drainage crossings. La Posada required more complex construction. However, both are readily constructable.

Maintainability

Both corridors scored similarly, with La Posada requiring more guardrail maintenance. Both corridor could easily be maintained.

Community Impact

Initial scoring favored Vista, but after discussion, both were scored equally. Concerns were raised by the City of Sparks about increased traffic through neighborhood roads and Golden Eagle Regional Park access impacts.

5. Cost Estimates

La Posada: $360–$397 million. Vista: $215–$238 million. Vista is more cost-effective due to shorter length and easier terrain.

6. Stakeholder Feedback

City of Sparks requested further analysis of traffic distribution and Golden Eagle Regional Park access. A follow-up workshop was scheduled with Sparks staff. Subsequent to the TAC meeting, it was agreed that these concerns warrant additional study of the Vista Corridor west termini and tie-ins at Golden Eagle Regional Park and La Posada should both be evaluated further.

7. Next Steps

Draft Feasibility Report target delivery to RTC by early November. Stakeholder review following RTC's initial internal review. Public outreach planned for December. Initial recommendation to be presented at the public meeting. RTC to work with Sparks on presenting findings to City Council.

Northeast Connector Alignment and Feasibility Study

Technical Advisory Committee Meeting #3

October 20, 2025



Meeting Agenda

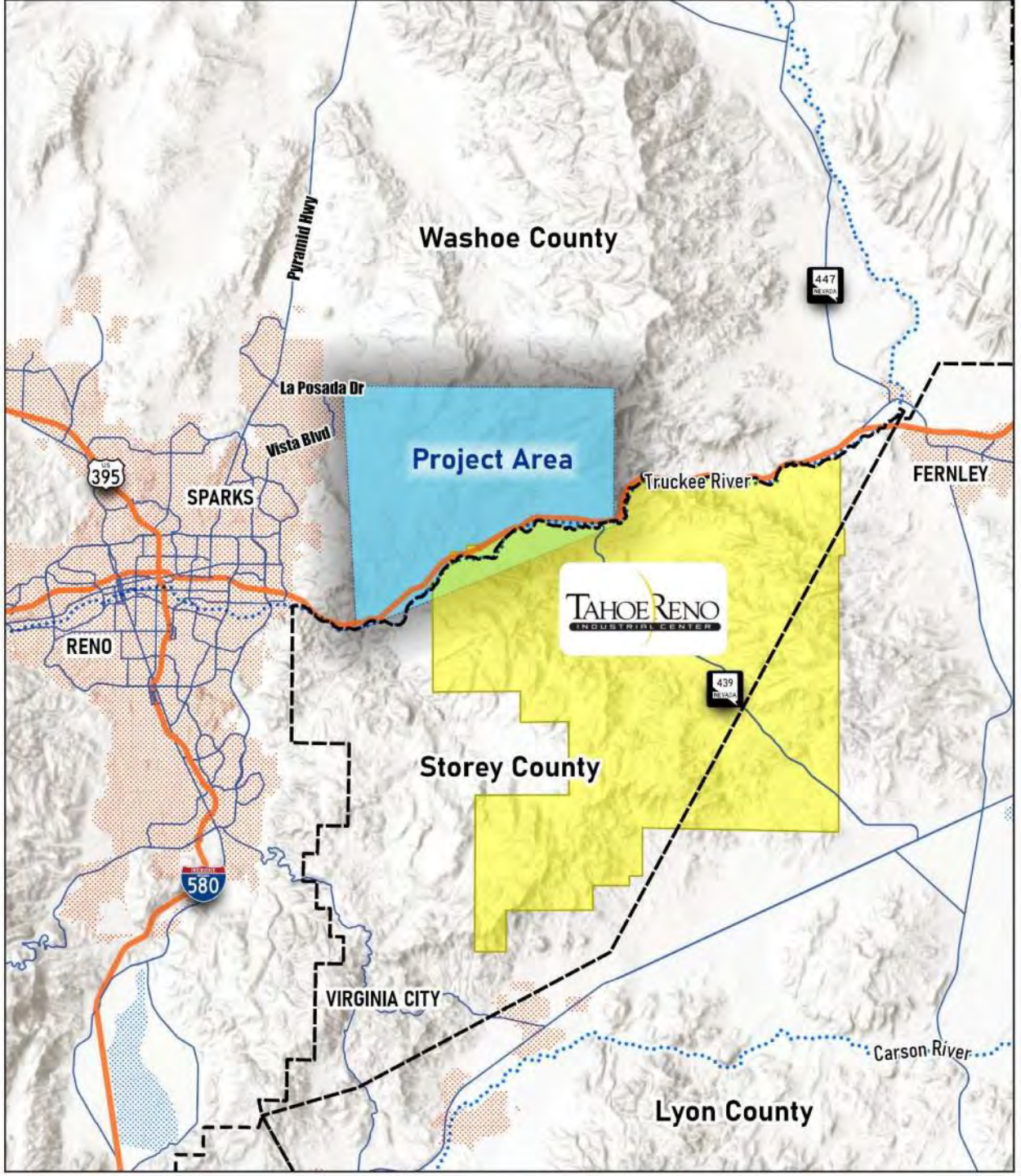


- Introductions
- Study Area, Study Goals
- TAC Roles and Responsibilities
- Study Schedule Review
- Leve 1 Screening Recap
- Level 2 Corridor Screening
- Next Steps

Study Area

Study Limits:

- South – Interstate 80/Truckee River
- North – Just north of La Posada Dr.
- West - Eastern Edge of Urbanized Sparks
- East – USA Parkway



Study Goals and Objectives



Reduce Congestion



Support Economic Growth



Increase Reliability



Inform Regional Decisions

TAC Roles and Responsibilities

The TAC is the venue to collaborate the process, inputs, and outputs.

- Provide input on the process
- Coordinate data needs
- Share technical input
- Collaborate on outreach

Study Schedule

We Are Here

Feb. 2025	+5 Months	+3-4 Months

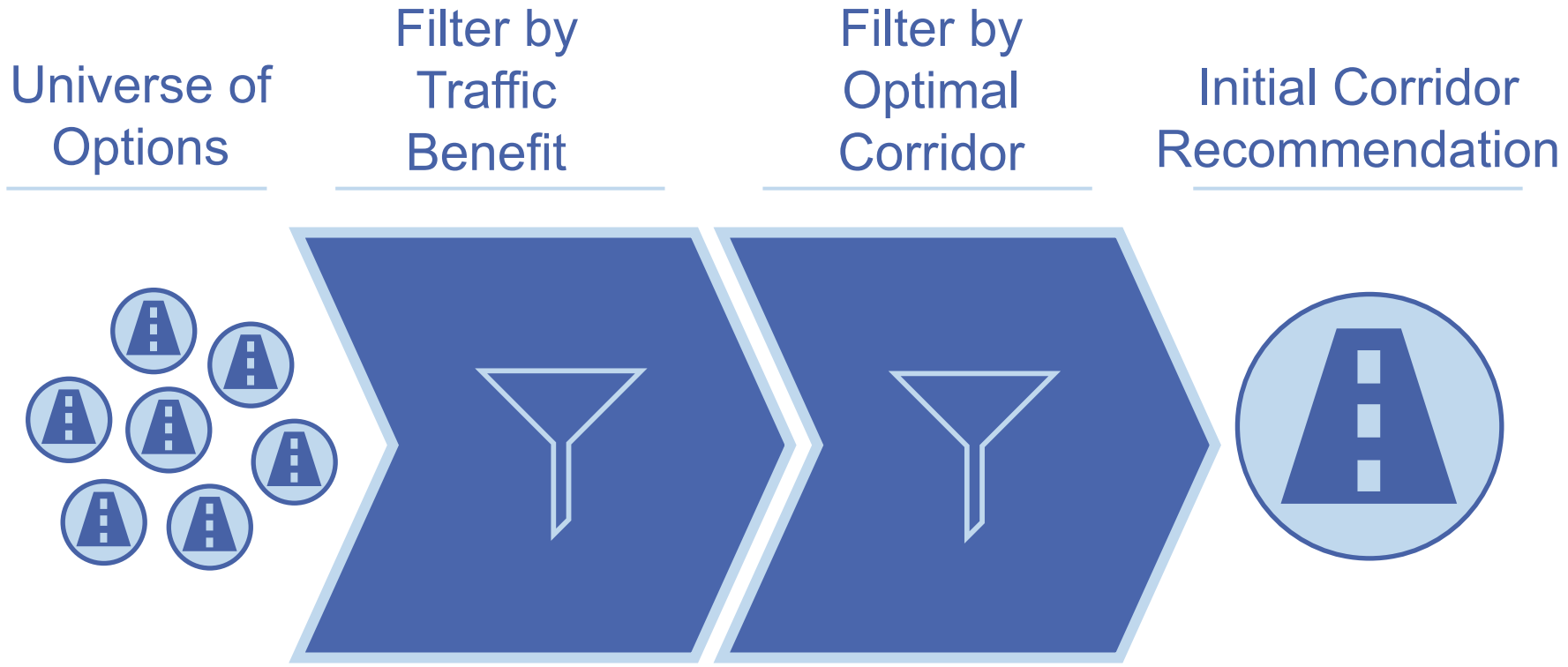
Step 1 Corridor Evaluation and Traffic

Step 2 Alignments and Analysis

PEL/NEPA (Future)

Stakeholder & Public Engagement

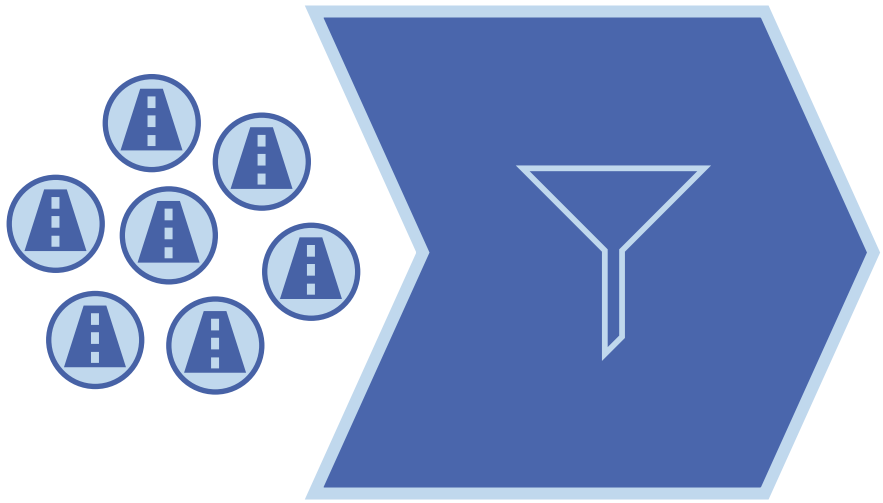
Corridor Screening Process Recap



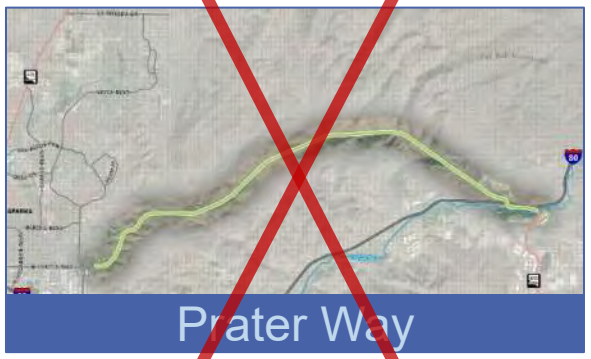
Corridor Screening Process Recap

Universe of Options

Filter by Traffic Benefit













Corridor Screening Process Recap



Vista, Golden Eagle

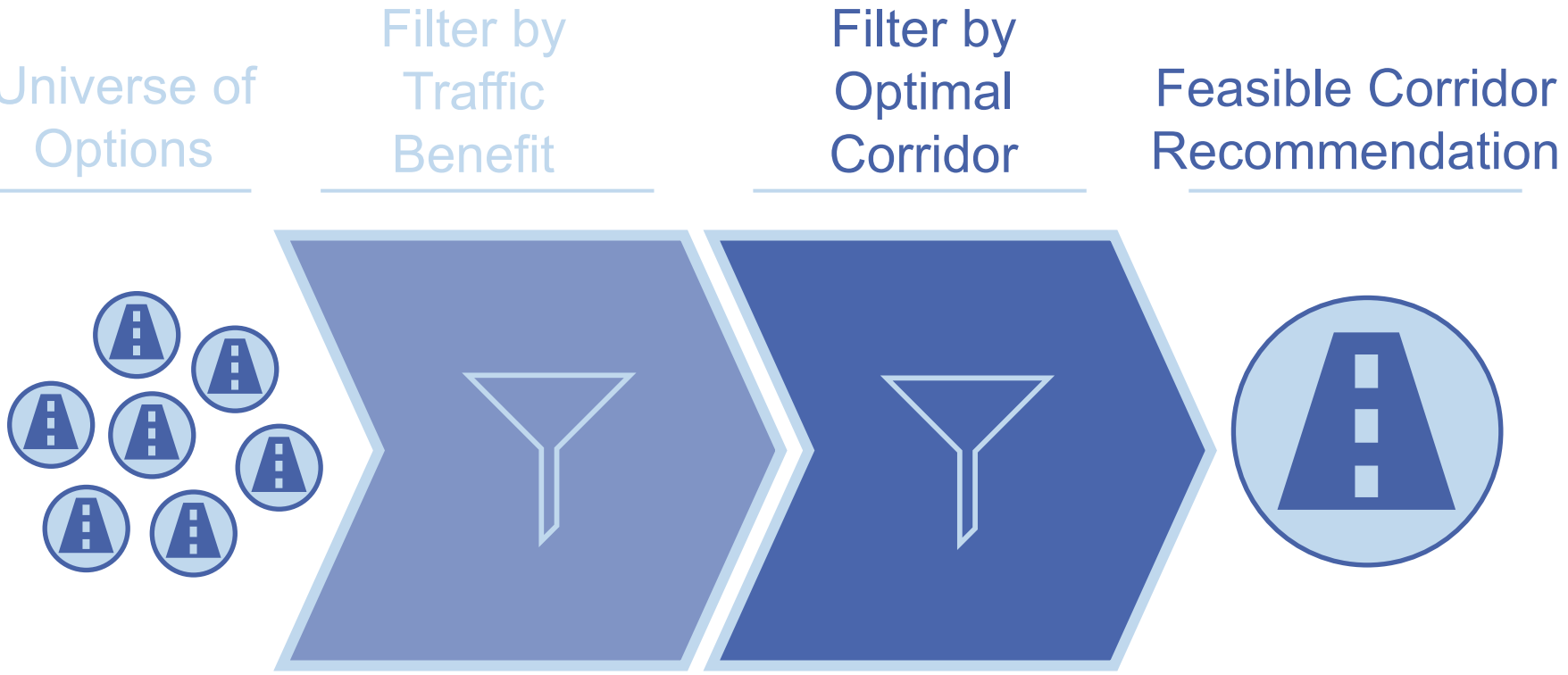
4,478

Vista, Red Hawk

2,470

ADT

Corridor Screening Process



Optimal Corridor Screening Criteria

- Environmental Impact
- Right-of-Way Impact
- Constructability
- Community Impact & Stakeholder Preference
- Travel Time & Average Daily Traffic
- Utility Impacts
- Maintainability

Optimal Corridor Screening: Environmental Impact

Screening Factor:

Environmental Impact

Screening Criteria:

Does the corridor have numerous and/or sizeable impacts to natural resources?

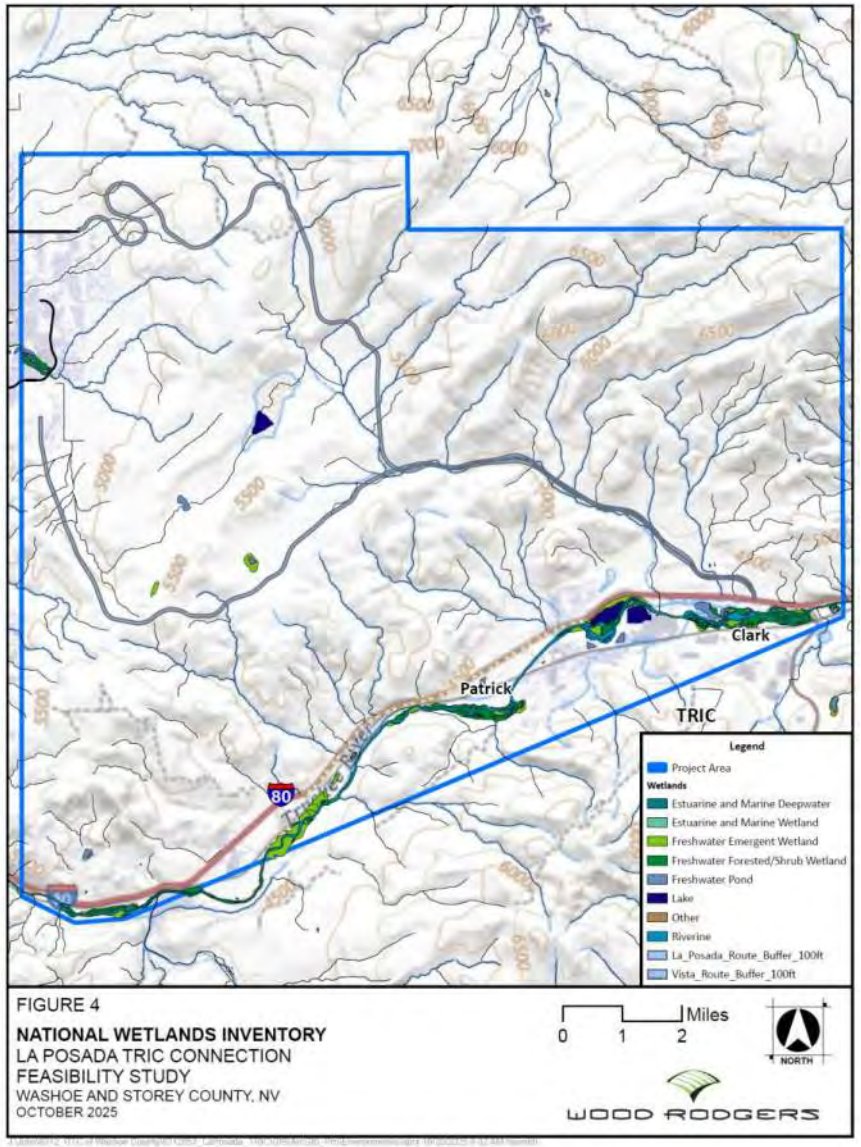
Screening Criteria Scoring:

3. No sizeable or relatively numerous impacts to resources
2. Some impacts and/or sizeable impact(s) that can readily be mitigated
1. Numerous impacts and/or sizeable impact(s) that are difficult to mitigate

Environmental Resources

Environmental Resource	Evaluation	La Posada	Vista
Waters of the US	Number of waterways crossed		
Species and Habitat	Area impacted		
Sage Grouse Habitat	Area of priority/priority+ habitat impacted		
Springs	Number of springs impacted		
FEMA Flood Hazard	Area impacted		
Grazing Pastures	Area of livestock grazing allotment		
Wells	Number of wells impacted		
Visual Resource Inv.	Area of Class II-IV impacted		
Visual Resource Sensitivity	Area of Moderate/High value impacted		
Mining Claims	Number of claims impacted		
Herd Areas	Area impacted		
Cultural Resources	Risk of impact to sensitive sites		
Score			

Environmental Resources: Waters of the US | Species and Habitat



No. of 1st, 2nd, or 3rd order waterways crossed:

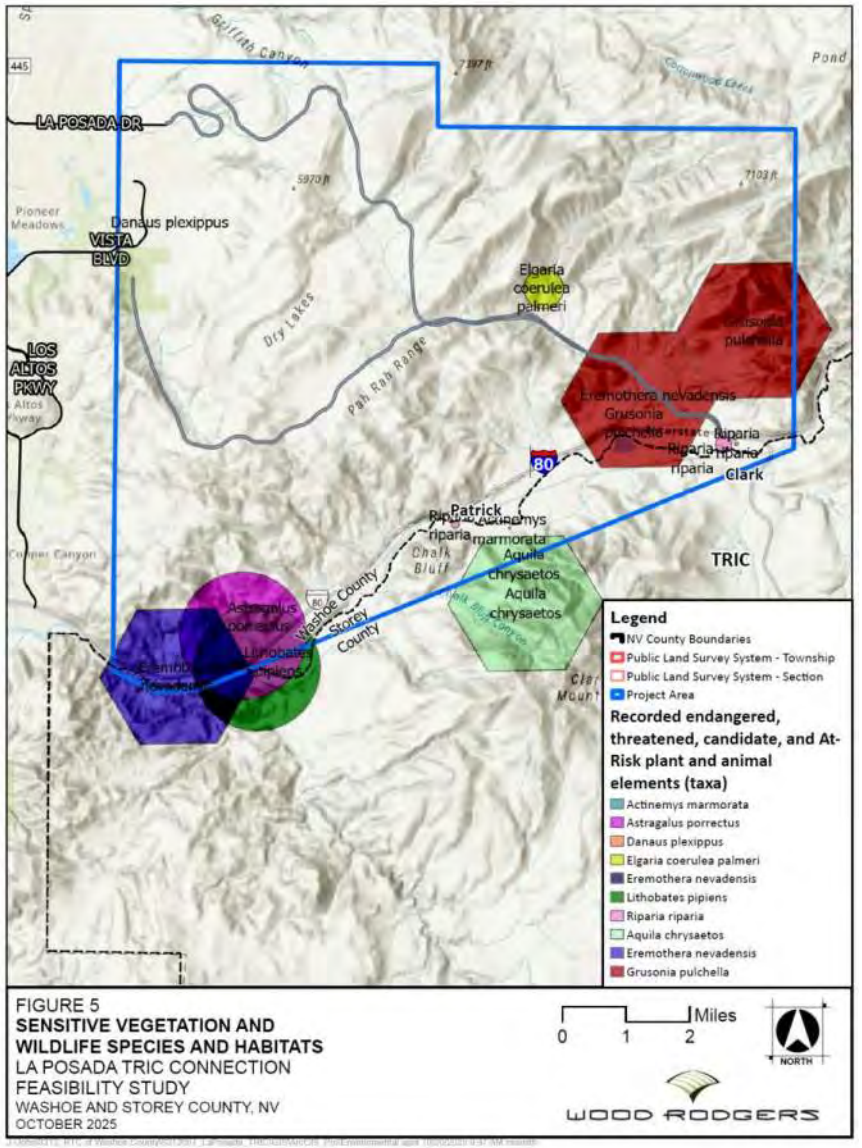
La Posada	
20	❸

Vista	
18	❸

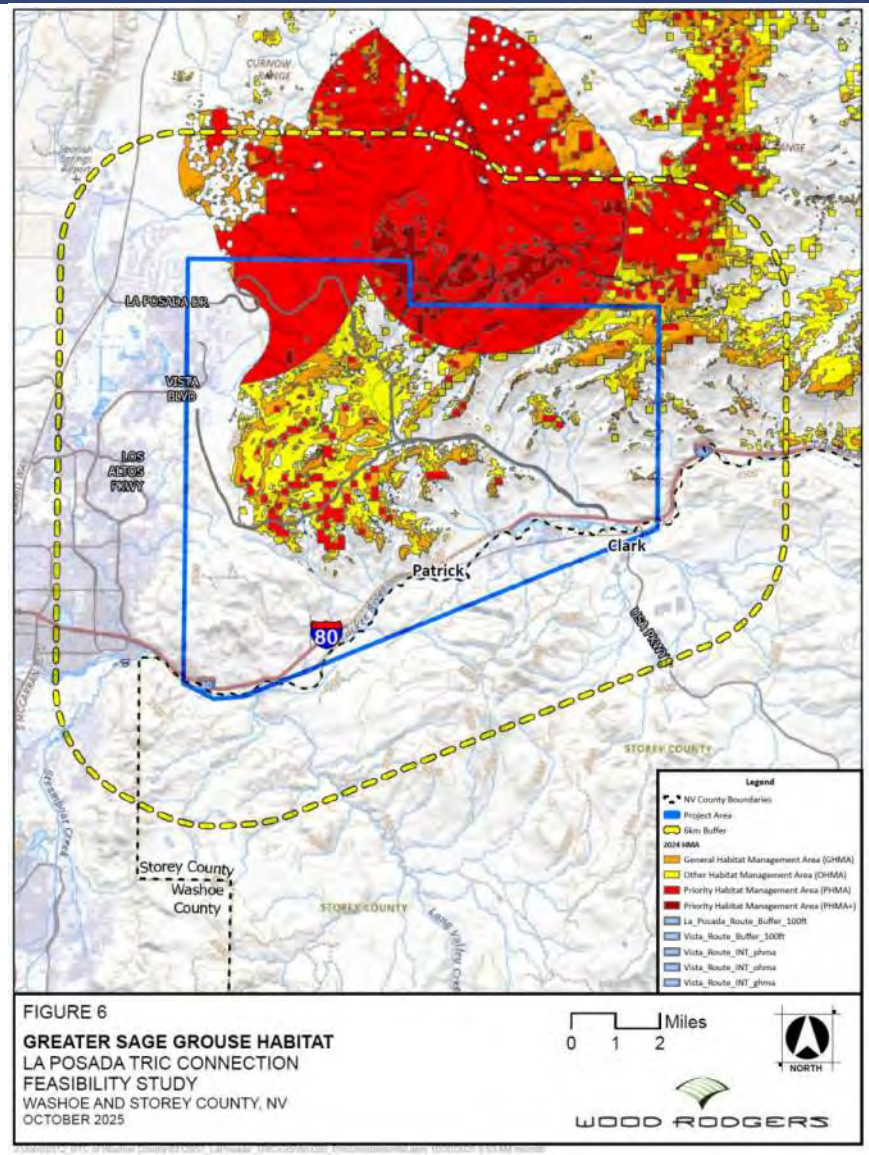
Acres of species and habitat impacted:

La Posada	
0.08	❸

Vista	
0.02	❸



Environmental Resources: Sage Grouse Habitat | Springs



Acres of priority or priority+ habitat impacted:

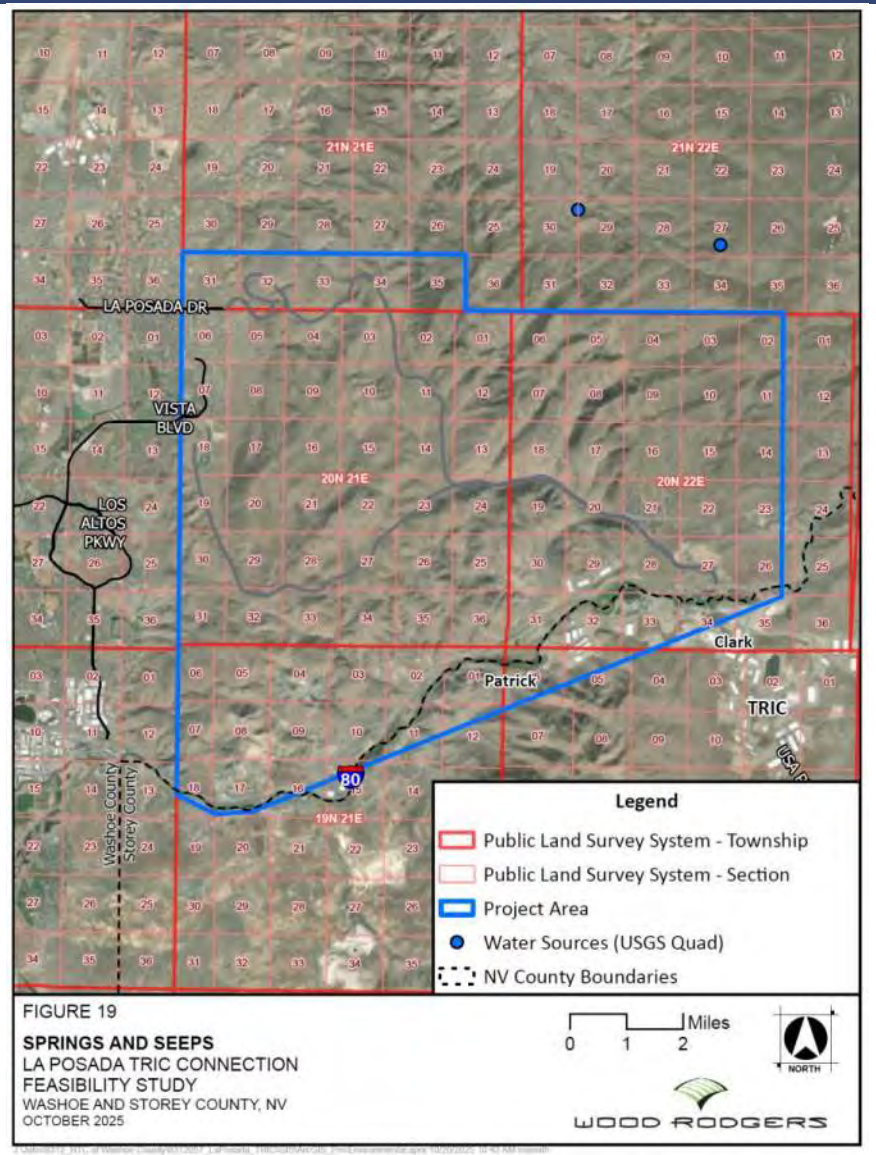
La Posada	
102	1

Vista	
13.6	3

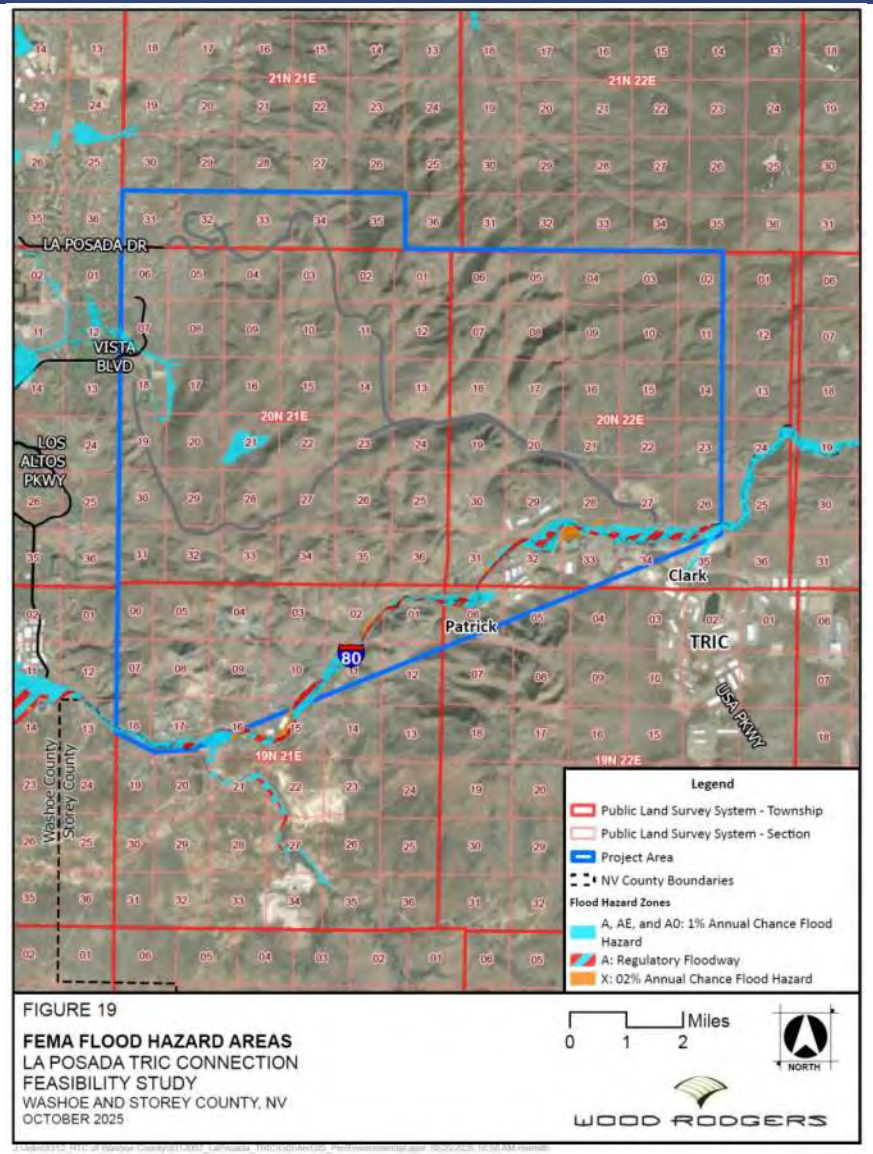
No. of springs and seeps impacted:

La Posada	
0	3

Vista	
0	3



Environmental Resources: Flood Zones | Grazing Area



Acres of flood hazard zone impacted:

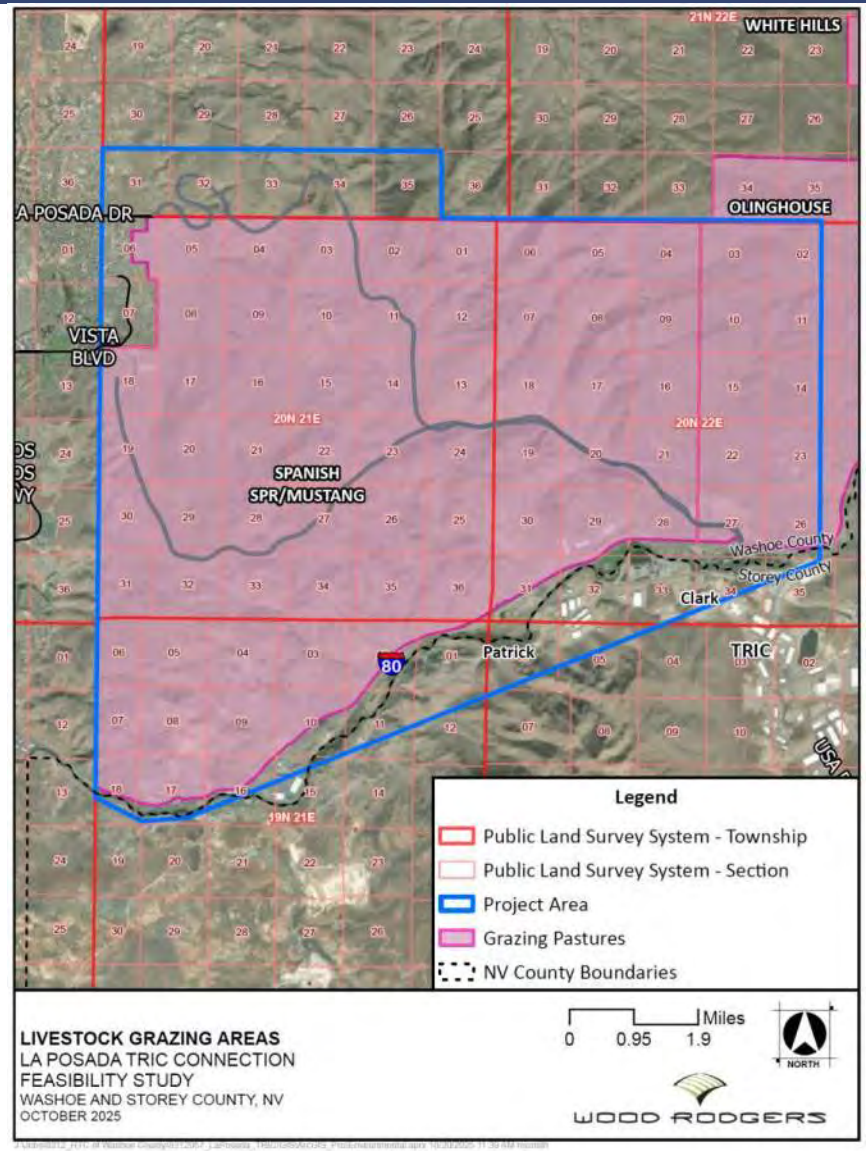
La Posada	
0	3

Vista	
0	3

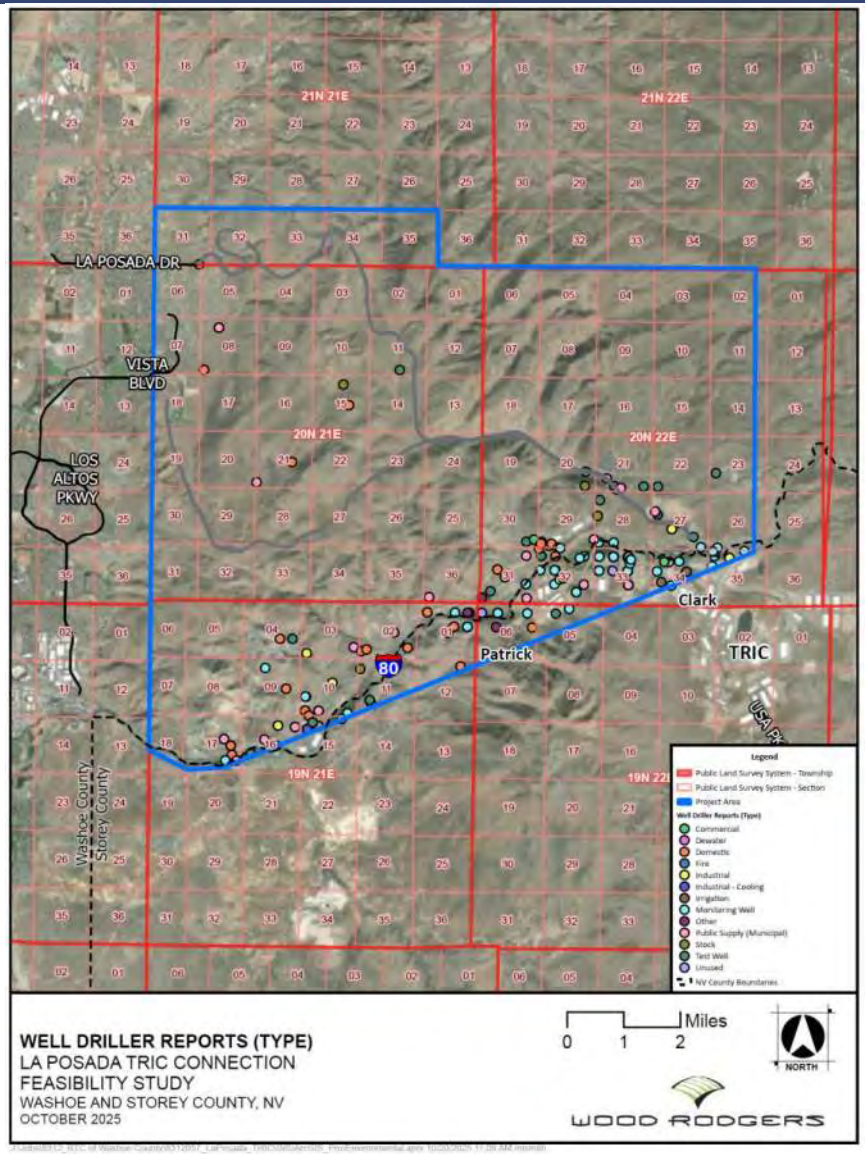
Acres of livestock grazing allotment:

La Posada	
252	1

Vista	
306	1



Environmental Resources: Wells | Visual Resource Inventory



No. of wells impacted:

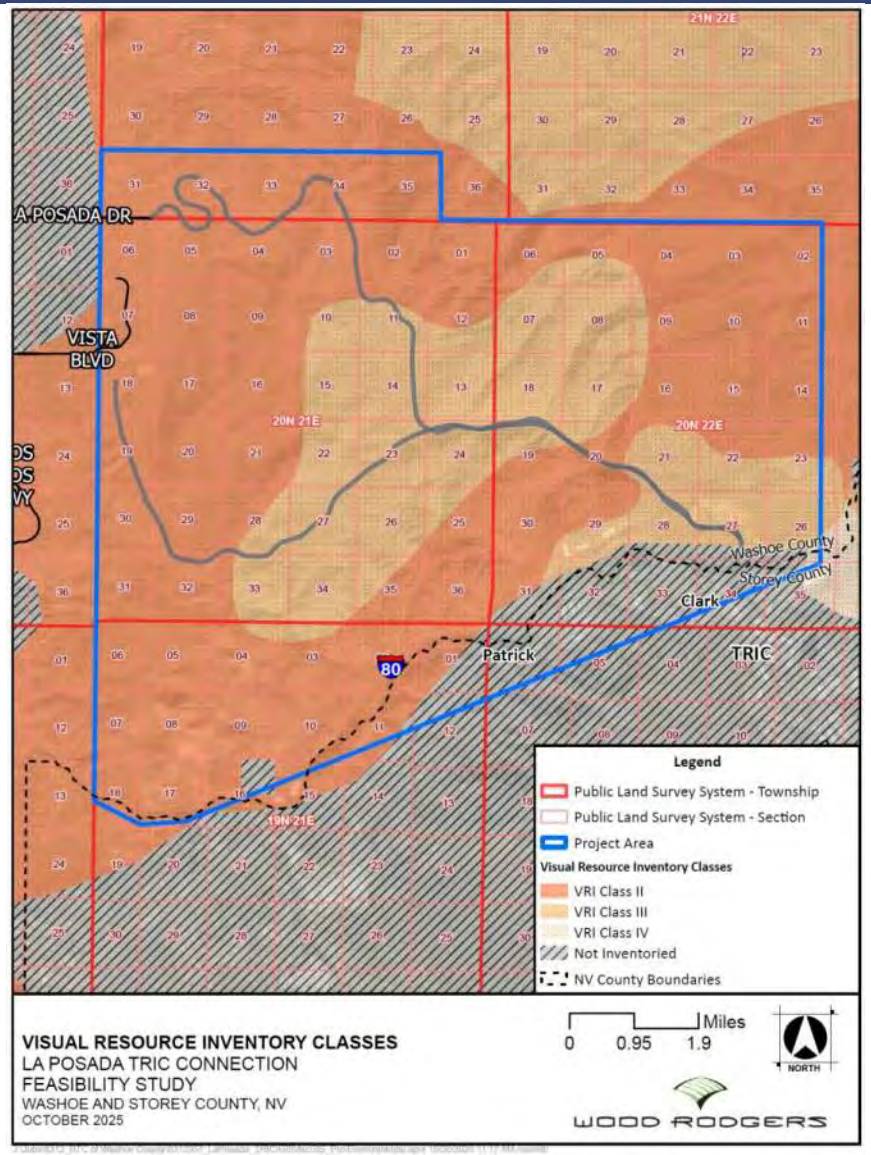
La Posada	
4	2

Vista	
5	2

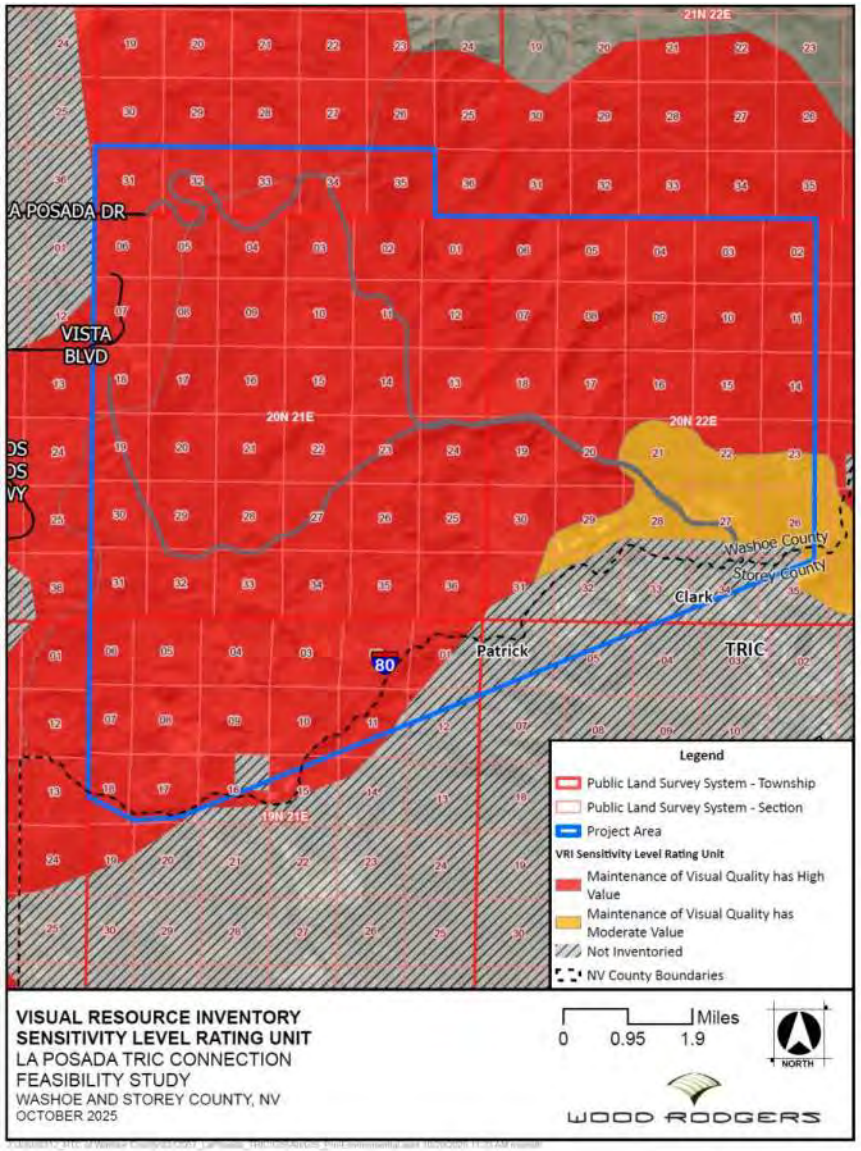
Acres of Class II-IV impacted:

La Posada	
356	1

Vista	
307	1



Environmental Resources: Visual Resource Sensitivity | Mining Claims

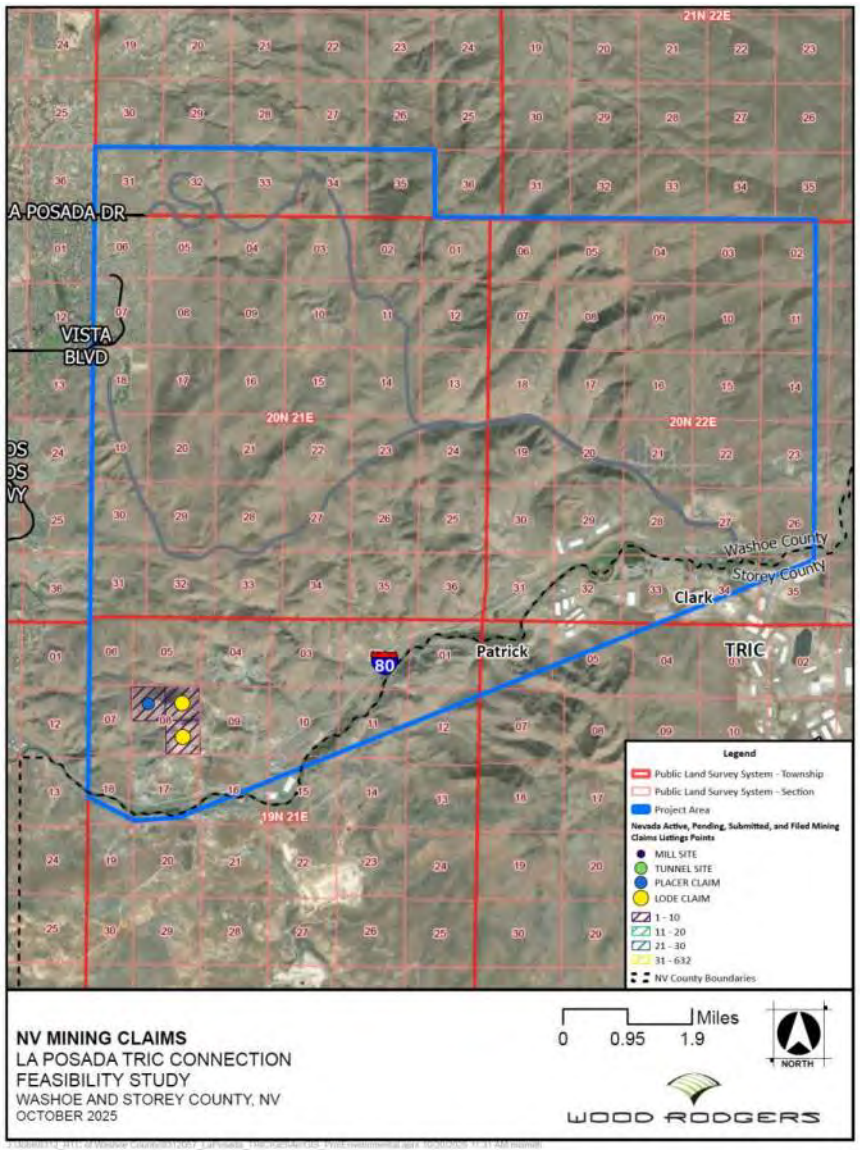


Acres of Moderate / High value impacted:

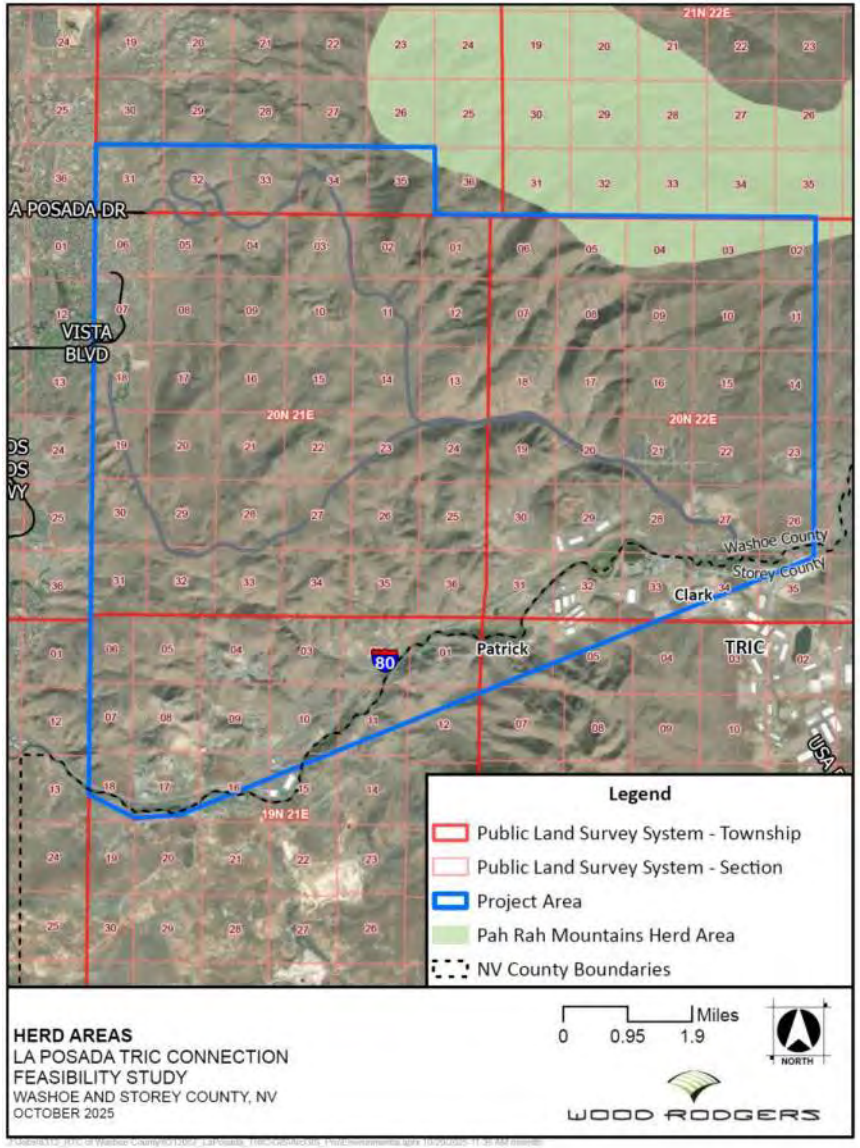
La Posada	
356	1
Vista	
306	1

No. of claims impacted:

La Posada	
0	3
Vista	
0	3



Environmental Resources: Herd Area | Cultural Resources



Acres of herd area impacted:

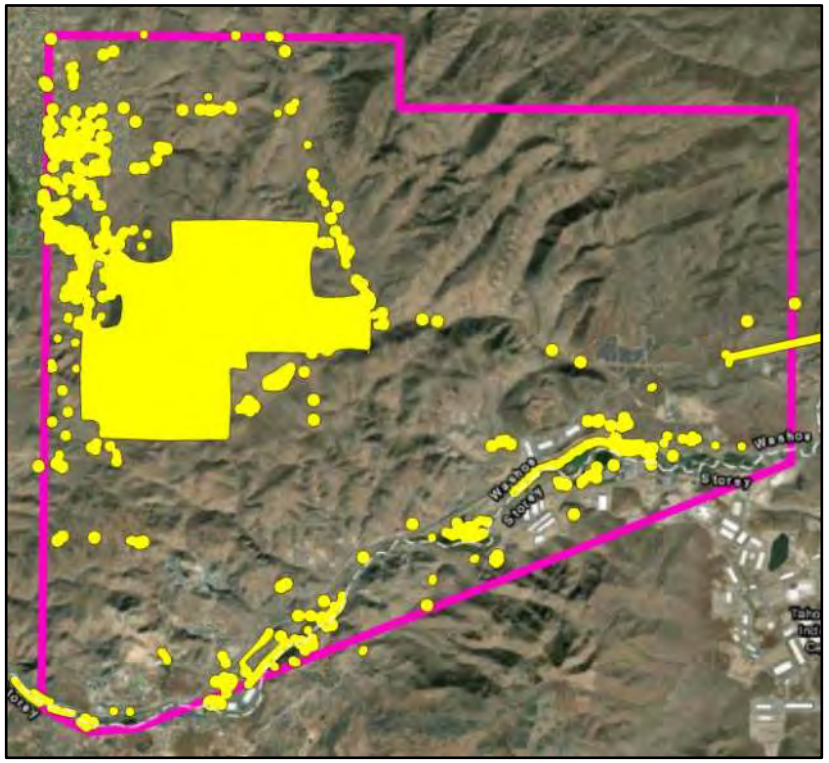
La Posada	
0	3

Vista	
0	3

Risk of impact to sensitive sites:

La Posada	
High	1

Vista	
Mod	2



Environmental Resources

Environmental Resource	Evaluation	La Posada	Vista
Waters of the US	Number of waterways crossed	3	3
Species and Habitat	Area impacted	3	3
Sage Grouse Habitat	Area of priority/priority+ habitat impacted	1	3
Springs	Number of springs impacted	3	3
FEMA Flood Hazard	Area impacted	3	3
Grazing Pastures	Area of livestock grazing allotment	1	1
Wells	Number of wells impacted	2	2
Visual Resource Inv.	Area of Class II-IV impacted	1	1
Visual Resource Sensitivity	Area of Moderate/High value impacted	1	1
Mining Claims	Number of claims impacted	3	3
Herd Areas	Area impacted	3	3
Cultural Resources	Risk of impact to sensitive sites	1	2
Score		2.08	2.33

Optimal Corridor Screening: Travel Time and ADT

Screening Factor:

Travel Time and Average Daily Traffic (ADT)

Screening Criteria:

Estimated travel time and ADTs based on the 2050 travel demand model

Screening Criteria Scoring:

3 Highest combined score of prorated values for travel time and ADT

2 Lowest combined score of prorated values for travel time and ADT

Travel Time and ADT

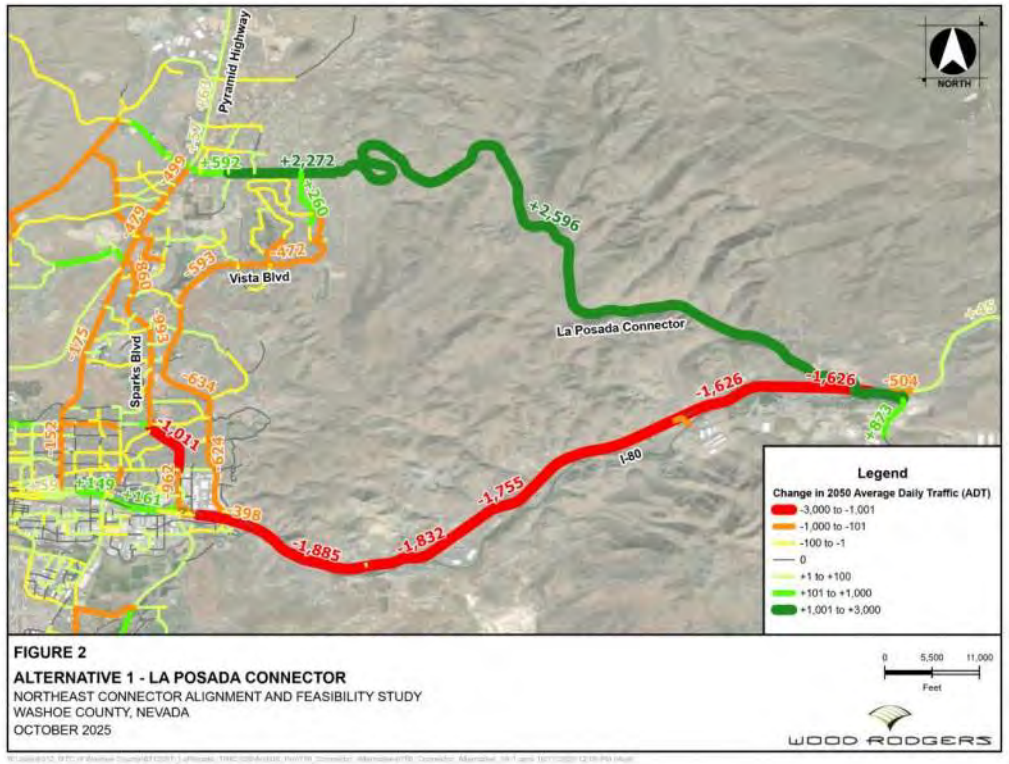


FIGURE 2
ALTERNATIVE 1 - LA POSADA CONNECTOR
NORTHEAST CONNECTOR ALIGNMENT AND FEASIBILITY STUDY
WASHOE COUNTY, NEVADA
OCTOBER 2025

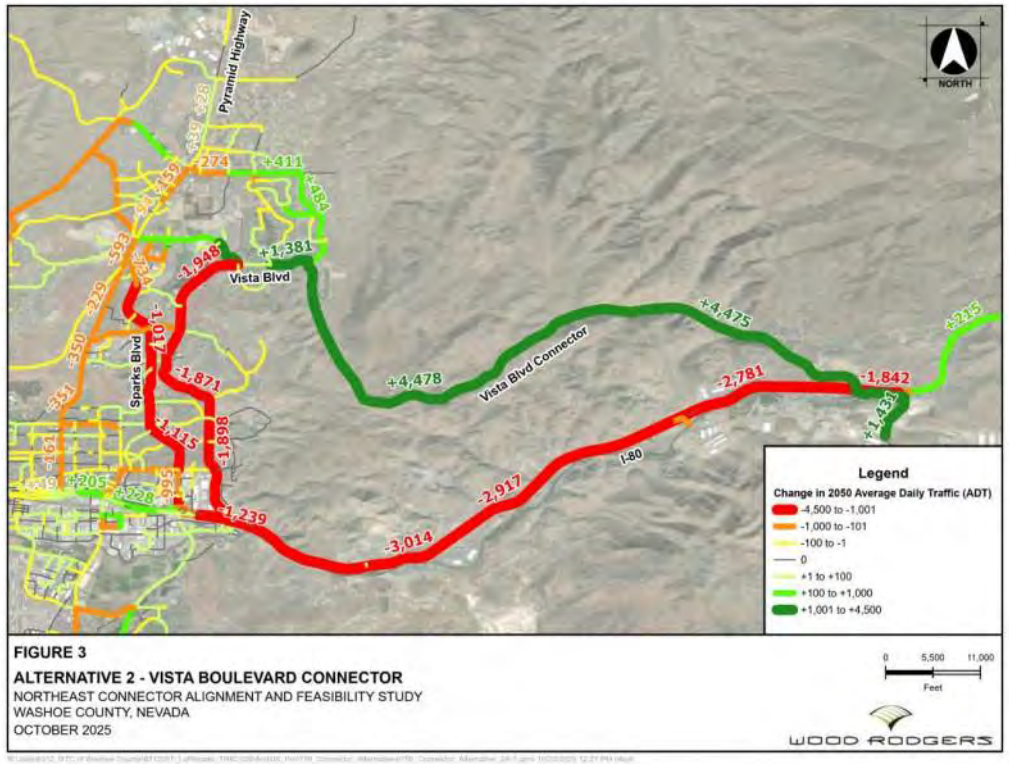


FIGURE 3
ALTERNATIVE 2 - VISTA BOULEVARD CONNECTOR
NORTHEAST CONNECTOR ALIGNMENT AND FEASIBILITY STUDY
WASHOE COUNTY, NEVADA
OCTOBER 2025

	La Posada	Vista
ADT	2,597	4,478
Travel Time (min)	21.6	19.7
Score	**4.48**	**6**

Optimal Corridor Screening: Right-of-Way Impact

Screening Factor:

Right-of-Way Impact

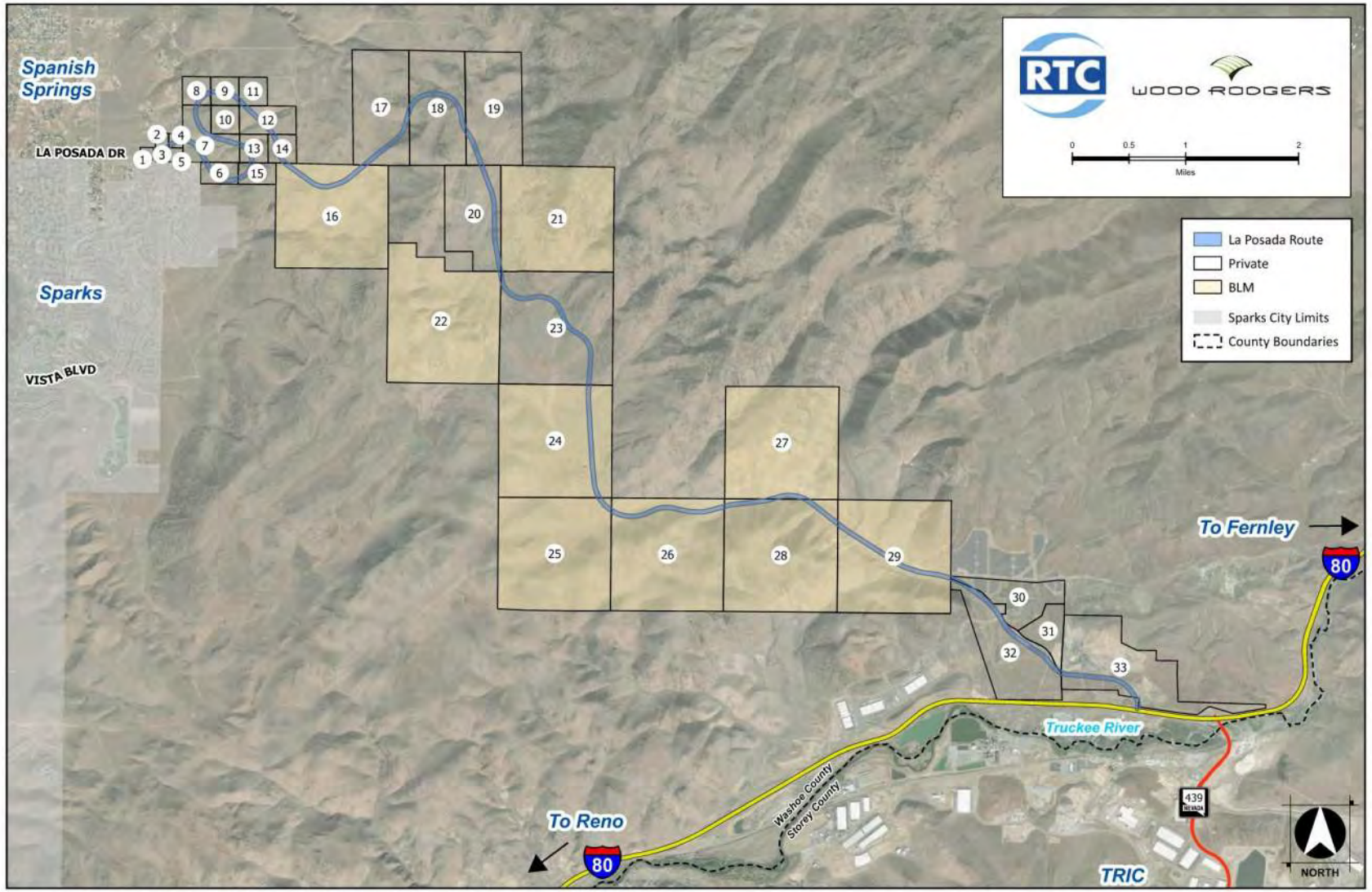
Screening Criteria:

Total corridor impact (acres) to privately owned property

Screening Criteria Scoring:

- 3 0-50 Acres
- 2 50.1-100 Acres
- 1 >100.1 Acres

Right-of-Way: Private Property Impacts

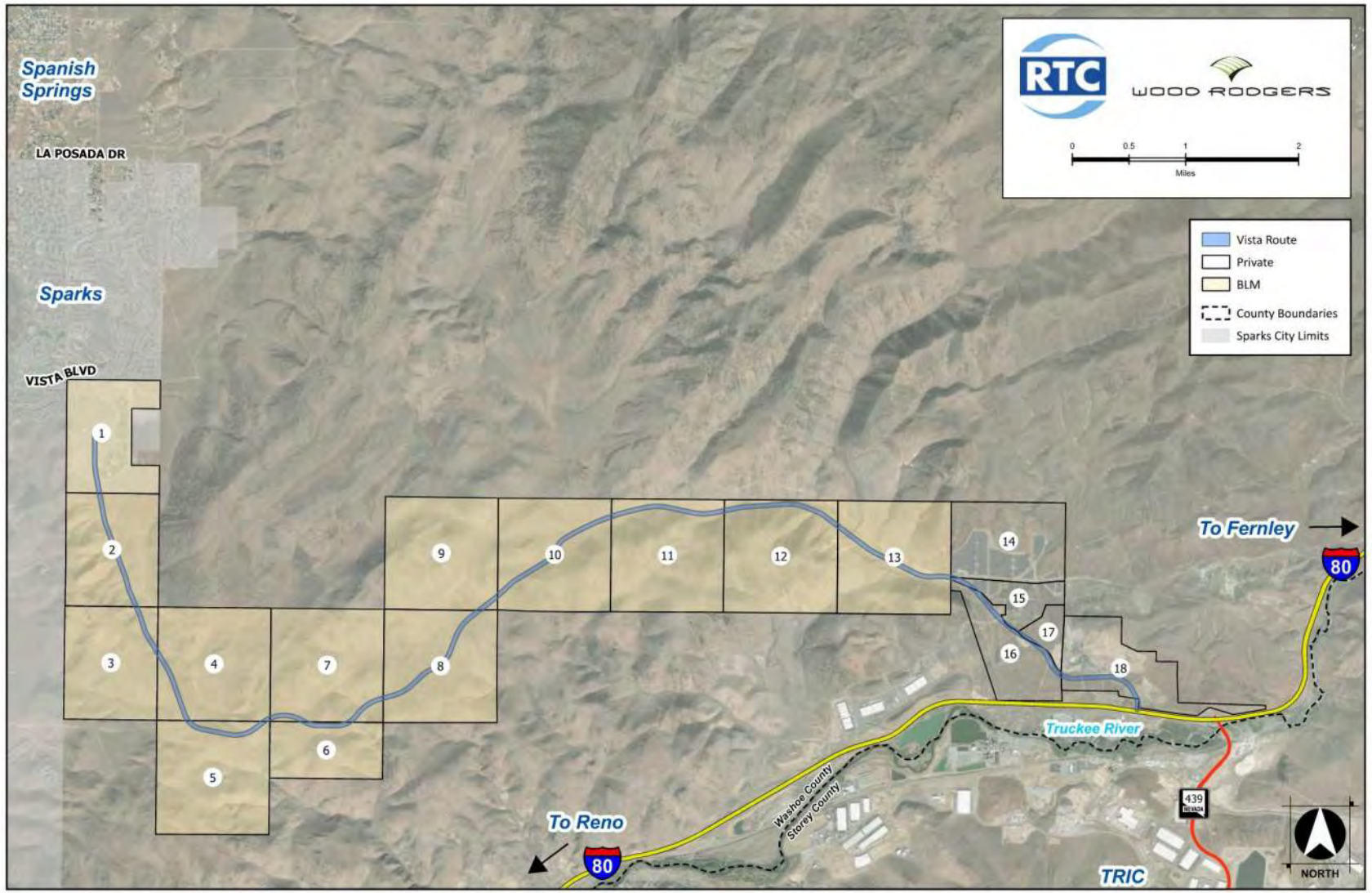


La Posada Corridor:

- 33 impacted parcels
- 24 private parcels
- 225.53 Acres of private property impacted

1

Right-of-Way: Private Property Impacts



Vista Corridor:

- 18 impacted parcels
- 5 private parcels
- 51.14 Acres of private property impacted

2

Optimal Corridor Screening: Utility Impacts

Screening Factor:

Utility Impacts

Screening Criteria:

Total number of utility impacts and to what degree?

Screening Criteria Scoring:

3 <5 utilities impacted and/or ≤$1M in utility impacts

2 6-10utilities impacted and/or $1M-$2M in utility impacts

1 >10 utilities impacted and/or $2M in impacts

Utility Impacts

Utility Impacts:

- *Focus on the new corridor segments as both will have similar impacts at the termini*
- *Three (3) notable utilities between Sparks and Apple*

	La Posada	Vista
No. of Utils	3	3
Estimated Cost	$1M	$1.5M
Score	**3**	**2**


Vero Fiber Optic


NV Energy


Great Basin Gas

Optimal Corridor Screening: Constructability

Screening Factor:

Constructability

Screening Criteria:

Qualitative evaluation of construction ease including Geotech, access, drainage, MOT, etc.

Screening Criteria Scoring:

3. No major obstacles to construction
2. Some impediments but readily mitigated
1. Sizeable challenges to construction requiring creating approaches

Constructability

Factor	Evaluation	La Posada	Vista
Geotech	Geotech Memo noted no significant differences in the corridors	3	3
Construction Access	Open land with good access	3	3
Drainage	20 vs 18 crossings	2	3
Traffic Control (MOT)	Minor MOT required at termini	3	3
Structures	46,900 sf vs 25,600 sf	1	2
Retaining Walls	5,600 sf vs 22,600 sf	2	1
Average		**2.33**	**2.5**
Score		**2**	**3**



Representative Geotechnical Conditions

Optimal Corridor Screening: Constructability

Screening Factor:

Maintainability

Screening Criteria:

Qualitative evaluation of maintenance ease including structures, drainage, roadside, snow removal, etc.

Screening Criteria Scoring:

3 No unique or maintenance-heavy conditions or features

2 Some unique or maintenance-heavy conditions or features but not an undue maintenance burden

1 Unique or maintenance-heavy conditions or features that create an undue maintenance burden

Maintainability



Factor	Evaluation	La Posada	Vista
Drainage	20 vs 18 crossings	2	3
Structures	46,900 sf vs 25,600 sf	1	2
Retaining Walls	5,600 sf vs 22,600 sf	2	1
Guardrail	27,200’ vs 17,000’	1	2
Average		**1.5**	**2.0**
Score		**2**	**2**

Optimal Corridor Screening: Community Impact & Stakeholder Preference

Screening Factor:

Community Impact & Stakeholder Preference

Screening Criteria:

Qualitative evaluation of impacts to neighborhoods and general stakeholder sentiment.

Screening Criteria Scoring:

3 Minor, generally non-physical impacts and generally positive stakeholder support

2 Some physical impacts and disruptions, split of support/non-support among stakeholders

1 Sizeable physical impacts and disruptions with majority non-support among stakeholders

Community Impact: La Posada Western Terminus





Community Impact: Vista Western Terminus

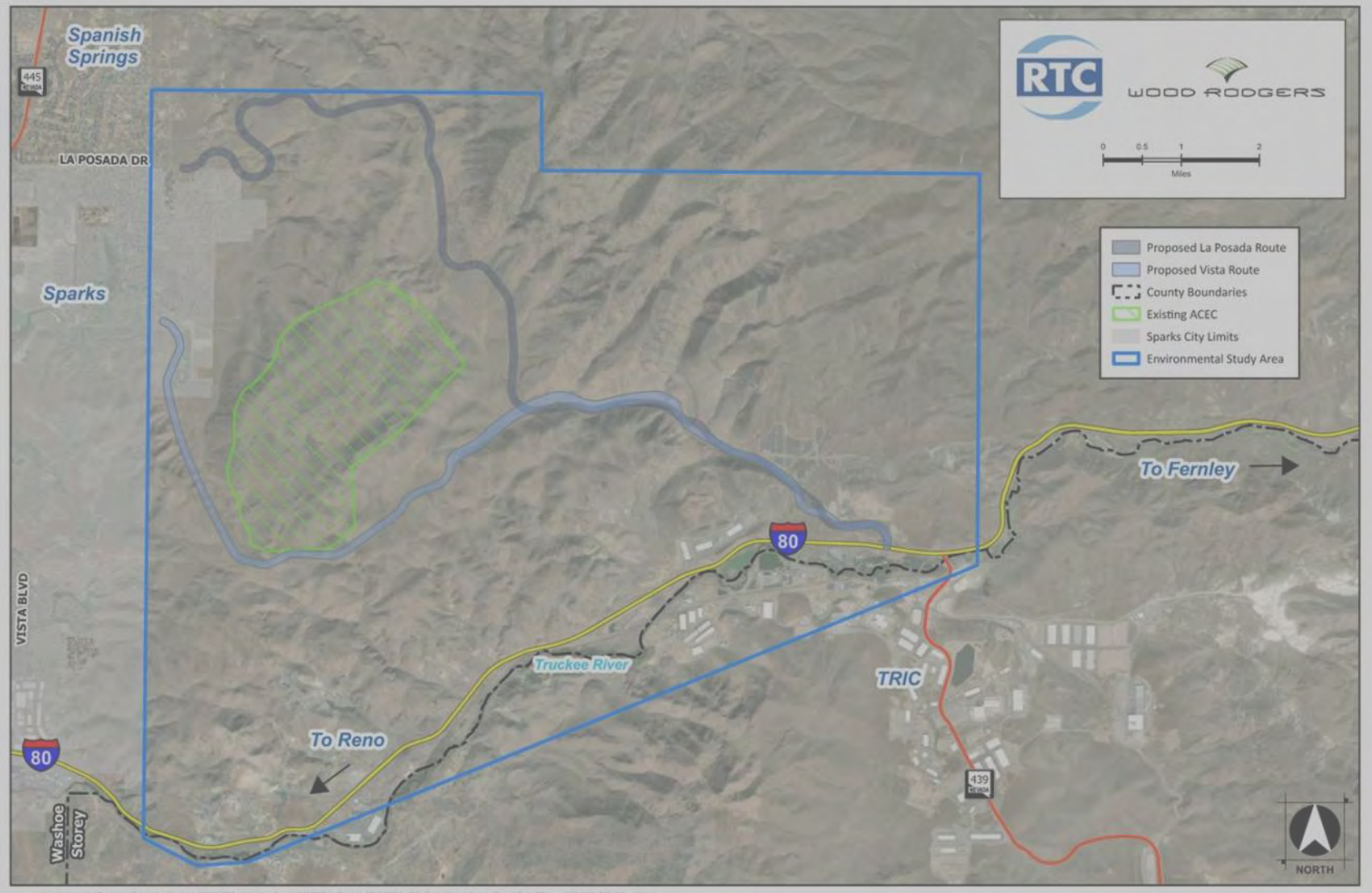




Optimal Corridor Screening Summary

Screening Factor	La Posada	Vista
Environmental Impact	2	2
Travel Time and ADT	2	3
Right-of-Way Impact	1	2
Utility Impact	3	2
Constructability	2	3
Maintainability	2	2
Community Impact & Stakeholder Preference	2	2
Score	**14**	**16**

Conceptual Cost Estimates



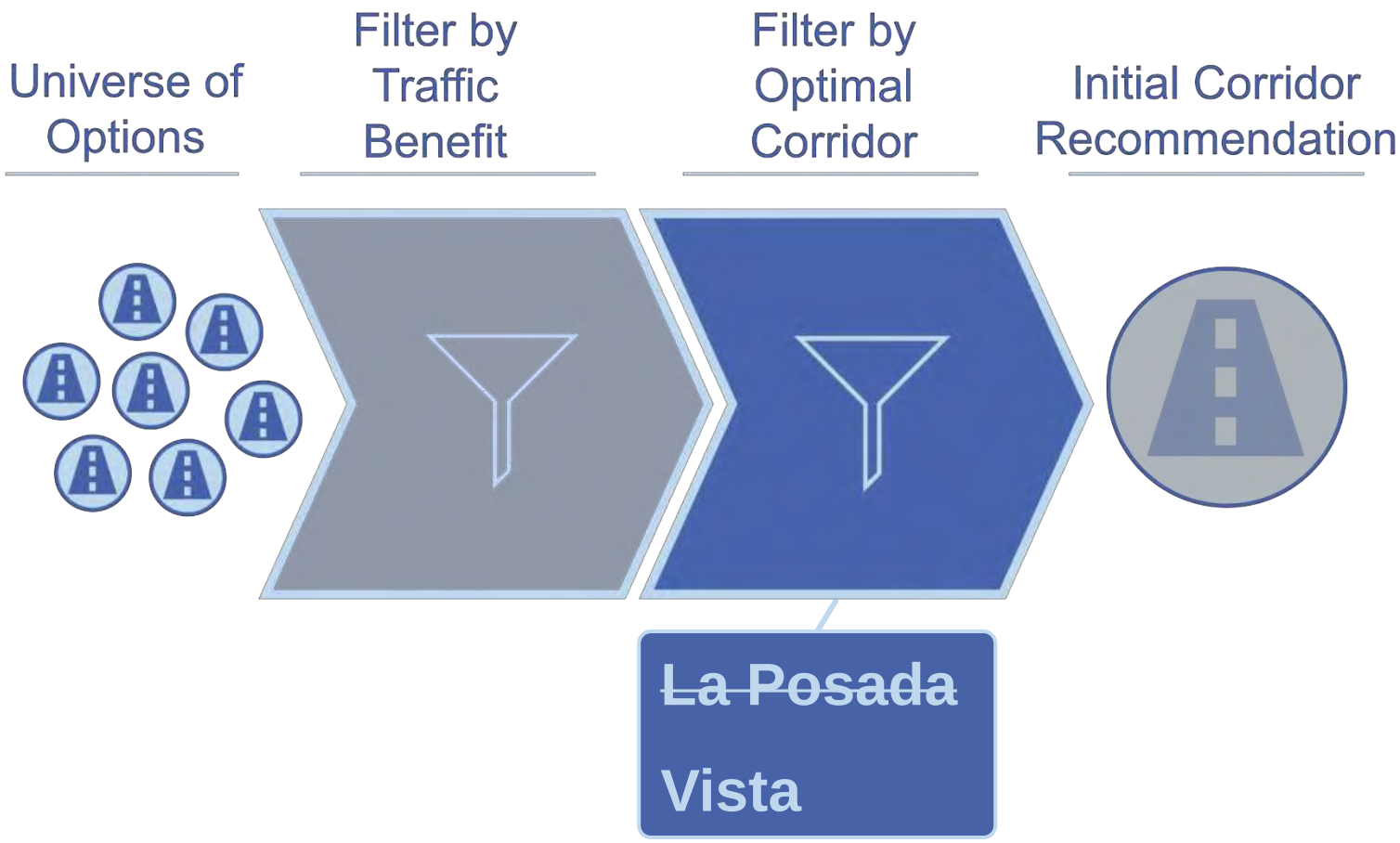
La Posada Corridor

$360M - $397M

Vista Corridor

$215M - $238M

Filter and Screen by Alignment Analysis



Next Steps

- Finalize Draft Feasibility Study
- TAC Review Draft Study
- Planned Public Meeting: December 2025
- Continued RTC support regarding funding
- RTC Determine Next Steps

QUESTIONS???

Bryan Byrne, PE
Project Manager

Regional Transportation Commission
of Washoe County

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775.335.1865

Building A Better Community Through Quality Transportation
rtcwashoe.com

APPENDIX F:
PUBLIC OUTREACH SUMMARY

MJT CONSULTING, LLC

Regional Transportation Commission of Washoe County

Northeast Connector Alignment and Feasibility Study

Public Outreach Summary Report

May 2026

RTC

Contents

Introduction **1**
Public Meeting | December 2025 ..... **1**
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Community Survey | February 2026 ..... **3**
Open Houses | March 2026 ..... **4**
TRIC Open House 4
Spanish Springs Open House 6
Project Management Team **8**
Public Comments **8**
Notifications **9**
Print Advertisements 10
Postcard Mailer 10
Press Release 10
Media Coverage 10
Social Media 11
Flyer 13

Appendices

A. Public Meeting Materials
B. Survey Summary
C. Open House Materials
D. Public Comments
E. Notification Copies, Press Releases

Introduction

The Northeast Connector is a potential new corridor alignment that would establish an alternate route, provide additional connectivity, and potentially help alleviate congestion while improving reliability on I-80 between Reno/Sparks and the Tahoe-Reno Industrial Center (TRIC). The Alignment and Feasibility Study (Study) is the first step in the project development process.

The purpose of the Study is to evaluate the issues and opportunities and conceptual viability of a potential roadway connection. The study evaluated potential alignments, coordinated with key stakeholders, developed preliminary costs, evaluated potential risks and impacts, and developed an understanding of overall feasibility. The project is not currently funded beyond the Study.

During development of the Study, public input and feedback from the adjacent communities regarding their needs and concerns for a potential new alignment were critical. Public outreach tactics used during the Study included:

- Public Meeting
- Open Houses
- Survey

Public Meeting | December 2025

The Northeast Connector Study Public Meeting was conducted both virtually at rtcwashoe.com/northeast-connector and in-person at Red Hawk Golf Resort's Event Center. The original comment period for the public meeting was from December 17, 2025 through January 16, 2026. After continued growing interest in the project and direction from the RTC Board, the comment period was extended through March 31, 2026.

Meeting Logistics

The **virtual meeting** went live to the public on December 17, 2025. Meeting materials and the draft Feasibility Report were posted to the webpage for public review. Materials included online were copies of the exact materials presented at the in-person meeting, and included: Meeting Flyer (Notice), Exhibits, PowerPoint Presentation, Fact Sheet, and Frequently Asked Questions. A comment box was also available below the meeting materials for accepting public comments.

The **in-person meeting** was held on Wednesday, December 17, 2025, from 4 to 7 p.m. The meeting was held at Red Hawk Golf Resort, located at 6600 N Wingfield Pkwy., Sparks, NV 89436. The location was immediately adjacent to the study area within the Spanish Springs community.

The meeting was conducted in an open house format with a brief presentation at 5:30 p.m. There was no formal Q&A session held after the presentation. Copies of the exhibit boards and the presentation are included in Appendix A.

Upon entering, guests were asked to sign in and were provided with a packet that contained a welcome letter, fact sheet, FAQ, comment form, and copies of the technical exhibits. Copies of the sign-in sheets and packets are included in Appendix A.

Identical exhibit board displays lined each side of the room for viewing. At the far end of the room, 80 chairs were lined in two rows for seating during the presentation along with a few 10-foot round tables with chairs for writing comments. Two screens were used for mirroring meeting details before the presentation and for use during the presentation.

Representatives from the RTC, Wood Rodgers, and MJT Consulting were in attendance to host and answer questions. A Spanish interpreter was present at the meeting. There was no court reporter as no formal Q&A session was conducted.

The meeting was attended by **293 documented guests** including several key stakeholders from City of Sparks, Nevada Department of Transportation, Washoe County, Storey County, and Sparks City Council. Copies of the meeting sign-in sheets can be found in Appendix A.

Photos of the in-person meeting are included below.







Community Survey | February 2026

Public comments led to the development of a community survey to help the project team gain clearer insight into key concerns and challenges, enabling informed and strategic decision-making. The community survey ran between February 23 and March 31, 2026.

The survey asked a total of nine questions:

1. Name
2. Email
3. How frequently do you travel on the I-80 East corridor between Sparks and Fernley?
4. What zip code do you live in?
5. Do you believe congestion and incident-related delays on I-80 East between Sparks and Fernley are a critical issue for our region?
6. Do you have any concerns regarding the information explored in the Feasibility and Alignment Study?
7. What are your biggest concerns?
8. At this stage in the development of the Northeast Connector, what action should the RTC take?
9. If you have any additional comments that would help clarify or expand on your responses, please share them below.

The survey was available via a button on the project website. Advertisements included a QR code that directly linked to the online survey, and hard copies of the survey were available by emailing RTC's project manager. There were a total 705 survey responses including 383 additional comments collected. A summary of survey responses is included in Appendix B.

Open Houses | March 2026

To provide additional opportunities for those who were unable to attend the December 2025 public information meeting, two back-to-back Open Houses were planned to maximize accessibility and participation opportunities. The first Open House was conducted in Storey County at the Tahoe-Reno Industrial Center. The second Open House was conducted in Spanish Springs, just south of the Study area. Both events included the same information presented at the Public Meeting, along with a summary of public comments and frequently asked questions received to date.

TRIC Open House

The TRIC Open House was held on March 10, 2026 from 11 a.m. to 1 p.m. in the Storey County TRI Training Room. The TRI Training Room is a dedicated municipal and community meeting space located at 1705 Peru Drive within TRIC in, McCarran, Nevada.

In true open house format, the event advertised no formal presentation or Q&A session. Upon entering, guests were asked to sign-in and were provided with a packet that contained a welcome letter, fact sheet, feedback summary, updated FAQ, and comment form.

Exhibit boards were displayed around the room for viewing. Representatives from the RTC, Wood Rodgers, and MJT Consulting were in attendance to host and answer questions. There was no court reporter or Spanish interpreter as no formal presentation or Q&A session was conducted. A screen in the room displayed ways to provide comments and a QR code that was directed to a survey.

The meeting was attended by **29 documented guests** including several from Storey County government. Copies of the sign-in sheets and welcome packet can be found in Appendix C.

Photos of the event are included below.







Spanish Springs Open House

The TRIC Open House was held on March 10, 2026 from 4:30 to 7:30 p.m. at Mendive Middle School located at 1900 Whitewood Drive in Sparks, Nevada.

This event was also conducted in an open house format, with exhibit boards displayed around the room and no formal presentation. Differently than TRIC, attendees did have the opportunity to share their comments and concerns during a recorded, open-microphone, Q&A session. Participants were limited to three minutes of speaking time and a panel of moderators (Bill Thomas and Bryan Byrne from RTC and Bryan Gant from Wood Rodgers) were available to respond to questions. A court reporter was present to transcribe all comments for documentation and summarization in the Feasibility Report as part of the official public record.

Upon entering, guests were asked to sign-in and were provided with the same welcome packet as the TRIC Open House that contained a welcome letter, fact sheet, feedback summary, updated FAQ, and comment form. A screen in the room displayed ways to provide comments and a QR code that was directed to a survey. Two iPad kiosks were also stationed near the welcome table for attendees to take the survey.

The meeting was attended by **148 documented guests** including several from the City of Sparks and Sparks City Council. Copies of the sign-in sheets and welcome packet can be found in Appendix C.

Photos of the event are included below.


We Want to Hear From You!
500-615


decision to build the road would require
additional studies, environmental review,
funding, and future approvals before
construction could occur.
BRYAN BYRNE



Project Management Team

Public outreach efforts were conducted by the RTC, their prime consultant, Wood Rodgers, and outreach subconsultant MJT Consulting. The table below shows the roles of the immediate project team involved in public outreach.

Name	Agency	Role	Email
Bryan Byrne	RTC	Project Manager	bbyrne@rtcwashoe.com
Amanda Callegari	RTC	Engineering Manager	acallegari@rtcwashoe.com
Dale Keller	RTC	Engineering Director	dkeller@rtcwashoe.com
Bill Thomas	RTC	Executive Director	bthomas@rtcwashoe.com
Josh MacEachern	RTC	Public Information Officer	jmaceachern@rtcwashoe.com
Paul Nelson	RTC	Government Affairs Officer	pnelson@rtcwashoe.com
Bryan Gant	Wood Rodgers	Principal	bgant@woodrodgers.com
Kyle Kubovchik	Wood Rodgers	Outreach Manager	kkubovchik@woodrodgers.com
McKenna Temen	MJT Consulting	Public Information	mckenna@mjtconsultingllc.com
Lauren Ball	MJT Consulting	Public Information	lauren@mjtconsultingllc.com

Public Comments

Between December 17, 2025 and March 31, 2026, the project team received **1,252 public comments**. Comments were collected from the public meeting, survey, two open houses, online, and mail-in.

Comment Breakdown:

- Online/email: 813
- Comment form from public meeting: 11
- Comments from survey: 383
- Comments from open houses, including verbal from open-mic: 32
- Mail-in comments: 12

Comment Summary:

1. Strong Mandate for Addressing Congestion
    - A significant majority of survey respondents (**85%**) believe that congestion and incident-related delays on I-80 East are a critical issue for the region.
    - In the survey, **59%** (416 respondents) recommended building the connector as soon as possible, while **31%** (217 respondents) preferred exploring alternative transportation solutions.
2. Mixed Sentiment in Online Feedback
    - Online comments show a more divided sentiment: **48%** support the project, **32%** are opposed, and **20%** expressed specific concerns without outright opposition.
    - Opposition is frequently tied to the potential for increased traffic, noise, and safety issues in residential areas like La Posada Drive and Vista Boulevard.
3. Environmental and Community Concerns
    - Qualitative feedback from all sources highlights deep concerns regarding the impact on wildlife, the destruction of recreational open spaces, and the potential for increased pollution and crime in quiet neighborhoods.
    - Many residents suggested multi-modal alternatives, such as light rail or expanded busing to USA Parkway (TRIC), rather than constructing new roadways.

All of the public comments received can be found in a master spreadsheet in Appendix D.

Notifications

In coordination with the RTC, a variety of notification materials and advertisements were developed to publicize the public meeting, survey and open houses. Notifications included:

- Postcard mailers to residents, businesses, and property owners along the corridor
- Print advertisements in the Reno-Gazette Journal and El Sol de Nevada
- RTC press releases

- Flyer distributed to agencies and community gathering places
- Social media

Details of all publicity efforts are outlined below. Digital copies of notifications are included in this report in Appendix E.

Print Advertisements

Print ads were placed in local newspapers for the public meeting and open houses. Full-color, fourth-page ads ran in the Reno-Gazette Journal on December 10, 14, and 17, 2025, and again on March 3, 2026. Full-color, quarter-page ads also ran in El Sol de Nevada, a local Spanish newspaper that's published weekly on Wednesdays, on December 10 and 14, 2025 and on March 4, 2026.

Copies of the creative ads are included in Appendix E.

Postcard Mailer

A 9x6 inch double-sided full-color gloss postcard was developed and mailed to residents and businesses in the Spanish Springs area a week prior to the December 17, 2025 public meeting. Another 9x6 inch double-sided postcard was mailed to the same group of people on March 3, 2026 promoting the open houses and survey.

Information on the mailers was provided in both English and Spanish.

Digital copies of the postcard mailers are included in Appendix E.

Press Release

Press release was sent by Josh MacEachern, RTC Public Information Officer, on December 11, 2026 advertising the public meeting. Additional releases were sent on March 4, 2026 inviting the community to attend an open house and on March 30, 2026 reminding the public to leave their comments before the end of the comment period.

Copies of the press releases are included in Appendix E.

Media Coverage

Below is a list of hyperlinks to news stories either advertising for or reporting on the public meeting, open houses and/or survey.

2 NEWS NEVADA
(December 16th, 2025)
https://www.2news.com/news/local/rtc-to-hold-northeast-connector-meeting/video_550c3fa4-125f-5955-916f-c57107c4e63a.html

(December 17th, 2025)
https://www.2news.com/news/local/rtc-to-host-public-information-meeting-on-northeast-connector-study-wednesday/article_55cf2046-a2b7-4d30-8dbf-dc3307718a0c.html

(March 10th, 2026)
https://www.2news.com/news/local/rtc-invites-public-to-weigh-in-on-proposed-northeast-connector/article_051936e2-7433-4c94-ac0f-c8a40a4ca8de.html

(March 10th, 2026)
https://www.2news.com/news/community-shares-feedback-on-rtc-northeast-connector-feasibility-and-alignment-study/article_fb4bfd69-d9d7-469e-9889-6a2a2348a55e.html

KOLO 8 NEWS
(December 17th, 2025)
https://www.kolotv.com/2025/12/18/rtc-hosts-public-information-meeting-northeast-connector-study/

(January 5th, 2026)
https://www.kolotv.com/2026/01/05/road-ahead-northeast-connector-study/

(January 16th, 2026)
https://www.kolotv.com/2026/01/17/rtc-addresses-backlash-over-northeast-connector-proposal/

(March 10th, 2026)
https://www.kolotv.com/2026/03/10/rtc-holds-open-houses-today-proposed-northeast-connector-route/

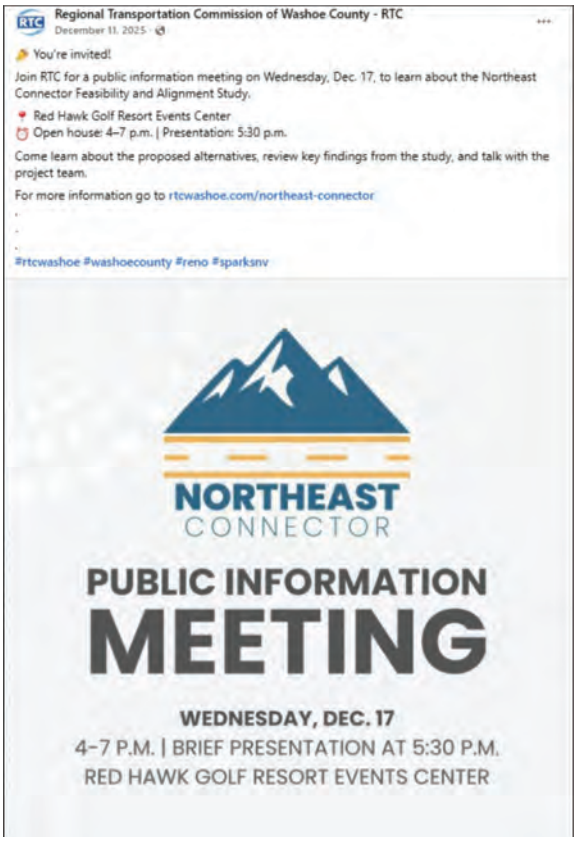
4 NEWS
(December 11th, 2025)
https://mynews4.com/news/local/public-meeting-scheduled-to-discuss-potential-new-sparks-usa-parkway-roadway-connection

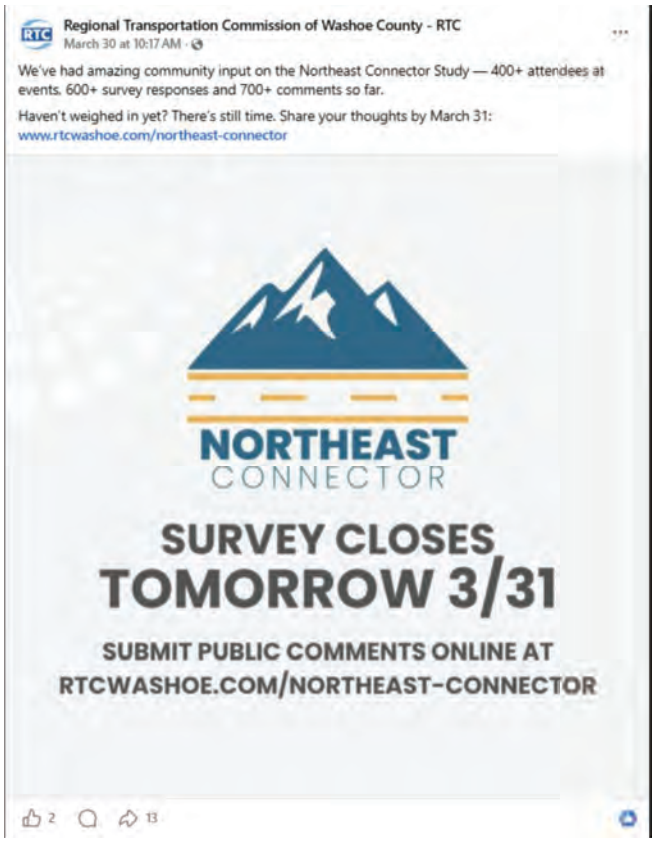
(December 18th, 2025)
https://mynews4.com/news/local/rtc-seeks-public-input-on-northeast-i-80-expansion

(March 4th, 2026)
https://mynews4.com/news/local/rtc-to-present-new-corridor-options-between-renosparks-tric

Social Media

The RTC advertised the public information meeting across their social media platforms: Facebook, Instagram, and Twitter/X. Screenshots of the posts are included below and on the next page.


Regional Transportation Commission of Washoe County - RTC
December 11, 2025
You're invited!
Join RTC for a public information meeting on Wednesday, Dec. 17, to learn about the Northeast Connector Feasibility and Alignment Study.
Red Hawk Golf Resort Events Center
Open house: 4–7 p.m. | Presentation: 5:30 p.m.
Come learn about the proposed alternatives, review key findings from the study, and talk with the project team.
For more information go to rtcwashoe.com/northeast-connector
#rtcwashoe #washoecounty #reno #sparksnv
NORTHEAST
CONNECTOR
PUBLIC INFORMATION
MEETING
WEDNESDAY, DEC. 17
4-7 P.M. | BRIEF PRESENTATION AT 5:30 P.M.
RED HAWK GOLF RESORT EVENTS CENTER


Regional Transportation Commission of Washoe County - RTC
March 30 at 10:17 AM
We've had amazing community input on the Northeast Connector Study — 400+ attendees at events, 600+ survey responses and 700+ comments so far.
Haven't weighed in yet? There's still time. Share your thoughts by March 31:
www.rtcwashoe.com/northeast-connector
NORTHEAST
CONNECTOR
SURVEY CLOSES
TOMORROW 3/31
SUBMIT PUBLIC COMMENTS ONLINE AT
RTCWASHOE.COM/NORTHEAST-CONNECTOR
2
13


Regional Transportation Commission of Washoe County - RTC
March 10
Don't forget — the Northeast Connector open houses are TODAY, Tuesday March 10! Join us at TRIC in the morning or Mendive Middle School this evening — and stick arou... See more
NORTHEAST
CONNECTOR
OPEN HOUSE SESSIONS
TUESDAY, MARCH 10
11 A.M.-1:00 P.M. | STOREY COUNTY TRI TRAINING ROOM
TUESDAY, MARCH 10
4:30-7:30 P.M. | Q&A SESSION 5:30 P.M.
MENDIVE MIDDLE SCHOOL
Regional Transportation Commission of Washoe County - RTC
March 6
Got questions about the Northeast Connector? We have answers!... See more

Flyer

An 8.5x11” single-sided flyer was created, printed, and distributed to the RTC, City of Sparks, Spanish Springs Library, Red Hawk Golf Resort and Washoe County Commission Complex on December 8, 2025 providing information for the public meeting.

Another flyer was created and distributed to the RTC, Storey County and TRIC on March 2, 2026 providing information on the open houses and survey.

Digital copies of the flyers are included in Appendix E

Appendix

Appendix A: Public Meeting Materials

Appendix B: Survey Summary

Appendix C: Open House Materials

Appendix D: Public Comments

Appendix E: Notification Copies, Press Releases

Appendix A

Public Meeting Materials:

- Presentation
- Exhibits
- Welcome packet

Meeting Overview

- Presentation at 5:30 P.M.
- No Formal Question & Answer Session After the Presentation
- Staff are Available One-on-One to Answer Your Questions
- Provide Your Comments on Comment Cards, Using the QR Code or at the Project Website: rtcwashoe.com/project/northeast-connector

NORTHEAST CONNECTOR

RTC

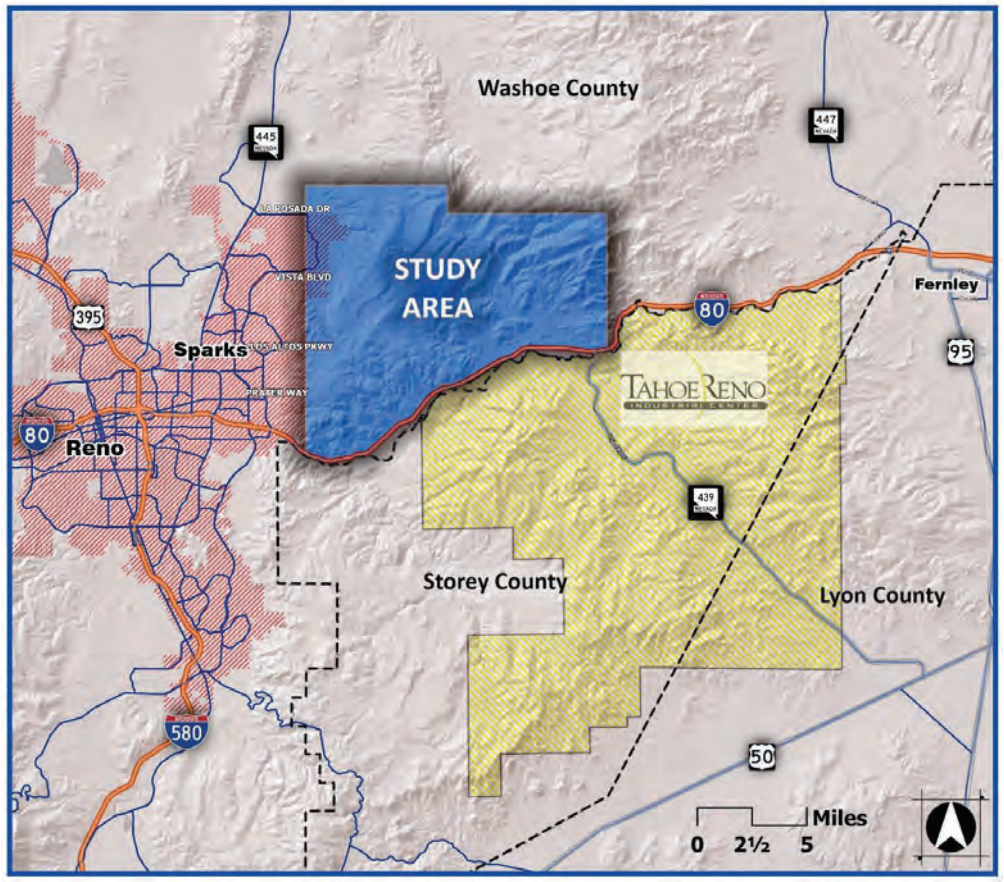
Northeast Connector Alignment and Feasibility Study

Public Meeting



December 17, 2025

Feasibility Study Area



Study Limits:

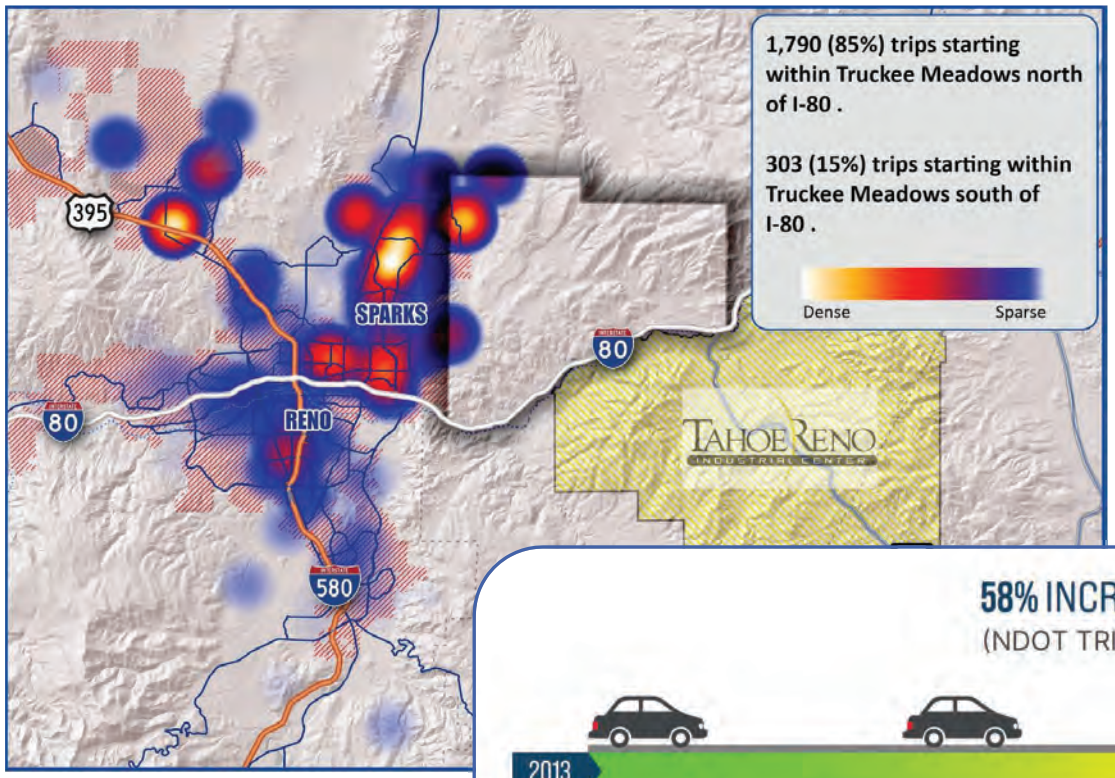
- South – Interstate 80/Truckee River
- North – Just north of La Posada Dr.
- West - Eastern Edge of Urbanized Sparks
- East – USA Parkway

What is this Study?

The Northeast Connector Alignment and Feasibility Study was initiated by RTC to evaluate a potential redundant east–west roadway connection between east Sparks/Spanish Springs and the Tahoe-Reno Industrial Center (TRI Center).

NORTHEAST CONNECTOR

Study Purpose and Need



85%

of trips from the Truckee Meadows originate north of I-80

58% INCREASE IN TRAFFIC
(NDOT TRINA Data 2013-2022)



300% INCREASE IN TRI CENTER WORK FORCE
(Bureau of Labor Statistics 2015-2023)

Study Purpose and Need



AVERAGE WEEKDAY TRIPS

A.M. SPEEDS DROP BY **40%**

P.M. SPEEDS DROP BY **46%**



INCIDENTS CAN CAUSE SPEEDS TO DROP BY **90%** TO **100%**



10/29/2025

RTC

Feasibility Study Goals



REDUCE CONGESTION



SUPPORT ECONOMIC GROWTH



INCREASE RELIABILITY



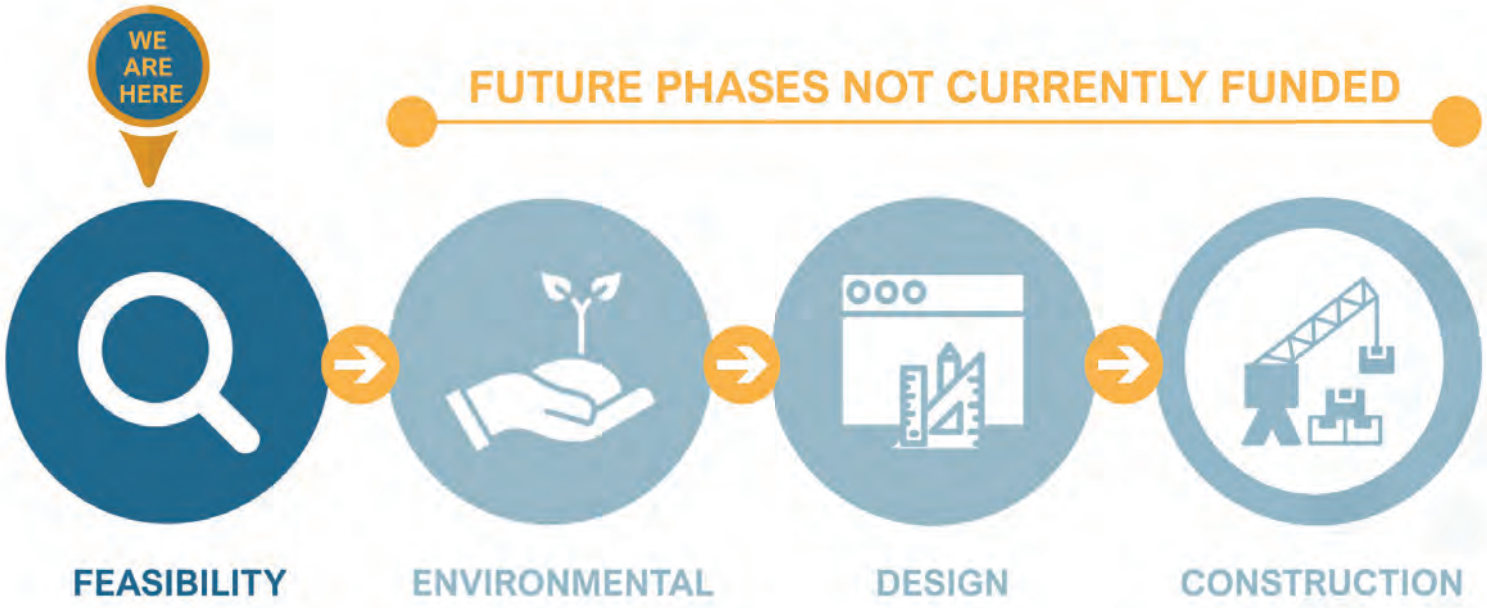
INFORM REGIONAL DECISIONS

Study Schedule



Where are we?

THE PROJECT DEVELOPMENT PROCESS



Stakeholder and Public Engagement

City of Sparks

Washoe County, Nevada 1861

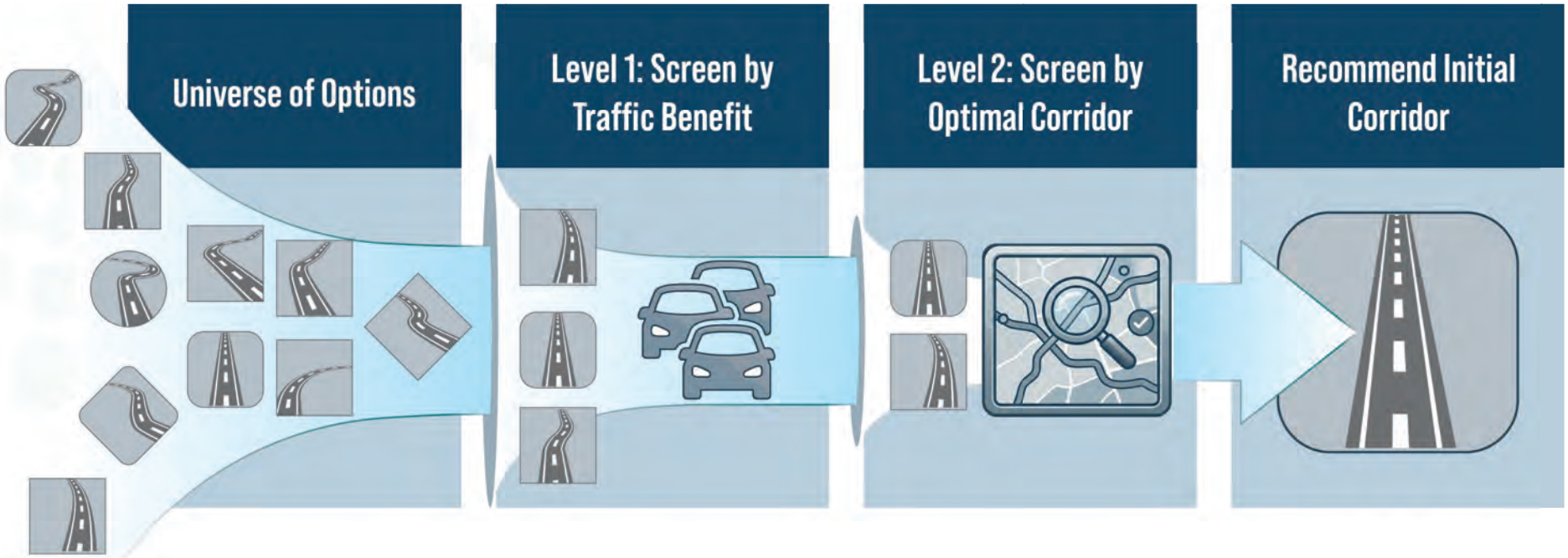
National System of Public Lands
U.S. Department of the Interior
Bureau of Land Management

RTC

Nevada DOT
Safe and Connected

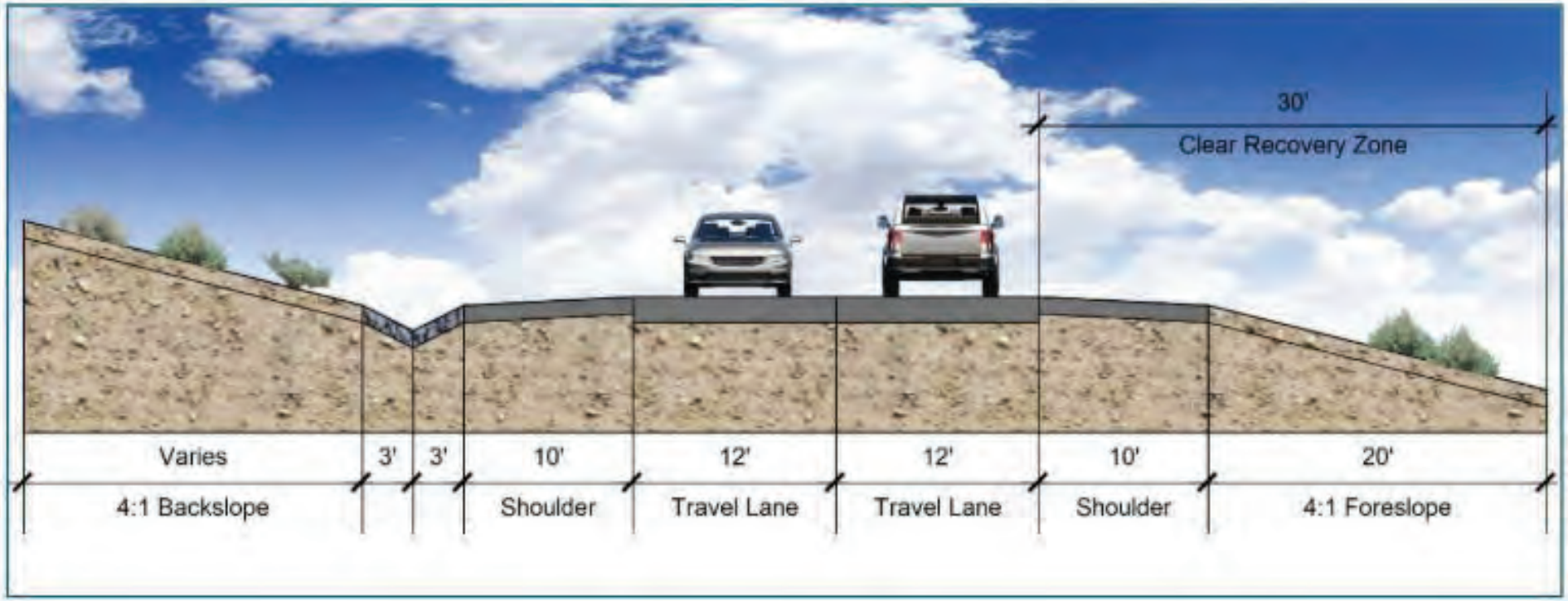
Storey County Nevada





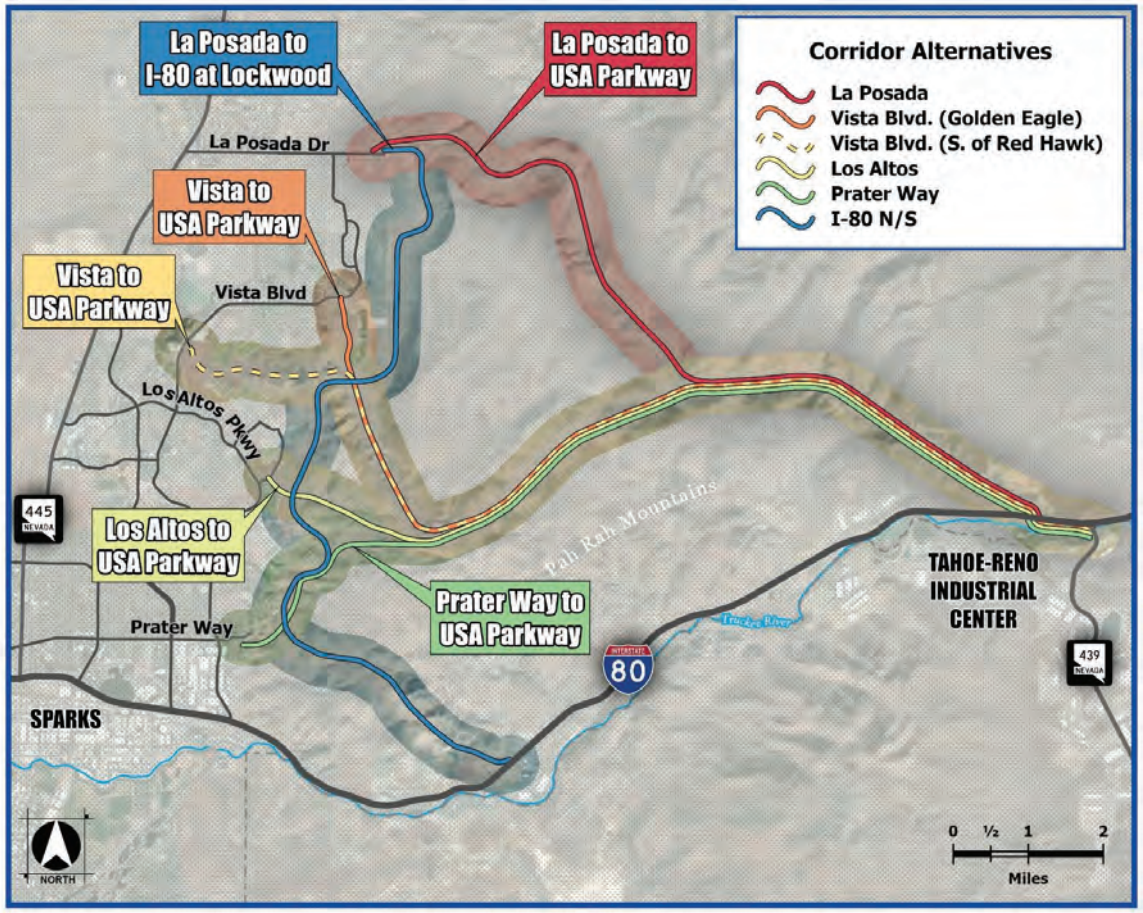
Alternatives Evaluation Process

Corridor Roadway Cross Section



All Options Include a 2-Lane Roadway

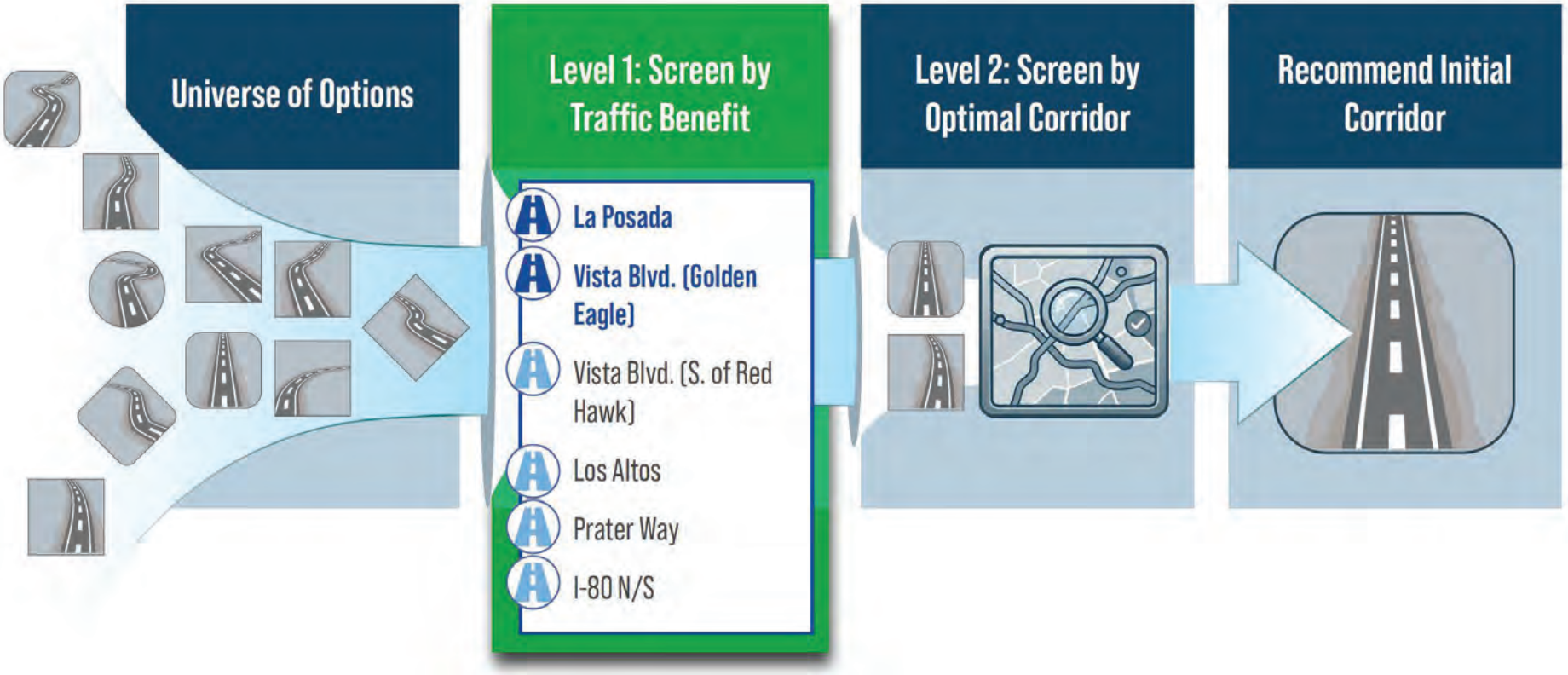
Level 1 Alternatives



Corridor Alternative	2050 ADT	% from Max
La Posada	4,575	N/A
Vista Blvd. (Golden Eagle)	3,919	14%
Vista Blvd. (S. of Red Hawk)	2,470	46%
Los Altos	3,224	30%
Prater Way	3	100%
I-80 N/S	52	99%

Screen out alternatives that are more than 25% of max ADT

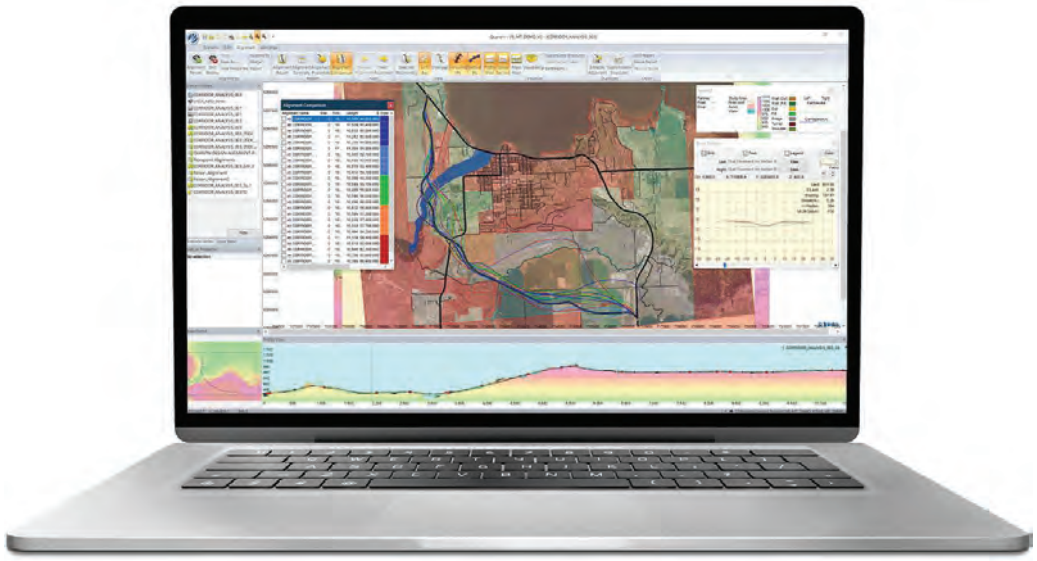
Level 1 Alternative Screening Results



Level 2 Corridor Screening Process

Screening Factors & Approach:

- Constraint avoidance and environmental
- Earthwork and cost
- Constructability, maintainability, and other factors
- Apply Quantm alignment optimization tool



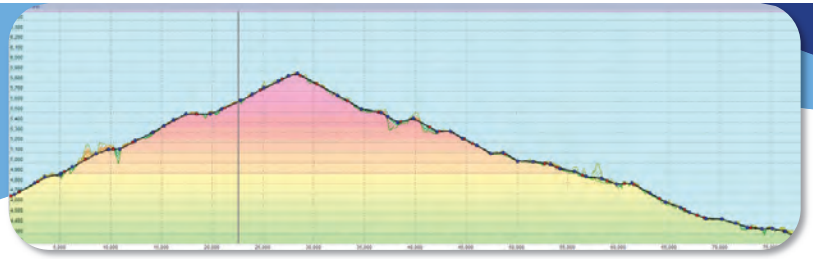
Source: Trimble

Quantm Data Inputs

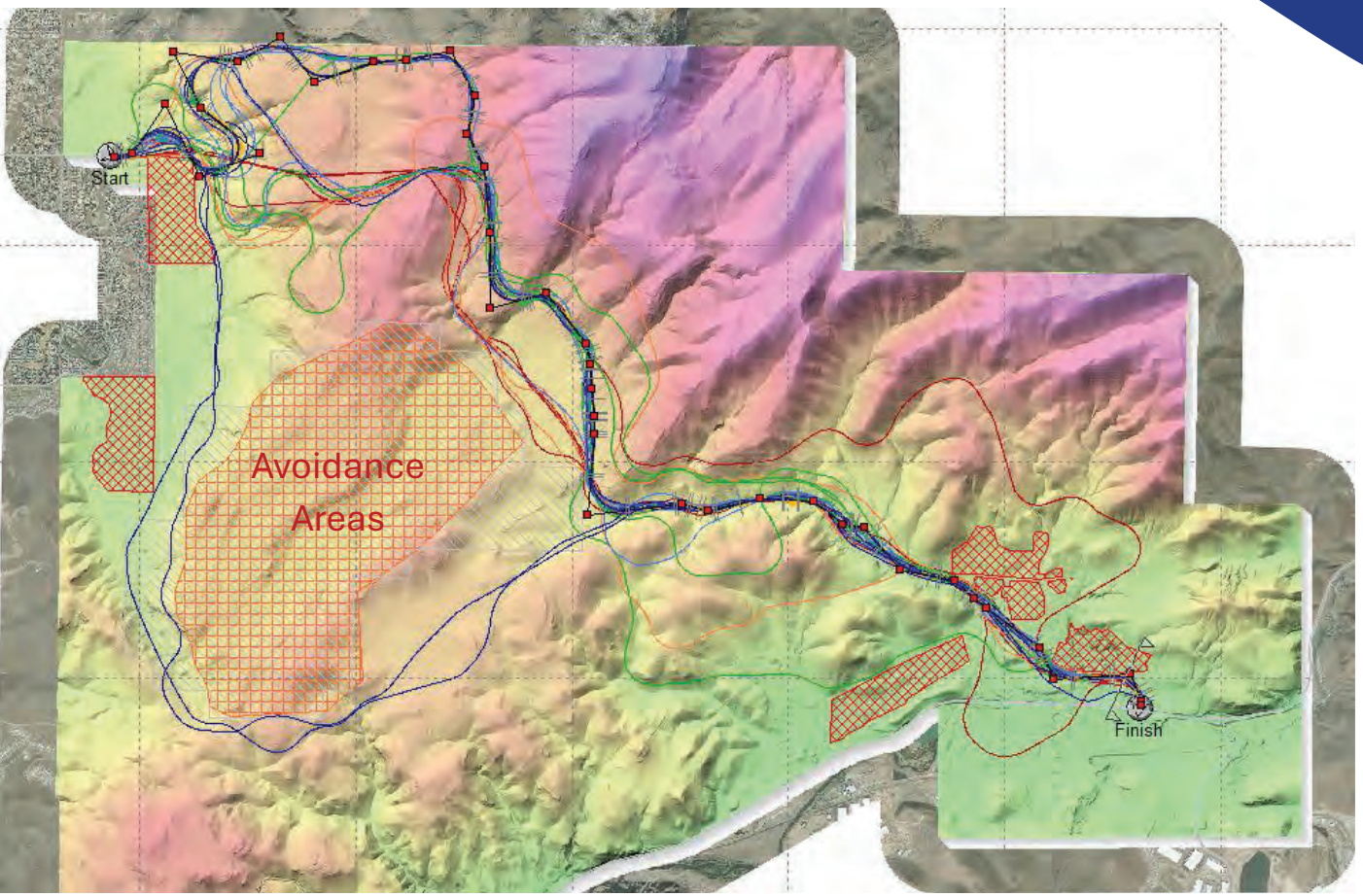
- Terrain (e.g. USGS topo, Lidar)
- Costs (cut, fill, bridge, tunnel, walls, etc.)
- Geometric criteria
- Proposed cross-sections
- Constraints and avoidance areas
- Waypoints and preference areas



Source: Trimble

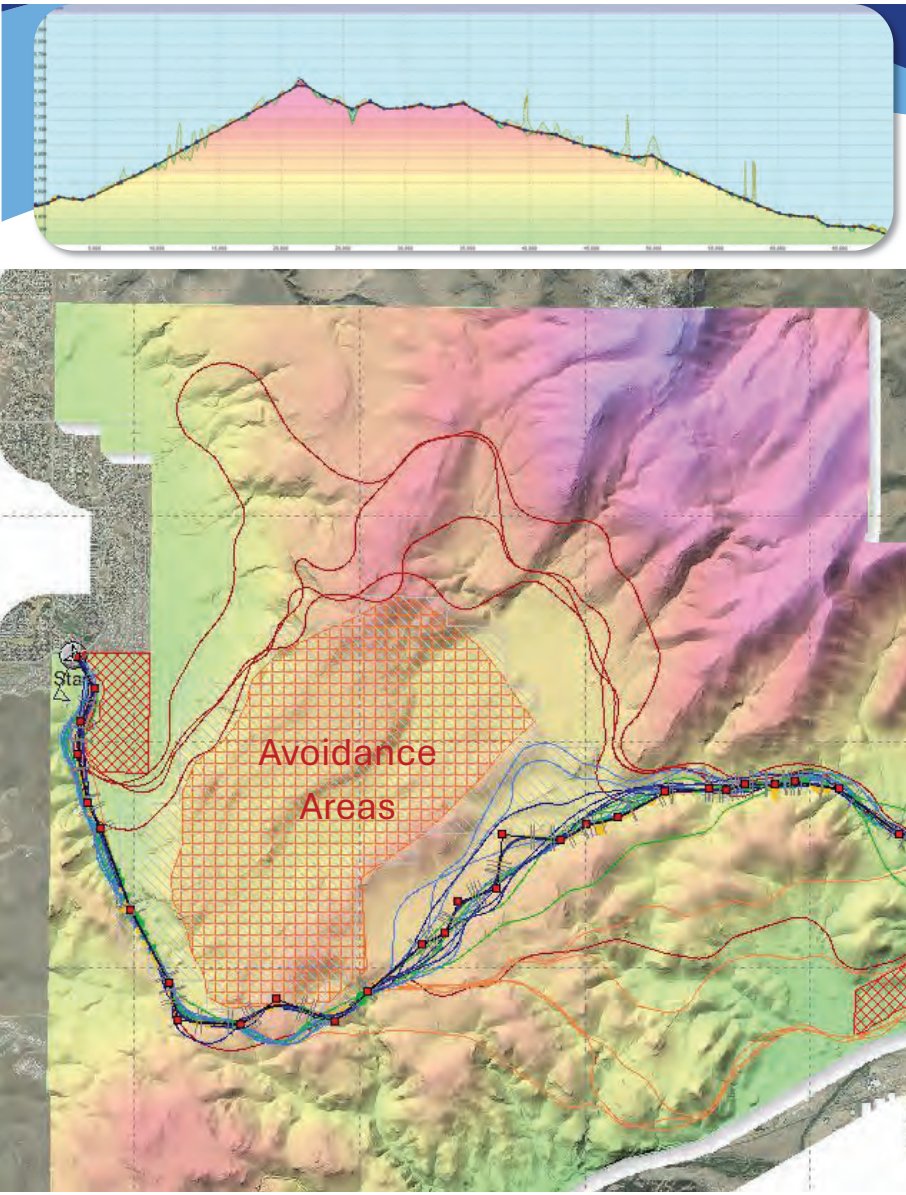


Quantm Results: Top 25 La Posada Corridor Alternatives



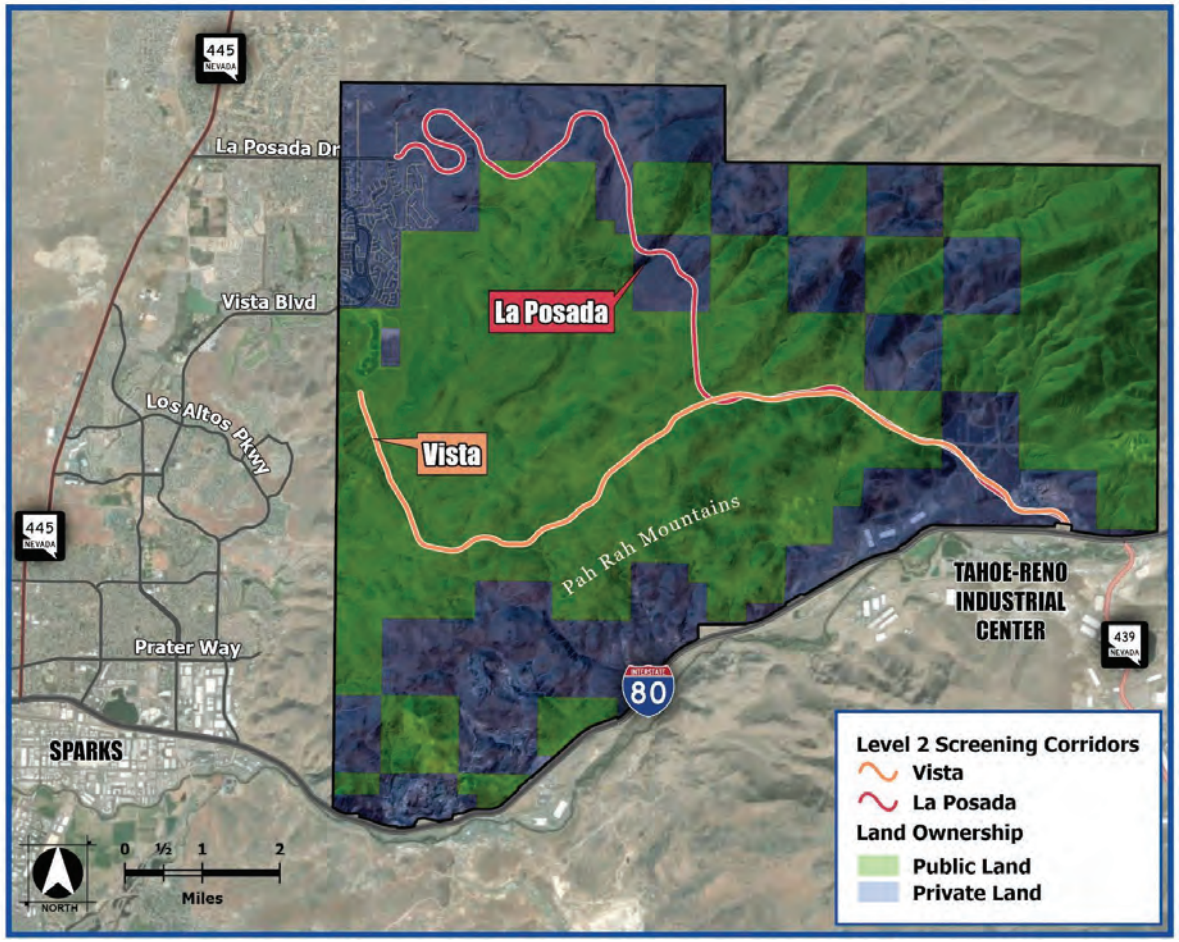
- Blue = Most optimized
- Red = Least optimized

Quantm Results: Top 25 Vista Blvd. Corridor Alternatives



- Blue = Most optimized
- Red = Least optimized

Level 2 Screening: Alternative Corridors



Top Corridors Used for Level 2 Evaluation

Level 2 Screening Factors and Criteria

Screening Factor	Screening Criteria
Environmental Impact	Does the corridor have numerous and/or sizeable impacts to natural resources?
Travel Time & ADT	Estimated travel time and ADTs based on the 2050 travel demand model
Right-of-Way Impact	Total corridor impact (acres) to privately owned property
Utility Impacts	Total number of utility impacts and to what degree?
Construction	Qualitative evaluation of construction ease including Geotech, access, drainage, MOT, etc.
Maintenance	Qualitative evaluation of maintenance ease including structures, drainage, roadsides, etc.
Community Impact & Stakeholder Preference	Qualitative evaluation of impacts to neighborhoods and general stakeholder sentiment.

Level 2 Screening Factor Summary

Total Level 2 Overall Corridor Scoring		
Screening Factor	Corridor Alternatives	
	Vista	La Posada
Environmental Impact	2	2
Travel Time & ADT	3	2
Right-of-Way Impact	2	1
Utility Impacts	3	3
Construction	3	2
Maintenance	2	2
Community Impact & Stakeholder Preference	2	2
Overall Score	**17**	**14**

SCORING SCALE



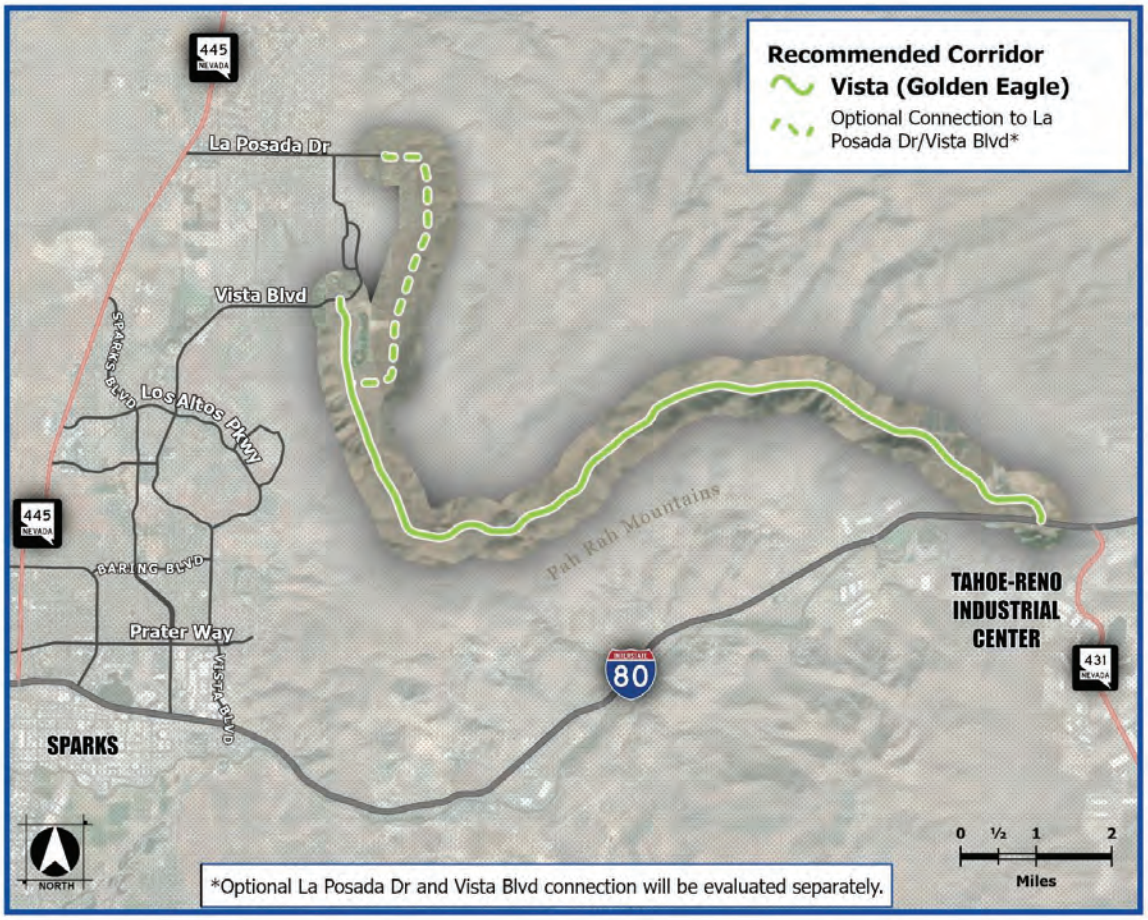


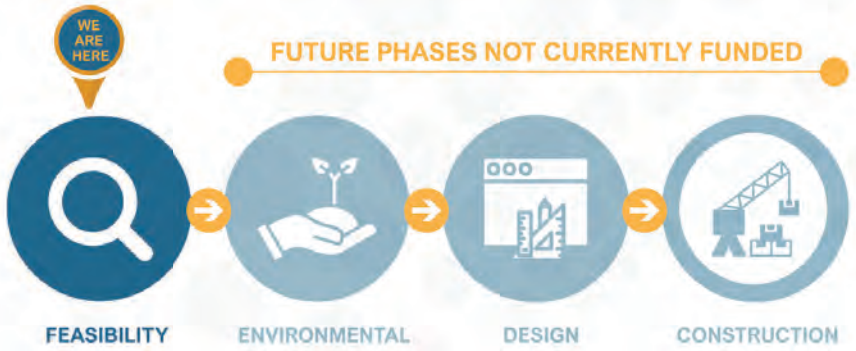




Conceptual Cost Estimates

Initial Corridor Recommendation



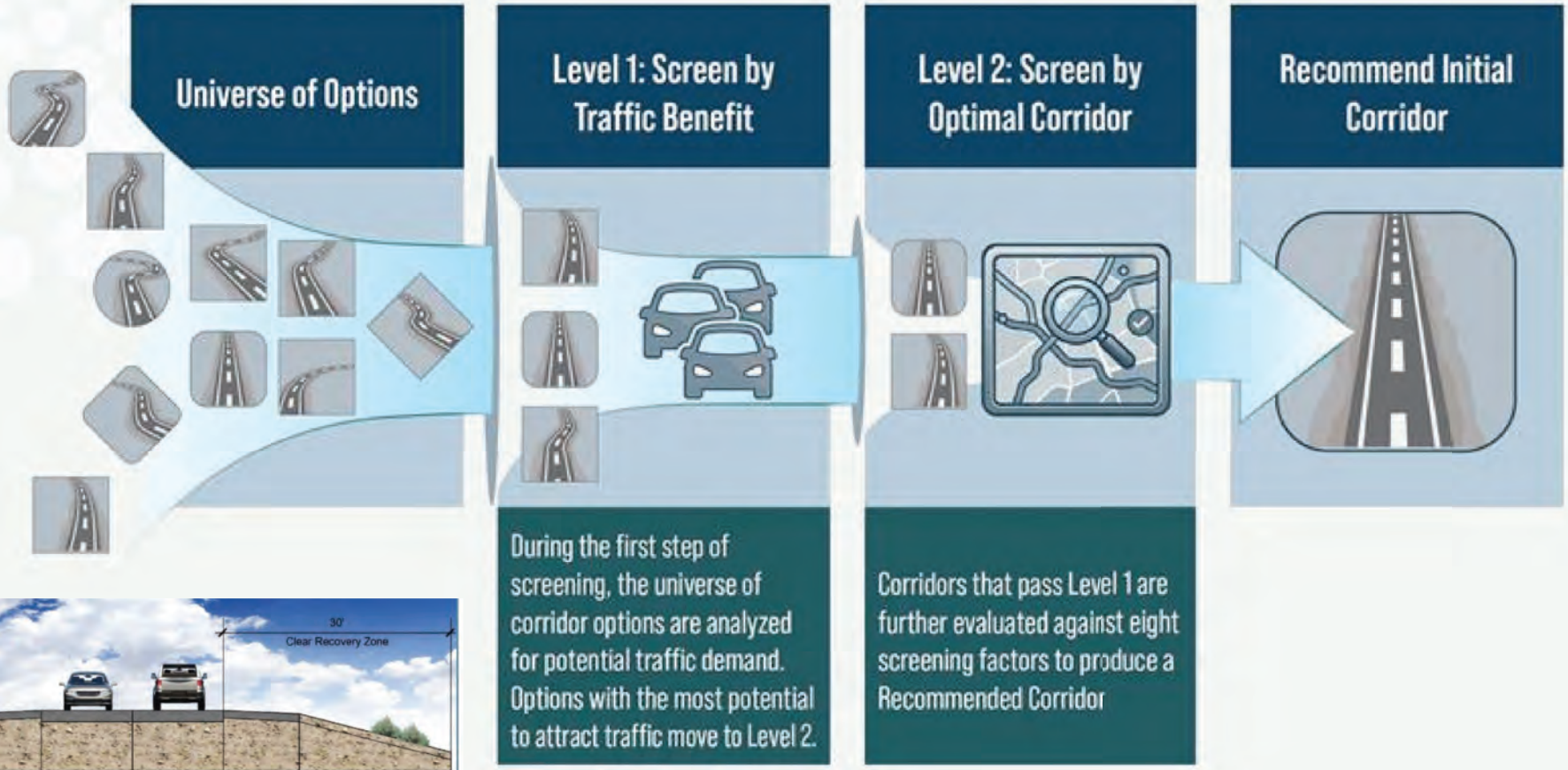


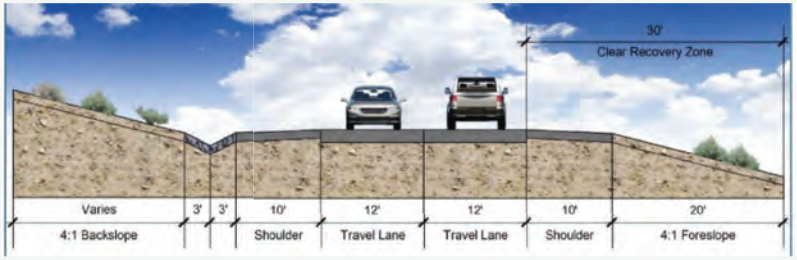
We Want to Hear From You!

- Answers to Frequently Asked Questions are in your Handout
- Provide Your Comments on Comment Cards, Using the QR Code or at the Project Website:
  rtcwashoe.com/project/northeast-connector



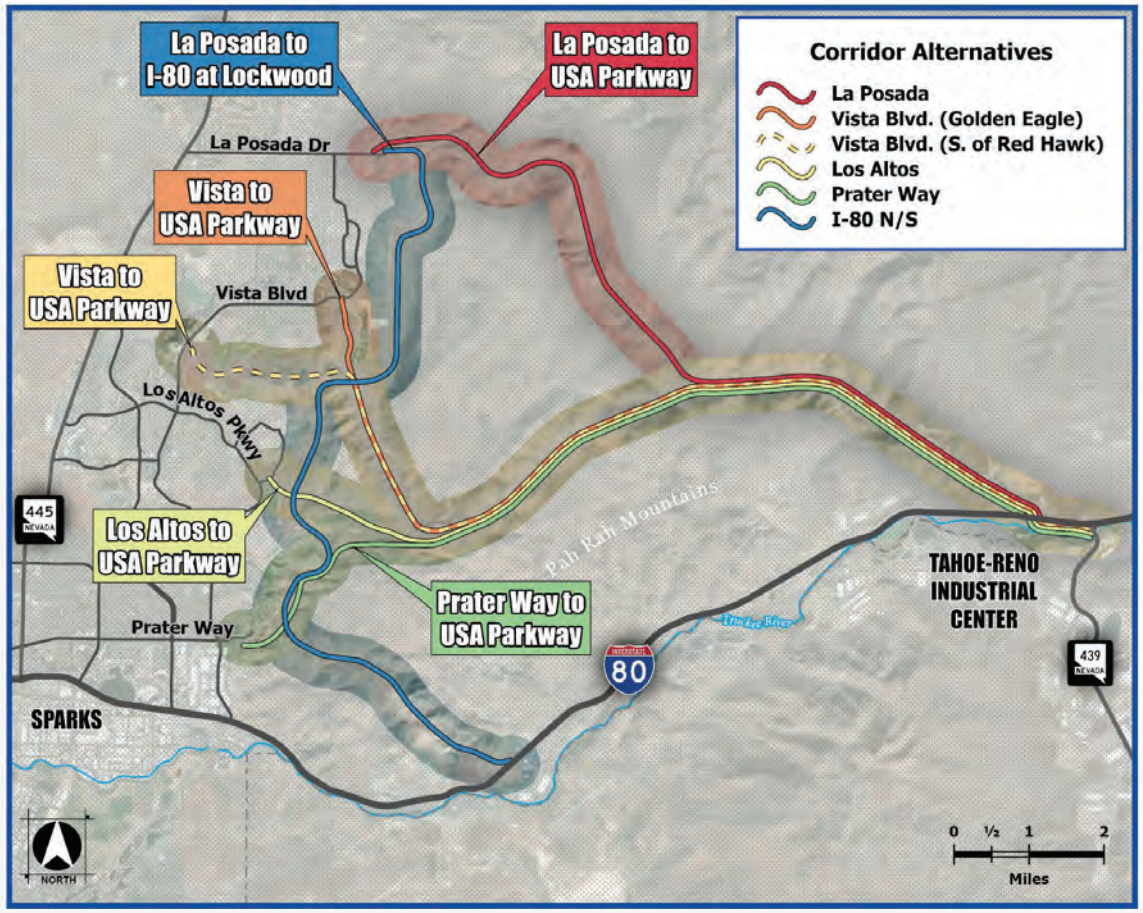
Corridor Screening Process





All Alternatives Assume a 2-Lane Roadway

Level 1 Alternatives and Screening

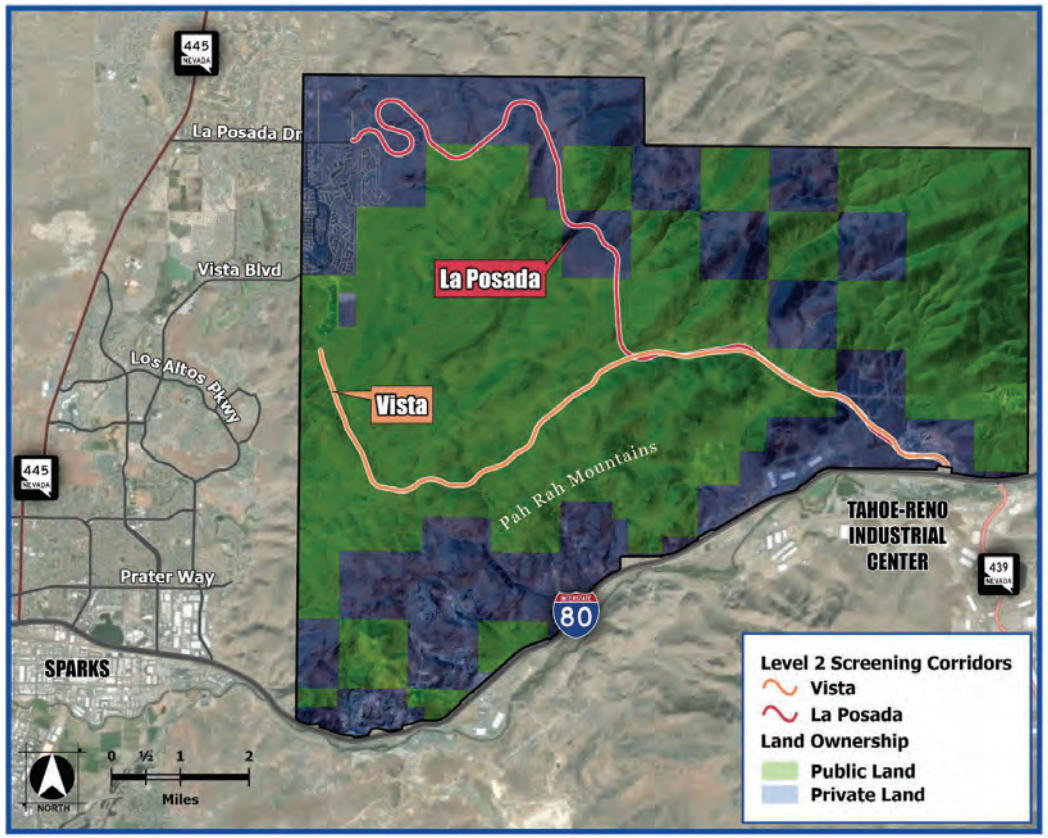


Corridor Alternative	2050 ADT	% from Max
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Vista Blvd. (Golden Eagle)	3,919	14%
Vista Blvd. (S. of Red Hawk)	2,470	46%
Los Altos	3,224	30%
Prater Way	3	100%
I-80 N/S	52	99%

Screen out alternatives that are more than 25% of max Average Daily Traffic (ADT)



Level 2 Corridors and Screening Factors



Screening Factor	Screening Criteria
Environmental Impact	Does the corridor have numerous and/or sizeable impacts to natural resources?
Travel Time & ADT	Estimated travel time and ADTs based on the 2050 travel demand model
Right-of-Way Impact	Total corridor impact (acres) to privately owned property
Utility Impacts	Total number of utility impacts and to what degree?
Construction	Qualitative evaluation of construction ease including Geotech, access, drainage, MOT, etc.
Maintenance	Qualitative evaluation of maintenance ease including structures, drainage, roadsides, etc.
Community Impact & Stakeholder Preference	Qualitative evaluation of impacts to neighborhoods and general stakeholder sentiment.

Preliminary and Subject to Change

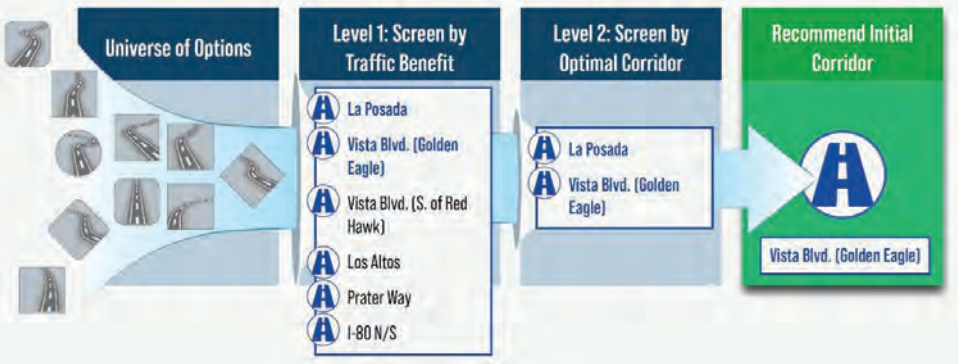
Level 2 Screening Summary and Costs

NORTHEAST CONNECTOR

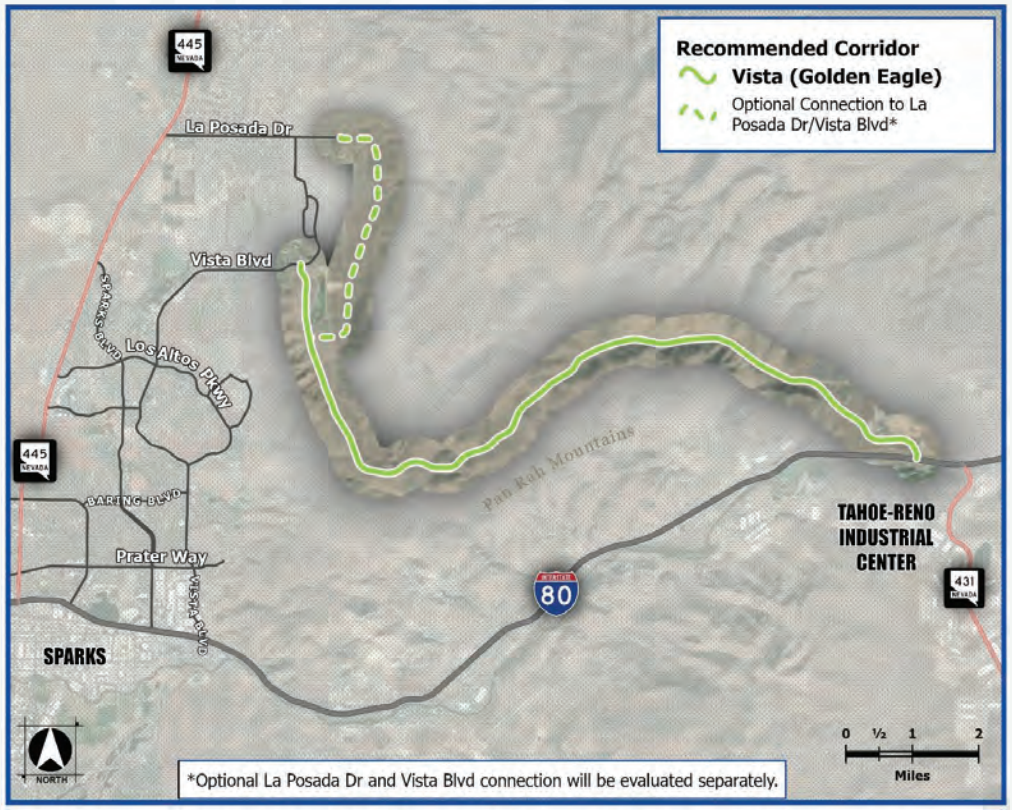
Total Level 2 Overall Corridor Scoring		
Screening Factor	Corridor Alternatives	
	Vista	La Posada
Environmental Impact	2	2
Travel Time & ADT	3	2
Right-of-Way Impact	2	1
Utility Impacts	3	3
Construction	3	2
Maintenance	2	2
Community Impact & Stakeholder Preference	2	2
Overall Score	**17**	**14**

SCORE 1: HIGH IMPACT	SCORE 2: MODERATE IMPACT	SCORE 3: MINIMAL IMPACT
1	2	3

Vista		La Posada
$240,985,000	Construction Total	$392,710,000
$770,000	Right-of-Way	$3,390,000
$14,460,000	NEPA/Design	$23,563,000
$19,279,000	Construction Admin.	$31,417,000
$275,494,000	**GRAND TOTAL**	**$451,080,000**



Initial Corridor Recommendation and Next Steps



Preliminary and Subject to Change

Next Steps:

- Receive public input on recommendations and draft report
- Incorporate comments and prepare Final Feasibility Report
- RTC and partners determine if/when environmental phase should commence
- All future project phases are pending available funding

Regional Transportation Commission of Washoe County

Welcome!

NORTHEAST CONNECTOR STUDY
PUBLIC INFORMATION MEETING
DECEMBER 17, 2025 | RED HAWK GOLF RESORT

Thank you for joining us for the Northeast Connector Feasibility and Alignment Study public information meeting. We are excited to share with you what we've been working on.

The Study explores potential corridor alignments that would establish an alternate route, provide additional connectivity, and help alleviate congestion on I-80 between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC).

About tonight's meeting:

Please be sure to sign in. The meeting will go from 4 - 7 p.m. with a brief presentation at 5:30 p.m. Before and after the presentation, members of the project team will be available to answer any questions you have. Look for anyone wearing a name badge.

Take some time to review the display boards around the room. The display boards provide information on the feasibility analysis and the two corridor alignments that were studied.

To provide comments, please fill out a comment form and place it in the comment box. You may also visit our project webpage at **rtcwashoe.com/projects/northeast-connector** and submit your comments electronically through the comment box. There will be no formal Q&A session after the presentation. Please keep in mind that any information you provide becomes a public record and is subject to disclosure per NRS 239.0101.

Again, thank you for taking the time to attend tonight's meeting and to learn more about the project.

Scan the QR code to visit the project webpage or to leave a comment.

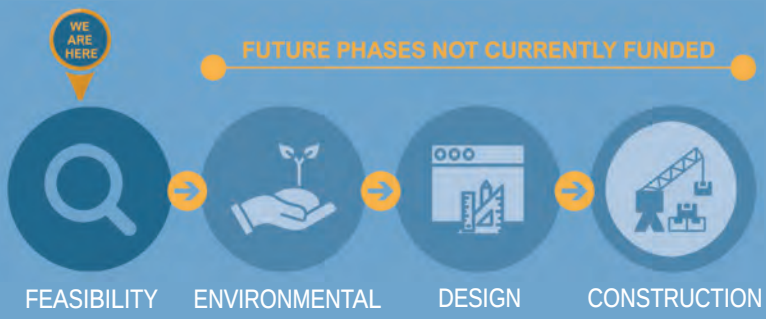
FACT SHEET
NORTHEAST CONNECTOR STUDY

From 2015 to 2023, employment at the Tahoe Reno Industrial Center (TRIC) grew by **300%**, contributing to a **58% increase in traffic** on I-80. About 85% of the work trips from the Truckee Meadows to TRIC **originate north of I-80**, leading to recurring congestion and gridlock during incidents. To ease pressure on the corridor and improve travel reliability, a new roadway connection is needed. The RTC initiated the Feasibility and Alignment Study to evaluate a potential connection.

FEASIBILITY SCHEDULE



PURPOSE/NEED & TIMELINE



The Study explores whether a new roadway connection is feasible by examining if the new connection improves overall system performance through enhanced regional mobility, increases travel-time reliability, improves safety, and supports long-term economic development. It also assesses traffic patterns, environmental considerations, potential alignments, construction factors, and conceptual costs to determine which connection should advance for futher analysis.

STAY INFORMED

Current project information is preliminary and subject to change. The best way to stay connected on project developments is by visiting our website.

rtcwashoe.com/projects/northeast-connector

(775) 335-1865

OVERALL PROJECT GOALS

Reduce Congestion
Provide an alternative route to I-80 and create additional transportation capacity.

Support Economic Growth
Reduce congestion and travel time as an impediment to employment.

Increase Reliability
Improve consistency and predictability for travelers by providing choices in route.

Inform Regional Decisions
Provide clarity and establish feasibility to allow informed decision-making.

NORTHEAST CONNECTOR STUDY
FREQUENTLY ASKED QUESTIONS

1. What is a feasibility study?
A feasibility study is the first step in evaluating a major transportation project. It identifies opportunities, challenges, and high-level viability before any detailed engineering or environmental review begins. The study helps regional decision-makers understand whether a project is worth advancing to future phases.

2. Why is this feasibility study being conducted?
The feasibility study is being conducted to evaluate whether a new east–west roadway connection between east Sparks/Spanish Springs and the Tahoe-Reno Industrial Center (TRIC) could improve regional mobility, travel-time reliability, and safety while supporting long-term economic development. It helps determine whether a potential connection is feasible and worth advancing to future project development.

3. Does this mean the road will be built?
The feasibility study does not approve or commit the project to construction. It is an early planning step that evaluates whether a new roadway connection could be feasible and beneficial. Any decision to build the road would require additional studies, environmental review, funding, and future approvals before construction could occur.

4. If the project were to be built, is it possible this road becomes a toll road?
There are no plans for the Northeast Connector to be a toll road. Establishing a toll facility would require specific legislative authorization and additional approvals, as well as further studies and public input.

5. Is the recommended alignment final?
The recommended alignment identified in the feasibility study is not final. It represents a planning-level recommendation based on technical analysis of available data and comparative evaluation of corridor options. If the project advances, the alignment would be further refined through future engineering, environmental review, agency coordination, and additional public involvement before any final decisions are made.

COMMENT FORM

Northeast Connector Feasibility and Alignment Study

Public Meeting - December 17, 2025

The information you provide becomes a public record subject to disclosure (NRS 239.0107).
Please print clearly

Name:_____

Street Address:_____

City:_____ State:_____ Zip:_____

Phone: (____)_____ Email:_____

Comments/Questions:

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Return form to sign-in table or mail to:
Regional Transportation Commission of Washoe County
ATTN: Bryan Byrne, RTC Project Manager
1105 Terminal Way, Reno, NV 89502

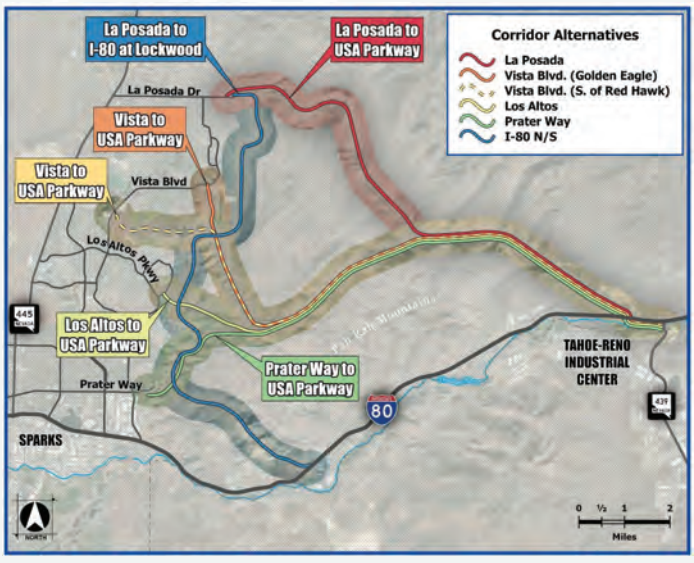
Corridor Screening Process





All Alternatives Assume a 2-Lane Roadway

Level 1 Alternatives and Screening

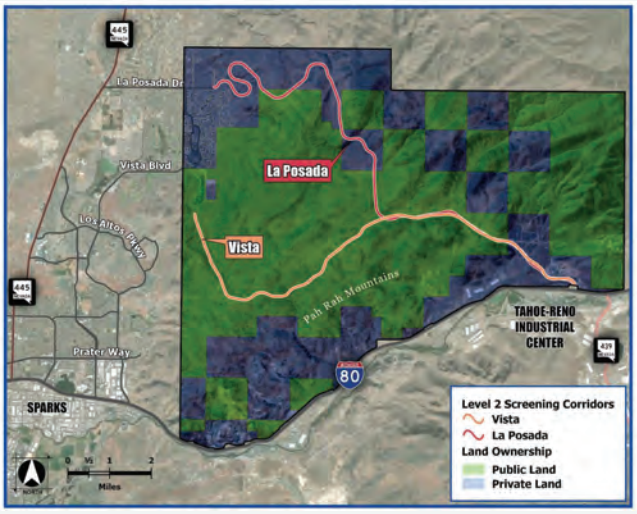


Corridor Alternative	2050 ADT	% from Max
La Posada	4,575	N/A
Vista Blvd. (Golden Eagle)	3,919	14%
Vista Blvd. (S. of Red Hawk)	2,470	46%
Los Altos	3,224	30%
Prater Way	3	100%
I-80 N/S	52	99%

Screen out alternatives that are more than 25% of max Average Daily Traffic (ADT)



Level 2 Corridors and Screening Factors



Screening Factor	Screening Criteria
Environmental Impact	Does the corridor have numerous and/or sizeable impacts to natural resources?
Travel Time & ADT	Estimated travel time and ADTs based on the 2050 travel demand model
Right-of-Way Impact	Total corridor impact (acres) to privately owned property
Utility Impacts	Total number of utility impacts and to what degree?
Construction	Qualitative evaluation of construction ease including Geotech, access, drainage, MOT, etc.
Maintenance	Qualitative evaluation of maintenance ease including structures, drainage, roadsides, etc.
Community Impact & Stakeholder Preference	Qualitative evaluation of impacts to neighborhoods and general stakeholder sentiment.

Preliminary and Subject to Change

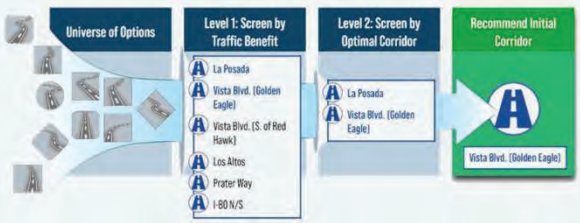
Level 2 Screening Summary and Costs

Total Level 2 Overall Corridor Scoring

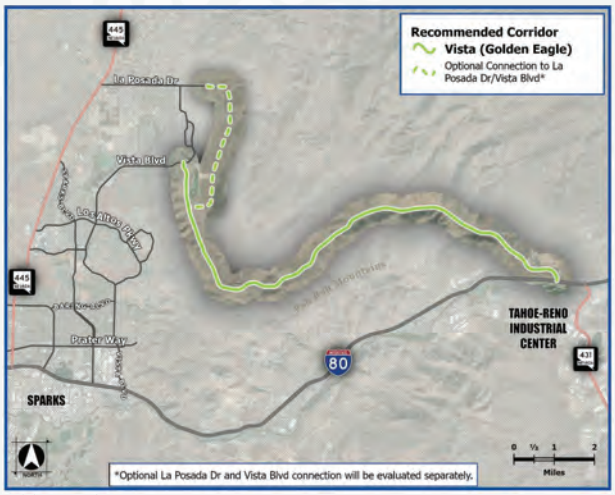
Screening Factor	Corridor Alternatives	
	Vista	La Posada
Environmental Impact	2	2
Travel Time & ADT	3	2
Right-of-Way Impact	2	1
Utility Impacts	3	3
Construction	3	2
Maintenance	2	2
Community Impact & Stakeholder Preference	2	2
Overall Score	17	14

SCORE 1: HIGH IMPACT 1 | SCORE 2: MODERATE IMPACT 2 | SCORE 3: MINIMAL IMPACT 3

Vista		La Posada
$240,985,000	Construction Total	$392,710,000
$770,000	Right-of-Way	$3,390,000
$14,460,000	NEPA/Design	$23,563,000
$19,279,000	Construction Admin.	$31,417,000
$275,494,000	GRAND TOTAL	$451,080,000



Initial Corridor Recommendation and Next Steps



Preliminary and Subject to Change

Next Steps:

- Receive public input on recommendations and draft report
- Incorporate comments and prepare Final Feasibility Report
- RTC and partners determine if/when environmental phase should commence
- All future project phases are pending available funding

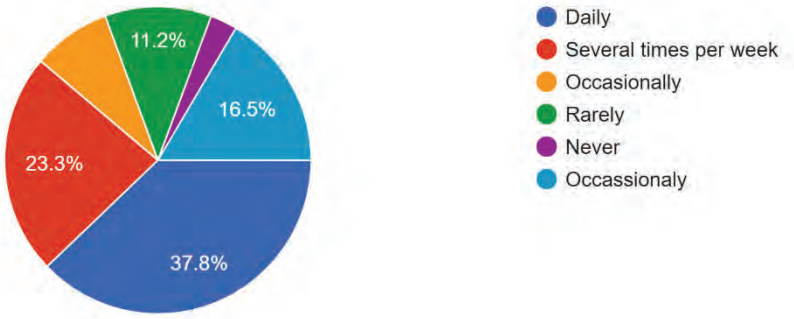
Appendix B
Survey Summary

NEC Community Survey Summary

- **Survey ran between February 23 and March 31, 2026**
- **705 total responses**

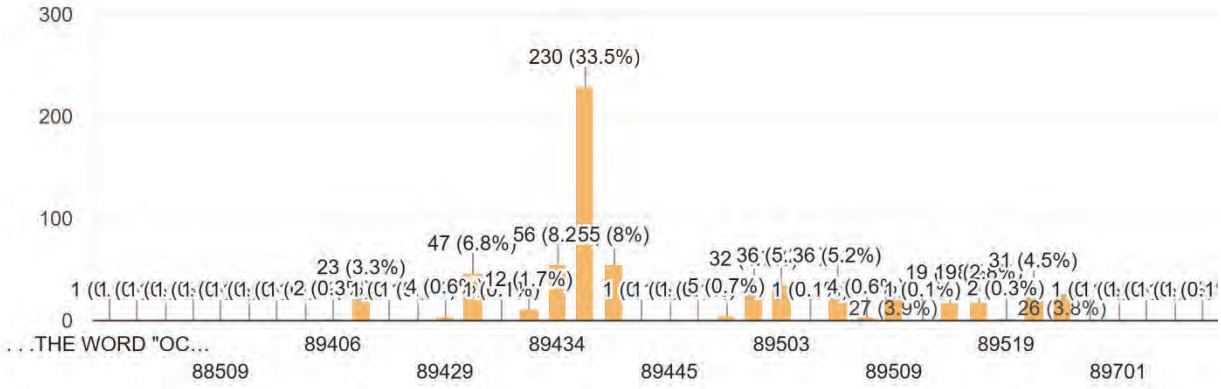
How frequently do you travel on the I-80 East corridor between Sparks and Fernley?

703 responses



What zip code do you live in?

687 responses

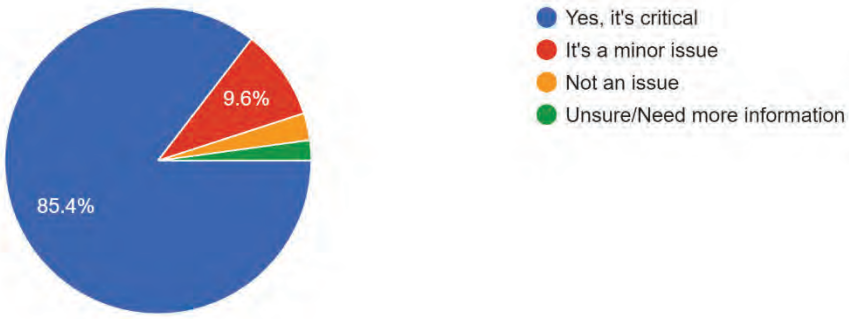


Primary Location: The most frequently cited zip code is 89436.

Secondary Locations: The next most common zip codes are 89431, 89434, 89441, 89502, 89503, 89506, 89509, and 89521.

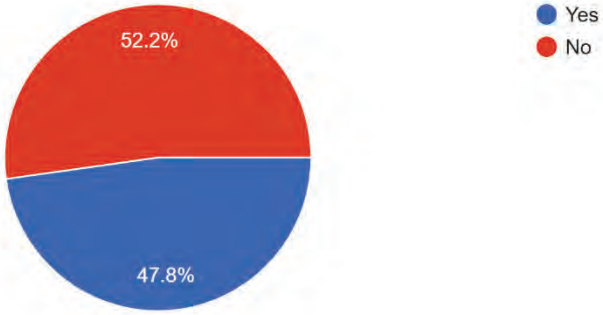
Do you believe congestion and incident-related delays on I-80 East between Sparks and Fernley are a critical issue for our region?

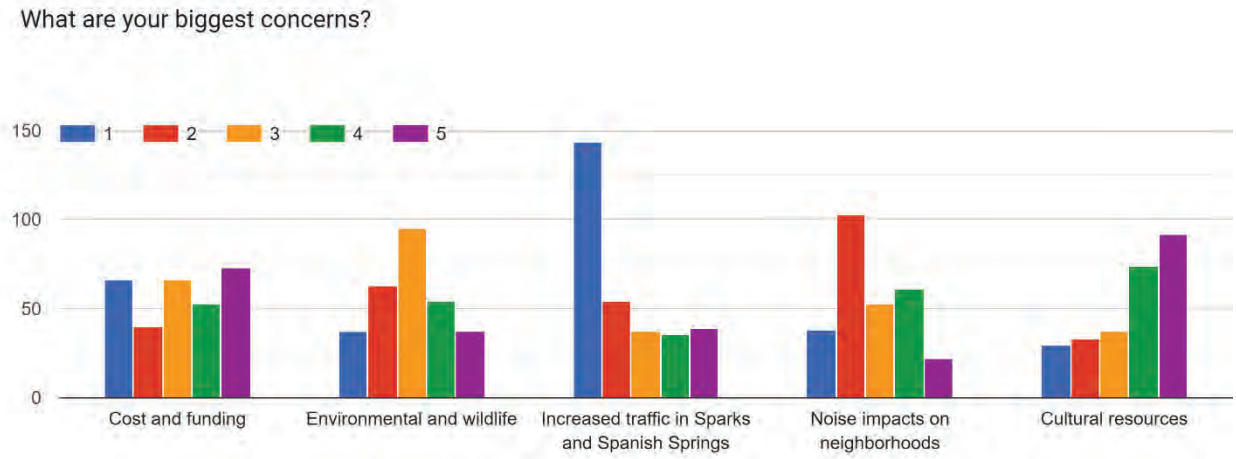
701 responses



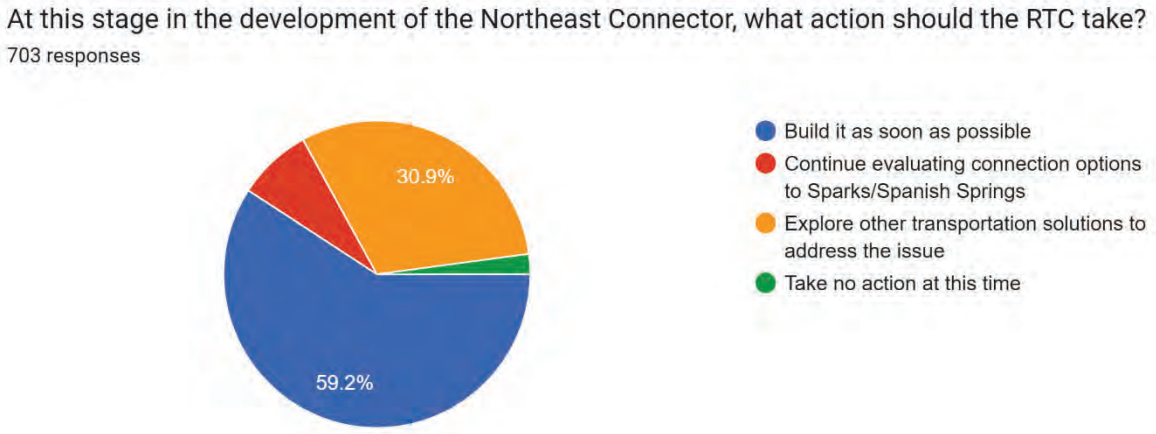
Do you have any concerns regarding the information explored in the Feasibility and Alignment Study?

695 responses





Participants were asked to rank each category with 1 being the most important and 5 being the least important.



<u>Summary of additional comments:</u> 383 total comments

Support for the Northeast Connector and I-80 Improvements: Many respondents stressed the critical need for a new connector road as soon as possible due to the current, severe congestion, road rage, and high frequency of accidents and fatalities on I-80. They emphasized that an alternate route is essential for improving commuter safety, reliability, and economic development, especially since construction at the Tahoe-Reno Industrial Center (TRIC) continues

and the I-80 widening project is planned.

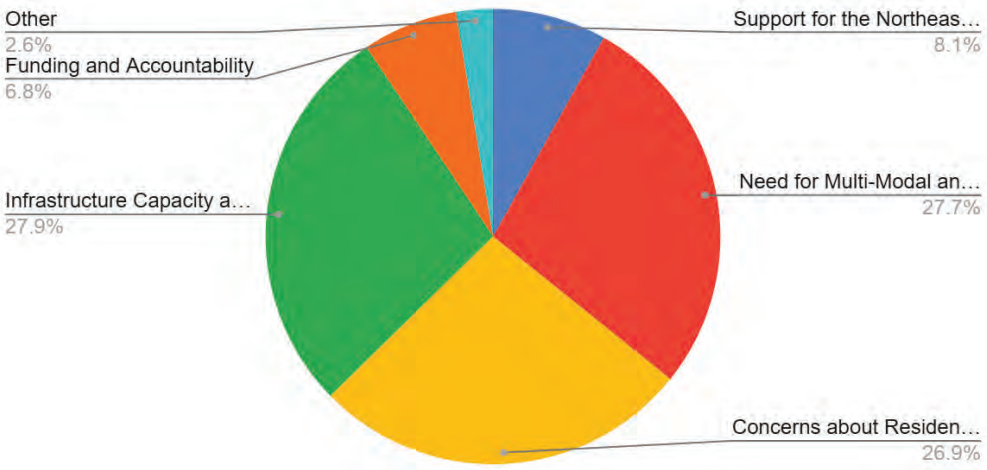
Need for Multi-Modal and Rail Solutions: A significant number of comments argued that simply building more roads will only lead to future congestion (induced demand) and that the focus should shift to long-term, scalable solutions. Commuter trains, light rail, or high-capacity public transit options (like express buses with dedicated lanes) utilizing existing rail tracks or corridors were frequently suggested alternatives to reduce the number of single-occupancy vehicles.

Concerns about Residential Impact and Specific Routes: Many residents, particularly those near the proposed La Posada and Golden Eagle routes, strongly opposed the connector, fearing it would ruin their quality of life, decrease property values, and increase noise, pollution, crime, and traffic congestion in their established, quiet neighborhoods. Concerns were raised about heavy truck traffic, drivers using neighborhood streets as shortcuts, and the safety risks to children and pedestrians on residential roads.

Infrastructure Capacity and Design: Several respondents stated that the proposed 2-lane connector would be inadequate and urged planning for a 4- to 6-lane highway or including multiple lanes in each direction to prevent immediate future congestion. Additionally, many requested that existing major roads connecting to the connector (Vista Blvd., Pyramid Highway, and Sparks Blvd.) be widened and maintained to handle the expected traffic increase.

Funding and Accountability: Respondents consistently argued that the companies and corporations driving the massive growth at TRIC (including Tesla, Google, and Switch) should be financially responsible for the necessary infrastructure improvements, rather than local taxpayers, especially since the congestion problem was attributed to a lack of planning by Storey County and the Regional Transportation Commission (RTC). Toll roads were generally opposed, while some suggested private sector funding for rail or shuttle services.

Auto generated count of categorized responses:



Appendix C

Open House Materials:

- Welcome packet

Regional Transportation Commission of Washoe County

Welcome!

NORTHEAST CONNECTOR STUDY
OPEN HOUSE | MARCH 10, 2026

The Northeast Connector Feasibility and Alignment Study explores potential corridor alignments that would establish an alternate route, provide additional connectivity, and help alleviate congestion on I-80 between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC).

Two open houses are being held to provide additional opportunities for those who were unable to attend the December 2025 public information meeting. Both open house sessions will include the same information presented previously, along with a summary of public comments and frequently asked questions received to date.

TRIC Open House	Spanish Springs Open House
11 a.m. - 1 p.m.	4:30 p.m. - 7:30 p.m.
Storey County TRI Training Rm	Mendive Middle School

Open House Details

Please be sure to sign in. Exhibit boards displayed around the room feature results of the Feasibility Study, and members of the project team are available to address questions.

There will be no formal presentation; however, attendees will have the opportunity to share their comments and concerns during a recorded open-mic session. Participants will be limited to **three minutes of speaking time** and a moderator will be available to respond to questions. A court reporter will transcribe all comments for documentation and summarization in the Feasibility Report as part of the official public record.

Other ways to provide comments include filling out the comment form attached to this packet and returning it to the check-in table. You may also visit our project webpage at **rtcwashoe.com/northeast-connector** and submit your comments electronically through the comment box. Please keep in mind that any information you provide becomes a public record and is subject to disclosure per NRS 239.0101.

You are also encouraged to take our **brief survey**. The survey is available online by visiting **rtcwashoe.com/northeast-connector** or by scanning the QR code below.

Thank you for your participation!
Scan to leave a comment, take our survey, and learn more.

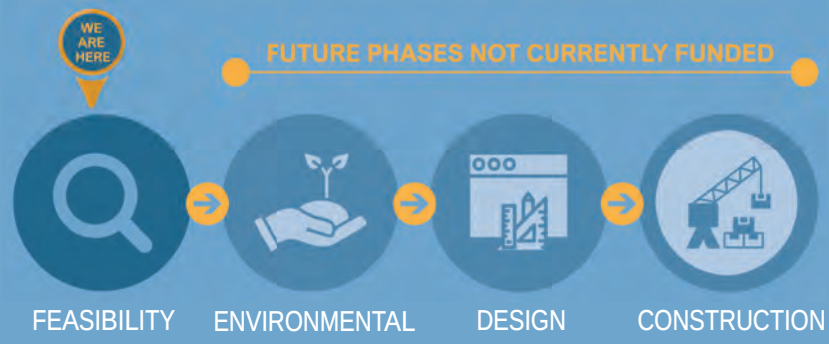
FACT SHEET
NORTHEAST CONNECTOR STUDY

From 2015 to 2023, employment at the Tahoe Reno Industrial Center (TRIC) grew by **300%**, contributing to a **58% increase in traffic** on I-80. About 85% of the work trips from the Truckee Meadows to TRIC **originate north of I-80**, leading to recurring congestion and gridlock during incidents. To ease pressure on the corridor and improve travel reliability, a new roadway connection is needed. The RTC initiated the Feasibility and Alignment Study to evaluate a potential connection.

FEASIBILITY SCHEDULE



PURPOSE/NEED & TIMELINE



The Study explores whether a new roadway connection is feasible by examining if the new connection improves overall system performance through enhanced regional mobility, increases travel-time reliability, improves safety, and supports long-term economic development. It also assesses traffic patterns, environmental considerations, potential alignments, construction factors, and conceptual costs to determine which connection should advance for futher analysis.

STAY INFORMED

Current project information is preliminary and subject to change. The best way to stay connected on project developments is by visiting our website.

rtcwashoe.com/projects/northeast-connector

(775) 335-1865

OVERALL PROJECT GOALS

Reduce Congestion
Provide an alternative route to I-80 and create additional transportation capacity.

Support Economic Growth
Reduce congestion and travel time as an impediment to employment.

Increase Reliability
Improve consistency and predictability for travelers by providing choices in route.

Inform Regional Decisions
Provide clarity and establish feasibility to allow informed decision-making.

FEEDBACK SUMMARY

NORTHEAST CONNECTOR STUDY

COMMENTS RECEIVED

The RTC appreciates the community's continued involvement in the study and the valuable feedback received so far. Since the public meeting in December 2025, more than 600 comments have been submitted, offering ideas, suggestions, questions, and concerns about the proposed project.



600+

KEY THEMES FROM COMMUNITY FEEDBACK

Community members shared a wide range of perspectives during the public comment period so far. Several common themes emerged regarding regional mobility needs, potential benefits of the project, and community concerns. The RTC is actively reviewing community feedback and incorporating it into the draft report.

TRANSPORTATION & MOBILITY

Many commenters emphasized that Interstate 80 **congestion and reliability issues** are a major regional challenge, particularly for those commuting between the Reno–Sparks area and the Tahoe Reno Industrial Center (TRIC). Community members expressed interest in improving travel times and **creating a reliable alternate route to reduce congestion** and improve regional connectivity.

NEIGHBORHOOD & COMMUNITY IMPACTS

Residents expressed concerns about the **potential for increased traffic** and trucks on existing local roads, particularly in residential areas. Questions were raised about how freight traffic might be managed if a new corridor is constructed and how neighborhood safety and access would be maintained.

ENVIRONMENTAL & CULTURAL RESOURCES

Many comments referenced **potential impacts to wildlife habitat, open space, and environmental resources**. Community members also highlighted the importance of protecting cultural and recreational resources within the study area.

NOISE & QUALITY OF LIFE

Some commenters noted concerns about **increased noise** from additional traffic, particularly near residential neighborhoods.

FUNDING & REGIONAL PRIORITIES

Community members asked questions about **project funding sources, timelines, and long-term planning priorities**, and how the Northeast Connector would fit within broader regional transportation investments.

NORTHEAST CONNECTOR STUDY
FREQUENTLY ASKED QUESTIONS

What is a feasibility study? A feasibility study is the first step in evaluating a transportation project. It helps decision-makers understand whether a project is worth advancing to future phases.

Why is this feasibility study being conducted? It is being conducted to evaluate whether a new east-west roadway between Spanish Springs and TRIC is feasible and worth advancing to future project development.

Does this mean the road will be built? The feasibility study does **not** approve or commit the project to construction. Any decision to build the road would require additional studies, environmental review, funding, and future approvals before construction could occur.

If the project were to be built, is it possible this road becomes a toll road? No, there are no plans for a toll road. Tolling would require specific state legislative authorization.

Is the recommended corridor alignment final? No, the alignment represents a planning-level recommendation based on high-level analysis. Additional refinement would occur during following phases.

Wouldn't the connector cause heavy traffic through residential neighborhoods? Traffic modeling for typical 2050 conditions suggests volumes on local roads in Spanish Springs would increase by an average of less than 5%. These results reflect normal conditions and do not account for incidents or closures on I-80. Because this is a feasibility-level study, the analysis is high-level. If the project advances, more detailed traffic analysis would be conducted in future phases to further evaluate potential neighborhood impacts.

What about truck traffic in neighborhoods if I-80 is closed? Under typical conditions, truck traffic is expected to be relatively low. During major incidents or closures on I-80, some trucks may use the connector as an alternate route. As the project advances, potential connection locations would be evaluated to help direct traffic to appropriate roadways and minimize impacts to residential neighborhoods.

How would the project affect wildlife and the natural environment? The feasibility study reviewed environmental resources at a high level, including wildlife habitat, sage-grouse habitat, wetlands, threatened and endangered species, and cultural resources in the study area. If the project advances, more detailed environmental studies and permitting would be required to evaluate impacts and identify ways to avoid or minimize them. Additional information is provided in Appendix A, Environmental Due Diligence, of the feasibility report.

Will the project affect cultural or historic resources? The feasibility study evaluated cultural and historic resources at a high level, including a desktop review of known and documented sensitive areas within the study area. If the project advances, more detailed studies and consultation with tribes, resource specialists, and regulatory agencies would be required in accordance with the National Historic Preservation Act.

COMMENT FORM

Northeast Connector Feasibility and Alignment Study

Open House - March 10, 2026

The information you provide becomes a public record subject to disclosure (NRS 239.0107).

Please print clearly

Name:_____

Street Address:_____

City:_____ State:_____ Zip:_____

Phone: (____)_____ Email:_____

Comments/Questions:

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Return form to sign-in table or mail to:

Regional Transportation Commission of Washoe County
ATTN: Bryan Byrne, RTC Project Manager
1105 Terminal Way, Reno, NV 89502

Appendix D

Public Comments:

- Master database
- Open-mic transcript

ONLINE COMMENTS

First Name	Last Name	Email	Comment
Stacy	Piro		Plans don't seem to address the number of semis that travel both directions on pyramid hwy. As we did with the spaghetti bowl, we bring all traffic to the center of population areas, in this case residential areas. One direction, north, to continue growth for Spanish springs and north valleys and we're proposing a connector that runs through an already populated area. Why not go north on pyramid hwy - move traffic from residential areas, cross the foothills and exit Wadsworth area. I'd like to see the connector, but don't want semis traveling Wingfield Hills or Vista Blvd.
Scott	Barnes		1) If the majority of traffic to TRIC comes from the North Valleys, then doesn't the La Posada to USA Parway route make the most sense? I do realize it has the highest cost, but wouldn't that route offer the greatest benefit? 2) How will the Northeast Connector be paid for? Will Storey County be a partner in the funding? The purpose of the road is to relieve congestion on I-80 as traffic drives to and from USA Parkway. 3) Would the Wingfield Springs residents approve of additional traffic on Vista Blvd. from the North Valleys through Golden Eagle Park to USA Parkway?
Max	Lyon		This connector was needed 10 years ago. Waiting 7–10+ years for a 2-lane, 45-mph road in a booming corridor is ridiculous. It won't handle traffic, won't relieve I-80, and will create safety hazards. Growth was approved without infrastructure, and now the public pays the price. Build it right and fast, not decades too late.
Matt	Spivey		The concern I have is brining heavy traffic straight into these neighborhoods. Would this include freight trucks to then take these roads? These intersections along pyramid, los altos, vista, prater etc are very congested as is. The growth in spanish springs has been exponential with warehouses built but not in use, more shopping centers, even more housing still being proposed. This will further congest these areas. Large scale traffic feeding into neighborhood designed roads, were most already plow through round abouts and don't stop at stop signs. Those roads may need to be addressed
James	Su		Can't wait to see this connection, please hurry up
Jim	Shepherd		What is really needed is a full freeway from USA Parkway to US 395. Two lanes in each direction with space and bridge/underpass width for 3 lanes each way to allow for future expansion. This would be a 65 MPH road. It would allow truck traffic and connection between the north valleys and the USA Parkway, especially when there is traffic problems on I-80, a true alternate route. On/off ramps at Pyramid highway, and Sun Valley. This will not put heavy traffic on the roads in residential areas like these other poorly thought out alternatives. Let's plan for the future, not for 10 years ago....
Joseph	Rugg		This is a necessary step in the process of accommodating the rapid population growth in Spanish Springs. There must be more than one route from the area both for safety and for convenience.
Randall	Castro		No more roads through Spanish Springs
Neil	Nichols		The analysis of ADT for the 6 alternatives doesn't quite make sense. Why would the Prater connection would result in only 3 trips per day? Given the congestion on 80E and its close proximity to I-80 it would likely be fairly popular. Please explain how the analysis resulted in such a low number of daily trips for an alternative that is similar to other alternatives (it shares most of its length with the 2 preferred alternatives) and is likely to be significantly cheaper than the 2 preferred alternatives.
Nick	Christensen		If I-11 is ultimately destined to use the USA Parkway corridor between Reno and US 95, then it makes sense for I-11 to continue past I-80 in this corridor. Through traffic from the north can bypass Reno, keeping trucks out of the city. And commuters to jobs in the USA corridor can have an alternative to get to work.
Tom	Lake		I live in the area and am curious of the route plus timeline of this project.
Michael	Gluszczak		I believe this road is to facilitate the building of more houses and not to reduce traffic. This road appears to go through a major Piute archeological site. I am opposed to this road.
Krystle	Harvey		This would change my life! Working mom that struggles to get back to my kiddos after work and get to work in the morning safely. Please consider this for the well being of this community and everyone that commutes out that way!
Cory	Garvey		For the past seven years, I've had the privilege of working at Tahoe Reno Industrial Center & serving on a recruiting team for one of its esteemed companies. My journey is the cornerstone of my pitch, showing how moving to Reno/Tahoe transformed my life. This pitch endures but now includes commuting struggles. This deters talent or forces quits. Routes like the NE Connector could ease this burden & open opportunities for residents north of Spanish Springs. Without such infrastructure, we hinder talent acquisition & stifle our economy's growth.
Gus	DeBacco		I am in support of this project- it is necessary with the continued population growth in Reno/Sparks area, plus the increased demand of employment off USA Parkway. These alternate routes are essential to reduce traffic congestion for all employees in those area's. The problem will only get worse with more people moving to the area and more industries building more facilities out at USA Parkway

ONLINE COMMENTS

Nicole	Cook		I support establishing an alternate route to TRIC, and I believe a connector to Sparks is a logical solution given current travel patterns and the opportunity to enable further economic development north of Sparks. My work-related travel on I-80 has been significantly affected, often tripling my commute time and creating unnecessary stress. Multiple solutions will be required to address this issue effectively, and I view this proposal as a positive and important first step that must be complete before I80 widening ramps up.
Taylor	Kronberger		Other alternatives exist. Light rail, increased bus service. Forcing employers to enforce carpool. We moved here because there wasn't a road to USA parkway. Less traffic, less people. Dont make one groups problems everyone else's. They chose to work there knowing there was a commute. Huge waste of money and resources.
Eric	Verling		The claim that 85% of trips to Tahoe Reno Industrial park originate north of I-80 needs to be proven and is inconsistent with my experience during my daily commute via Sparks Blvd. or Vista to South Reno. Most traffic heads west from those streets. La Posada is residential street. Dumping semi-truck traffic and overflow traffic from Tahoe Reno Industrial Park into this neighborhood is a very poor idea and will be detrimental to the quality of life for those in the area. USA Pkwy to Veterans Pkwy via the 8,590-acre Tract project in Storey Cnty requires 1st consideration, (everyone wins).
Joel	Roman		The northeast connector is a good idea. Right now, there is only one way to get from Sparks to TRIC, and if that way is blocked (e.g. due to multiple rush hour accidents) you don't have any good alternatives. An alternate route would alleviate traffic and make the road more reliable for commuters.
YOSHINORI	Kida		To continue the development of Nevada's world-renowned industrial park, it is essential not only to attract more companies but also to establish the necessary infrastructure and improve the living environment for the workers. Addressing the ongoing daily traffic congestion and mitigating the high-risk situation caused by the lack of alternative major roads (for example, if an accident occurs on I-80, factory operations could come to a halt) are indispensable and high-priority measures for Nevada's economic growth. I look forward to the swift implementation of effective solutions. Thank you.
James	Wilson		My wife and I have been living in Wingfield Springs area for over 15 years. We have seen Vista Blvd. go from a small travel route to a nightmare at times, especially during peak travel times. I heard on the local news last evening that the Number 2 proposal was the best or the latest best route. What do you folks think that would do to the already dangerous drive up Vista would do.? Are you out of your minds? Come ride with me at 5:00 PM some work day from I-80 to Wingfield Springs and experience the Vista Autobahn. I and all my neighbors in this area "vehemently" oppose this proposal.
James	Kwasny		The Industrial Park needs employees who largely live in the Reno or Sparks area. The traffic on I80 is very heavy. The best solution is for the Companies in the Park to help fund the construction of the LaPosada route. This road should be 4 lanes in anticipation of the growth of Park. The Vista route will not accommodate the future needs. Use foresight and avoid hindsight problems. Construction costs will only go up in the future. Perhaps the LaPosada route could be a toll road and users could pay a monthly fee.
Marisa	Rodriguez-Bissell		I do not believe the proposed alternatives represent an effective or appropriate solution for traffic diversion serving commuters traveling to USA Parkway from the Sparks and Spanish Springs areas. I live along the proposed route where commuters from northern Spanish Springs would be redirected through my neighborhood. This proposal would significantly increase traffic through a quiet residential neighborhood with a 25-mph speed limit on a two-lane roadway that lacks speed controls. Increased commuter traffic will fundamentally change the safety and character of the neighborhood. No on this!
Sandra	Pyatt		I attended the public meeting on the proposed NE Connector project. Using the existing roads through Wingfield neighborhoods will strain Vista which has seen increased traffic with the new housing developments. In addition the route around Wingfield and through Golden Eagle Park will make traffic worse. The new road should go around the housing and go east of Golden Eagle. That roadway should also be more than two lanes to account for further growth in this area. The road should have barriers to stop head on crashes.
Shivan	Pandey		Commuting on I-80 starting at Waltham Road is pure frustration. Evenings (4-7 PM) bring gridlock, turning quick trips into hour-long crawls from heavy merges, construction, and dense traffic. Mornings (6-9 AM) flow better but still risk delays from crashes. Safety sucks: reckless tailgating, abrupt lane switches, dim lights, and worn lines spark close calls. Wet weather amps up hydroplaning dangers. I'd give it one star—switch to buses or carpools to dodge the hassle. Major upgrades required!
Eric	Adorno		Driving home from USA Pkwy has been nothing less than a nightmare. Many nights the drive time is 1.5hrs+. Since I live in Wingfield Springs, I tend to have to drive the back way home (Wadsworth to Pyramid Lake to Pyramid Highway). This route is 1hr and 9 minutes, which is still an absurd amount of travel time to get home. This city has grown significantly and requires some serious infrastructure changes to account for the increase of the population. I am a native to Reno/Sparks and never in my life have a I seen traffic this bad. I want to move away from Reno/sparks because of it.
Michael	Casper		Normal commute time out and back is 3 hours each day, and it's only getting worse. An alternate route would keep significant volume off of I-80, provide a much-needed detour during accidents, and also lessen traffic in the east Reno area. This needs to be done yesterday.

ONLINE COMMENTS

Stacey	Piro		Still can't figure out why we want to take all the traffic through neighborhoods to get access to 'the road'. Is there a reason why all the businesses, and/or developer, aren't developing the connecter road? Praying we don't go ahead with construction of the road without funding - very wary of construction up front and pay later. Palomino valley not an option (didn't see it on maps) however not sure why following cottonwood creek would be such a bad idea. Move the road north of Spanish springs populated area, then across pah rah mountains.
Kate	Denny		Please include me in all correspondence regarding this matter. I am closing on a house at Golden Eagle Park on 12/30/25
Michael	Kerbaugh		Hi, I would 100% support the building of this road. It would be huge for taking away traffic from I80, even if its roughly the same travel time. Having another route to make it to Reno from Fernley/USA Parkway would be great. I understand that people don't want the road to go through their communities but Reno has grown too much to not build more routes. In my opinion this new connector should be prioritized over the widening project on i80. I know you guys have a ton of work left to do but please can this project get started soon. Traffic has gotten crazy and almost unbearable.
Jeff	Seifers		While I recognize the need to address I-80 congestion, I'm strongly opposed to this proposal due to severe impacts on unprepared residential streets. Roads like Hubble and Desert Vista will inevitably become cut-through routes for commuters seeking shortcuts, yet these streets lack the infrastructure to safely handle increased traffic volumes. This will significantly impact surrounding neighborhoods through increased speeding, accidents, and safety concerns. This proposal merely applies a bandaid to problems created by years of inadequate planning for regional growth.
Barry	Goff		The traffic on I 80 is ridiculous. There is at least 4 hours a day where an emergency vehicle cannot traverse the section between Fernley and Reno due to the traffic. My personal commute from on-ramp to off-ramp is a minimum of 1 hour
Greg	Scott		A connector route would help alleviate bottlenecks and reduce stress for drivers. I think this project is an important investment in our community's future
Jose	Faz		I traveled to Reno a few times a month. When I am in town, I drive from Reno to Sparks through the I80 on a daily basis. I am used to driving through Los Angeles during rush-hour. The traffic I see on the I80 is worse.
Timothy	Johnston		My biggest concern with the Northeast Connector starting at Vista Blvd (Golden Eagle) is the increased amount of traffic on Hubble Dr and Vista Blvd. Vista Blvd is primarily an Arterial street and motorists continue at those higher rates of speed when it becomes a Collector street. Not to mention the narrowing of Vista Blvd near its terminus and the curves of Hubble Dr. There is only one 4-way stop in our area (Vista Blvd @ Hubble Dr). Frequently my daughters tell me how often vehicles do not stop at that intersection. Increasing the volume of traffic will only decrease the safety on Vista.
Thomas	Bagan		My wife and I live at 4401 Cobra Drive in Spanish Springs. I agree something needs to be done to alleviate the I-80 traffic problem. However, our principle routes to and from Reno and Sparks are either along Vista Blvd, or La Posada to Pyramid Highway. Currently La Posada has minimal traffic, but Vista and Pyramid Highway are normally congested especially during regular commuting hours. I do not support any Northeast Connector option that does not include solutions to deal with potential increases in traffic along Vista Blvd to the proposed Connector.
Robert	Bogan		Roadway should be modeled after Veterans Parkway. Design for 2 lanes in each direction with dedicated multi use path supporting foot and bicycle usage. 2 lanes in each direction may not be needed immediately. Design should consider future needs. My preference would by Vista through Eagle Valley with feeder route from La Posada to Eagle Valley along foothills.
Brian	Bitner		I am all for this connector. I live in Spanish Springs and would love a way to work that doesn't require me to go all the way back to Vista, get on I 80 to get to work. The Connector would save tons of time and gas. Sitting in traffic for accidents are a daily occurance it seems, and I would even be willing to pay tolls to use this new road should it be built in the future.
Derek	Mitchell		Thank you for taking the time to study this connector. Traffic delays on I-80 have impacted productivity and work-life balance. I support exploring alternatives that make travel more reliable and efficient.
Michelle	Cook		The commute along the I-80 is a nightmare. Everyone seems to start at 6 am so there's massive congestion in the morning, same with the commute home because everyone seems to leave at 4 pm. I think adding one of those lights that tell people when to go where USA Pkwy merges onto the I-80W would be beneficial because people seem to treat that stretch of the I-80W like it's four lanes until the very end. But, the best option would be looking into a rail system or better public transport.
Simon	Gonzalez		Would like to thank the team for the work and thorough explanations that went into this report. I believe the need for this roadway is real and will enhance our quality of life. Looking forward to the next steps.
Manjot	Banga		I support the Northeast Connector and believe it's needed alongside the I-80 expansion. As someone who works at the Tesla Gigafactory, traffic on I-80 is already one of the most frustrating parts of the job. Once I-80 construction begins, traffic will only worsen. With continued growth at USA Parkway, including the Tesla Semi factory and new data centers, relying on one main route isn't sustainable. The Northeast Connector would provide a critical alternate route and help reduce congestion.

ONLINE COMMENTS

Teague	Kelley		Constructing a new traffic corridor that is exclusively meant for automobiles will only induce further demand for cars and worsen traffic congestion. Other modes of transport, especially rail, should be considered as the primary option for this project. Please consider something that is faster, more efficient, more sustainable, and more creative than just another highway.
Sonja	Renteria		A connector route for I-80 to and from USA Pkwy would help alleviate bottlenecks and reduce stress for drivers. I think this project is an important investment in our community's future. The heavy traffic affects our daily lives, in a negative way.
Sherrie	Patzke		I am submitting comments on behalf of both my husband and myself. We are homeowners off of LaPosada Rd and live on Eaglenest Rd. We feel strongly that building a connector on LaPosada Rd will be a major impact on this area and the properties and lifestyle of residents in this area. We are definitely opposed to this project off of LaPosada Rd. We moved here specifically for the rural and peaceful aspect and we are definitely opposed to LaPosada Dr being considered.
Michelle	Chaldecott		Please find solution I need to be at work in time with out risk .
Osacar	Gonzalez		I think we should be investing in the future! Let's admit that adding more roads or lanes won't take care of the problem. We must invest in building a light rail system with hubs around Reno/sparks maybe Carson city and remove cars and reduce pollution in our city.
Bob	K		Although I agree that something needs to be done about the congestion on I-80, I do not think that impacting our local neighborhoods is the answer, especially Golden Eagle. This will lead to more traffic both northbound and southbound Vista entering onto Golden Eagle. Not to mention the amount of heavy construction equipment that will be driving up and down vista for several years. This will impact our community, the environment and the roads (which leads to more roadwork). Unfortunately I don't have a solution, but impacting local neighborhoods is not the answer.
Jim	Flansburg		I80 is such a mess all the time. Driving to and from work is very stressful and dangerous! An alternate route would be ideal as there is just too much traffic at peak hours. Suggest creating what California has (Carpool Lanes), which opens up the opportunity for people to carpool, leading to less traffic on the roads. This highway is a main thoroughfare for trucking companies as well, which creates a lot of the issues, as well as the industrial complex on USA Pkwy continues to expand and add more and more businesses. Another idea would be to build housing (i.e. apartment complexes)
Teague	Kelley		Constructing a new traffic corridor that is exclusively meant for automobiles will only induce further demand for cars and worsen traffic congestion. Other modes of transport, especially rail, should be considered as the primary option for this project. Please consider something that is faster, more efficient, more sustainable, and more creative than just another highway.
Karen	Magstadt		The connector should come out closer to Vista Blvd instead of USA Pkwy. You are catering to a few thousand people who are going towards USA Pkwy instead of a hundred thousand who are going into Sparks. The connector needs to be closer to town so that the townspeople can use it. Pyramid Hwy, Sparks Blvd and Vista Blvd are at their limits now. What they just did to widen Pyramid Hwy is already obsolete. The traffic is horrendous NOW - no study can tell you more than driving those boulevards, so please drive them at 5:00 pm.
SaiPraveen	Andra		that make travel more reliable and efficient.
Parker	Fellows		Ecurrently work out on USA Parkway and come through I80. This would be a major relief and am very supportive of everything we can do for traffic relief. This is a much needed option for sparks/spanish springs.
Scott	Chandler		After attending the hearing at Red Hawk, I have the following comments. While more expensive, the northern route is the more feasible route. Traffic to get to/from the Golden Eagle Park connector, or the connector going around the backs of houses up to La Posada impact the neighborhoods and residential streets too much. The northern route involves less impact on existing neighborhoods, isolates the traffic from populations faster and ties into an easily widen La Posada to connect to Pyramid and any future Lemmon Valley corridors.
Kathleen	Cloutier		We need to get more cars off the road, not create more traffic by building more freeways! Need to concentrate in creating light rail and transit rail. This whole thing is going to create more housing ,more traffic, more pollution. I foresee water shortage problems and possibly power problems. Need to look ahead into the future to anticipate any foreseen problems.
William	Wood		Have Elon and the "Boring Compny" create a couple of tunnels to come out at Golden Eagle or lasPosadas to be used only by Teslas. It would relieve some congestion and he would sell some more cars.
Bob	Peterson		Eollow-on comments from the Public Information meeting - (1) Do not understand the 2 lane highway proposal. I thought the idea was to help traffic flow from the I - 80 Corridor to the North Sparks/Spanish Springs area. How is a 2 lane road going to do this? It makes ZERO sense. (2) Your Golden Eagle proposal will simply transfer traffic from Pyramid Highway all across the residential streets of Northern Sparks. How is that going to help with traffic flow to the I - 80, when traffic will to backed=up on Sparks/Wingfield Springs streets? Your routing analysis is flawed.

ONLINE COMMENTS

Dan	Dulgar		I am not apposed to this project in general as there is a need to have more access from Spanish Springs to USA Parkway, however i do have some concerns to as to the impact on Vista Blvd. : My residence is located at 6301 Bonita Ct. and Vista is approximately 40 feet from my back yard fence. 1. I would like to see a sound wall or K rail barrier install in the area from Wingfield Parkway at the windmill to the light at Homerun. The noise from Vista already makes it unsuitable use the back yard except for a few hours in the middle of the day. There have also been several cars into back yards.
Robert	Biando		Do not connect to La Posada. It has enough traffic and road noise from street racing and side shows that no police respond to. Connect farther north on Pyramid after widening Pyramid alot or even bypass a Pyramid connector and go all the way around to the 395 or 80. Use a 395,80 spaghetti bowl i keep hearing about.
Adriana	Anderson		Traffic delays on I-80 have impacted productivity and work-life balance. I support exploring alternatives that make travel more reliable, safe and efficient.
Fred	Haynes		I would be in favor of the vista blvd connection at the Eagle Canyon entrance, but ONLY if the laposada bypass was included.
Savannah	Lund		Please support with a connector! The daily stress of the commute and traffic is terrible. Its stressful making it to town to pick up my children from daycare before the close.
Jay	Cook		There needs to be an answer to the I-80 congestion. I leave my house at 3:30AM to get to work without an hour wait in traffic.. The hour wait is everyday. On days with an accident, it can be 3 hours sitting in traffic. I call my route to work "Fury Road". If anything can be done about the congestion on I-80, please do it. The amount of pain and suffering on those 2 lanes to USA Parkway is unnecessary and a 2nd route from Sparks would help to alleviate this. Please help me get home safely to my family afterwork.
Yasuko	Saito		I am writing to express concern regarding the significant traffic congestion on I80 during weekday commuting hours. This issue has been causing extended delays for commuters. The congestion often results in travel times increasing by 30–40 minutes, which impacts work schedules and contributes to driver frustration. Additionally, the heavy traffic flow creates hazardous conditions. I kindly request that the city consider potential solutions such as optimizing traffic signal timing, adding dedicated turn lanes, or expanding public transit options to alleviate congestion and improve safety.
Chris	Zenke		The current situation related to the traffic on I80 is not acceptable. A solution needs to be found - asap. This should include I80 but should not be limited to I80. From my point of view, you have to consider other aspects as well; e.g. highway to South Reno and/ or North Sparks.
Larry	Underhill		I-80 needs to be the main focus. The LaPosada (both proposals) seem to be a band aid and seem cost prohibitive. Vista again seems a band aid however, costs and a more centralized flow coming out of Spanish Springs seem to make more sense.
Tanya	Eddy		A connector from Spanish springs to the USA parkway area is absolutely needed and long overdue. Yes it will affect some neighborhoods but that's nothing new as several other neighborhoods have been affected by the growth this area has endured. The amount of people this would affect in a positive way, along with the reduction of time and congestion this connector would save, far out-weigh the negative impact it would have on few people. This connector is necessary for the greater good whether it be via La Posada or Vista Blvd. Just please get it done ASAP!!!!
Shannen	Brown		I believe improving connectivity between Sparks and TRIC is essential for supporting regional growth. A new connector could reduce congestion and improve safety for all commuters.
Brendan	Smith		I believe the idea is bold but also inspiring. This seems to be a much-needed improvement to the current infrastructure. I would say that maybe this venture should have the focus of the everyday commuter in mind. Currently I-80 serves as a major transport route for semis, and I believe it should stay as such. I propose this new route if able be restricted to the everyday commuter that is the most affected by the congestion on I-80. If semis are allowed full access and I-80 is at a halt, we may see more congestion within the city from those trying to divert around the stop.
Anvesh	Reddy		Please solve traffic problems on I80 west during evening business hours – some of the possible suggestions below 1. For immediate fix Please plan on closing Patrick west on ramp Or add atleast a light metering on ramp 2. Please Fox the exit ramps on vista and spark blvd for immediate resolution for traffic backing up on 80 as ripple effect 3. Long term extend current highway to 4 lane each way and adding pass lanes on climb sections 5. For this North East connector make 2 lane each way with a minim speed of 60MPH and have a planning for intersections at UAS pkwy and better exits in town
Anika	Chaukkar		I believe it is crucial to build additional routes to ensure the safety of the general public. The bottleneck that occurs forces commuters to use longer, unsafe roads which can lead to further delay and unsafe driving behavior.
Erik	Holgersen		I have worked in the TRIC for 5.5 years in a well paid and stable job, a job which brought me to this area in the first place. I recently quit this job due to the traffic, as it keeps getting worse and worse with no apparent plan to improve it. I will say that the proposed plan is promising, but too little too late. RTC had years allowing high number of fatal accidents and exponential growth of commute times and we are still so far from any improvement. I am one of many workers fed up with the lack of action from RTC and taking my talents elsewhere. Many others will follow suit.

ONLINE COMMENTS

Rodney	Loosley		My greatest concerns about the proposed Northeast Connector: 1) Increase traffic on our residential roads. The risk of traffic accidents and possible pedestrian injuries arising from this outside neighborhood traffic. 2) Semi-truck use of our residential roads in route to the proposed roadway connection to I-80. Not all trucks will be headed to TRIC but seeking a less congested route to I-80 eastward. 3) Noise pollution in our quiet residential neighborhood. Trucks using air brakes on the grades into our neighborhood. 4) Property devaluation due to the above concerns.
Rodney	Loosley		I am concerned that for such a vast topic you only allow a maximum of 600 characters to respond. Is this to limit actual feedback? At the public meeting, you did not allow any verbal response for the hundreds in attendance. You said you would tell us what we needed to know. Will there be a meeting in the future where the people may voice their concerns for all to hear? Will this be another repeat of the implementation of plans to establish the TRIC - no thought or concerns about infrastructure or residence in the nearby communities, no thoughts of the financial burden placed upon the locals?
Rodney	Loosley		I attended the information meeting and was distressed at the proposed solution for the ongoing problems created by the TRIC. As a concerned Washoe County resident, I resent the lack of forethought by those who commissioned and approved the TRIC without considering the infrastructure necessary for such a vast project. That is past - I believe the quickest way to reduce traffic is with Rail and public transportation. Both remove cars from the roads. Both can be expanded for future growth and traffic. In conjunction, expand I80 including the Nugget bottleneck (service for all, not just the TRIC)
Robert	Gelu		1 - Thank you very much! 2 - 45 mph through mostly BLM land (i.e. no intersections) is asking for fatal crashes. Min. 55 mph, ideally a 65 mph highway design recommendation 3 - please plan ahead in ROW acquisition and design allowances for 4 lanes w/ median if the vast majority of TRIC traffic comes from Sparks 4 - add passing lanes on climbs 5 - what does the connection to the USA Pkwy / I-80 interchange look like? It looks like it connects straight into USA Pkwy right next to the interchange which is very/too close. Strongly recommend tying into the I-80 interchange on the north side
Monica	Myles		As a resident of Eaglenest Drive, a cross street of La Posada, I am extremely concerned about this proposed project. We, and most of my neighbors in the area, purchased our home in this rural area for the peace and quiet it offers. What is being proposed will change everything about our way of life, will plummet our property values, increase noise, traffic and potential crime. We live in this area to enjoy and recreate in the mountains behind our home, which is also home to many wild horses. Disturbing this environment will have many negative consequences. I urge you to reconsider this project
Jeffrey	Bell		I have been commuting 4-5 days per week along the I-80 corridor for 9 years. This stretch of highway has become a death trap. With its limited shoulders, inadequate emergency vehicle access and minimal frontage roads, it is now one of the most dangerous stretches of road in the US. The infrastructure planning to accommodate the increased traffic was woefully overlooked. The level of frustration for anyone who commutes to the RTIC is beyond acceptable. Please cut the red tape, and break ground on these road projects ASAP.
Brenda	Kamph		First, thank you for scheduling the public meeting on 12/17/25. Appreciate those there to answer 1:1 questions. "Vista" questions for additional next level study impact: 1. One lane both ways - one accident will impact flow on all/part of Vista Ave 2. Accident slow down or stop on I80E: GPS will route them down thru Vista Ave - Vista Ave already has commute traffic issues 3. Vista/Scorpius/Virgo intersection: traffic sometimes goes through residential to shorten stop/turn light when park entrance gets busy. This should to be part of next level impact study on add traffic flow impacts
Michael	Klein		My employees are quitting, stating the daily 2hr commute isn't worth it. The "Lithium Loop" of lithium ion battery manufacturing at TRIC is a key regional economic driver, something unique that Washoe/Storey Cty should protect. The current commute is unsustainable and dangerous. We need alternates- widen 80, new road, light rail, more shuttles/buses, more carpool incentives. 1 lane in each direction will help but not be enough. Can the road utilize reversible lanes during rush hour (2 lanes in 1 direction)? Otherwise this just turns into another congested road with a slow truck, accident, etc.
Patrick	Belton		The traffic on I-80 between Sparks and USA Parkway has become unbearable. Sitting in traffic for over 10 hours per week has negatively impacted my work-life balance and mood. I am looking for new employment away from USA Parkway for the sake of my health and family. I think addition transportation options are essential if any further expansion of TRIC is to be considered. At some point, no one will want work out here anymore. The addition of Telsa's semi-factory and the additional jobs it creates are great, in theory. But the added traffic will be pouring water on already drowning commuters.
Tim	Sieben		I have been a Panasonic employee going on 8 years now and I have seen my 35 minute commute turn into an hour plus going home everyday. Traffic delays on I-80 have severely impacted work-life balance. For now, we need tax breaks / rewards to businesses that offer early or late shifts to move traffic to different times. Any diverted traffic to the Lockwood exit would be useless in easing delays. Regardless of the Vista/La Posada routes, I-80 will absolutely need 3 lanes between Reno & Fernley ASAP. This corridor will not stop growing and a third lane will save time, lives and property. Thanks

ONLINE COMMENTS

Ryan	Byrd		Everyday M-F from work it is usually an hour + drive in traffic to get home. This typically takes me 25 minutes to get from home to work in the mornings. From all of the merges on the lane, to the side streets such as Waltham way providing congestion are making it unbearable. With the amount of growth Sparks is receiving from the employers bringing families here. A large-scale solution is required in order to retain business.
Kriste	Reinhard		I applaud the plans for a connector and am hoping it comes to fruition within a reasonable amount of time. My suggestion would be to have it be a raised roadway to lessen the impact in wildlife migration pathways. I have seen raised motorways in Europe do quite well to preserve forests and wildlife habitat.
David	Ortiz		I think the connector would be placed either off Prater, Los Altos, or Golden Eagle. That gives more people the opportunity to get off 80 without going all the way through Spanish Springs.
Jessi	Brown		I understand that the RTC is feeling immense pressure to do something about the traffic situation on I-80. However, this seems like a great example of how building more roads/widening roads is just not going to help that much. Especially given how much money and time such efforts will take. The proposal is to spend many millions of dollars to make a 2-lane, 45 mph max road through high desert range, that will disturb many parcels of public and private land, perhaps offsetting up to 5000 trips a day??? That is insane, and there has to be a better way. Buses and trains, that's the answer.
Bryan	Vega		Traffic delays on I-80 have impacted productivity and work-life balance. A connector route would help alleviate bottlenecks and reduce stress for drivers. I think this project is an important and necessary investment for the safety and future of our community
James	Brittain		I believe a new route to the Industrial Center on USA Parkway would be very beneficial to the communities impacted, by reducing congestion, reducing the number of accidents that increase with congestion, and allowing a reduction in commute time to work and home for those who live in Reno/Sparks.
Robert	Clements		Hello, (1) Do not let cars enter westbound I-80 at Waltham Way. Make Waltham Way an exit only. I believe this is the major problem. (2) Use the Rails!
Mercedes	Palacios		A connector route would help alleviate bottlenecks, traffic and reduce stress when we are going to work and reduce congestion that sometimes ends up in car accidents. this is a great investment project for our community !
Dakota	Davis		Traffic delays each morning increase my daily commute to USA parkway at an average of 10 hours per week. This greatly upsets my overall work life balance and ability to rest between long shifts. I am in support of exploring an alternative that make our daily travel more reliable and efficient. The goal would be to overall increase the safety of Nevada roads, it's dangerous to even travel to work with the current congestion and traffic.
Alex	Braganza		Hello RTC Team, Thank you for hosting the public meeting on Wednesday! I commute from the Hubble Dr and Vista Blvd neighborhood area and usually drive south on Vista to get to the I-80 around 6:45AM on Mondays through Fridays. I've noticed that Vista has a lot of traffic coming from the Spanish Springs area. I think the connector would help with the highway congestion, but I also have concern about potential higher volume traffic around the neighborhoods when the connector opens. Hopefully there are eyes on the traffic flow on Vista Blvd in general and near Golden Eagle regional park.
Tyler	Ewing		An alternative and safe route is absolutely necessary to allow for growth in the area and reduce the impact on individuals and businesses. As it stands, a single accident on I80 between reno and TRIC has been proven to cripple the community for hours at a time. It is no longer safe to commute on our roads with the congestion that is occurring. We can no longer be held hostage by the poor planning of local authorities and must have immediate action on multiple fronts, including a connector from Sparks and TRIC.
Samual	Nino Ramirez		Slow traffic is caused by large number of drivers traveling at low speeds. Even if they follow the speed limit, having only a single limit does not ensure smooth flow. Additionally, the highway has only two lanes, so faster traffic is constantly blocked by slower vehicles, including freight trucks that must drive slower. While expanding I-80 to four or five lanes in each direction may be complex, these factors should be considered for this project. It may also be worth exploring alternative solutions such as an additional tunnel or bridge, since I-80 is currently the only major route available
Ryoko	Chiba		I-80 eastbound commute issue has been impacting my work-life situations. Since the commuting time increased this year, it has impacted my paycheck, lunch break time, personal time to rest for the next day. If I am late to check in due to the traffic situation, I have to reduce my lunch time. I no longer attend my exercise classes due to the evening commute. If I have a volunteer work or a doctor's appointment in the morning, I do not want to sit on the traffic over one hour, I take a full day off. Also, some employees resigned because of it. Please build the alternative route ASAP.
Matt	Jensen		Please consider a tunnel from Reno to Sydney. Please consider a stacked freeway on 80 Please consider a Industrial 80 bypass from ALT395/Veterans Parkway intersection past the petroglyphs to Switch Citadel Campus
Karim	Shabazz		I think the La Posada option is the best. All neighborhoods south of Spanish Springs are inundated with Traffic either coming from Spanish Springs and Wingfield headed to TRIC, or coming coming from TRIC back to Spanish Springs. La Posada is the most direct route. Joining the new connector anywhere south only concentrates the problem creating a bottleneck in that neighborhood heading to or from Spanish Springs.

ONLINE COMMENTS

Cherry	Afuang		I work at Panasonic in Electric Ave. and we are late everyday.
Wanda	Rosenlund		Good day. I need confirmation of things from last night's presentation, which I may not have heard correctly: Highway will only be TWO lanes* and it will NOT be a toll road* Why not make it a freeway now? Or at least 4 lanes, when plan is implemented? Building of residential and commercial continues, around our already congested Spanish Springs and outlying areas. I do not relish the idea of more traffic on LaPosada, next to where I live. But witnessing the frequent back ups and wrecks on Pyramid is even more distasteful. Thank you, Wanda
Humberto	Santos		That this has been one of Northern Nevada's biggest growth areas, and ignored by two diverse Governors and responsible departments, for almost ten years, is beyond irresponsible. The proposal(s) should have the highest priority, and be expedited *to completion*, in a creative fashion. Sincerely, Humberto santos, who is constantly stuck in traffic in both ways for 1:30
Kyle	Ellis		My family and all neighbors I have talked to have very strongly expressed their opposition to this project connecting to both La Posada and Golden Eagle Regional Park. We have lived there for almost 20 years, and intentionally chose this area due to the less population and traffic noise/pollution. Connecting to these quiet neighborhoods will only drive home prices down and introduce our once safe and quiet area to a new dynamic of a social economic population. Please - consider our families and our safety and DO NOT connect this project to La Posada or Golden Eagle Regional Park.
Brill	Pennington		A connector route would help alleviate bottlenecks and reduce stress for drivers. I think this project is an important investment in our community's future.
Richard	Barkley		I can't stress enough how much we need these alternative routes. As a Nevada Resident who works at the Gigafactory, I have a professional stake in this decision. If we truly want to make this area viable for businesses and job opportunities, we need incentives for people to want to commute out here. Traffic and commute time is a major factor in where People work and manage the logistics of their Lives
Tara	Meisinger		The traffic conditions from USA Pkwy to Reno have become completely unbearable. What is supposed to be a 30-40 minute commute is now routinely over an hour. This drastically inhibits my ability to get back to Reno to be with my family and is causing me to consider seeking employment elsewhere. An alternate route would alleviate this issue greatly year-round but would be especially helpful in times of accidents or inclement weather, protecting the safety of first responders by having an alternate route to keep traffic minimal.
Maddie	Judson		A connector or some other solution is much needed! I know I'm not the only one, but my husband works out off of USA Parkway, and we have a six month old. Because it takes an hour and a half to get home to us in South Reno, he only gets to see her for half an hour before she's in bed. It's silly to me that something so close takes so long to get home. I am sure there are other families in the same situation as us, and we would all like a viable fix. Thank you!
Stephanie	Hatch		This will be a HUGE upgrade for so many people who commute to USA parkway, please ensure it's seen through. I have 2 recommendations though: 1. Please just start off with 2 lanes in both directions, I can assure they will both be used and there mut be an opportunity to pass slow or disabled vehicles safely, or it will only cause more commute frustrations. And 2. Please pressure all the companies enjoying the tax breaks out here at USA parkway to chip in to the funding on behalf of their employees and business. Thank you!!
Patricia	Lopez		A connector route would help alleviate bottlenecks and reduce stress for drivers and save lives. I think this project is an important investment in our community's future.
Lenard	Lomugdang		I live in Sparks and work in the TRIC area. Traffic has been such a frustrating situation coming to and from work. What used to be a 20min drive both ways turned into about an average of 1hr each way. If we're lucky, the morning commute isn't as bad but that has since been rare. We keep building and opening up businesses without building proper infrastructure first. An alternate route would greatly improve my work-life balance and create a safer environment for drivers.
Ajantan	Lauradin		The Panasonic Shuttle always come to pick up very very late. Please get something changed or please work together to solve this issue. This is very frustrating and a everyday thing from south reno. On once occurrence the shuttle driver was falling asleep while driving. Please do something about this.
Frank	Martinez		I live in Spanish Springs and a connecting route to the area would help I80 traffic congestion and potentially reduce traffic on Pyramid Highway. Many I work with in the USA Parkway area are concerned for when/if the city decides to add a lane to I80 because of the multiple years of road closure and construction. A multi-year construction project on I80 would likely cause people to quit their jobs at USA Parkway due to the headache of even worse traffic than we have now. A temporary solution would be to cease all traffic on Walthum Way from merging onto the highway. This is where it starts.
Jose	Hernandez Vargas		I commute from Monday to Friday to work using I-80, since almost three years ago, and every year the number of cars increase and this impact the traffic speed, I used to be at work or home in 30 min. today if I am lucky I am at work or home in one hour, this can be multiplied by two or three times if there are accidents in the road. My quality of life, that impact my family too, has been affected greatly and I would like to know if there is any plan or project to alleviate this concern.
Jamesy	Leon Guerrero		I-80 has become so dangerous! It's as if you're fighting for your life at the NASCAR SPEEDWAY! I honestly believe that having a connection between Sparks and USA Parkway would help tremendously! What also would help is another connection route from South Reno to USA parkway just as the Sparks corridor would help. At this point, I'm really looking into hot air balloon transportation, it seems the safest! God Bless you all Washoe County and thank you for placing this at the forefront of upcoming projects!
David	Gutierrez	_____	I fully support the widening of the I80 and also the creation of an alternative route from TRIC to Reno and Sparks Thank you, David Gutierrez

ONLINE COMMENTS

Tomas	Luquin-Garcia	tomas.luquin-garcia@us.panasonic.	Lets leverage the connection Panasonic has with Japan and get consultants that work the Tokyo Metro to come up with a build for Reno. The train can connect Sparks with USA Parkway exit, and then build a seperate rail line that connects to the factory.
Luis	Perez-Orellana		Simply put, we need more Highway Patrol presence! With the increased number of cars added to the morning commute, rule breakers have also increased. One area that needs to be patrol more often is freeway entrance. Trying to take a left into the I-80 from Vista Blvd, can be dangerous. You get other vehicles forcing themselves onto your lane from a none turning lane, and if you don't let them cut they forced their vehicle on to you, forcing you to let them cut in line. This scenario has happened to me a handful of time and seen it happened to others as well.
Ed	Reyes		I believe it is a great idea to open/have a back way road from sparks to USA parkway. Doesn't have to be anything too fancy if they could open an emergency road next to the current i80 that would help wonders especially when there are a ton of accidents in the winter.
Domonique	Canaday		A new route connecting Sparks and the Tahoe-Reno Industrial Center is crucial to alleviate the heavy congestion on I-80, which currently serves as the only direct link between these regions. This alternative would significantly reduce delays, improve safety, and enhance travel reliability for residents and freight. It supports local economic growth, streamlines logistics for national supply chains, and benefits all Americans by ensuring efficient movement of goods through a vital industrial hub—strengthening our economy and transportation resilience.
Robert	Michalowski		The Vista alignment transforms Golden Eagle/Vista from neighborhood park access into a major truck/commuter junction. RTC scores Vista only "2" on community impact, citing cut-through concerns, yet recommends it before public outreach is complete. The study lacks safety analysis and shows Vista has worse cultural resource impacts (23.4% vs 15.5%). Environmental scores are nearly identical. "Highest volume wins" methodology prioritizes throughput over livability. Both corridors should advance to NEPA-level study rather than selecting Vista based on coarse analysis concentrating impacts on one g
Johnny	Rosa		Over the past several years, this has resulted in multi-hour delays, serious accidents, and fatalities. These are not rare events - this are recurring and increasingly disruptive as the population and industrial workforce continue to grow. While I support exploring improved connectivity, I am concerned that focusing solely on a new connector route does not fully address the underlying issue. The primary challenge is that thoughts of workers are forced into personal vehicles with no public or employer-supported transit alternative, especially those working M-Sun Block 12-hour or M-Th 10-hours. Predictable times creates predictable surges of traffic. A long-term solution should include workforce transit options such as dedicated shuttles, transit partnerships with major employers, additional emergency pull-offs, and planning models that realistically account for population growth and regional economic output. Without redundancy and public transportation alternatives, any single-route solution will remain vulnerable to the same failures we experience today. I appreciate the opportunity to provide input and urge decision-makers to prioritize safety, reliability, and sustainable transportation options for those who live and work in this corridor.
Tessa	Fullerton		I strongly support the construction of the Sparks connection to the Reno-Tahoe Industrial Parkway. This road is very badly needed for our growing region. Current routes are overburdened, leading to a daily congestion, longer commute times, and increased stress for commuters who rely on i80 for work and essential Travel. Building this connection would, most importantly, enhance safety. Congested roads and limited route options increase accidents, especially during peak commuting hours. This build would reduce these risks, and create a safter travel condition for everyone.
Alex	Walters		The past year on 80 has become a nightmare. What used to be 30 min is now 1.5h. Honestly been considering changing jobs to avoid the Sparks<->USA Parkway commute.
David	Morlet		Thank you for the presentation. While the effort is clear, neither option appears to be the right move. The cost is disproportionate to the projected ~10% reduction in I-80 traffic. I encourage RTC to study a hybrid north–south corridor from La Posada to Lockwood, to include Vista and Prater connections. This is better aligned with Sparks' inevitable eastward growth and capable of providing more immediate and meaningful local congestion relief during peak hours. This approach complements ongoing I-80 improvements and future high-capacity transit, including light rail.
Dylan	DeLozier		A tram or metro would be nice that goes from reno to industrial parkway. Traffic is horrendous every single day.
Jose Carmel	Guzman		I think it will be good to have more roads going to usa parkway it will greatly reduce the traffic flow
Vijay	Veerisetty		A new road way from Spanish Spring to TRIC would be very helpful!
Stephen	Alila		There needs to be a connector asap to help with traffic congestion and also for the workers that work at the USA Parkway.
Yurie	Snyder		Please make a train transportation from Spanish Springs or Foothills to USA Parkway. The round trip traffic is usually 2-4 hrs daily.
Patti	O'Brein		1.) It seems you have been very thorough, and considered everything except how the people living on and around Vista feel about this plan. 2.) Dumping 5,000 cars a day (using today's numbers) into a residential area does not strike me as a good plan. 3,) You're still going to have the exact same problem on I80, you've just moved it a few miles down the road whereas with the La posada extension you move the traffic directly to the industrial park and remove all that traffic off of interstate 80. 4.) It seems you have decided to go with the cheap and easy solution, not the best solution.

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Mike	Dougan		I know a lot of my neighbors don't feel the need for the road as they are worried about people driving through our neighborhood. For those of us that do live in east sparks/spanish springs need an additional route to get home and to work. We keep building more houses and businesses but fail to improve the infrastructure surrounding the area. Not having a quicker way to get home with the traffic greatly affects quality of life with your kids when we are spending over an hour to get home if no accidents. I spend 2 hours a day commuting for work. Please help us out and get back some time for kids
Tanner	Clarke		Experience extremely bad traffic consistently between Sparks and USA parkway. Commute is regularly an hour and a half, there needs to be alternatives
Tom	Green		so i am limited to 600 words? ok, this is a bad plan. this would dump freeway traffic, at peak times, headed for north valleys onto Vista. dumb. everyone who works at tric and lives in north valleys, will be using this route to avoid spaghetti bowl. always. any accidents or congestion on 80 w/b will result in the entire freeway onto vista. the proposed 2 lane road, (how dumb is that) will cut right through recreation areas, hunting land, winter antelope range and mule deer ranges. do you plan any wildlife corridors, no you don't. this is a dumb plan, and it needs to cease.
James	Alderin		Should be more focused on getting the train connection compared to I-80 exapnsion or this road. If this road IS to go through, it should be a 4 lane, not a 2 lane. How is safety response time going to be addressed?
Shivan	Pandey		Commuting on I-80 starting at Waltham Road is pure frustration. Evenings (4-7 PM) bring gridlock, turning quick trips into hour-long crawls from heavy merges, construction, and dense traffic. Mornings (6-9 AM) flow better but still risk delays from crashes. Safety sucks: reckless tailgating, abrupt lane switches, dim lights, and worn lines spark close calls. Wet weather amps up hydroplaning dangers. I'd give it one star—switch to buses or carpools to dodge the hassle. Major upgrades required!
T	B		The highway going past Golden Eagle is ridiculous. Vista out that far cannot handle that much traffic. Absolutely ludicrous. La Posada or Prater are both very feasible options, despite what I assume is someone on the decision-making panel's ownership of property there, given past objections as to how many people would use it. Beef up La Posada, and Pyramid (long overdue anyway), and start fixing this problem. It should have been done years ago. You knew this was coming. Hell, you should probably do both Prater and La Posada, as well as fix the onramps at places like Waltham. Widen 80 too. Now.
Steve	Mestre		We own the land at the end of La Posada. Fairview Investment LLC We support the red line La Posada USA Parkway connection. Road builders have already contacted us and done analysis on the materials. There are both materials for base and 550 thousand tons of sand Construction trucks wouldn't need to drive on public roads. The road would also open several sections of privately held land for potential work force housing. Thank you for all the hard work.
Aaren	Carratelli		Reno NEEDS this for long term growth! I'd would say the best option is all 3. Widen eastbound, get the commuter rail AND the new northeast connection. TRIC will only keep growing and we as a city need to match pace.
Mikey	Garrick		Please figure out something! Why cant we build up? Build a double decker freeway like California or Vegas.
Melanie	Doreza		As a resident of Sparks and employee at TRIC, would ask to push this project through. It is important to be with my child and increase safety. This would be helpful for other parents and those commuting in the community.
Gary	Schwieter		I've been driving over 40+ years I80 is a disaster accidents are a frequent event and the more companies coming to USA parkway is making it worse. Please do something to fix this problem. Every single day it feels like my life is in jeopardy just trying to come to work. All it takes is for you to experience it one day and you will see.
			Traffic delays on I-80 have impacted productivity and work-life balance. I support exploring alternatives that make travel more reliable and efficient. Would like to be able to get home in a timely manner again and not be stuck in traffic for an hour for a 20 minute drive every day.
Dan	Chown		Fully support this effort and wondering how we can make it happen faster. What is the real reason that this couldn't get done in say 6 months? There is an acute need for traffic capacity due to the ongoing AI boom - traffic may in fact ease up in several years after the boom subsides - meaning that this proposed infrastructure would not relieve the major needs of the next few years. Finally, why two lanes? Are we sure that this constraint will not become outdated quickly? What is incremental investment vs. 4 or vs. adding a lane to i80? If we assume continued growth in Storey County???
Doris	Ibarra		I-80 is the only route between Reno, Sparks, and TRIC, and it is stretched thin. One accident, bad weather, or even a small traffic increase can turn a 30-minute drive into nearly two hours. This is not Los Angeles or the Bay Area, and people here do not expect or want that kind of gridlock. Unpredictable travel times make it harder for businesses to operate efficiently and discourage workers from taking jobs at TRIC. A new connector would ease congestion, improve safety, and make the area more attractive for all while supporting Northern Nevada's growth and reliability.
Cristian	Marcos		Has RTC done research into running public buses in high density areas to USA Parkway to alleviate the growing traffic? I believe it's a more immediate and cost effect solution then expanding highway that will take time and money (not to mention slow down traffic) for the next 4+ years.

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Anthony	Franza		Can construction start at 8pm when working at night? Panasonic gets off at 7:15pm and when they start construction at 7pm closing lanes it backs up traffic for miles and miles creating accidents and having commute time of 1-3 additional hours for a 20-mile commute home. If construction starts at 8pm when closing off lanes 70-80% of traffic will be past construction area. this will result in a safer commute home and safer construction area because of less traffic. Thank you in advance for your time and support Anthony 775-997-4718
Istvan	Tamas		Traffic delays on I-80 have impacted productivity and work-life balance. I support exploring alternatives that make travel safer, more reliable and more efficient. My commute from the North Valleys have doubled on a day to day basis since April of this year: from 35 minutes to 1hr 15min on a regular day, not taking into account traffic accidents or adverse weather.
Eric	Evett		This is a needed road. If there were an emergency in the area access to the valley of horrible. It would alleviate so much traffic congestion on the 80 as well as improve quality of life for working individuals.
Carli	Kinne		Employees commuting from Reno/Sparks to TRIC face long delays, sometimes up to 2 hours daily, impacting productivity and morale. Relief for the commuters to TRIC is critical, and we strongly request immediate action to implement this viable solution to alleviate congestion on the roads.
Kunihiko	Yamada		I feel terrible to commute this route. A few months ago, I was rear ended. The car hit me was total loss with airbag was deploited and police needed to push the car off the FWY. I was hurt and took a several weeks to repair my car. This route needs to be improved ASAP. by Either widening the FWY or getting the side road to RENO or even train.
Tyler	Harris		The Waltham on ramp is the major reason for traffic occurring on i80 west bound during rush hour traffic. The slow entrance speed from traffic entering onto the highway is causing a cascading slowdown until the highway is at a stop every single day. Restricting the flow rate will not affect the speed that cars are entering onto the highway. Extending the on ramp, so that vehicles can enter the highway at highway speed will help the issue, but the flow rate entering at Waltham will still cause the highway to back up. Restricting entering the high to USA parkway is the only short term solution.
Kenneth	Betzer		I just started working at Tesla and within a month I'd say every day is 1hr 30min commute to Tesla and from Tesla, my girlfriend used to work at small strides preschool and it was the same situation with her. I can only imagine how everyone else feels Please build a bullet train instead
Kaamesh	Kothandaraman		Having an improved connectivity will mostly definitely help with reduced congestion on i80 and increased safety. Additionally it will help with work-life balance and peace of mind.
Jessica	Middleton		Another easily accessible route from Reno / Sparks to the Reno Tahoe Industrial Complex - USA Parkway is essential the time in which it takes to get to work has gotten completely out of hand. Please address this with the goal of finding a way to use taxpayer money to create an alternate route that is easy to access and will significantly decrease the incredible traffic issues that are currently on interstate 80 both east and west. Thank you.
Anthony	Golden		FOR THE LOVE OF GOD PUT IN A TRAIN
George	Spatz		I want to see a more detailed nap of the proposed connector route.
	Castillo		From Sparks to USA Parkway would only take 30 minutes to and from work. Now it is consistently more that 70 minutes. Please reconsider any plans to alleviate the issue.
David	Horton		I am a Senior Correctional Officer for the NV Dept of Corrections. I drive to Lovelock 4 and 5 days a week from Sparks. Over my 6 years driving my commute has increased from 2 hrs 45 min to 3 hrs and 30 min. When construction on I80 begins it will increase even more and I will have to stay in Lovelock, spend time away from family, purchase an RV or stay in a hotel. Quality of life will go down and expenses will go up. I am not the only one. 75% of my fellow officers also make the same commute. Please give everyone the much needed route to make our commutes better.
Darren	Garrison		The traffic on I80 is getting unreasonable for the size of the city, please consider this as a viable option to relieving stress on I80 during critical times!
Travis	McClinton		As a resident of Wingfield Springs off of Vista Blvd that works in the TRI, I am concerned about an increase in traffic on Vista. Vista is already a heavy traffic road, why not consider funneling all of these potential outlet options to the same road? This honestly seems like you're just moving a bottleneck from the freeway to a main thoroughfare instead of widening that bottleneck out. I also have concerns with this being only a 2 lane road; people coming to/from work are in a hurry and will be taking chances passing others, I can foresee many head-on collisions, please reconsider.
Thomas	Riggins		I have been commuting along the USA Parkway area for years and traffic congestion has consistently been a challenge, even more so lately. Given the substantial growth in the region, there is a big need for infrastructure improvements to alleviate traffic congestion and enhance safety. Currently, I spend 10 hours per week commuting on this route. The primary issues stem from high traffic volumes, which are exacerbated by reckless driving. I rarely observe Nevada Highway Patrol officers conducting enforcement in the area—understandably so, as the lack of adequate shoulders makes it difficult.

ONLINE COMMENTS

Stefanie	Pfahnl		Since adding a new lane is already in the works, I think the most valuable way to utilize this extra lane is to make it an HOV/bus only lane, so that companies are incentivized to provide transportation or carpool benefits to TRIC from Reno. The best solution to traffic problems is reducing the number of cars on the road. Perhaps also providing monetary incentives to companies would help encourage them to do so as well. In the meantime, I think it would be a great idea to have frequent buses run by the city from reno to a central location in TRIC, where companies would have regular shuttles.
Sydney	Johnston		Without any hope for improvement on I-80 many will be forced to leave the industrial complex in Sparks due to not being able to tend to family needs. This will be an issue for Reno in the short and long term. A project like is critical if the city wishes to keep business sustaining and development on-going in Reno.
Rituparna	Patra		Everyday it takes almost 1.5 hours to commute one way from 385 Milan to downtown Reno.
Paula	Furno		I travel from Spanish Springs to USA Pkwy 4 days a week & most days it takes me over an hour to get to work. Most days it takes me over an hour to travel home. If there's an accident or bad weather it takes longer. It would be amazing if we had an alternative route to travel. Thank you.
Dustin	Woodson		Please do this, this kind of expansion has been a long time coming for the area. Please build it big enough to provide more housing and expansion traffic for the area for economic growth
Spencer	Schultz		General statement of support for the Northeast Connector roadway connection. The project as described in the Vista Blvd. (Golden Eagle) recommended corridor map (Fig. 17) has taken into account feasibility, effect on surrounding area, and economic development for the area. This project would greatly assist Sparks residents in commuting daily to the Tahoe-Reno Industrial Center (TRIC). The addition of the La Posada connection to the Vista corridor is prudent. Overall, this project is a necessary transportation project that would greatly reduce traffic congestion on I80 during peak travel times.
Marcus	Sandberg		We desperately need a passenger cart on the current train and railway system going from Northwest Reno through Sparks and to the industrial USA parkway exit at the Tahoe/Reno area. Either that or 2 lane expansions on both sides of the freeway of 80E and 80W. With current businesses such as Tesla, Redwood Materials, Walmart, and future datacenters being built, the traffic will only get worse. How the city did not plan for this ahead of time is utterly shocking and boarders on negligence and stupidity. This was needed 2 years ago and we are already behind the curve.
Andres	Brito		I live in fernley traffic isn't all that bad when I get on I80 but from the warehouse to I80 takes me longer to get on I80 about 1 hour then only 15 min from I80 to my house
Laura	Harting		The Northeast Connector roadway need to be a four-lane road with a proposed speed limit of 55mph. The Northeast Connector's capacity as a two-lane road will immediately be insufficient to accommodate existing and projected traffic volumes, resulting in recurrent congestion.
Scott	Wallace		Over the past ten years, but more specifically withing the last 24 months the congestion on I-80 between Sparks Blvd. and USA Parkway has gotten substantially worse and it will continue to degrade until the county takes action. I believe the amount of traffic causes a significant impact to public safety, not only are accidents more likely but response times are greatly delayed. In an injury event every second matters and I think it negligence to continue without developing a mitigation plan such as the northeast connector project.
Austin	Hall		As a resident of Sparks I support the alternatives 1 and 2. I also support rerouting/closing/metering the waltham way WB on ramp during rush hour as it provides no benefit to anyone. In fact i believe that those who use it regularly would get home faster if it were closed and they used usa parkway for WB access. The onramp design is inadequate for the traffic volume and frustrated drivers forget that friendly driving is faster driving. i also support it being the first correction on the other project. I support more bus routes to assist with congestion and a train, fast or slow.
Gedd	Maracle		I80 East is the only route connecting the Reno workforce to the Tahoe-Reno Industrial Center, creating a single point of failure for the region's economy and daily life. Routine: Standard congestion adds 45+ minutes to commutes, eroding quality of life. Incident Sensitivity: No redundancy. Any accident or weather event traps thousands of vehicles with no detour option. Catastrophic Delays: Major incidents frequently cause gridlock lasting 4+ hours, stranding employees and halting industrial operations. The current infrastructure is critically insufficient. A secondary connector is mandat
Raul	Camacho		There are so many opportunities for work over in TRIC. I have had a colorful 6 year career at Tesla working on Semis, Training, Travel, Tours etc etc. I love what I do and can see so many other job and companies I would consider working for here at TRIC. To be honest though I am considering a job in Reno because the commute went from an average 25 minutes to average 1.5 hours each way. That is when there is not an accident. When there is any accident it has been 2-7 hours STUCK on the freeway. You can not even exit. An oil tanker flipped and I was stuck for over 7 hours. -This is NOT the way-
Anthony	Tipp	_____	I believe that there should be an alternative way for those of us working at Tesla because the journey home for most of us is very dangerous. I am unaware how we can help with traffic but I believe that there is an effect way we can take this problem head on.

ONLINE COMMENTS

Venkata hema	Oggu		I strongly support the Northeast Connector project. Traffic on I-80 is already a major problem, especially for those of us traveling between Spanish Springs, east Sparks, and the Tahoe-Reno Industrial Center. There's an accident or slowdown everyday and everything comes to a standstill because there's no alternate route. It takes an avg of 90-120mins everyday instead of 35mins. This connector would actually make a difference by easing congestion, improving safety, and saving people real time every day. I really hope this project is prioritized and moved forward sooner rather than later.
Chad	Shell		Can we think about quick and simple solutions that are easy to implement. This is a problem now! You don't need months of studies to prove it. Potential band aid solutions. 1. No trucks in the left lane. 2. Meter access to I-80w at Waltham. To many cars entering at Waltham blocks I-80. 3. No trucks entering I-80w at Waltham. The on ramp is not long enough for trucks to get up to speed. This restricts the right lane for at least a mile after the on ramp. 4. I heard the I-80w on ramp at Waltham is not up to code. Close the ramp for safety concerns a reroute to a safe merge area.
Jessica	Thomas		To expand or install traffic lights on merge points of the highway. Preferably at the Vista blvd entrance and waltham way merge entrance.
Juanita	Dixon		Hello, the consistent congestion and uncertainty of the traffic flow is a daily stress factor. In my opinion, several alternates should be added in addition to consider widening the 80East/West corridor. From Chicago Illinois downtown congestion with Love. (Which is missed, compared to this Reno- East/West daily disaster)
Michael	Parson		As I'm sure is readily apparent, the commute time on I-80 from Reno to USA Parkway has gotten significantly worse over the last few years, and is not anticipated to get any better, only worse. My commute has gone from 25 minutes in 2017 to roughly an hour to and even longer from USA parkway. The highway just wasn't meant for the level of traffic for that commute. People taking Waltham way in the afternoon/evening to get around the traffic only exacerbate the problem because it bottlenecks worse at the Patrick onramp area. By all means, please expedite the construction of alternative routes.
Aaron	Hirtler		Traffic congestion on I-80, particularly around Patrick and USA Parkway, regularly adds over an hour to my daily commute. With the growth of employers in this area, two lanes is simply insufficient for shift changes.
Kriste	Fahring		Tesla offers a shuttles service from my area at 4:30 am. My shift starts at 5AM. I can never use this service. It's like this for anyone not working a production position which starts at 6am. Is it possible to create an earlier shuttle to accommodate those who are required to arrive on time for our shifts at 5am?
Harsh	Shah		Traffic is cause by cars continuously merging. There needs to be a plan to limit cars taking the back road and merging on I80, or add traffic lights at merging to keep some continuous traffic moving. Whatever option picked, the county NEEDS to do something! Sitting in traffic for an hour after work is ridiculous.
Alyssa	Fagundes		The roads out here need to be expanded. There is too much traffic out here for there to only be two lanes.
Christian	Hernandez		We need other alternatives because i80 isn't enough anymore & traffic will only get worse moving forward. Enough accidents have happened already & it takes up too much time for everyone not just USA Parkways employees. Please do something about this ASAP
Tyler	McAvoy		Option 1 (La Posada to USA) seems to be a great option, however we should definitely have planning for improving onramp and traffic control within TRIC itself in addition to this. 80 corridor is first bottleneck, but there is also not great alternative pathing to access other corridors. It'd be awesome to have a connector, but if it's difficult to exit TRIC and connect to an alternative route, it'll still be a similar lower than average MPH speed achievement in those zones. Is there plan to improve traffic control within TRIC itself along with this plan?
Ninaad	K		Its a bad scene, please help. Close down Waltham exit so traffic can flow smoothly.
Timothy	Maher		Traffic eats up and insane amount of my day with the morning commute.
Michael	Werder		Any additional route to the greater reno/sparks area will help offload an incredibly overloaded roadway in I-80.
Andrew	Mahoney		In the 4yrs I've made the commute to the Tesla Gigafactory the traffic went from 20-30 minutes to 1-1.5 hrs to get there each way. It's very concerning and could potentially be mitigated, or at least lessened, by the installation of metering lights on all entrances to I80 each way because most of the traffic is caused by inpatient and rude drivers aggressively merging into traffic. Another thing is having way more NHP presence along the ENTIRE route as this will lessen drivers driving erratically and at high rates of speed which causes the inordinate amount of accidents along the route.
Stephanie	Shelton		I80 is a very dangerous road to travel there have been way to many fatalities on that highway and a lot of road rage i have to leave my house in the morning at 430 am just to avoid some traffic that's not always the case
Angel	Prado		My morning commute in the early days started in Reno, and as long as I left the house at 4:45am then I would be able to arrive at Giga Factory by 5:30am or sometimes earlier. However, as the months went by and even as I relocated for my permanent address in Sparks leaving at 4:45am would result in arriving at Giga Factory by 5:50am or later. So, I would have to wake up early so I can leave the house at 4:20am and hope I will be at Tesla by 5:30am. And not to mention the traffic commute when everyone is driving home.

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Stephanie	Shelton		I80 traffic is really bad lives are lost too frequently the congestion from verdi to Lock wood can have you stuck in traffic for hours i leave my house at 430am just to get a little ahead of the traffic don't always have the best of luck and road rage is very real i see drivers break checking others or riding to close
Timothy	Howe		I believe this would benefit everyone from USA parkway regardless of the company they are employed by. I myself moved 3000 miles for a better quality of life here in Reno Sparks area and the traffic is horrible on weekdays. the commute is extremely long and takes time away from your partners or children after a full day off work. I commute approx. 2 or 2.5 hrs. a day. Thank you and best regards
Sean	Gamidi		Taxpayers are suffering with this traffic. The I80 need to be expanded. People are suffering every day going back from (Tesla) work to the house. It is getting old and this request need to be considered. There is so many carbon emissions because of all the cars on the road sitting in the traffic and a lot of people had to get to their kids, but sitting one hour to two hours in the traffic it's not feasible for any person. Please get this project moving.
Luke	Chilner		They need a new highway on the back side that connects to vista there so they dont have to jump on 80 there .that first exit where they come on screws it up butvif they try wide it it cause more problems accidents what no id turn it from us parkway to vista one line 75 plus miles hour put a few lites in at them on ramps so that traffic can merge on but if everyone is following behind one another instead of cutting each other off the traffic be a steady flow. then the one lane being nice and wide be safe for people that break down. I got. A flat tire there and very dangerous situation no media
Garrett	Peterson		I support the Northeast Connector as a critical regional transportation improvement. The project improves Level of Service by diverting regional and freight traffic from congested local roads, reducing vehicle miles traveled and improving travel time reliability. It enhances safety by reducing conflict points and separating heavy truck traffic from commuters, while improving freight efficiency and emergency response. This project aligns with regional mobility, safety, and economic goals and should move forward.
David	Ninan		Hello, 1. Why is the Reno/Tahoe Industrial Center incentivizing more data center development without proper road infrastructure? 2. Is the NDOT actually building anything in the short term to fix this? The just have some long term expansion plan which will take 6 years and won't be enough when its ready. 3. Why can't NDOT shut down the Waltham Way on ramp, or at least during rush hour? This small loop is a pathetic engineering disaster. Everyone forced to go 20 miles an hour while others they on ramp/merge. 4. Tesla semi-factory is hiring and adding people. How are you fixing this?
Colton	P		leaving usa parkway anywhere from 3-7pm is a nightmare. There needs to be a better solution for i80. A train would go a long way.
Milos	Krsmanovic		Hello. Thank you for the opportunity to provide feedback. I live in Spanish Springs and travel back home from the industrial park has been an absolute nightmare this year. I'm dreading the start of I-80 expansion works announced for 2027-2031. A parallel travel path to I-80 is desperately needed. There is no question of whether the connector is needed, but how soon it can be enabled. During the 2027-2031 this connector will matter more than I-80 itself, and hopefully everyone understands the urgency. Thanks again.
Adam	Neely		Traffic flow for northern Reno residents is restricted due to no alternative routes easily accessible to the Industrial center, creating surplus traffic in the thousands of commuters. This northbound traffic will also congest Sparks infrastructure via Vista Blvd, Sparks Blvd, etc. Establishing another route to the area Reno has seen the most growth should be considered necessary and required. Delays from traffic incidents cause tax payers millions each year due to services constraints, logistics delays, and possibly damages. Please ensure that the infrastructure in the area is not ignored.
Charles	Dimichele		This project needs to move forward, without it their will be pullback in workforce in the area due to an increasing traffic problem with no resolution. I personally will not be waiting for the I-80 3rd lane project to be complete in 6 years, which will in no way fix the traffic issue or accommodate future workforce expansions. I will be finding employment not tied to commuting to USA Parkway way before that. I suggest changing the concept to a 4 lane version (or at least a second NW bound lane) to future proof the rapid Spanish Springs housing expansion currently taking place.
Matthew	Triplett		This problem has exponentially increased in 2025. Expanding at the Waltham on ramp and the Vista off ramp could be easier wins and still have a large impact in the short term.
Siena	Biddle		The parking issue on 80 has become completely absurd. Requesting that the county address these traffic problems. I believe that over time it will decrease the desire for people to work in Sparks and will disincentivize a lot of jobs that the local Reno economy relies on.
Tyler	Babin		I have been commuting to the Tahoe Truckee Industrial center for just over a year now. In that time The average commute on I80 has gone from 25min to 50 minutes in the morning at 5am. The return trip home in the evenings is averaging an hour fifteen minutes eve if there are no accidents. If there is an accident on 80 the time often increases to two hours whether in the morning or evening. I pass at least 5 accidents per week on this stretch of 80 many of them involving multi-car pile ups. This expansion would alleviate I80 pressures as Sparks and Spanish Springs are experiencing growth

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Caden	McVey		I-80 has substantial daily traffic heading West from 2:30pm - 8:00pm. This issue is primarily caused by the growing number of people taking Waltham Way instead of USA Parkway to skip some of the traffic jam which inadvertently causes a larger traffic jam at the NV-655 on-ramp. This issue can be quickly resolved by adding a traffic light to the NV-655 on-ramp to help control the flow of merging traffic.
Ryan	Jackson		The traffic has become ridiculously heavy daily. We need both I-80 widened and the completion of USA parkway to the north valleys.
LueDe	Yang		There needs to be better routes and more routes to and from reno/sparks area to USA parkway to decongest I80. There is always problems with traffic from 3-7 am & pm every weekday guaranteed. With the amount of people moving here this should have been completed years ago. Need to stop being reactive on things like this and start being proactive. Make the roads wider with more lanes than just the 2 lanes proposed as there will be more traffic and people will be going 65+ mph. Congestion will still be bottle necked at USA parkway so other plans needs to be made there as well.
Michael	Belding		It is absolutely insane that it takes over an hour most days to get from USA parkway to Sparks on I80. The amount of people working in USA parkway is only going to increase. Something needs to be done immediately!
Dalen	Sprunger		Transit capacity to USA Parkway has not kept up with the number of jobs and projects that have been created/approved in the area. Commuting is beginning to feel dangerous and a massive time sink with the slow crawl of traffic home each day, longer if accidents occur.
Omar	Abuzir		Waltham Way and USA Pkwy should not be connected on side streets, this amplifies the congestion during rush hours.
Taylor	Remme		Commute times from Reno/Sparks to USA Parkway have gotten increasingly worse over the last year which have added 30-60 minutes to commutes. Please do whatever it takes to accelerate completion of the I-80 expansion. The westbound Patrick onramp is too short and should be redesigned to allow vehicles to get up to freeway speeds with more ease. This onramp should also have the traffic metered to prevent congestion in that section of I-80 every weekday afternoon/evening.
Fernando	Medrano		As a worker and daily user of the i-80 between Clark and Reno, i am considerably affected every single day with delays from 40 to 1:30 hours each commute, specially when in the patrick join from Waltham way. this is proven to be the very exact point where the traffic starts backwards. the hours extend from 3 pm til late 7 pm. being the ONLY way possible to reach reno, the traffic grew quiky during this year. With the launch of a new Truck factory in Clark industrial corridor next year, the traffic will surely be double worse with even 2 hour for a 15-20 min commute. this will impact everybody
Wolfgang	Eldridge		A northeast connector would substantially improve quality of life as a resident of Washoe County that commutes to USA Parkway
Robert	Stolting		I support the need for logistics redundancy to TRIC; I-80 is a single point of failure. However, the Dry Lakes Basin in the Pah Rahs is a dense cultural landscape. The Feasibility Study must prioritize the avoidance of the Dry Lakes Basin and High Basin Petroglyph District. These are irreplaceable cultural resources. Any alignment traversing this archaeological district must be graded as "Non-Feasible," regardless of cost or geometric efficiency. Please prioritize immediate consultation with the Pyramid Lake Paiute Tribe and Reno-Sparks Indian Colony regarding these alignments.
Anand	Sreekumar		I80 traffic post 3pm towards sparks is definitely the most concerning. ~1.5-2 hours
Steve	Ott		
Chris	Pace		Study looks great. Proposed Vista at Golden Eagle will support the traffic flow better than La Posada. Please break ground on this tomorrow. This is much needed as the TRIC is only going to grow and employ more people. If you build it, they will come.
Sofia	Longoria		Dear RTC, I'm concerned about the severe traffic congestion during my commute from Tesla to home. My 16-mile trip, once 30 minutes, now takes over an hour. There are no alternative routes, and traffic is unbearable. This cuts into family time and leaves me drained. Merging onto I-80 is dangerous due to frustrated drivers, risking accidents. There are no bus or train options to ease traffic. Please consider solutions like better traffic management or public transit to improve safety and reduce congestion. Sincerely, Sofia
Jack	Winters		The west bound commute from USA Parkway to Reno has continually degraded within the past year. The long commute time has created an incentive for citizens to move out of the area and seek employment elsewhere. The traffic is seemingly caused by the short merge from Waltham Way/Patrick to I80. Short term this should be metered, and non-critical traffic should be rerouted from Waltham way back to USA Parkway. If most of the traffic on Waltham is routed back to USA Parkway, strain on i80 will lessen.
Matt	Tollefson		It's very important to all of us who work at TRIC and live in Reno/Sparks to get some sort of relief for the congestion of traffic on I-80 West before and after work hours. Providing an alternate route to the city from TRIC will help alleviate this. This is important to the city's economic and cultural growth opportunities in the future. We need to improve the city's infrastructure to support a growing population, so I am fully supportive of this effort.

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Emily	Teekasingh		The intense traffic and the lack of an alternate option to get home has directly contributed to my decision to move on from my job at the TRIC. As a mother of toddlers, it wasn't possible to get home early enough to spend any time with them. This area has so much potential as a manufacturing powerhouse, we shouldn't sell it short by dissuading talented people from working here.
Samuel	Araujo		Traffic in the morning after 3:00am and after 3:00pm is horrible . Apart from that it makes us that have kids struggle extra to find babysitting places that fit the schedule. More even since we get stuck in traffic for hours everyday not just our jobs . Would be of enormous help getting and extra lane or road to get to sparks and Reno . The communities moral here at the industrial area would boost up 100%
Nathan	Nachazel		This project cannot get started soon enough. The traffic on I-80 between Reno and TRIC is brutal. It is consistently bumper to bumper, dangerous, and aggravating. This Sparks-TRIC connector would help alleviate that traffic.
Kenneth	Dean		With the heavy presence of industry growing around USA parkway, the congestion on 80 is especially painful. I have seen my commute each direction grow from 35 minutes (as a Reno resident) to over 1.5 hours each direction. This makes me want to find a new place to work and my wife and I are considering moving out of the area and my child care requires me to drive up los altos as part of daily commute. The further north this connects in sparks, the better the los altos traffic/ sparks traffic impact can also be (in a positive way).
Arnold	Navarijo		positive feedback on adding alternate access to USA parkway -additional job and building projects will benefit -additional lanes as well as shoulder access
Diana	Chang		The commute to and from work has been dreaded and miserable. Please help widening the I80 or add new means of transportation to ease the heavy traffic!
Riky	Bae		Adding more of a merging lane to exit 28 on ramp would allow for more time for cars to get up to speed and merge in without affecting traffic flow to reno.
Farhan	Shakil		As well known, this area of I-80 is a nightmare to be on. Due to the number of vehicles and mix of vehicles in rush hour, this stretch of highway is a standstill 5 out of 5 weekdays. Need for an additional new roadway is extremely necessary for the residents of Reno and Sparks that work in the industrial park area. A 20 minute commute turns into a 1 hour 20 minute commute, adding 2 hours more per day of this nightmare to every resident on it. Additionally, there's serious accidents on it every day which exacerbates the problem. I hope we can get together to fix this problem for Reno/Sparks.
Mitchell	Page		The miss-management building permits and the follow-on traffic issues are a fundamental lack of foresight and management. Do better.
Pablo	Correa		Salimos a las 3:30pm y vengo llegando a mi casa a las 5:15 pm y me tengo que acostar a las 7:00 pm para levantarme a la 1:20 am por qué mi turno es de 3:00 am a 3:30pm casi no duermo y vengo muy cansado a mi trabajo pero aún así doy el máximo para completar mis tareas
Harold	Smith		Appreciative of the board acknowledging the issue with traffic in this region. Many options are available that would reduce the congestion issue. 1- erect an overhead roadway over existing. 2- offer a secondary roadway on either north or south side of I-80. 3- widen I-80. 4- Create a state highway south of I-80 between electric ave. and the town of stagecoach. Regardless of the final design plan and location, as citizens we implore the board to have a long-term use view of the project and the 20 year growth that will affect the road congestion.
Samuel	Neuharth		Wow, just a study. So we'll go at least another 10 years without solving the issue like the last 10 years. Irresponsibility of this government, state and local. While Reno has grown at a slightly slower rate than Vegas with a much smaller footprint, nothing has been done to the roads. I was born and raised here and I've seen Reno get ignored my entire life. It is disgusting that Vegas gets new roads every year while Reno gets nothing. I don't want to sit hours in traffic to drive 20 minutes of a real drive because you guys can't do your job properly.
Austin	Luker		With the amount of industry commuting from USA Parkway into Reno metro area, the interstate infrastructure is entirely undersized. The response time for emergency services being able to respond to the frequent accidents is impacted and delays could have fatal consequenc
Jeff	Skilling		I work out at the RTIC. Traffic on I-80 has increase severely in the last 3 years that I have lived in Reno. What used to be traffic caused by the occasional accident (maybe once per week) has now turned to minimum 1.5 hours daily in my return home commute from work. I like in West Reno - the drive should take just 35 min. The Sparks connector would be a great relief valve for I-80 to reduce congestion, speed up the flow of traffic, and make for a safer, shorter commute for everyone. Please proceed with this proposal.
Barbara	Salmela		The traffic is so terrible, that I have made a decision to look for work elsewhere. Even if that means moving out of the area. I am no longer interested in spending 4 hours a day on the road to go 30 miles round trip.
Jesse	Rayner		This connect should be built and should not be a toll road. It is unfair to penalize citizens and businesses that bring in tax revenue to pay additional fees to utilize a road when nothing has been done to improve the infrastructure between USA Parkway and Vista Blvd. This stretch of highway has become dangerous, it is life threatening, there are daily accidents causing hours long delays, and RTC has done nothing to improve conditions. We've seen this as a growing issue for over the last decade with no attempt of improvement. If this connect is built, we shouldn't be penalized by paying tolls.
Nick	Durkee		I80 is horrible, Accident or not. Consistently 60 minutes + to communicate from reno to USA Parkway. Not what it used to be.

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Puru	Shah		We need an alternative highway to I-80 for commute from Sparks to TRIC area. The current congestion is unbearable and is taking time away from dads and moms sitting in traffic who could be home spending quality time with their children.
John	Feyrer		The current first responder teams need to seriously consider using privacy or view-blocking barricades while responding to accidents. The amount of traffic slow down caused by curious onlookers is monstrous. Harsher texting and driving penalties need to be imposed. I can guarantee that 95% of accidents on I-80 are caused by someone looking down at their phone and rear ending the car in front of them. We all know that the road needs expanded. Consider TAXING the businesses that rely on I-80 to burden the cost of the expansion project. Nevada is being taken advantage of.
Owen	Kelly		The traffic is absolutely terrible between 5-8am going from sparks to USA parkway every weekday. and on the return from USAparkway from 3pm-6pm. I live and own in Reno. What was a 20 minute commute just a few years ago is now 45minutes-1.5 hours each way. thats 1.5 hours to 3 hours to go 40 miles. This needs to be addressed. major issues are traffic patterns merging onto freeway during peak hours. I suggest traffic lights at freeway entrance to pulse traffic in during peak hours at Sparks blvd onramp, Vista blvd onramp for morning hours and Patrick onramp at evening hours. It's a merging issue
Vee	Kamath		The current traffic situation between USA Parkway & Reno negatively impacts overall morale & productivity of the team. People are deterred from wanting to work in the TRIC area due to the traffic. Using Braess's paradox, is there any way we can do a study by closing off Waltham to see if it minimizes traffic? The hair pin design and merging from Waltham causes a lot of backup. Alternatively, creating other routes might be a better option to divert traffic such as Spanish Springs directly to USA Parkway.
Evan	Shellow		Add a commuter rail that takes advantage of the Reno Amtrak station and existing railway network. With upwards of 20,000 people per day commuting to/from TRIC and opportunity for that to continue to expand with the new Semi plant opening up among other companies, you can find a way to earn from travel programs from the existing companies. There are already existing spurs and shuttle networks that can connect TRIC with the railway in its current position.
Andrew	Smagala		This is an amazing idea for the Reno Tahoe area and Industrial complex, this needs to be fast tracked with minimal delays.
Ryan	Judson		I support establishing an alternate route to TRIC, and I believe a connector to Sparks is a logical solution given current travel patterns. My work-related travel on I-80 has been significantly affected, often tripling my commute time and creating unnecessary stress. Multiple solutions will be required to address this issue effectively, and I view this proposal as a positive and important first step.
Peter	Soldner		Hi, I've commuted to work at USA Pkwy since 2018. From the moment I started driving that commute I could tell the i80 from Vista to USA Pkwy was not able to handle the traffic. I've been stuck on that road for 5 hours one night because a semi truck blocked the two lane road. I've driven, sat in my car, & waited on that road for over 5000 hours of my life, half of which could have been spent on other, better things. We've been consistently clamoring for relief but for some reason budgets and priorities have ignored this problem for years. Please do something about it! Much appreciated.
Christian	Edelmann		I work up on USA parkway at the Giga factory and commute from midtown Reno. The drive to work is okay but the drive from work to home should be around 35 minutes but when I leave at 5-6pm that drive can be around 1 1/2 hours! With more construction and more manufacturing faculties opening up we need more capacity to allow for the additional people to get to work! Or maybe some kind of dedicated high speed rail!
Richard	Roma		Stop and go is terrible enough but what is becoming a bit frightening is the increase in aggressive, reckless maneuvers and road rage this is causing. Just the last 2 months i've seen angry people get out of their vehicles to confront other motorists on 3 separate occasions. Its going to get ugly and I don't want to see that. From what we can see the biggest problem is the on-ramp (waltham/nv-655). This is where the stop and go fades indicating IT is the problem. At the very least this should be regulated with a red/green signal as a bandaid until the years of construction get completed.
Evan	Shellow		You need to address limiting traffic at Waltham Way first. That is the surest fire way to make an impact on reducing traffic in the evening heading towards Reno. We have been collecting traffic data at Tesla that shows when that exit is blocked for construction or an accident, traffic is significantly reduced. The next best thing would be creating a protected lane at the USA parkway on ramp forcing USA parkway entrants to merge with each other before merging onto i80 at speed. This would allow i80 westbound traffic to merge with themselves appropriately too.
David	Cupples		Adding a northeast connector would significantly improve traffic flow to and from Reno by providing an alternative route that reduces reliance on existing congested corridors. Current traffic patterns force a high volume of commuter, freight, and through traffic onto a limited number of arteries, creating daily bottlenecks and increasing travel times. A northeast connector would help distribute traffic more evenly, improve reliability for commuters and commercial vehicles, and reduce congestion-related delays.
Kenneth	Bell		Scheduling a meeting about traffic during peak traffic hours is a bold strategy. Nothing says ‘public engagement’ like ensuring the public can’t actually get there.”

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Curtis	Rhodes		I moved to Sparks just under a year ago, taking a job at Tesla off USA parkway. I love the area and we have family in the area. But the commute is terrible and getting worse by the day. The truck plant will be starting up next year (and there are many other growing businesses). It will only get worse. There are no other viable arteries for traffic when there is a problem. Even I-80 expansion doesn't solve the problem as construction would be a long process and make it worse. My commute home (and I live 1 mile off Vista) is now over an hour every day. It is horrible. HELP!
William	Rizzuto		My name is Will R, I am an Engineering Manager at Panasonic since 2018. I have seen the traffic to and from USA Parkway on the best days and more recently on the worst days. I am taking time to write this as the traffic is greatly impacting our ability to attract and keep good talent within our company. Additionally, it is impacting many people's homelife, myself included. Someone that works M-F 8am-5pm has to leave their house no later than 7am and they will return home between 6:30-7pm in the evening. Our commute has increased by 1.5hrs per day from this time last year. Please do something!!
Devin	Triantos		The traffic from Sparks to the Tesla factory in the morning ~4:30-5:30 is regularly gridlocked at both the Sparks and Vista onramps. I do not know what can be done to combat this but something, anything should be considered. It takes me over an hour to get to my 12 hour shift regularly and the stop is always at those two points.
Kyle	Kleine		Hello, I believe another road needs to be built immediately. I-80 has become too dangerous and is a risk to everyone who works in the TRIC area. Some of us depend on the jobs that are out there to keep us going so it would be great to be able to get back and forth from work without it taking an hour to go 15 miles and having to worry dying everyday.
Devyn	M		I drive I-80 every day and the commute has become exhausting and frightening. Mornings routinely back up from Sparks Blvd to Lockwood, adding 20+ minutes. By 3:15pm, westbound traffic from USA Pkwy adds 30–50 more minutes. The worst part is the aggression—drivers refuse to merge, speed along shoulder, tailgate, flash high beams, and act threatening. As a woman driving alone, I fear for my safety every single afternoon. Traffic is consistently dangerous from USA Pkwy to Patrick/Waltham Way and again near Mustang. This is not just inconvenient—it's unsafe.
Breanna	Sobania		As someone who lives on Vista and works in the Tahoe Industrial Center, I fully support this project. I would like to challenge the team on the timeline and fast tracking this project or also pairing this with smaller projects such as extending the on and off ramp lengths for Waltham way.
Keith	Share		Hi, Alternative routes to relieve congestion on I-80 will have a tremendous impact on quality of life for the thousands of people working at TRIC. The dramatic rise in traffic has driven people to move to other states for better jobs. I even had a person on my team move to the Bay Area because the traffic won't be as bad. For people who are still here, the additional 1-2 hours a day spent in the car has reduced motivation and taken away from time with our families and friends.
Rob	Paulsen		The study is extremely important for the region—a northern route to Sparks from USA Parkway is critical to enhancing community safety. While I-80 widening is a good option to improve safe transportation, without a practical secondary route to Sparks, drivers will continue to be exposed to serious traffic incident hazards throughout the multi-year I80 widening project. Further, an additional roadway will make for safer work conditions for the NDOT crews on I80 during construction and maintenance. Safer transportation will improve job satisfaction and economic output for all TRIC members.
Jess	G		We 100% need an alternative transportation route between Sparks and USA Parkway/Waltham. As a parent who works out there, there is only one road to my child & in the event there's an emergency & I need to get to him I have to pray it's before 2pm before traffic is an absolute nightmare. Our safety is jeopardized every day we are on that road due to the people who constantly break the law & use shoulders to drive on, follow emergency vehicles at high speed when they come through, or constantly cut people off just to make it two spaces ahead. We need to fix this for safety and accessibility.
Fred	Tholke		Yes, finally a potential solution to improve two major traffic problems; Pyramid Highway and I-80 East. Thank you RTC. However a" 4-7 p.m. with a brief presentation at 5:30 p.m." ? This is exactly when a majority of people are stuck in traffic on those two highways, this is important enough that RTC should schedule at least two similar meetings and time each meeting when it is convenient for more people that have a stake in this to attend. On the weekend for example. My son-in-law who travels this every day never gets home until 6:30 or 7PM just like thousand of others. Fred Tholke
Henry	Valenzuela		Ive worked in multiple big cities, and this is the worst traffic in and out of work ive ever experienced. It couls be possible to make a completely different express way entirely for people working at tesla or any of the surrounding businesses to reduce long commute times entirely. This expressway should be limited to civilian vehicles and not commercial semis to reduce traffic as well. Thank you for your time.
Tekelia	Wilson		Provide housing near the gigafactory.
Enrico	Roque		I support establishing an alternate route to TRIC, and I believe a connector to Sparks is a logical solution given current travel patterns. My work-related travel on I-80 has been significantly affected, often tripling my commute time and creating unnecessary stress. Multiple solutions will be required to address this issue effectively, and I view this proposal as a positive and important first step.

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Ryan	Takayama		The traffic coming home from working at USA parkway, is terrible. What used to be a 30 minute drive, now takes over an hour to get home from work. This is very detrimental for work life balance and I am missing time with my family and friends. Please take action and find a solution as soon as possible.
Dawn	Richards		Instead of wasting time and money on a connector bus, why don't we think about a light rail system. It works!
Peter	Tuma		Traffic on I-80 between Reno and USA Parkway has gotten out of hand as it is the only thoroughfare with direct access. With all of the construction and activity happening on USA Parkway, this will only continue to get worse. More infrastructure and another option for travel is desperately needed sooner rather than later!
Ryan	Hoos		The increased traffic on I-80 has resulted in a significant decrease in the quality of life for both myself and my entire engineering team. This has become a top concern for my team of 15 and a key risk for attracting and retaining talent out at the industrial park. If this is not addressed rapidly there will continue to negatively impact the Northern Nevada economy.
Shivam	Pandey		Commuting on I-80 starting at Waltham Road is pure frustration. Evenings (4-7 PM) bring gridlock, turning quick trips into hour-long crawls from heavy merges, construction, and dense traffic. Mornings (6-9 AM) flow better but still risk delays from crashes. Safety sucks: reckless tailgating, abrupt lane switches, dim lights, and worn lines spark close calls. Wet weather amps up hydroplaning dangers. I'd give it one star—switch to buses or carpools to dodge the hassle. Major upgrades required!
Rebecca	Young		With the continued growth in Spanish Springs and the North Valleys, this connector should be a priority for traveler and worker safety. Thousands of employees commute daily to the industrial center, often facing congestion and unsafe conditions. In addition, children travel these same routes every day to attend programs like Small Strides. Prolonged delays and overcrowded roadways increase risk for everyone. Infrastructure projects elsewhere, such as the Infinity Highway, were completed in a matter of months—this region deserves the same urgency when safety is at stake.
Shivam	Pandey		Driving I-80 from Waltham Road is a total drag. Peak evenings (4-7 PM) create massive jams, stretching short commutes to over an hour amid merging chaos, roadwork, and surging vehicles. Mornings (6-9 AM) are smoother but vulnerable to wrecks and slowdowns. Safety is terrible: speeding, tailgating, bad visibility from poor lights, and blurry markings cause scary incidents. Rain heightens skidding threats. One-star mess—try public transport or rideshares to skip the agony. Infrastructure overhaul essential!
Shivam	Pandey		Commuting on I-80 starting at Waltham Road is pure frustration. Evenings (4-7 PM) bring gridlock, turning quick trips into hour-long crawls from heavy merges, construction, and dense traffic. Mornings (6-9 AM) flow better but still risk delays from crashes. Safety sucks: reckless tailgating, abrupt lane switches, dim lights, and worn lines spark close calls. Wet weather amps up hydroplaning dangers. I'd give it one star—switch to buses or carpools to dodge the hassle. Major upgrades required!
Shivam	Pandey		I-80 from Waltham Road is a commuter's nightmare. Evening rush hour (4-7 PM) turns it into a standstill—20-min drives stretch to over an hour due to merges, construction, and high volumes. Mornings (6-9 AM) are tolerable but prone to accidents. Safety is abysmal: aggressive driving, tailgating, poor lighting, and faded markings lead to near-misses. Rain worsens hydroplaning risks. One-star rating—opt for alternatives like transit to avoid the frustration. Urgent fixes needed!
Amber	DiBello		There needs to be a staggering of work from home days for employees due to extreme safety concerns This is the most dangerous commute in all of Reno Tahoe and families are impacted by accidents Until it's fixed, the companies should have to stagger work from home days as a mandatory mandate
Dave	Austin		Having to commute on I-80 to USA parkway for work has led to me seriously considering looking for another job. It was only after persistent complaints from the entire workforce that my company offered an alternative office solution preventing this from being necessary. Coming from a bigger city (Houston) to work in the Reno area one of the main draws was the small city life and a big part of that was shorter drive times and less traffic. If something cannot be done about the traffic on I-80 and soon it will meaningfully hurt the appeal of Reno.
Kenneth	Meng		I work at TRIC and live in midtown Reno. While I do not expect to use the Northeast Connector, the new road would be very helpful for reducing traffic and commute times. An alternate route would relieve congestion especially when accidents occur on I-80. With one lane in each direction and a 45 mph speed limit, motorists will likely exceed the speed limit regularly and may behave more aggressively due to the lack of a passing lane. Adding a third lane to allow passing would cost more but could reduce the risk of head-on collisions. Please investigate the impact of the addition. Thank you!
Princess	Damato		It can take me up to 2 hours to commute 23 miles from TRIC to Sparks due to congestion. With almost daily accidents and inclement weather, that commuting time will increase even more. We need another option to get from Sparks to TRIC, otherwise we're stuck going all the way to Pyramid Lake and circling to Fernley to get back to TRIC. The wasted hours sitting in traffic significantly impacts my personal life as I have to work around commuting hours for childcare.
Guillermo	Urquiza		As you know, the traffic on 80 has become miserable. I know of many strong engineers, technicians, and operators that are considering other job opportunities (including away from Reno and Nevada) as a result of the traffic. Something needs to be done if the growth is to continue. It's already too late.
Ronald	Damato		We need an alternate route to get to USA Parkway. The traffic is horrendous morning and afternoon and forget if there is an accident might as well use a sick day. Please use some common sense and realize as the population grows so must the infrastructure. Why have one of the busiest industrial centers be trapped by one viable way in and out it makes no sense. We desperately need more roads to get out there and alleviate some of this constant congestion.

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Roman	Talley		Shut down or limit the traffic join I-80 during peak hour on the Waltham, this is quick action that can be implemented in wks.
Sara	Robbins		I support establishing an alternate route to TRIC, and I believe a connector to Sparks is a logical solution given current travel patterns and the opportunity to enable further economic development north of Sparks. My work-related travel on I-80 has been significantly affected, often tripling my commute time and creating unnecessary stress. Multiple solutions will be required to address this issue effectively, and I view this proposal as a positive and important first step.
Chris	Woody		I work on USA Parkway and live in Reno, and I would fully support another route out there. There are tens of thousands of people who work out there, and they all have to share one road.
Matin	Grodzicki		I moved to Reno in 2020 and have worked at the RTIC for the last 5.5 years. Over the last year the traffic on 80 has become completely untenable. There has been huge growth at RTIC yet nothing has been done to increase the capacity from Reno/Sparks where the vast majority of employees live. We have recently had a large exodus of employees leave from the company with a major exit interview point cited as traffic. I myself have recently considered the same... If Reno wants to continue to attract top talent something must be done about the crippling conditions to RTIC. I strongly urge action!
Dan	Hobbs		Good afternoon, I'm glad to see this project is being looked at. I've been considering moving out of reno, as my prior 25 minute commute often takes 1.5 hours.
Connor	Cady		Tesla employee experiencing 160% increase (+110 minute) commute time daily due to bottlenecking and accidents on the I-80 between Reno and Industrial Parkway. Thank you for your timely consideration in alleviating this.
Russ	Pekkonen		Adding the northeast connector is a no brainer solution and crucial to continued economic development of the Reno/Sparks region. Not only will this help alleviate I-80 congestion, but also the chronic traffic issues of vehicles attempting to travel in or out of the northern Sparks neighborhoods. It's unfortunate the ongoing expansion of Sparks to the north hadn't already been anticipated & addressed however this is a great step towards improving it. I also expect it will enable further growth at the TRIC complex and help companies there retain good talent.
Mark	Villareal		The I-80 N/S is a plan set for failure as it only relieve the spaghetti bowl traffic and move the I80 traffic to a new location where they merge like the Waltham on ramp already does. Connecting back at USApkwy allows for people to get off the road to their destination or stop before introducing more vehicles to the road relieving I80 and the spaghetti bowl and not just shifting the problem. This also opens up future opportunities for small business like gas stations and restaurants as the terrain there would allow for development.
Dustin	Calhoun		To the honorable members of the Washoe Regional Transport Commission, The I-80 route from the Reno-Sparks-Metro Area is an essential route for thousands of the areas daily commuters. Congestion on this route directly impacts the quality of life of all of these residents in a very negative way. Anything that can be done to reduce this issue would, in my opinion, be an excellent use of the publics resources and a boon to the community at large. Respectfully, A local resident
Mina	Freeman		The traffic from sparks to Tesla GFNV is 1-1.5 hours each way every day. It's really horrible to deal with and considering this is a small city and the traffic problem is recent, this is likely because of lack of infrastructure): Please help
Damian	Judd		We desperately need something like this now. Every day we see accidents and people driving recklessly on I-80 in an attempt to get to work. People are being injured and dying on the highway. A shortcut like this would help alleviate the traffic congestion and the long waits everyone has to endure just to get to work.
Jose	Leon		This increase in traffic not only poses traveler safety but also work safety as the traffic turns a 12-hr workday into a 14-15-hr workday barring no accidents. With a majority of new residents & housing expansion being in the Spanish springs area, a by-pass to USA Parkway would be more effective at alleviating overall traffic on I-80 than an extra lane would. It would also be completed faster than widening I-80. It would be comparable to the infinity loop from I-50 to USA parkway being completed in approx. 1 years' time. This should be the priority for the safety of everyone.
Nathan	Chandler		When I originally heard of the proposal to LaPosada I was thrilled. Then the (toll) road was dead on arrival and that caused me to move to Carson city instead. That is how terrible the traffic on I-80 is. While this road is SORELY needed, the I80 corridor needs WAY more than just simply widening and building this bypass. Our local government is solving a years old problem with a years old solution. By the time this widening is finished we will still be facing congestion and already be obsolete. We should be pursuing a multi pronged approach simultaneously! Bring in the future.
Thomas	Crawford		This is a good start to alleviate some of the congestion on I-80. While more work will need to be done considering all the new employees planned for the future up at USApkwy. Thank you all
Will	Tegtmeyer		I'm in favor of adding another 80 connections to the NE side of Sparks.

ONLINE COMMENTS

Glen	Weeks		Oppose. We chose Spanish Springs to be away from the I80 corridor. For the past 6 years SS has been the quiet bedroom community we hoped for (less so the past year after all of the unchecked high density development). Placing a commuter thoroughfare right through our community (either from Vista or La Posada let alone both!) will bring all of the noise, crime, traffic and safety issues we (and many others) sought to avoid when we moved here. Please throw this bad plan in the garbage and find an alignment (such as from Vets Pkwy) that may actually benefit people and not destroy our neighborhood
Eric	Doty		We need this. I've been here for 5 years and I've been wanting to leave Reno just because of traffic everyday. And the city cannot figure out what they want to do. Same thing every year
Darius	Johnson		Currently work out at Milan drive for Tesla , there simply aren't enough lanes on Avery busy interstate , 2 lanes in downtown sparks causes the beginning of what turns a 15-20 min drive into 1 hour
Damian	Ortega		I-80 has become a nightmare there is a lot of traffic without alternative routes it will be great to have different roads either to Sparks or Reno
Adam	Kirby		To whom it may concern. I've commuted daily from Wingfield Hills to work out at USA parkway since 2016 and while I'm grateful for the economic opportunity this area represents for myself and my family; what once took 30-35 minutes door to door now takes over an hour. I now find myself in the car consistently between 10 to 12 hours a week to and from work and have to sacrifice an increasingly larger chunk of time away from my family in order to support them. An alternate connector to and from USA parkway would make a tremendous positive impact on my life.
M	J		I do not really think this problem needs any kind of introduction. The drive back home (and sometimes in the morning as well) has been excruciatingly painful where everyday (even after working 9 hours), folks still have to spend 3 hours in traffic (morning+evening). This has been a glaring issue since Q1'2025 but the authorities have not even taken a single effort to make the situation any better. A simple solution could've been to install a traffic light near the Waltham way to control the flow of traffic but there are millions of people who have to deal with this chaos on daily basis.
Eduardo	Zuniga		I vote for Los Altos Parkway to USA Parkway as it is a middle point where all the traffic from/to Sparks can divert to and relief that much from I-80 which is already packed just coming from/to Reno. For more immediate mitigation of the high volume of traffic in I-80 Westbound (specially during the evening), a traffic light and longer ingress lane at Waltham way would help a lot. Really appreciate all the efforts here.
Bill	Watson		This is great however it will take years and we need something now! Something that could be done now and for free is closing the Patrick Westbound onramp. This onramp does a crazy 180 to a short merge lane causing traffic to enter I-80 at a slow speed. Traffic slows down and backs up making merging more difficult compounding the problem until it is bumper to bumper. This traffic is primarily traffic coming from USA parkway down Waltham way to avoid I-80 thereby causing the traffic jam they are trying to avoid. Close this onramp for 1 week and you will see an immediate improvement in traffic.
Mohil	Kantesaria		Hi there, I wanted to bring it to your notice that the current infrastructure is a huge bottleneck in my daily commute, taking away about 2 hours on an average from my day. I would suggest to at least double the lanes. Any upgradation would greatly improve the situation and I would be grateful for it. Thanks!
Luke	Johnson		I was super excited to move my family to Sparks, Nv because it was 22 minutes away from an incredible job. I had no idea what a nightmare it would be. My 22 minutes to work ends up being an hour and 15 minute return trip. Everyday there is seemly traffic for no reason. Usually it clears up after the Waltham Way on ramp but my goodness. Why does it take 45 minutes to get 4.5 miles? Im faced with either moving to Fernley where there are no activities for my children or taking a new job out of state.
George	Ridge		That this has been one of Northern Nevada's biggest growth areas, and ignored by two diverse Governors and responsible departments, for almost ten years, is beyond irresponsible. The proposal(s) should have the highest priority, and be expedited *to completion*, in a creative fashion. Sincerely, George Ridge, who is constantly stuck in (non-sencical) traffic....
Maria	Terese		Traffic is unbearable in I-80 in the evening after 3 pm - significantly affecting work schedules, need an alternate route ASAP
Sharmitha	Ganesan		Really appreciate the efforts on NE connectors routes. I'd vote for the Los Altos to USA parkway or Vista blvd to USA parkway routes as they are densely populated and would be more efficient. In addition to the alternate routes, it would be better to add green/red traffic light by waltham way entrance at I-80 (Near exit 28) to avoid I-80 slowdown due to excessive incoming vehicles from waltham way.
Akilesh	Yamsani		Traffic to and from TRIC has become unbearable. Congestion and accidents have made commute times go over an hour. With additional businesses in the area the situation is only to get worse. Alternate routes are necessary to sustain the city's growth.
Rene	Lopez		The commute is already bad. I know it is going to be worse once the Semi factory opens as well as all the other factories being built. The city and county need to aggressively attack the situation and allocate enough funds to build new roads and infrastructure in and out of USA Parkway. What good is the City Planner and City Manager if they allow all these companies to build factories but keep the roads the same? The commute will be getting worse because of the lack of planning and resources allocated. How was this not studied before, why wait until the problem is already out of hand?

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Avani	Jangam		It's very very difficult to travel in the evening towards the city from the Tesla office. The traffic is very congested till the road in Patrick where more vehicles join and it takes like 1 and half or 2 hours for a 40 mins distance.
Alexandria	Roberts-Anderson		I understand that other warehouses have aligned to the same work schedule, I think if we are able to request another warehouse to stager timelines we could reduce traffic and deaths.
Rodrigo	Santos		The traffic conditions have gotten increasingly worse this year, and will get further deteriorated once winter weather hits the area. An alternate route would be a quicker solution and offer another way to avoid traffic accidents. Completing a connection from Patrick to Sparks would be ideal.
Mary	Zambrano-Domin		I live near Wooster High school, my commute to work (TESLA) used to take me 25 to 30 mins, in the past few months that has gone up to 45 mins to an hour, and if there is any kind of accident that turns into hours due to no easy exits! I am diabetic and everyday I pray I don't get into an accident myself because I don't know how long the police or ambulance could get to me. I have worked at Tesla for over 7 years now and we aren't the only factory out here but yet all the blame is focused on us for hiring more people, we are growing as well as other companies around the area.
Glen	Weeks		©ppose. We chose Spanish Springs to be away from the I80 corridor. For the past 6 years SS has been the quiet bedroom community we hoped for (less so the past year after all of the unchecked high density development). Placing a commuter thoroughfare right through our community (either from Vista or La Posada let alone both!) will bring all of the noise, crime, traffic and safety issues we (and many others) sought to avoid when we moved here. Please throw this bad plan in the garbage and find an alignment (such as from Vets Pkwy) that may actually benefit people and not destroy our neighborhood
Ryan	Walker		What have companies at TRIC done to reduce traffic on I-80? i.e. increase shuttle utilization, alternate work schedules, remove unnecessary staff on site I-80 widening project has gone completely silent, which is far more feasible than a project to annex Public Lands and carve a road through rugged terrain. What is the update on I-80 widening? Another road does not alleviate bottleneck at the I-80 / USA Parkway / "northeast connector" interchange, has this been considered?
John	Webster		As a commuter, the i-80 traffic is one of the worst parts of my day to day life. It's forcing myself and others to reconsider where we work. Please do anything possible to reduce the daily congestion.
Chris	Roberts		I am writing to express concern about worsening traffic congestion between Reno and USA Parkway. Over the past year, conditions have become unsafe and unsustainable, especially during evening commutes. Traffic often slows to a crawl, leading to aggressive driving, shoulder use, parking lot cut-throughs, and frequent minor accidents, and rare major accidents. With no alternate routes, drivers feel trapped and make unsafe choices. An additional route and improved public transportation, such as light rail, are urgently needed to improve safety and reduce congestion.
Gregory	St. Peter		I strongly support the construction of a new roadway connecting to the described locations. I prefer this over the widening of I80 which would no doubt bottleneck traffic horrifically worse for years as that project would certainly wear on.
Richard	Salazar		Working in gigga factory and working 12 hours a day the commute is hilarious. 1 hour going to work sometimes. And 1 and half going home to sparks. No I basically have 1 hour a day free time we need a solution, like a train or wider roads
Grant	Anderson		I support the proposed connector between USA Parkway and Spanish Springs/Sparks. It takes 1-2 hours to get home from work every night, this connector would drop that down to 30-45 minutes. The Tahoe Reno Industrial Center will only continue to grow, and the traffic will only continue to get worse - this connector is needed now and will alleviate even bigger challenges this region will face in the future. It will also reduce the number of accidents and fatalities from having too many cars and frustrated people driving in hazardous traffic conditions.
Yusuf	Tantuliagbai		The highway if fine. The driving habits of the new arrivals is garbage. The follow too closely, brake excessively, don't share the road, and they're rude. Just angry for no reason. They also choose the wrong time to be kind. Like when left lane traffic slows down for no reason at highway entrances casing a cascade that makes jams worse.
Brandon	Tracy		The stretch of I-80 between Sparks/Reno and USA Parkway has become notoriously inadequate for the massive daily traffic volume it handles, largely driven by commuters heading to and from the Tahoe-Reno Industrial Center (TRIC)—home to Tesla's Gigafactory and dozens of other major employers. With over 30,000–48,000 vehicles using this corridor daily (and projections to double in coming years), the current two-lane-per-direction setup creates frequent severe congestion, especially during peak shift changes. The traffic is effecting everyday life for all individuals partaking in the congestion.
Sumeet	Kumar	_____	The 30 minute commute to work now takes 1+ hours both ways. Making us spend 2 hours on the road. There is zero initiative to manage the traffic from the Waltham exit onto 80. Many skilled workers are already moving out of the area and will continue to if nothing is done. We need to invest in the future. The La Posada option must be pursued which is going to solve this long term. The businesses are going to grow, the city has to be future proofed.

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Nate	Bright		This project is desperately needed as the enormous increase in traffic on I-80 in the past years causes traffic accidents, restricts economic productivity, and greatly reduces the quality of life for those who make the daily commute to and from TRIC and Reno/Sparks.
Erin	White		The situation at USA parkway and the traffic on I80 West is an urgent matter that needs to be prioritized. The commute out of USA parkway onto I80 West is dangerous due to there being only 2 lanes, no room for first responders to get through if there is an accident, and no shoulder on a lot of the road to pull over. The traffic has affected the lives of countless employees on USA parkway due to feelings unsafe and that help can't get through easily if needed. The traffic has affected my mental health and I have suffered daily panic attacks in the car due to feeling trapped on the freeway.
Benjamin	Hayes		A year ago it took me about 35-50 minutes to get from USA Parkway to my home in Spanish Springs. It now takes me over an hour to get home from work every day, and it's getting worse. I prefer to be at home because I don't like the time I spend in traffic and I feel unsafe on the roads every day. I have witnessed countless accidents, a couple of them fatal, I've nearly missed being in severe accidents myself due to unsafe road conditions, stopped cars, or reckless drivers, and I am getting tired of the challenge I-80 presents to my personal life. Traffic is the main gripe about my work.
Jamie	Evans		A new roadway connecting east Sparks to TRIC is an absolute must for the wellbeing and future longevity of Reno residents. There is constant growing opportunity and economic growth by USA parkway and the current traffic situation is not sustainable and is crippling Reno residents.
Devan	Williams		Unsafe for experienced drivers, let alone new drivers to the area and those are in general new to driving.
Nicholas	Mentzer		I have been working out on USA Parkway since 2017 and the traffic has increasing gotten worse and more dangerous. There are almost constant car accidents or congestion that least to the 25 minute drive from Sparks to and from USA Parkway for work to consistently 2 hours. During the weekdays it is considered a good day that the commute is only about 90 minutes. I have witness many car crashes some lethal, some leading from minor to major injuries or just blocking traffic. Having a new route or expansion seems necessary.
Julia	Shell		The i-80 congestion between Reno and USA parkway is creating safety hazards daily for employees. My husband and I, who both work off of USA parkway and are parents of young children, are legitimately concerned about making it home in one piece every night. The safety implications alone should justify and generate urgent actions from the NDOT. This, aside from the commute time increase, is causing a substantial decrease in employees' quality of life. It is not a sustainable commute for most employees and their families.
Jacob	Arrieta		I believe the City and surrounding areas are in need of new roadway connections. This area sees thousands of people going in and out of work on a daily basis and with additional roadways this can truly impact the drive time and ultimately quality of life of employees that are helping this area to grow and thrive. This is a major opportunity for both immediate and long term impact for the citizens of the surrounding areas.
Annette	McDonough		The traffic on I-80 has grown to an unmanageable number. Everyday a 25min commute takes 1.5-2hrs with no accidents. The roads must be improved. If there is a wreck it could take anywhere from 3-5hrs with no real alternatives. Making another road will reduce I-80 traffic and provide an alternative route. I love my job, but the commute makes me think of changing companies anywhere othere then TRIC.
Caylie	Taylor		Traffic coming from the Tahoe Industrial Center to Reno has been exponentially increasing with each year, on average to get home when leaving at 5pm it takes 2 hours now instead of 30 minutes compared to previous years. The industrial center is only expanding and will get worse - it poses a danger to everyone when weather conditions are harsh especially during the winter.
Stephen	Kunkel		Please accelerate adding NE connector to relieve traffic on I-80. I-80 traffic is now a major quality of life issue for those who work at Tahoe Reno Industrial Complex. I believe adding more capacity for people to commute from Reno-Sparks to TRIC is the #1 thing we can do to enable continued economic growth in the region.
Cesar	Melgarejo		The Northeast Connector is critical for families like mine who rely on safe, reliable access between Sparks and the Tahoe-Reno Industrial Center. The only direct connection today is Interstate 80, which regularly backs up and leaves no practical alternate route when there is a crash, construction, or lane closure. My wife works at Tesla at TRIC, and it often takes her more than an hour to get home; on multiple occasions she has had to drive all the way around through Carson City just to get back to Reno when I 80 was jammed or blocked.
Whitney	Dishman		I'm weighing in on the Northeast Connector Feasibility Study. I work at USA Parkway near TRIC, and Interstate 80 is a nightmare with constant traffic and no alternate route. It's frustrating and unsafe. This study for a new road could ease I-80 congestion and make my commute better. I'm glad they're exploring routes and costs. I'm all for this it could really help workers like me. Let's do this!
Nick	Nelson		I work at Tesla and the traffic has grown substantially, we need to add resources so it is not 2 hours in traffic every night going home.
Ashley	Lopez		An alternate route is absolutely needed. Traffic gets piled up, causing delays driving in/out of reno.

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Sunil	Adusumilli		It's really frustrating to get stuck in traffic everyday a min of 1hr and sometimes even worse for 2 to 3 hours. Because traffic on both sides while going and coming back. After working 8 hrs shift and getting stuck in traffic every day is taking our time away with families. DONT UNDERSTAND TO WHY SO MANY NEW WHERE-HOUSES AND COMPANIES STILL COMING AROUND EVERY 3 MONTHS IN THE SAME AREA.
Tony	Anderson		Hello Team, This year traffic has been very difficult to overcome. The 15-mile stretch which should take 25 minutes max to drive, now it takes 1.5-2-hour drive, it is not even snowing yet. The Waltham way street needs to be regulated by the traffic light, this creates a huge flow of traffic that creates and stops the flow of I80. During snow season it will be 3–4-hour drive on a regular basis. Please fix this issue. We have a lot of employees quitting jobs because of traffic issues.
Glen	Weeks		Oppose. We chose Spanish Springs to be away from the I80 corridor. For the past 6 years SS has been the quiet bedroom community we hoped for (less so the past year after all of the unchecked high density development). Placing a commuter thoroughfare right through our community (either from Vista or La Posada let alone both!) will bring all of the noise, crime, traffic and safety issues we (and many others) sought to avoid when we moved here. Please throw this bad plan in the garbage and find an alignment (such as from Vets Pkwy) that may actually benefit people and not destroy our neighborhood
Alex	Park		some sort of alternative route for passage through this section of i-80 is desperately needed. Since January of 2025, the traffic has become exponentially worse.
Dominic	Licata		This has to happen. It is critical to improving the overall quality of life for everyone who works off of USA Pkwy. This will also positively support the future growth of the area along with the businesses locating their operations in the USA Pkwy area. This has also become a major safety issue/risk to the public and anyone using that section of I-80 for transit for any reason. Taking action on this is long overdue and should've been done before the development of the USA Pkwy area. Do the right thing and take care of this for everyone in the Reno/Tahoe area.
Tom	Primeau		I recognize this is a very difficult problem to solve, but this industrial center has provided many jobs for Reno/Sparks and changed my life. Want to make sure it continues to thrive. I work at a large company at the Reno/Tahoe Industrial Center. I can't emphasize enough how the traffic issues on 80 West impact quality of life. Impacts people's ability to plan their personal lives, miss out on time with their families, and general dissatisfaction with where they work. I've had employees go to other companies with this as the #1 reason why. We need something soon or at least hope.
Mayumi	Doyama		I am definitely aware of the need for more roadway options for people traveling to and from TRICC from Reno/Sparks, however I would also like to see a feasibility study for light rail. Adding another roadway may solve the problem of congestion and variability for a bit but a light rail system can provide a longer term solution for the ongoing growth within our region. Please consider investing in light rail as a better solution. Thank you
Darrick	Bissell		I have attended the Dec. 17th meeting and read the study in its entirety a few times. I have to say this is not what I foresee as an alternative for traffic diversion to serve those commuting to USA from Sparks/Spanish Springs area. I live along the path in which people from Northern Spanish Springs (via Pyramid highway) will commute through my neighborhood via La Posada-Hubble-Vista to the ballpark "highway". Through my neighborhood!!! I do not see a dedicated cycling trail being built next to the road, like on Veterans. This should be required for cycling safely!
Kelly	Verling		The northeast connector is a terrible idea. It will dump heavy truck traffic into east Spanish Springs which is already congested. The southeast connector is a viable solution that works for every one and directs traffic to Veterans Parkway designed to disperse heavy traffic.Directing I80 traffic into residential neighborhoods via the northeast connector is extremely poor planning that will diminish the quality of life for Spanish Springs residents.
Fred	Krueger		My wife and reside at 7999 Orange Plains Dr. Either of the 2 alternatives being studied will directly impact our quality of life with increased traffic and traffic noise (we currently have none), and lost of wildlife habitat. We attended your December meeting at Davids on this project and were very disappointed that you started this process back in February 2025 without notifying anyone until December 2025, and now have a limited comment period that closes Jan, 17, 2026. We are opposed to this project and all alternatives please stop considering these alternatives. Fred Krueger
John	Kenny		The route behind Cimmaron Highlands would disturb and be a nuisance to all that live up there. If the road came off la posada and went further around, I think it would be ok.
Janet	Clark		When we bought our home Vista was only one lane each way, then traffic got worse so they had to make provisions. We live in the highlands and only have two ways out, Vista or La Pasada. With this proposed bypass both will be extremely congested. I am not for this bypass whatsoever. This will direct an unknown commute traffic through a residential area. Poor planning!!!

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Johnny	Lau		I also think that we should do the route that has the most people using it and benefit the most people and the route that come out to Vista blvd with connector to Belmar (Los Altos/Belmar) & make that round-about 2 lanes from Belmar to Los Altos south so that people can really use it to North on Vista to Costco, Walmart and the whole Gallaria shopping plaza). People can make a left on Vista to Safeway & the area there on Vista to eat/shop grocery or go to Smith on Baring blvd. We need to fast track this, today 1-5-26, it took me 2.5hrs to go home from Switch. I-80 widening will get even worse
Frank	Jerant		As a taxpayer it certainly seems obvious that I would favor the Vista option over the La Posada option as the cost difference, 64%, is monumental! Also, as the report states "La Posada Drive is designated as a local road, with driveways directly accessing the road. In addition, the Highlands neighborhood fronts this terminus area, and some private right-of-way acquisition is required north of the Highlands. Given this context, a new roadway would impact the character of the adjacent community." As a resident of the Highlands, I strongly support the Vista option.
Jacob	Moose		Please build this thing. The commute is brutal.
Donella & Tim	Lael		We strongly oppose the “Optional Connection” in the feasibility study by the Washoe County RTC. This route would intrude on an established residential community and federally protected BLM land that serves as wildlife habitat and a buffer for our neighborhood. It would cause permanent environmental damage, disrupt wildlife, increase noise and pollution, and harm homes. Under NEPA principles, agencies must avoid impacts when reasonable alternatives exist. The RTC’s study identifies the Vista/Golden Eagle Park route as preferred, making this connector unnecessary, harmful, and unjustified.
Ron	Paula		Building a major highway through an existing community makes little sense from a planning, safety, or quality of life standpoint. Residents in these areas chose their homes with the expectation of stability, not the threat of a high volume transportation corridor being imposed after the fact. The noise, traffic, environmental disruption, and long term degradation of neighborhood character would be severe and irreversible. I will be sending a formal letter stating my strong opposition as it is unreasonable to state all my concerns here in an unreasonable 600 max character text box.
Tammra	Pearce		I am absolutely opposed to a secondary connector route at La Posada. We purchased this home to be away from noise and traffic. These home have gained considerable value because of their location. Most of us are senior citizens in this particular area. I kindly ask that you consider our opinion and please....don't destroy our properties.
Beverly & Mer	Philpott		We strongly disagree with any plans for a connector road right behind our house. We were assured when we purchased this property 18 years ago that this construction road would never be used for regular traffic it would ruin our outdoor activities. Please do not ruin our life style and home value.
Lindsay	Bradley		Putting a road through our neighborhood is not a solution. It is highly disruptive to our environment and will impact our home value but more importantly our quality of life. We moved out here for a reason and that was to have peace and quiet. The road at GERP is already there and makes sense to make a connection but adding a second route literally right behind our houses is not necessary and is not welcome! Our neighborhood streets were not intended to be travel lanes. Please do not take away our peaceful neighborhood!
Neil	Nichols		I read the report and asked the consultants questions at the public mtg and did not get acceptable responses. The methodology used does not seem appropriate and does not address one of the major objectives of the project - to provide an alternate route during "bad" traffic situations. Both the Golden Eagle and La Posada alternative do not provide an alternative for users of I-80 to access - both are too far away from I-80. The Prater Way extension makes the most sense as everyone can use it on normal days and also switch to it on bad days, and it should not be removed during initial screening.
Nancy	Mcintosh		I am strongly opposed having the connector from Las Posada going up around my sub division. We live in a beautiful quiet neighborhood and highly desired neighborhood. This would be ruined by having noisy vehicles and trucks in our area. The value of our homes would decrease dramatically. I moved to this neighborhood for its beauty and nature. Please consider another route.
Jeri	Norman		I understand that there is a need to improve road and traffic in the Spanish Springs area. That being said, there is still a lot of open land out here and the need for future growth. Building the “Optional” connector behind the Highlands at the end of La Posada is a quick, temporary measure that has no future insight. La Posado would need a drastic upgrade or it will be just another road in Spanish Springs that will be congested and not efficient. Also, there is no reason to build so close to existing homes when there is so much open area. This needs to be reconsidered.
Dawnee	Olson		After reading the feasibility report, I strongly oppose this connector being connected to La Posada! La Posada is a residential street and a highly traveled road for parents getting children to and from school. It is also rural with many equestrian properties that ride along La Posada. It doesn't make sense to bring even more traffic north on Pyramid which is already a traffic nightmare and I challenge the people who prepared this report to travel Pyramid for 30 days!!! The connector us one lane each way. One accident will stop traffic completely just like I-80. Big rigs allowed? Toll road?

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Nicholas	Rhea		Please consider more public transportation options. If we are going to spend what will be a large sum of money, it needs to actually reduce traffic not create more of it. Building more roads and adding lanes is an expensive, short term solution. Transit such as rail or dedicated bus lanes (actually separate from the road) should be seriously considered.
Leslie	Callaway		As a Highlands resident, I urge you to drop the “Optional Connection” from La Posada to Vista/Golden Eagle Park. This route would bring heavy traffic near Diamondback Ct., Cobra Ct., and Orange Plains—hurting property values, wildlife, and neighborhood character. Please confirm its removal and commit to public meetings and full environmental review before any decisions.
Jennifer	Boracchia		In regards to the Northeast Connector Draft, looking at the drafts it makes no sense to build an additional road from La Posada, to connect to the Vista at Golden Eagle park. I am aware there are several routes already created behind Golden Eagle Park to USA Parkway. I see no reason to route traffic’s behind Cobra Drive and Desert Fox to create noise to homeowners. The additional route and cost to taxpayers seems unnecessary. The route directly at Vista through Golden Eagle Park allows for access from Sparks blvd, Pyramid and Vista. Please do not cost Taxpayers additional money. Thank you.
Kirsten	Jessen		I strongly oppose the proposed “optional connection” road to Vista/Golden Eagle Park. As a Highlands resident, this road would destroy the peaceful setting we chose for our home. It threatens trails, wildlife, and the rural character of our community. While growth is good for the area economy, I think planners should assess the values of this area and what will provide generational economic growth and quality of life. While having access to employers/jobs is critical, will people really want to call this home if we just become yet another urban sprawl? Please explore alternatives.
Janet	Holland		I disagree with running a major arterial adjacent to our Highlands residential area. It would put major traffic on our local roads that have a 25 mile-an-hour speed limit. Most of our neighbors are retired and would not commute over to I-80 on a regular basis. Please do more homework on your proposal. There must be a better alternative. Prater Way would seem a better alternative if there were an accident on I-80.
Steve	Burlie		I am opposed to the N/E Connector project for many reasons. Following are some of my reasons.
Andy	Zayac		I find the Vista (Golden Eagle) corridor proposal acceptable and see the benefit in connecting Sparks to tech and preventing further decay of Golden Eagle (shooters are making it a landfill). I strongly disagree with the Posada connector as it ruins the premise of serenity, unobstructed walking trails and views on which the nearby community was sold. The Posada connector introduces traffic, noise, crime, and disruption betraying what the community recently bought into. If the GERP corridor is built, the Posada connector should be considered in another feasibility study.
Steve	Burlie		I am opposed to the N/E Connector for many reasons. Following are some of the reasons. 1. The connector was not in the RTC when the residential development was approved. 2. People have spent large sums of money on homes that will be adversely affected by the proposed project. 3. Traffic and pedestrian safety will be harmed by drivers cutting-through non-arterial residential streets. 4. The cost of this project is considerable. it will result in higher taxes.
Linda	Schoen		"...Given this context, a new roadway would impact the character of the adjacent community. No stakeholder preference was noted for or against the La Posada corridor alternative." I live in that adjacent community - in fact, on Orange Plains Drive, which your alternative connector between La Posada and Vista would run along and above. No consideration has been given to the dangers and ruination of our current idyllic neighborhood. None. A road just above our homes destroys all our open area. And I can just imagine horses and cars after a collision, flying into the lower backyards. Or bedrooms.
Katie	Pearce		I have a beautiful home on La Posada and we do NOT want this connection. Our area is beautiful and residential and open land. We do not want the traffic or crime. People already disrespect our open area. We ride horses, kids play and a busy road will only take that away. We are close, but still country and we do not want the noise. We purchased our property with the safety of BLM being protected. Changing zones and taking our happy place away is not fair. Are neighborhoods on Orange plains and Hubble are safe and if you build this road it will not be. We live in this area for a reason.

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Lori	Pietroniro		When we purchased our home & property in the Highlands of Cimarron East we purchased for the very reason to be away from hustle & bustle, from traffic, from noise & away from calamities. Now with this proposed road literally in our back yard our home will no longer be serene, quiet, stress free. Our local roads, which btw, are deteriorated will be more destructed as the traffic flow increases. Currently the flow of traffic is already quite high & congested during peak hours which is no longer just from 7-9 am and 4-6 pm. Golden Eagle & La Posada are neither ideal locations for this route.
Lori	Pietroniro		To add to my previous comment (600 characters really?) This project should really be located in an area that is not residential but more conducive to transportation. Money should not be a factor in its design where homeowners are the sacrifice. Vista is already congested & has proven to be a disaster area when accidents happen & traffic flow halted. There are few alternates to utilize when Vista becomes blocked. Pyramid is rarely free flowing. More traffic to this already congested area isn't practical. Furthermore, why add more traffic to a very busy regional recreational park? Its ludicrous.
Bob	Pearce		Why would you put a major connection road through a developed community neighborhood? Not to mention all the kids from Spanish Springs Elementary right there. The community does not want a bunch of additional traffic and strangers entering our neighborhoods and school zones
Jeannine	Greenslade		I oppose the optional connection road from La Posada to Vista/Golden Eagle Park. The proposed optional connection road will go behind my backyard and housing track. I purchased this house because it backs up to BLM land. This will bring unwanted noise, light pollution, possible crime, graffiti, trash and traffic. This road will have direct viewing into my private backyard and ruin the beautiful nature surrounding our property. Your planning of roads, should happen prior to approving more housing projects not years after. How about light rail or add more lanes to Pyramid?
Ed	Stair		My wife and I are extremely upset and disappointed at this plan to put a road IMMEDIATELY behind our home. We purchased this home 2 years ago as our retirement home. The major reasons for our purchase were; the quiet neighborhood, the lack of vehicle traffic, and the wonderful view of the mountains from the back of our home. In short, this project ruins all of these for us a forces us to look at a significant reduction in our home value over time. We hope you reconsider the path of this roadway as it will seriously harm us and our neighbors quality of life. 4660 Cobra Drive
Greg	Kaufman		Please build this road.we all need the connection to usa parkway.it will help alleviate some of the congestion getting into Spanish springs
Jon	Bell		I am opposed to the proposed connector. The Industrial park is located in Storey county it is their lack of planning to not accommodate housing for the work force. Estimates range from 300 to 500 million dollars with financing to be determined. The financing should be paid by the businesses who benefit - no more corporate welfare. The impacts on the Spanish Springs area are minimized in the report. Not just traffic, but the noise and air pollution. The plans for the Pyramid highway are already woefully delayed, perhaps a commuter train service using existing tracks instead of new roads.
Pamela	Quon		I appreciate RTC trying to get comments from those of us who will be "negatively" or "positively" affected due to development, noise, traffic changes from I80 to Vista, Pyramid, Los Altos, Highlands, etc. I understand that housing and transportation development is necessary...the population is growing...expansion is necessary. What I don't understand is there seems to be a lack of concentrated and smart development, IN ADVANCE, of housing development.
michael	goodermote		We bought our home on Orange Plains Drive for the serenity and privacy of backing up to BLM land. Now RTC is proposing a road directly behind our house (within 150 feet). Imagine the noise of semi-trucks passing 50 yards from YOUR bedroom 24/7/365?! Your RTC project will DESTROY property values of MORE THAN A HUNDRED Orange Plains, Cobra Court and Diamondback Court homeowners! SHAME ON YOU FOR PUTTING $$$ AHEAD OF LOCAL TAXPAYERS!
Julia	Goode		The proposed connector that would run behind Diamondback Court, Cobra Court and Orange Plains Drive will ABSOLUTELY DESTROY the privacy, serenity and property values of SCORES of homes and neighborhoods adjacent to the highway! It would also cut off access to hiking trails in BLM land behind our homes. Imagine semi-trucks running 24/7 just 40/50 yards from YOUR BEDROOM WINDOW!!! STOP IT NOW!!! SHAME!
Mike	Boracchia		Regarding the Northeast Connector proposal, adding additional road behind Cobra Drive and Orange Plains is an unnecessary cost to taxpayers. There is already access to that area from La Posada on Hubble, and from Pyramid on Wingfield Hills to reach the projected road at Golden Eagle Park. Vista can be accessed from Sparks Blvd, Los Altos and Disc also. Seems like the access should start at Golden Eagle Park and no additional road behind homes. No reason to create additional road noise for home owners.

ONLINE COMMENTS

Kenneth	Lis		I have been a resident of the Highlands since 2018, i moved to Sarks from the Bay Area. I do not want to see either corredor option as it would impact the scerentity and beauty of the area. I question: #1 the environmental impact (horses, natural), #2 draw of additional traffic (Semi / Sun Valley) into the area creating road and passage concerns, #3 impact to Golden Eagle ballfields as a safe family rec area. More consideration should be to examine the south Reno side (off Veterans) as majority of traffic comes from the south, NOT the north of highway 80. Not a good recommendation!
Rodney	Aeschlimann		I am in strong opposition to the proposed connector from La Posada to Golden Eagle. This route negatively impacts traffic and safety on La Posada, including routes to an elementary school. The route is way too close to multiple homes in one of the best neighborhoods in Spanish Springs. The only reason to consider the La Posada connector is to remove some traffic from Pyramid. Realistically, this connector will do little to address the traffic on Pyramid. Wouldn't it make more sense to utilize the La Posada connector funds to improve and widen Pyramid Hwy from La Posada toward the South?
Brittney	Lis		I have been a resident of Highlands Cimmaron East for a few years and I do not think that this is a good idea. It would ruin the peacefulness of the residential area, and cause harm to the wildlife. Locals already speed down the residential streets, especially Desert Vista being a main street off of Lacerta Dr, and this would increase the speeding and harm towards the community. Wild horses have found refuge within the residential area and increasing traffic would cause harm to them. It would also decrease home and property value of those in the area due to increased noise and traffic.
Ernest	Rohl		I am opposed to the entire project due to a lack of information. The proponents have not provided any relevant facts about right of way width, location, or number of traffic lanes proposed. This information is vital to assess impacts to Golden Eagle Regional Park, adjacent residential areas, viewsheds, archaeological sites, and wildlife. There is no information about impacts to major natural gas infrastructure, and how those impacts will be mitigated. The maps provided due not show enough detail to determine if the proposed route will affect residential areas (they are not shown).
Kristen	Harris		This is a ridiculous proposal. This just causes more back up traffic further down in our neighborhoods. You cannot keep building out in spanish springs and applying bandaids to a city without any infrastructure or freeway access. If we have a major disaster we will be Paradise fire 2.0 the way you are handling our "traffic"
CHRISTAL	STROUP		I can see how the Vista Corridor would make sense, as it has a minimal impact on the surrounding neighborhoods. However, the optional connector to La Posada would have a huge impact on the surrounding neighborhoods. I am opposed to the connector.
Russell	Hiatt		I am deathly against the optional connector from Golden Eagle to La Posada. It's hard to judge from the maps that have been provided, exactly where this connection would run. For those of us living on the West and North side of the Highlands, the road would not only be an eyesore and a source of noise as well as lowering our property values which is unacceptable. It's not fair for our subdivision to be asked to pay the price for those commuting to the industrial center. Connectors to Los Altos or Prater Way with additional improvements to existing surface streets would be a better choice.
Ernest	Rohl		I oppose this project due to insufficient detail in the Public Information. The project documents and maps do not address where the proposed connector meets the I-80 corridor (if it does). It does not address, or even mention, the planned widening of the I-80 corridor currently under study by NDOT. What design standards are being employed: County Road v. State Highway? Is this project actually going to connect with I-80? Is this connector going to skirt I-80, and simply terminate in the Tesla parking lot? These are details that need to be provided.
Ernest	Rohl		This project may be rendered redundant by the planned widening of the I-80 corridor, currently under study by NDOT. The now-defunct "Toll Road" proposal has had a new coat of lipstick applied, and is now being proposed again, with an abbreviated review cycle. This project now has the feel that RTC is trying to get something built, before the Public realizes that it's already been rendered redundant. This project will have significant adverse effects on Public lands (City and Federal), and high-value residential property.
Angela	Lucas		I am opposed to the construction of the Northeast Connector road, in particular the La Posada alternative. We moved to the Spanish Springs area because of the open space. There has been uncontrolled growth in Sparks over the last 4 years since we moved here. I am in favor of pursuing a more environmentally friendly option of public transportation to reduce traffic. That said, I appreciate the need to evaluate all options to relieve the traffic congestion that will only worsen over the years. In that regard, your services and attention to this project is much appreciated.
David	Kelly		I am opposed to the construction of the Northeast Connector road, in particular the La Posada alternative. We moved to this area because of the open space, and have observed widespread and uncontrolled growth over the past several years. New roads will only further this growth and put more vehicles on the road, adding to the congestion. I would like to see alternatives evaluated such as light rail, which uses existing transportation routes and is more environmental friendly while also providing for commuting options to the East I-80 corridor.

ONLINE COMMENTS

Jason	J		The planned option to connect the corridor via La Pasada is counter intuitive. It will increase the cost of the project dramatically and increase traffic to an already congested area with lots of accidents. La Pasada intersection would need to be widen and this road need to be become two lanes to make any sense. La Pasada area is often flooded; hence, flood mitigation needs to be considered. Large sound walls need to be erected alongside the corridor passing through the Highland Estate community. This plan is ill-prepared and detrimental to the community around La Pasada and Highland.
Jeff	Reyes		I strongly oppose this connector! I live close to la posada and I frequently commute to vista as pyramid is constantly gridlocked. Vista blvd is already congested as it is! Rather than a connector, have you seriously consider building a bypass leading to/from i80?? We really need to alleviate the congestion from the city streets. These connectors would make the traffic worse
Jessica	So		I am HIGHLY AGAINST a connector road off of LaPosada to I-80. This is a terrible idea. We have too many schools out this way and school buses that use this road to transport kids. LaPosada is the MAIN road used for this. If a road needs to be built, build it further up Pyramid Hwy before more houses are built that direction. Think, Calle De La Plata expansion.
Paul	Hinen		The presentation notes "All options include a 2 lane roadway". Why put time and effort into a project of this magnitude only to build a 2 lane road that will not meet current need on completion. RTC should look at Vegas and plan for the future. This road is intended to be a major connector and should be designed as such. Designing it now as a 4 or 6 lane road will ultimately save money required to expand the road in the future. The addition of a connector to the North Valleys is also vital and should be adopted, not just a consideration. This will reduce spaghetti bowl congestion.
Joseph	Mudd		Greetings! I and many of my fellow neighbors are very upset regarding portions of this plan. As a resident of Spanish Springs we understand the need for better transit to the Parkway. However the plans seem to revolve around connecting the North Valleys to USA Parkway and allowing commercial semi's to run very close to homes and surface streets that were not intended for this type of use. My neighbors and I are fervently against this plan and demand additional options that do not involve using La Posada as a connector! Best Joseph Mudd
Brett	Brackenbury		The idea of a secondary route is a good idea but not the right idea. What the region is need of is a light rail from Reno to USA parkway. In addition, the entrance of the route into golden eagle park would cause a nightmare. The best entrance into the route would be near Disc Dr or Los Altos Parkway.
Randall	Castro		This plan is not wanted Bringing more commute traffic into our neighborhoods. Residents of Spanish Springs and Sparks should not be forced to accept more traffic because of poor planning of how much the business development on the Park way would have on both I80 and our local community
Noel	Martinez		This is a horrible plan as if effects our serene community. Focus needs to be more housing near Fernley for these commuters... stop building so many apartments out here in Spanish Springs (Poor Foresight). There is no buffer between these homes for this proposed route and the noise and traffic in our little area near Orange Plains Drive from all vehicles and trucks will not only be a poor design put a downgrade to our community. Think about it if this was your community would you want this?!?!
Timothy	Roumph		Hello Regarding the Northeast connector that might be constructed near the my neighborhood, totally against it. For the last two years the wild horses have been coming into our neighborhood and having a roadway between the neighborhood and the hills could certainly cause danger to the horses and motorists. The area which is undeveloped is a wonderful place for dog walking, hiking and running and viewing wildlife. Many of us and those nearby use the area for exercise which is wonderful as many of us are seniors. We can walk there and not use a vehicle. Great for the environment.
Michelle	Borge		This is exciting news. Until an alternative is developed, has consideration been given to traffic light control monitoring the on ramp traffic at the USA parkway area?

ONLINE COMMENTS

Kenton	Knight		We are adamantly opposed to the route behind orange planes that has been suggested. That is a quiet neighborhood and should not have a freeway Behind it. The congestion, Noise and traffic volume would ruin the neighborhood. Further, It should be noticed that La posada does not lend itself to be widened. The traffic congestion on that road alone would be insurmountable. Get real?
Richard	Jones		Dear RTC: The best approach is to continue on La Posada over and around the housing areas affected by the other options that involve increased traffic and noise pollution. For example, there is a new housing area being built by D. Horton in the Eagle Park area that is still expanding. The entire Eagle Park recreation area would be affected. Vista Blvd does not need increased traffic and noise pollution. Again, the best option is the La Posada route for the Northeast Connector.
Janet	Antonini		I believe the connector roads are just going to be a bigger mess with recks during winter/bad weather. The slightest hill now on I80 causes them. There should be a study on this before you proceed!! Especially at La Posada. It also will be a mess with vehicles trying to get over to the 2 connector roads - study? My opinion is: widening I80 PLUS continue on widening further back all three major connecting roads - Pyramid, Sparks (continue, but further back ALL the way to Pyramid to further alleviate congestion, and Vista all the way back to Disc. This future forward plan is for everyone.
James	Mahoney		Locating the NEC along upper Cobra Dr and Orange Plains Dr in the foothills to the East is a terrible location. Traffic, noise, disruption of people and animals access to the foothills walking trails and game trails is unexceptable to long time local residents here. Walls will not soundproof the traffic noise. Are you going to remove the home at the exact end of La Posada? That would be unexceptable to the home owner I'm sure. Regardless, find a different route that will not impact this area. JJM
Solomon	Hafer		As an employee who commutes out to the USA Parkway area, the commute times have significantly increased. This was from a coworker who tracked his times from sparks. His normal time w/o traffic 26min. I come from South Reno and my mornings w/o traffic are 39min. With traffic or weather it is excess of 1hr 15mi per day in the mornings. Evenings are minimum 1hr to 1hr 30min. On average the delays in 2024: 21 hours and 2 minutes of additional traffic. vs normal no traffic Vs: 2025 saw 76 hours and 15 minutes of additional traffic. There must be an improved solutions the >20k commuting daily
Gladys	Fly		You left a line item out of your ridiculous line item budget for the Golden Triangle Vista exit plan - the $many millions you will need to spend fighting resident resistance. Spit poll shows 90%+ against this. So much for college degrees in road science. La Posada exit from I-80 is the common sense choice although I will grant you it isn't the cheapest solution - not that you should be choosing options based upon cheapest...
David	Woodhouse		While I find the main Northeast connector recommendation a valid and well thought out step, the add on suggestion of the "Optional La Posada Connection" is totally unacceptable to the residents of Highlands at Cimarron East . Despite your presentation's narrative implying that "Community Impact & Stakeholder Preference" is really important this suggestion seems to have totally ignored the over 100 homes on Orange Plains whose property borders that route. Having semi's thundering past residential housing within the width of a gnats leg is just unconscionable.
Mary	Schebetta		I strongly oppose a connector running from La Posada Drive. This would be an extremely undesirable and unwanted intrusion for my neighborhood. Particularly, the recommended optional connection that would run from La Posada to the proposed Vista/Golden Eagle Park route as this secondary connection would run parallel along the entire length of my street, Orange Plains Drive. This connector would turn our neighborhood into a congested traffic nightmare. This is currently a beautiful, quiet neighborhood. Please help us keep it that way.

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Jim	Brake		I tried to comment on the public meeting form, but the limit of 600 characters was too constraining. I went to the public meeting and was impressed with the amount of information that was provided. I think the proposed alternative near the regional park is the best alternative. The design speed for this road should be at least 45 mph, since many commuters will try to reduce their travel time. The horizontal and vertical sight distance that will be provided should exceed the design speed so that drivers that exceed the design speed will have less safety issues. The connector from La Posada to the new road should be eliminated due to the impacts to existing homes in that area. In order to discourage an increase in through traffic on Vista and Hubble, to the north of the regional park, consider adding all-way stop control to the Globe Drive intersection with Vista. This will reduce speeds and increase travel times for that route, and may shift some of the new traffic to the Wingfield Hills Road route to get to La Posada or Pyramid Highway. I was a civil engineer with Caltrans District 3 for 35 years, working primarily in Highway Operations.
Rick	Bumgardner		I'm against a Vista NE Connector. 1)In 12/17 meeting, it was stated, will look at commuter rail option. Rail is better as it removes cars from roads, reduces pollution & cost less than building a NE Connector. 2)NDOT is expanding I80 from Vista-USA Parkway, finishing in 2030, making the NE Connector unnecessary as it will not be done before 2030. 4)If built the NE Connector will move cars to residential streets to access Vista & NEC, moving the traffic problem to where we all live. $'s are better used solving other local transit issues to help more in Sparks/Reno vs just the I80 commuters.
John	Schebetta		I strongly oppose a La Posada Dr connector. This would turn our quiet neighborhood into a congested traffic nightmare for us residents. I would have never bought in this quiet neighborhood if I had known this might be proposed. Please leave La Posada Dr the way it is. Any type of connector running through/adjacent to our neighborhood and making it a highly traveled thoroughfare is extremely undesirable to all of our neighbors including me. Respectfully, A very concerned citizen.
Carol	Fiechtl-Steiger		We have lived in D'Andrea since 2017. The impact of the traffic has been getting worse over the years, as we all know and hate! You talk about widening the I-80 corridor. Why not use the utility dirt road that's on the North side that runs along the utility poles and runs parallel with I-80? What is the impact on the deer, the large herd of Antelope, and wild horses in the valley up there? People have spoken about the petroglyphs, the sage grouse, etc. But that valley up there means so much more! It's a recreational area for people to get out into, and we love taking our jeep up there!
Gary	Troyer		To whom it may concern I couldn't find the "form" for public feedback sorry for this informal email My concerns 1. Two lane construction from the start isn't a good thought . As many accidents that are now in existence on I-80 only leads one to think why in heavens name would you even consider 2 lane construction . Then add in winter snows the possibility on total closure do to accidents it only makes sense to have it 4 lane from the get go v/s having to come back and reconstruct another 2 lanes. 2. Strongly suggest no La Posada connector for several reasons . Snow on the higher elevation of that route with no snow lane chain install available Truck traffic directly behind housing developments. Two lane v/s 4 lane on the entire route believe it would be heavy used especially from north end of Vista/Hubble and north side of La Posada . That will be heavily impacted in the future as construction continues north into Spanish Springs proper. 3. Impacted tracts as traffic try's to shortcut the intended routes ... From Hubble and north Vista traffic impact to Lacerta through Desert Visata or Desert Plains city streets / non arterial streets. Please consider these valid home owners concerns in the planning faze .
Steven	Phillips		The study definitely took a negative turn when they went beyond the main study and began the "optional connection" that runs from La Posada to the proposed route at Vista/Golden eagle Park. This connector running directly behind my neighborhood just behind Diamondback Court and along the entire length of Orange Plains, this is objectionable at best and uncalled for. You would be destroying one of the best and quietest neighborhoods in Sparks, ruining it with traffic noise not to mention years of construction. I strongly submit a no vote on this proposal. Steve Phillips

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Samuel	Fox		I think that using LaPosada as a connection route is a terrible idea. Several communities border La Posada and we depend on that road for access to our homes. Putting a major connector next to our communities means excess traffic and noise. We will have a hard time gaining access to the road. Many residents use LaPosada for recreation, walking, biking,running and strolling with babies. A major traffic build up puts us all in danger. We already have a speeding problem in Spanish Springs I shudder to think what will happen if you choose this plan. Cars whizzing past the neighborhoods at 60 plus
Julie	Goode		How would you like diesel trucks and equipment rolling IN YOUR BACK YARD day and NIGHT? You are destroying our QUALITY OF LIFE and peaceful retirement that we worked for years to achieve! Thanks for NOTHING!
Mike	Goodermote		The proposed La Posada/Vista Blvd connection would absolutely DESTROY the serenity and property values of our homes. Not to mention cutting us off from hiking trails in BLM land behind our homes! Imagine Semi-trucks barreling by 50 yards from YOUR bedroom window 24/7! SHAME!
Kelly	Middleton		I am a resident/property owner in the Wingfield Springs/Foothills Community who will be directly impacted by this project. I moved to this neighborhood for the quiet quality of life, beautiful viewshed, and direct access to BLM lands it provides. I have reviewed the draft report available online and submit the following comments: 1) I agree that an alternative commuter route to/from the TRI Center is desperately needed. This project, however, must be more forward-thinking. Instead of opting for the cheapest bang-for-the-buck to address current needs, expand the study area to the north adding
Kimble	Corbridge		We live on Orange Plains Drive. The road would be right behind us. We would ask that the road be located as far away as possible from our back property lines. Thank you for your consideration.

ONLINE COMMENTS

Steve	Grosz		The Northeast Connector Feasibility Study is fundamentally deficient and contains significant gaps, omissions, and unresolved issues that remain evident even at a high-level planning review. The study appears rushed and fails to meet accepted professional and transportation planning standards, raising serious concerns regarding the validity, reliability, and credibility of its conclusions. The study narrowly focuses on general congestion related to access to the Tahoe–Reno Industrial Center while failing to adequately analyze increased warehousing activity, heavy-duty truck volumes, and freight routing patterns. Most notably, it does not meaningfully evaluate the foreseeable impacts of increased semi-truck traffic on existing residential neighborhoods in the City of Sparks, despite the likelihood that such impacts would be substantial. The draft feasibility study released for public review is incomplete. Critical appendices, technical memoranda, data assumptions, and traffic modeling documentation were not provided. The absence of these materials prevents meaningful public review, undermines transparency, and compromises the integrity of the planning process and public trust in the outcome. Given the constrained scope, omitted analyses, and missing documentation, a reasonable observer could question whether the study's direction was influenced by political considerations rather than objective transportation planning, public safety, fiscal responsibility, or the interests of residents, voters, and taxpayers. The study does not demonstrate a good-faith effort to identify a true congestion or traffic reduction solution. The constrained study boundaries, lack of freight analysis, and urgency to advance the project create the appearance that the feasibility study was structured to support a predetermined outcome.The feasibility study is further limited by a restrictive study area that prevents evaluation of regional alternatives and long-term mobility needs. Advancing a single corridor without evaluating a broader network of alternatives perpetuates existing planning failures and shifts disproportionate burdens onto established residential communities. The recommended alignment would introduce new arterial and semi-truck traffic into low-density residential neighborhoods, yet foreseeable impacts to public safety, neighborhood cohesion, quality of life, property values, residential livability, and neighborhood stability are not adequately analyzed or disclosed. Baseline and projected traffic noise impacts, including those associated with heavy truck traffic, are also not meaningfully evaluated, despite noise being a critical factor affecting quality of life and property values. The study fails to demonstrate system-level planning. The lack of a direct connection to the Interstate 80 / USA Parkway interchange undermines claims of congestion relief and raises questions about the project's effectiveness as a regional transportation solution. The Northeast Connector appears to follow the same flawed, reactionary approach previously seen on Pyramid Highway, where reactive mitigation replaced proactive corridor planning, resulting in congestion and degraded performance. Spanish Springs has already experienced piecemeal roadway improvements that reflect the absence of comprehensive transportation planning, and this study continues that pattern.Serious concerns also exist regarding the adequacy of public outreach. It is unclear what measures were taken to ensure broad, inclusive, and meaningful public participation beyond a single public meeting with no formal opportunity for public comment. Many residents adjacent to proposed routes were not notified of the public meeting until after it occurred, despite facing direct impacts to property, quality of life, and community character. The failure to provide targeted notice undermines the legitimacy of the planning process. Meaningful public involvement is a foundational requirement of sound transportation planning, and until a robust engagement process—including multiple meetings, accessible formats, and formal comment opportunities—is implemented, advancement of the Northeast Connector is premature. Additionally, it is unclear how public comments will be documented, considered, or responded to, whether they will be included in the administrative record, or whether written responses will be provided. It is also unclear whether all studies, technical memoranda, modeling assumptions, and draft materials will be publicly released with sufficient time for review prior to decision-making. Late or incomplete disclosure undermines transparency and meaningful participation. Without a clear, traceable process demonstrating how public input informs decisions, advancement of the project is procedurally deficient and inconsistent with accepted transportation planning practices. The study also fails to adequately address environmental considerations. A full NEPA Environmental Impact Statement is required to evaluate the potentially significant environmental impacts of the Northeast Connector. The current feasibility study does not satisfy NEPA standards. A proper environmental review must analyze wildlife, wetlands, air quality, greenhouse gas emissions, cumulative impacts, and a reasonable range of alternatives, including the no-build option. Given these deficiencies, the Northeast Connector Feasibility Study should be rejected in its entirety. The process should be restarted through a new request for proposals with meaningful public and community involvement. An independent firm, free from political influence, should be retained to conduct a comprehensive, unbiased, and professionally defensible feasibility study that genuinely evaluates regional alternatives and long-term transportation needs. Request I respectfully request that this objection be entered into the public record and that a formal written response be provided addressing the deficiencies identified above.

ONLINE COMMENTS

Peggy	Williams		However the back side of proposed connector rd does not directly impact our street, it would greatly affect Los Prados. Looking at the lower portion, round abouts, side streets, congestion at the bottom. Yikes what a mess. Heavy congestion, frustration. Not to mention wide open access to crime! Everyone chose to live in a quiet, secure neighborhood. You will take that away. Noise pollution for one. Open awareness to this community with easy, fast escape route. We have lived in such a situation and it was constant noise, added sirens, street racing and believe me. Out of sight hidden.
Erik	Johnson		I live in the Highlands at Cimmaron East HOA community. First, I would like to recognize the NE Connector as a needed roadway, and I agree with the Vista Golden Eagle corridor route. However, I would like to voice my opposition to the Optional Connection of La Posada to Vista (Golden Eagle). This proposed optional route intrudes on our quiet neighborhood. It will bring a huge amount of traffic and noise, along with reduced security to our property. This optional route is not necessary because there is already a viable connection to Pyramid Hwy using the existing Wingfield Hills Rd.
Mike	Cesinger		We bought an existing house in Wingfield Springs in 2018 to ESCAPE urbanization. Build new houses/apartments out around USA Parkway for people who work there. Don't destroy the life we have built by making Spanish Springs the "feeder community" for that industrial center. Please, please, do not build this proposed "connector."
Jeffrey	Boyd		I am writing to you regarding the RTC Northeast Connector plan in the Spanish Springs area off of La Posada. My residence is currently located directly next to the proposed roadway. I did not move to this area and spend the money that I did on my home to have a busy roadway constructed near my backyard. I chose this lot because it was the furthest removed from busy roadways and to escape from the craziness and busyness of the world. I also fear that safety of the residents here will be affected. Please do not build the connector at this location. The Golden Eagle option is sufficient enough.
Brooke	Boyd		Regarding the Northeast Connector, I currently live directly next to where the proposed road would be constructed off of La Posada. I fear this new road would create danger to the neighborhood with increased traffic of speeding commuters trying to race to the highway. The neighborhood is already congested with motorists because of new home builds. Also, there are numerous wildlife populations that would be affected by the construction, effectively harming their natural habitat. Property values will be negatively affected. The Golden Eagle route is more than sufficient to make a connector.
Jennifer	Fruechting		I live off of La Posada. I don't think making La Posada a connecter will be a benefit without widening Pyramid. Pyramid should be a 6 lane road from La Posada to McCarran. Making La Posada a connector will bring traffic from the North Valleys and Pyramid can't handle the traffic now so Pyramid will be backed up going North and then La Posada will only be a 2 lane road. Highland Ranch is a 2 lane road that can't handle the traffic as it is already. It makes more sense to widen Highland Ranch and keep the traffic flowing east from that point instead of moving it north to La Posada and then East
Thomas	Nichols		The logic of the report and what was shared at the mtg is illogical. Golden Eagle is rated highest, but there are serious problems getting vehicles to the site. So they propose another road from La Posada to connect to Golden Eagle? So now both quiet communities are ruined! And the cost is even higher. The thought process here is lacking. The consultants seem to rely on computer models and haven't made a compelling case for any of their recommendations.
Christine	Nichols		We are homeowners who specifically purchased in the northern Sparks area to stay away from the congestion closer to I-80. Putting a major road immediately adjacent to our neighborhood to benefit other communities is an idea we strongly oppose. The fact that there is a high concentration of traffic originating near the area around Kiley Pond does not mean that a road needs to connect directly to that area. Put the road closer to I-80. Use the Prater Way alternative, it makes the most sense even though the computer model says nobody would use it.
Alle	Nichols		The report says on pg 18 "Lower peak-hour traffic volumes will benefit the community as a whole, not just the USA Parkway commuters." This is ridiculous. The community would change from a quiet town (the reason many people choose to live away from I-80) to one clogged with commuters from other areas (not just locals) with greatly increased local traffic trying to get to the bypass. Increased local traffic is not a minor issue. Increased accidents from people driving at high speed, increased noise, and lowered property values will also result. Spanish Springs will suffer not benefit.
Travis	Nichols		I am a local runner that has competed for years in high and school and now in college. The trails and roads in this area are quiet and open-spaced providing numerous peaceful places to run. The potential connector road between Sparks and the TRIC will bring in unprecedented amounts of traffic, noise, and fumes ruining familiar trails I've run on for years. This area is amazing because it's set back from all of the main roads. Adding the connector to this area wouldn't make any logical sense and would destroy a lot of what makes this home to me.
Stephen	Maddox		I am very much against the construction of a connector from La Posada to Vista Blvd at Golden Eagle Park that would run right behind our houses on Orange Plains and the surrounding side streets. I live on Jacmel Court overlooking the open BLM land between Jacmel and Golden Eagle Park. I feel this would drastically change the quiet nature of our neighborhood and reduce our home values. Thank You

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Ken	Freese		I attended the December meeting at Red Hawk, thank you for having that. I support the Vista (at Golden Eagle) alternative as it is more central to the Spanish Springs area and would be less expensive to build. If and when it is constructed I would recommend restricting truck traffic as to keeping the two lane route open easier especially during winter. As far as funding, those entities located at the Reno / Tahoe Industrial site (including Storey County) should help pay the way as this is the primary cause of the need to build it in the first place.
Bob	Cotter		My house backs up to vista blvd. And because the road is higher than my back fence. The noise that comes from the road is very loud now. Any kind of traffic increase would impact the noise more. We need a buffer zone on Vista a Sounding Wall would help. Thank You Bob
Melissa	Gillis		I am adamantly opposed to the proposed road extending La Posada to Golden Eagle. Please look at other alternatives before sending a bunch of traffic through residential areas. The roads going out to Spanish Springs are already a nightmare.
Neil	Nichols		There are many reasons I am against the La Posada and Golden Eagle options that are considered the top options. First, we chose to live in northern Sparks because it is far from the heavy traffic near I-80. Don't bring the traffic closer to this quiet neighborhood. Just because some of the traffic originates from the Kiley Pond area does not mean we need to directly reduce traffic from that particular area. The entire premise of starting a Northern Connector near northern Sparks (near Kiley Pond) is weak. The NC would ruin the community to make a small improvement to a small number of drivers.
Anderson	Ryan		To ensure long-term viability, the proposed infrastructure must feature at least four lanes, regardless of the alignment chosen. With the City of Sparks actively pursuing BLM land annexation to expand the tax base, subsequent housing development along this corridor is inevitable. Proactive planning is essential to avoid replicating existing traffic bottlenecks; otherwise, the project risks failing to deliver sustainable congestion relief. Do it right the first time.
Rob	Sherman		I appreciate all the information shared at the Public Information Meeting on December 17th and the availability of staff to answer questions. By way of comments: A lot of focus on the cost estimates of the options considered, but nowhere have I seen the economic benefits estimated. Lacking that information, there is no context by which to evaluate whether the NEC is a good use of taxpayer resources. Further, it wasn't clear whether the NEC would drive new traffic into North Sparks vs siphoning off existing commuters from I-80. The former is a concern; the latter not so much.
Taylor	Miller		This project needs to be expedited in what ever ways possible.
Carole	Childs		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Joann	Gira		Open spaces for humans and wildlife are important. Please do not use the Vista Route for expansion.
Timothy	Williams		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Shanna	Hoversten		I would like to voice my opposition to the Vista Route proposal. Building this road through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer.
Renee	Lawver		While the Vista Route may be feasible, it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
George	Alderson		I have visited Reno several times to work as a musician, and I value the wild lands that surround the metropolitan area. I urge you to abandon any thought of building on the Vista Route. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. Please re-think this project and adopt a plan that avoids those impacts in the Pah Rah Range.
Jonathon	Giuffria		While the Vista Route may be feasible, it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. This is just a hand-out to the Industrial Center tenants.

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Marian	Samuelson		The Vista Route may be feasible but it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon will alleviate much of the congestion. For long term we need to promote and provide for mass transit such as light rail.
Daniel	McKeever		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will hurt the important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon. I highly support the option of a light rail service. The Pah Rah road will do little to alliveate the amount of traffic that the individuals coming from Reno and the North Valleys add to this traffic mess. Bad Idea!
Terri	Rylander		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Tom	Sullivan		Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer.
Michael	Branch		I strongly oppose construction of the so-called "Vista Route" through the Pah Rah Mountains. The proposed Pah Rah NCA has been carefully planned--importantly, with tribal input--and is important to our community. It would be extremely short-sighted to build this road in this important wildlife corridor, which is so deserving of protection. Thank you.
Caroline	Branch		Please do not to mess up the Pah Rah NCA with the "Vista Route" road you want to build up there! These actions have consequences!
Velma	Schnoll		My comment is that while the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Debbie	Clarkson		Yes we need this connector. The route chosen should be the one that affects the proposed NCA by Jackie Rosen the least. It should go around the edges of the proposed NCA, not cut through the middle. Anywhere the roadway goes through the proposed NCA there should be over the roadway wildlife crossings about every mile. I think it is extremely short sighted to make the roadway only two lanes. It should be 4 lanes the entire route as this roadway will also be needed for any evacuations and only one time disrupting the wildlife with construction. Plus if accident the entire route is not bl9cked.
Carla	Figura		I am concerned for the current proposed route for this project due to its impact on cultural resources and important wildlife movement corridors for native wildlife including bighorn sheep and mule deer. I appreciate the importance of reducing congestion on I-80 however this cannot be prioritized over protection of our native species and their habitat. Alternatives that minimize new impacts to the ecosystem need to be explored.
Phillip	Corbitt		Building this highway through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. Instead, please consider building a commuter train between Sparks and the T.R.I.C. to actually alleviate congestion and to better plan for the future.
Mark	Maynard		As a Washoe County resident and frequent traveler between Reno and Fallon, I'm writing in opposition to the "Vista Route." While it may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Mary	Monge		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Diane	Killeen		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. Thank you for your consideration.

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Amber	Bleecker		Whilst the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Kathleen	Giel		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The area is wonderful for outdoor recreation and enjoyment. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. Thank you
Morgan	Hoover		Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Michael	Amsbry		Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer.
Robin	Geiman		Please do not build the Vista Route through the Pah Rah Range. While it may be feasible it is not the best choice for our community and wildlife and should not be constructed. It will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Helena	Guglielmino		This route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Darlene	Luster		Please do not support the Vista Route for the connecting link. This gravely impact the ability of wild life to graze, to migrate and to thrive. I-80 has planned for expansion in their congested area and the is the very cool possibility of a light rail. Please consider the wonder of our wild life as well as their needs to thrive. They cannot speak for themselves.
Valerie	Bevans		The Vista Route undesirable and should not be constructed. Please protect and mitigate any impacts of this project on the proposed Pah Rah National Conservation Area (NCA), especially it's bighorn sheep and mule dee. Thank you!
Kaela	Bourne		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
DC	Chuey		Do not allow another high speed I 80 corridor to go through the mountainous areas to provide a shortcut for humans to get to their destination faster. The live wild Wildlife do not understand how fast that automobile is coming and they need to not be killed by an insincere /preoccupied motorist... The fumes from any automobile is not helpful to the ecology of that environment in the mountains. If you widen the current, I 80 if you're able to fine, but if you're not people will just have to pre-plan better their time to get from one place to the other.. let Wildlife and the habitat survive ....
Julie	Morrison		Please stop and do not fund the proposed Vista route thru the Pah Rah Range and NCA. Put the funding on expanding the I80 thru Truckee River canyon
Pamela	duPre		This won't relieve traffic congestion in the end and you know it. It will cost so much money that could go to congestion relief that might actually work - like more vanpooling, car pool lots and busses. Make them free! Make the billionaires building there pay for getting their underpaid employees to work! Geez. Let's not destroy a favorite get-away public land space for Reno/Sparks. Let's not dissect important wildlife habitat. Let's not destroy cultural resources Sparks agreed to protect. Let's not pour more concrete/asphalt and raise our temperatures even higher. Let's stop the madness.
Jessica	Lee		The already expansion of I80 through the Truckey River Canyon and adding rail will be the best option that won't destroy wildlife. Please take this seriously.

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Victor	Sherbondy		Hi, my name is Victor Sherbondy and I'm a property owner on Orange Plains Dr. in sparks. Our property currently backs up to BLM land exactly where the La Posada proposal is being discussed. I strongly urge RTC to consider the Vista/Golden Eagle proposal and forget about building a road connecting La Posada as it would significantly alter our quality of living and reduce our property values. If such a road is considered off of La Posada I would ask that the RTC relook at the Red Line proposal and would be built away from current properties. Thank you for considering this comment.
Francis	Golden		Please help protect our ecologically sensitive area from destruction. The powerlines can be rerouted through areas that are already developed. Yes, the price will be higher but the power industry is structured to absorb those costs. Let's put nature ahead of profits!
Anna	Sanders		Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
CHRISTAL	STROUP		I already submitted one comment. As I have been thinking about this project, I have come to the conclusion that the La Posada connector makes the most sense. Yes, it is more expensive, but the Golden Eagle connector will not be sufficient without the optional connector. If you include the cost of that, the Golden Eagle connector with the optional connector will probably be similar in cost to the La Posada one. La Posada will meet the need better and have less of an impact on the surrounding neighborhoods. Remember, there was no public concern about La Posada, but there is about Golden Eagle.
Steve	Ball		I am opposed to the construction of a vehicle route through the Pah Rah Range connecting Sparks, NV with the Reno/Tahoe industrial center in Storey County. This construction will be extremely detrimental to the Pah Rah National Conservation Area. Building this roadway through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Patrick	Dempsey		No northeast connector. Widening I-80 and/or a light rail are much better options to serve all of Reno. Don't connect the limited population going east from Spanish Springs through protected land. The majority of travelers will always come through the already well established Truckee River corridor. Improve the existing I-80/Truckee River corridor more for everyone to benefit.
Dianne	Sperry		The Vista Route should not be built. There is a better, already negotiated route. Once our cultural resources have been spoiled, and our wild mule deer and bighorns are gone, they are gone forever. They are part of what makes Nevada special. Please don't let short term profit destroy what makes Nevada a great place to live and makes people want to visit. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. Thank you for your time.
Gerorge	Forbush		I do not support this project. The city of Sparks doesn't have the funding or manpower to maintain the road or respond to any accidents or incidents that will occur on this road. This road is being pursued to expand where houses in an area that is full of wildlife, when we currently have empty buildings on the valley floor. I80 will be expanded in a couple of years to alleviate the traffic congestion that politicians created when they allowed uncontrolled growth to occur at USA Parkway. They should have widened I80 years ago, so crying about how bad this road is needed now is not acceptable.
Colin	Robertson		While the Vista Route may be feasible, it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. Additionally, the area is important nesting and breeding ground for Golden Eagles. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options for transportation.
Denise	Grosz		The Northeast Connector Feasibility Study is deficient. It contains significant gaps, omissions, and unresolved questions, reflecting an overly aggressive timeline and a lack of professional standards. The study narrowly examines congestion related to TRIC and does not analyze increased warehousing, heavy truck volumes, freight routing, and the huge impacts on our Sparks neighborhoods. The public materials are incomplete, lack critical data and documentation, and prevent meaningful comment. The study appears agenda-driven, does not identify a credible solution, and should be rejected.
Tony	Taylor		Give the cultural resources and wildlife (bighorn sheep, mule deer, hiking humans ...) a chance. Don't mess up the proposed Pah Rah NCA. Pay attention to the Indian input. Do the I-80 expansion and light rail service.

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Denise	Grosz		A full National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) is required for the proposed Northeast Connector. The current feasibility study does not meet NEPA standards for informed decision-making or public disclosure. A compliant EIS must evaluate impacts to wildlife, wetlands, waters, air quality, greenhouse gas emissions, and cumulative effects, and must analyze reasonable alternatives, including no-build options. Public involvement and a meaningful review are required. Advancing this project without a completed EIS is premature. I oppose the project.
Lars	Jensen		I strongly oppose all these routes. New routes are not the answer. Instead , a new train or light rail connection should be pursued by the RTC. Such a train system would help the entire Reno Sparks region in the long run. The proposed routes will significantly impact the proposed Pah Rah National Conservation Area. This 11,000-acre Conservation Area is critical for protecting sensitive cultural resources, and the boundary has been carefully worked out between several community parties. No traffic in the beautiful Pah Rah Range, please. I strongly oppose this RTC project.
Denise	Grosz		Serious concerns exist regarding inadequate public outreach for the Northeast Connector Feasibility Study. Outreach appears limited to a single meeting that provided little opportunity for meaningful comment, and many nearby residents were unaware of the meeting until after it occurred. This failure directly affected property owners of meaningful participation and undermines transparency and due process. A meaningful public involvement is essential to sound planning. An inclusive outreach process needs to be implemented, and advancement of the project is premature. I oppose the project
Laura	Scarselli-Hendrix		I feel that the Vista Route should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. The light rail could bring more people to downtown Sparks and combat the area's CO2 emissions, improving local health.
Denise	Grosz		The RTC Washoe 2050 Regional Transportation Plan should include a clearly defined, long-term regional arterial framework rather than reactionary, project-by-project solutions. The plan should identify a continuous four to six lane arterial connecting I395 to I80 near USA Parkway, supported by distribution roads from Pyramid Highway and Spanish Springs. The disclosure of arterial corridors is essential to allow residents to make informed decisions. The current approach prioritizes developer profits, shifts costs to the public, and repeats failures seen on Pyramid Highway. I oppose the project.
Linda	Harter		I entirely agree that while the Vista Route may be feasible it is not desirable option, nor needed and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will not alleviate congestion on I-80 but will destroy or will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Clarence	McCarthy		The Vista Route is a terrible option for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Chelsea	Mascari		Please do not expand into critical wildlife habitat.
Louis III	Bubala		The proposed "Vista Route" for the connector between Sparks and TRIC is the wrong development. I have climbed Pah Rah Peak. It took me plenty of stops, and at one point I thought I was done. But I pushed on to the top. It was totally worth it. This is undisturbed landscape, with sweeping views of Pyramid Lake, the Smoke Creek Desert and the Black Rock Desert. Then you add on the wildlife: bighorn sheep, pronghorns, mountain lions, golden eagles, prairie falcons and more. Sportsmen, environmentalists, and local and national want to keep this intact. Please find a different route.
Lindsey	Adams		While the Vista Route may be feasible, it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Susan	Malcher		We should not move forward with projects that unnecessarily and negatively impact wildlife, especially when alternatives are available. Thank you for your consideration. Susan Malcher

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Kayla	Wieczorek		Hello, I am writing as I am against the building of a 45 MPH two-lane route through the Pah Rah Range. This range is home to a diverse desert ecosystem as well as several native cultural heritage sites. By building a road, this opens up the area to building and infrastructure expansion which would be a detriment to the landscape, the animals who call it home and the vistas. The answer is not more roads; other options should be considered such as public transport. The Reno Tahoe area lacks public transport to connect the vast areas. A lite rail or train along existing I80 is better. Thank you
Christopher	Fichtel		The Vista Route may be feasible but it is not desirable for our community and should not be constructed. Building this 45 mph two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. Thank you!
Michael	Abbate		I believe that new roads should only be added as a last resort and not if they impact existing agreements and boundaries, such as the Pah Rah National Conservation Area. We need to start thinking less about growth and the need to protect land and other resources for future generations.
Dylan	Kuhn		I'm opposed to the northeast connector idea due to the impact on wildlife corridors and cultural resources. I acknowledge the congestion issues on I-80 but would rather see options that expand the capacity of existing transportation corridors.
Joyce	Nelson		Please consider light rail or other mass transit options to supply the needed efficient transport from residential to the USA parkway employment centers.
Marian	Finnegan		Public lands should not be allowed to be sold. They belong to the public! To use public lands for housing seems a ridiculous solution to me. Maybe more restrictions in the short term housing sector, converting older building or the sites for housing, there's bound to be a bunch of warehouses that need a purpose in the next 10 years. I'm in Northern Nevada and the building here keeps going and going, but not the infrastructure which doesn't seem able to keep up. AND I'd bet the proposed housing won't end up to be anything affordable! I VOTE NO FOR SELLING OR DEVELOPING ANY PUBLIC LANDS!!!!!
Julie	Watkins		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Camile	Gordinier		Do not build the Vista Route. Building this 44 MPH two lane route through the Pah Rah Range will do little to alleviate congestion on I-80. It will significantly impact cultural resources and important wildlife movement corridors foreign Horn Sheep and Mule Deer. Please build a light rail out I-80.
Eryn	Branch		Please protect the PahRah NCA and don't implement plans for the Vista Route. The Truckee Meadows is beautiful because of the places we protect and none of us wants a community defined by our highways rather than our natural history.
Monica	Robertson		Please do not mess up the Pah Rah NCA with the "Vista Route" road. It's a win-win to find a connector route that protects the literal vistas - and a wise approach will be less expensive in the long run.
Megan	Jung		The proposed Vista Route is not a viable option for our community and should not be constructed. This proposed 45 MPH two-lane route through the Pah Rah Range will NOT get rid of the congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Mora	Snyder		while the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
kathryn	Savage		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. We do not need to destroy more ecologically sensitive areas for traffic, just follow the approved expansion.Thanks

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Loriel	Ross		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options
Deidre	Radford		while the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Michael	Farrell		The Vista Route is not a good idea and should not be constructed. Building this through the Pah Rah Range will not help with congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Ann	Langevin		Please protect the Pah Rah Conservation Area. Although the Vista route is feasible, it is absolutely disruptive to wildlife and the environment.
Kelly	Middleton		The large percentage of commuters who live north of Pyramid Highway and Sparks/Highland Ranch Blvds. will use EITHER OPTION, thus your analysis must identify the least intrusive route. By your calculations, 4,478 daily commuters are expected via the Vista route. The majority of traffic living to the north WILL travel to/from the Vista connector via Hubble and La Posada; single-lane local roads that are incapable of handling this level of traffic and place thousands of drivers within 0.4 miles of our local school zone, an untenable and unsafe situation. While needed, this is not a viable route.
Janice	Brown-Silveira		Please block the plans to build a connector that would impact the Pah Pah region. We need to move forward with an alternate plans\ that would also be better in the long run. Our protected outdoor lands come first and when they are compromised they are basically gone forever.
Michael	Corbitt		This route is a horrible idea and will do nothing to fix the traffic congestion on I-80. The only solution is light rail. Do what is right!
Kathleen	Roche		The US and Nevada wildlife need a place to live. Please don't build the connector route that disturbs their habitat and increases human wildlife interactions. Thanks!
Cheryl	Larson		Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. Further, the chances for accidents on the 45-mph two-lane are high. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Susan	Pitts		Although the Vista Route may be technically possible, it is not an appropriate or desirable option for our community and should not move forward. Constructing a two-lane, 45-mph roadway through the Pah Rah Range would provide minimal relief to I-80 congestion while causing substantial harm to cultural resources and critical wildlife migration corridors for bighorn sheep and mule deer. The planned expansion of I-80 through the Truckee River Canyon, along with the potential for light rail service, represent far more effective and responsible alternatives.
Jabe	Weaver		Please do not proceed with building the Vista Route. This area is a critical wildlife movement corridor for many native species. Additionally, making this new road will do little to improve i80 congestion when it only has two lanes and a 45 mile per hour speed limit. There are other options that could be considered like the light rail system!
Sue	Hughes		I opposed the proposed "Vista route" We should be enhancing existing developed routes instead of creating new ones
Scott	Mortimore		I'm requesting you withhold support of this route and show your support for the value this backcountry provides for our community and for the animals that have too often taken a back seat to "progress," only to see their habitat paved over. I know this area well -- the petroglyphs, the ancient hunting blinds, those pockets that hold chukar and the ridgelines where sage hen still strut. Please keep it as that. Too much is being lost, including our community's sense of identity. Thanks for taking the time to read and the courage to act.
Andrew	Donaldson		I think this is very promising. The goal, as a community, should be to pursue a light-rail agreement with Union Pacific and expand our public transportation/park+ride facilities wherever the stations would be for the light rail. We also need to encourage increased ridership for these public transportation facilities. In the interim, we have to do something with the i-80 to USA Pkwy traffic. For this reason, I support this project, with one suggestion of adding a wildlife protected corridor over or under the road to allow movement of animals into and out of protected areas. - Andrew

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Nancy	Light		The Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Kyle	Shade		please do not build a road here. There are too many cultural sites and petroglyphs that risk being destroyed. This will do little to alleviate the I-80 congestion.
Dean	DeGidio		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Chi	Jacobs		The Vista Route is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer in the proposed Pah Rah National Conservation Area critical for protecting sensitive cultural resources. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Kennard	Woods		The already-scheduled expansion of I-80 through Truckee River Canyon and the option of light rail service are much better choice than the Vista Route. Constructing the Vista Route would do little to alleviate I-80 congestion and would negatively affect significantly wildlife movement corridors for mule deer and bighorn sheep.
jim	Crompton		After reviewing the Northeast Connector Draft Final Report published on December 7, 2025, I feel that the best alternative is to widen I-80 and not any of the Northeast Connector routes. Nevada Department of Transportation is already planning for this construction, making the Northeast Connector routes redundant and a waste of Washoe County resources. These Northeast Connector routes will be at higher elevations making them more susceptible to hazardous winter driving conditions then staying on the I-80, which is at a lower elevation.
Nancy Ann	Leeder		I see that the Vista route is being favored. I believe the Vista route is not the best route for our community. I also believe the Vista route ignores the fact that community members spent much time negotiating and found the Vista route is not the best route as it would damage some of the flora and fauna we in the community hold dear. Please do not choose the Vista route and instead please follow the path of saving the natural benefits we Nevadans value.
Jose	De Arteaga		The proposed Pah Rah National Conservation Area - part of Senator Jacky Rosen's Truckee Meadows Public Lands Management Act - is threatened by the possible construction of the Northeast Connector. Thus, please do not permit the construction of the Northeast Connector - please protect all the wildlife and flora in the Pah Rah
Molly	Manley		This message is regarding the impact on the habitat of the proposed road through Pah Rah Range connecting Vista Blvd. to I80 East ie the "Vista Route". I understand the traffic issues going East on I80 East of McCarran Blvd. are immense. I understand that the Vista Route will impact the deer and other wildlife that live in the area and have migration routes. Please include in your plans the welfare of the wildlife and put in underpasses and any other implements for them to travel safely to and from their destinations. Thank you, Molly Manley.
Lynn	Heislein		Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Michael	Dahlquist		The Vista Route should not be built, as it would affect cultural resources in direct opposition to the deal already worked out with the Reno Sparks Indian Colony. It won't alleviate congestion on I-80, and expanding that freeway is a better option. Even better would be light rail to get folks out of their cars. Please don't put wildlife at risk and disrespect the Tribe by building this route.
Cheryl	Martin		La Posada is a residential neighborhood. Bringing more traffic to a residential neighborhood will create many more problems and congestion. This area is already overpopulated and does not need a major thoroughfare.
Christine	Anderson		I am opposed to building the Northeast Connector through the middle of the Pah Rah Range. This connector will do little to alleviate congestion on I-80 and will significantly impact the wildlife and natural resources in this area. The expansion of the I-80 corridor through the Truckee River Canyon is already addressing this need, and a light rail system would do even more. Thank you.
Catherine	Williams		While the Vista Route may be feasible it is not desirable for the community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.

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Lindsay	Bradley		Where's the rest of the report? You've posted 32 pages but it is indexed at over 40. The lack of transparency means we need more time to review and provide comment based on ALL the information not what's convenient for your agenda.
Karla	Werning		I oppose construction of the Vista route through the PahRah area. While traffic is a problem, we need to preserve nature and wildlife. We should focus on improvements to I-80 and light rail construction.
Susan	Kaiser		I am writing in support of the proposed Pah Rah National Conservation Area which is threatened by the possible construction of the Northeast Connector. The "Vista Route" would significantly impact the proposed Pah Rah NCA. This 11,000-acre NCA is critical for protecting sensitive cultural resources and habitat for wildlife. This is the time to stop the sprawl & hold developers accountable for transportation routes that truly service their projects. We can't allow more degradation of open space especially when it doesn't resolve the foolish planning from the past. I urge you to protect the NCA
Phil	Kaiser		I am writing in support of the proposed Pah Rah National Conservation Area which is threatened by the possible construction of the Northeast Connector. This 11,000-acre NCA is critical for protecting sensitive cultural resources & habitat for wildlife. The area is mountainous & ill suited for a roadway. This is the time to stop the sprawl & hold developers accountable for transportation routes that truly service their projects. We can't allow more degradation of open space especially when it doesn't resolve the foolish planning from the past. I urge you to protect the NCA & reign in growth!
Louisa	Scoville		Please consider the serious threats to the following crucial points: Destroying the Pah Rah Mountain Range - Commercial Vehicles - Billboards - Data Centers - Warehouses - Hundreds of New Homes - Burning Man Traffic - Homeless Camps - Excess Traffic in our Neighborhood - Noise - Trash - Wildlife Habitat - Wild Horses - Wildfires from homeless Camps - Decrease in Property Values The Northeast Connector will cause damage to all of these and more. Our open lands are of great value and should be be treated as such, for now and in the future.

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Timothy	Lawnicki		To whom it may concern, While the Vista Route may be technically feasible, it is not desirable and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly, permanently, and irreversibly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. Thank you for your careful consideration.
Heidi	Nash		I am opposed to the connectors between Spanish Springs and USA Parkway. Not only will it not help with the congestion on I-80, but it will negatively impact an already overbuilt area that has severe traffic issues by increasing traffic. It will also negatively impact the Pah Rah Conservation area. We used to have antelope and other Wildlife where Wingfield is. The focus should be on improving Pyramid Highway and I-80 to USA Pkwy. And stop allowing warehouses to be built in Spanish Springs. Improve Pyramid Highway... make it wider. Stop adding traffic lights that back traffic up for miles.
Catherine	Ryals		I am in strong opposition of selling off Nevada Public Lands. I oppose the Northeast Connector. I oppose the destruction of the Pah Rah National Conservation Area. I oppose ... Commercial Vehicles, Burning Man Traffic, and Excess Traffic from the RTIC on local Roads, Increased Noise, Homeless Camps, Trash, Disturbance of Wildlife, Wild Horses, and their Habitats on the Pah Rah Range and in my Neighborhood. I oppose ... Data Centers, Warehouses and Billboards on the Pah Rah Range and in my neighborhood. I strongly oppose the Northeast Connector.
Patricia	Sheffield		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer.
Kimble	Corbridge		The option to start the NE connector at the location of Golden Eagle park makes the most sense. The traffic from La Posada would make its way down Hubble to the upper portion of Vista and then down to Golden Eagle park and the NE connector. There would be no need for the option of a new road back behind Cobra and Orange Plains Drives. Thank you for your consideration. Kimble and Linda Corbridge
Kathy	Housden		I am commenting to object to the Vista Route project. We have already impacted so many species in our community with urban sprawl and while this route may be feasible it is not desirable for our community. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 & will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep, mustangs and mule deer. We have already destroyed the majority of our wetlands in the washoe valley. We need to protect this land and these species in this area.
Beryl	Moody		I am firmly opposed to the proposal for the Vista Route. This impacts wildlife corridors, and will do little to relieve congestion on I 80. Go with the expansion of I-80 that has already been approved and look at light rail options for the future. Don't slice up our state with something that has no value.
Valerie	Williams		I am writing to express my opposition to construction of the Vista Route. While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Sam	Coffman		I respectfully reject the findings of RTC's feasibility study. This project (if executed) will have devastating impact on the cultural resources of the area. Many of the cultural resources located in the study area are irreplaceable rock art panels that will likely either be directly (e.g., the route) or indirectly (e.g., vandalism, looting, or other mischievousness) impacted. Additionally, it is not desirable for the Sparks' community and should not be constructed.

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John	Reasoner		RE: The connector from Las Positas. I am a Highlands resident and home owner. My major concern is a huge increase in traffic through our neighborhood with commuters accessing the connector. Based on experience, commuters will find the shortest time saving route which will impact safety for both pedestrian and vehicle. Additionally, I have concerns about noise and air pollution in the neighborhood. The relative quiet we now enjoy will be gone. Thankyou. John W Reasoner
Catherine	Ryals		I am in strong opposition of selling off Nevada Public Lands in Washoe County. I oppose the Northeast Connector. I oppose the destruction of the Pah Rah National Conservation Area. I oppose Data Centers, Warehouses, and Billboards on the Pah Rah Range. I have lived in my home for more than 25 years. I purchased my home because of the location and to enjoy the Pah Rah Range. Building the Northeast Connector will limit access to the Pah Rah Range. It will disturb wildlife, wild horses and their habitats. The Northeast Connector will bring increased traffic, commercial vehicles and excess traffic, in my neighborhood, due to all of the commuters taking short cuts and side streets. There will be a tremendous amount of traffic before and after the Burning Man event, held yearly. There is a huge concern for potential homeless camps, and wildfires, from the homeless individuals. The increase in traffic, will cause excess noise and trash in my neighborhood. The Northeast Connector will decrease the value of my home and the homes in the entire surrounding area. It is time to widen I80 and Highland Ranch. With all of the time and money used for the Northeast Connector Feasibility and Alignment Study, both the I80 and Highland Ranch projects, could have been started, if not, completed, by now. I strongly oppose the Northeast Connector.
Kelsey	Tyler		I strongly oppose the building of a road through the Pah Rah corridor. Roads such as this do little to mitigate traffic and congestion and encourage people away from more conscious transportation such as a rail, train or public transport. The Great Basin is already struggling with the rapid growth and expansion, pushing wildlife further and further away from their native territories. Please consider alternative solutions.
Don	Vetter		Update with an accurate count of TRIC employment commuter location. Are we dealing with construction traffic or permanent? La Posada alignment is very expensive, raises safety (two-lane road in mountain terrain) and natural resource concerns not completely addressed in report. La Posada alignment would dramatically change the character of a neighborhood as would spur road east of Cimmaron/Highlands. Focus on I-80, light rail, TRIC improvements; lager/longer Waltham Way interchange, larger left turn USA Parkway intersection to Tesla, Post Canyon-Waltham Way Expressway (southside of TRIC).
Kimberlee	Zonge		The “Vista Route”, which was their favored route, would significantly impact the proposed Pah Rah NCA. This 11,000-acre NCA is critical for protecting sensitive cultural resources. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Michael	Gluszczak		The toll road was to go over a very similar route. It had a projected cost of $500 million. Where are you getting this money? One has to assume you will try to tax the residents. NOT OK!!! Also, we assume this is because of developers trying to convert RedHawk holf course into housing. The number of new houses planned exceed the legal limit.... Over crowding is not what we want. We moved out here because it was not crowded! Also, the planned road from Lemmon Valley to La Passda will bring more through traffic. This os not a good or well thought out plan. Build houses by Tesla. Not more roads.

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James	Eldridge		I have reviewed the Regional Transportation Commission's proposal for the Northeast Connector and I have some serious concerns. This includes the fact that the connector will run high speed traffic through the Pah Rah Wildlife Range. The Range is important for movement of local wildlife such as big horn sheep and mule deer. In addition, it would impact cultural resources for this location. A more efficient, and less impactful option would be to expand I-80 through the Truckee River canyon. I hope you take these proposals under consideration. Regards, James Eldridge
Lynn	Warne		I'm concerned about the expense of the LaPosada proposal. The two-lane road poses a safety hazard with the number of semis and cars that will be using the NE Connector. The widening of I80 needs to take place prior to a Connector.
Kathryn	hickman		I am against the northeast connection. Additional roads, housing, businesses will undoubtedly be developed in the ensuing years. Rather widening the I80 with additional lanes would provide additional access.
Steve	Burlie		I am opposed to the proposed N/E Connector. The claim that this road is necessary due to 'economic' development' does not address the underlying problem: too much growth, too fast. The RTC meeting on December 17 at Red Hawk was a presentation. It did not allow for discussion. The Public Comment time should be extended as we have many people in my community who travel and could not attend the meeting. When the Southeast Connector project was proposed, the RTC Board held a public meeting that allowed for discussion and public comment. Why not on this project? The elected officials deciding thi
Kirk	Keil		The Vista Route is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Laurie	Simons		The proposed Pah Rah National Conservation Area - part of Senator Jacky Rosen's Truckee Meadows Public Lands Management Act - is threatened by the possible construction of the Northeast Connector. The "Vista Route"would significantly impact the proposed Pah Rah NCA, do little to alleviate congestion on 1-80, and significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Sarah	Krutz		The proposed Pah Rah National Conservation Area - part of Senator Jacky Rosen's Truckee Meadows Public Lands Management Act - is threatened by the possible construction of the Northeast Connector. Building the "Vista Route" to the industrial center - especially as a 45 MPH two-lane route through the Pah Rah Range - will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. Please consider protecting this important land. Maybe a light rail service instead?
Valencia	Ray		For the sake of brevity, I'm listing the summary to why I DO NOT want the LaPosda Connector Rd Animals/Nature Conservancy, Public Safety issues such as cut-through a community with 20-25 miles/hour with children playing, would be subject to speeding cut-throughs up LaCerta getting to La Posada, - this is outright DANGEROUS, Air and noise pollution, 18-wheelers included, cutting close to established community backyards being very close to the road, Congestion in community getting access into their neighborhoods, Hikers/ATVs losing access to the mountain paths, due to cut off from a busy road.
Valencia	Ray		I am alarmed to hear that the RTC is seriously considering creating a Northeast connector road up LaPosada which will cut across close to the backyards of the Community of Highlands, Cimarron East. I just learned about this from a neighbor a few days ago, and the closure date for feedback is tomorrow (January 16th)! This consideration was NOT even mentioned at the meeting last month by RTC, and is not being given sufficient time for a project of this impact. We need at least 60 days, which is more customary. It shows a lack of integrity and DISREGARD for our community, and is definitely noted.

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Lillian	Tallman		have reviewed the Northeast Connector, Draft Final Report. Upon completion I question if building a 45 MPH two-lane route through the Pah Rah Range is the best solution to alleviate the I-80 congestion. Construction to widen I-80 will be begin in the near future. Has the possibility of Light Rail, adjacent to the Union Pacific Railroad been explored? If the only solution is a newly constructed corridor of either Vista or La Posada the latter is better. While Vista may be cheaper it has a more negative impact on cultural resources. The Vista route has more overlaps with existing cultural
Max	Glenn		As a homeowner on Orange Plains Drive, we've lived here since 2012 and we understand the need for this road to be built. But we have concerns on the location and how it will affect the homes in close proximity. This proposal is going to drastically drop my property value and affect any future sales. We've learned that some recent sales have fallen through due to the proposed road. In the past we've had flooding problems when we've had heavy rains. How will the flood water be contained or diverted from the homes? How will the traffic noise and light pollution be mitigated?
Logan	Klonicke		As a life long sparks/spanish springs resident, I have spent many days recreating in the mountains where this proposed road will possibly be built. It will do noting to alleviate traffic to USA PKWY and I cannot support this project. Additional the impact on wildlife this will have is unacceptable and cannot become the norm
Justin	Haghighi		With the I-80 east of Sparks widening project a certainty, this risky RTC project is redundant. The NDOT project includes a new lane in each direction from Vista Blvd to USA Pkwy; full-width outside shoulders; and expanded inside shoulders. In some sections, NDOT is effectively doubling the width of the freeway. This generational highway expansion is intended to relieve congestion and mitigate delays caused by crashes on I-80 to the USA Pkwy interchange. Since NDOT's certain project has the same goals for I-80 as the Northeast Connector, the RTC's project lacks purpose to justify its cost.
Catherine	Doherty		The Northeast Connector would negatively impact thousands of lives and wildlife in our community. The proposed connector will bring noise, air and light pollution. As well as dangerously impacting our livelihoods. Decreasing property values and disrupting the peaceful character of our community and generational wealth. Currently our neighborhood is quiet with views of the mountains and the beautiful night skies. We strongly oppose this connector as our view would change to barrier walls. Please reconsider approving this proposed connector
Kristoffer	Wickstead		Accelerate the development of connections to TRIC. I have commuted there for more than 7 years and accidents, fires, as well as weather have delayed us nearly every week on I-80. NV511 isn't enough, because sometimes the notifications don't come soon enough to warn us of problems once we've left the house. In northernmost Vegas I see completely underutilized overpasses; next time send the money to northern NV where the traffic, accident and death counts have been undoubtedly higher!
Joshua	Freeman		Panasonic Energy Corporation of North America (PECNA) supports RTC's proposal for a northern corridor linking USA Parkway to either Vista Boulevard or La Posada Drive. At TRIC, PECNA employs 4,000 workers at a facility operating 24/7. Traffic delays on I-80 significantly impact our employee's quality of life and force the facility to decrease its manufacturing capacity when employees are stuck in traffic. PECNA stresses the need to implement solutions to mitigate traffic on I-80 before construction begins which will decrease the highway to 1 lane in both directions.
Leah	Wzientek		There are better options. This route will result in the destruction of cultural sites, create a visual burden to a pristine environment and have constant conflict with wildlife crossings. Transportation doesn't always have to be convenient at the cost of our landscapes. Growth must be sustainable. This is a region wide issue- but this road is not the solution. I do not support the construction of the connector through the Pah-Rah range- I support alternatives that require less clear cut footprint of un touched areasand have more longevity as the area continues to grow- such as light rail.
Kathie	Barton		we fully support plans to build this vista la posoda connector road to reduce traffic, provide an emergency exit, promote growth, assist with the current gridlock in the area.

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Chris	Cutshaw		I oppose both of these options. Either option will be completely congested immediately and it will come to a halt every time there is an accident, which will be very frequent with everyone rushing to get to their jobs and trying to pass each other on winding mountain roads. Considering the amount of money, time, and disturbance, the payoff is nowhere close to worth it. It will just require more maintenance and more first responder support than we can afford and justify. I understand the desire here, but a connector corridor from Spanish Springs to USA parkway just doesn't make sense.
Terry	Lennon		I object to this connector as proposed. It would have too big an impact on adjacent residential areas. I expect that many homeowners would find that their home value would drop by 10% or roughly $100,000. How is that impact factored in to the cost of the proposed construction? I understand the need for a connector, but to funnel all of the connector traffic through an existing residential area would be a poor decision. The connector should be located further north so as to minimize the adverse impacts on Sparks voters.
Tara	Nasvik		While the Vista Route may be feasible it is not desirable for our community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Dennis	Baldwin		Resident at 7600 Orange Plains Dr. Sparks. Reviewed RTC documents and have attended neighborhood meetings. Have typical concerns that you hear on development in high cost housing areas. No need for you to hear me repeat them. We are opposed to moving the volume of vehicles through a developed neighborhood, and vehemently opposed to the Orange Plains Dr. option. Orange Plains Dr. option is not explained with design features to address noise, lighting, home safety, and wild horse issues. Even with millions of dollars spent already, a 2 lane road will not address 2050 traffic issues.
Aimee	Kazmierczak		I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Mary	Rojas		I am opposed to any route that would go through the proposed study area as it would put culturally significant tribal areas at risk of damage.
Roxanne	Piskel		I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Brian	Wadsworth		This infrastructure project is greatly needed to alleviate the traffic congestion on the 1-80 corridor. I was born and raised here in Northern Nevada on the Pyramid Lake Paiute Tribal Reservation. I have never witnessed this level of traffic congestion and accidents on 1-80 in my entire life. We are even feeling the effects of the traffic congestion on our Reservation. We are seeing more people drive through the Reservation to go through Spanish Springs. This increased traffic is going to be a strain on the single-lane highways: 447 and 446.
Anthony	Palmer		Reno Sparks born and raised! This just has to happen. I have to be a USA Parkway at 6 am.i leave by 440 it's an 1 hour and 20 mins.I now use pyramid to go the back way to Wadsworth. This is so I don't go to jail because Vista Blvd is truly the Wild West with very little law enforcement presence. People are merging from the right lane cutting people off to get on the freeway. My car was nudged by a guy that tried to force his way into my lane. My brand new car has a dent. I knew if I got out of my car even to get his plates. I was going to jail. He was so upset I wouldn't let him merge across two lanes of traffic to leave me still in the intersection. Law enforcement is rare. I haven't even gotten into how ridiculous it is when there is an accident on the freeway. There was an accident on I 80. And Washoe Valley was closed down because of the wind. I had to go through Virginia City and come out in South Reno. I live in Sparks. It was the only way I could get back in Reno. Not to mention if there's ever A real disaster in that area lots of chemical plants and lots of industry lithium all kinds of stuff out there there's no way to get out of there. Story County thinks it's funny seriously they took all that money from all Those huge companies like Tesla google Amazon Walmart I can go on and on and on and they never charge them enough to build their infrastructure. You shouldn't have to leave your house at 4:45 every morning to make it idk 🤷‍♂️ miles to usa Parkway. Please help! This is a necessity. I would pay 30 bucks a month to use the road you are proposing. Thank you for your kind consideration in this matter!

ONLINE COMMENTS

Keri	Nolin		I am writing as a daily commuter to the USA Parkway corridor to raise urgent concerns regarding the current lack of adequate access in and out of the area. At present, I-80 serves as the primary route, and congestion has reached a level that is not only frustrating but poses a serious safety risk. It is not uncommon for a roughly 10-mile stretch to take 1–2 hours to navigate during peak times. This situation creates several critical issues: - Any accident or roadway disruption effectively shuts down access for extended periods - Emergency vehicles face significant delays reaching those in need - Increased congestion is leading to aggressive driving and heightened risk of additional incidents - Thousands of employees are impacted daily, affecting productivity and quality of life With the continued growth of industrial and commercial activity in the USA Parkway area, the current infrastructure is no longer sufficient to support demand. I respectfully urge your office to prioritize development of the Northeast Connector, that can provide additional access routes, traffic mitigation strategies, and long-term infrastructure improvements for this corridor. This is not only a matter of convenience but one of public safety and regional sustainability.
Brittaney	MacDonald		I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Frank	Jerant		The Northeast connector does nothing to REDUCE traffic. All it does is MOVE traffic from HWY 80 to residential areas in Sparks. RTC should be looking for solutions that reduce traffic! Your study shows that the majority of the 25-30,000 employees who work at the RTIC live in central Sparks. This is an ideal situation to consider using busses for a mass transit solution. Washoe county currently transports 64,000 K-12 students to and from school each day using 358 school busses. Approximately half this amount, 180 buses, would be required to transport the 30,000 employees to and from TRIC. The cost to provide the busses would be in the neighborhood of $90,000,000 ($500,000 per bus x 180 busses.) This cost is less than half of the proposed cost of the Northeast Corridor. However, charging a small fee to ride the busses could eventually recoup this cost. In my opinion the riders would not object to the fee as they would be saving much more on gas and wear and tear on their vehicles. The monthly cost to commute to and from central Sparks to TRIC is estimated to be around $350 dollars per month. If the riders were charged $5 per day round trip to ride the bus, they would save $240 per month! If 25,000 employees used the busses the monthly revenue generated from the fee would be $2,750,000! This should be sufficient to cover the replacement, maintenance, and operating costs of the bus transit system. As the former President & CEO of a large international company I can assure you that the employers at TRIC would be more than willing to work with RTC to implement this proposal. In fact, it may be a selling point in their efforts to recruit new employees and retain existing employees. Regards, Frank Jerant

ONLINE COMMENTS

D	Hubbell		I am against this connector. The road would increase pedestrian traffic near Native American culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Duane	Bolton		I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Deanna	Fecko		As a 7th generation native Nevadan and dam near life long resident it has sadden me to see the direction that Reno has gone with dealing with the population increase. Instead increasing roads I would much rather see you increase public transportation. Have a tram that runs from the nearby the nugget to the end of USA parkway. Work with the all these businesses to get their employees signed up for year round parking and ride passes in order to encourage use and fund this project. The answer isn't destroying more of our open land that is the reason why nevada is beautiful, the answer is finding a way to move more people in one go. Yes I know this is an expensive idea but we also have many huge businesses that are out in USA parkway who you could work with to help fund this project in exchange for free advertising space and public image specials saying that these businesses care about Nevada or something like that. Please stop destroying what makes Nevada beautiful.
Paxton	Rothwell		I oppose the Vista Blvd (Golden Eagle) corridor selection. This corridor cuts through sensitive tribal areas that are being considered for conservation under the Truckee Meadows Public Lands Management Act. Further, building this road would double-down on car capacity, inducing sprawl in the Tahoe-Reno industrial area and in Sparks. We don't need more car-dependent sprawl, we already have plenty of that. I'd much rather see RTC invest this money toward building out a commuter rail solution from Fernley to Reno with stops at USA Parkway and Sparks. And invest in bus connection from these stations to residential areas in Sparks and Reno. This would help get cars off the I-80 and from our city streets. It would also force the region to invest further in transit solutions and transit-oriented development near these stations. This provides much better outcomes in the long run than just another dangerous road. We need fewer people commuting in cars, not more of them. Ditch this proposal and opt for a transit solution instead.
Andrew	Persing		RTC should focus on building light rail infrastructure in the area rather than just adding more lanes to existing roads, since it is now well established with empirical data that this does not reduce traffic long term.
Linda	Davis		I am in full support of a connector from Spanish Springs to the industrial park. This rapid growth in not what most of us wished for, but it is here. The Pyramid highway is too congested most of the time.
Peter	Heryford		I am against this proposal. Rather than waste money on seeing if this is viable, we should look into real solutions like light rail, commuter bus options, parking lot hubs for commuter buses, and other group transport options. If the TRIC is to grow (which I oppose) then we would be left with two busy roads instead of just one. Less cars on the road is the answer. The corporations that benefit from the TRIC should do a better job of funding access to their worker's job sites rather than pinning this on taxpayers.
Lindsay	Dimitri		I am against the proposed northeast connector, as it threatens tribal lands and wildlife habitats. The RTC is not listening to tribal members who strongly oppose it. These lands need to be protected, and this is a short-sighted solution that doesn't look at the long-term impacts to our tribal communities and our environment.

ONLINE COMMENTS

Ron	Paula		What this land means to me. Originially I had a photograph that accompanied this comment but couldn't be attached There's a spot along this high desert rise where I always seem to pause, as if the land itself asks for a moment of attention. From here, the world opens in long, unbroken lines, the kind of view that settles into you slowly, the way a story does when you already know the ending but want to hear it again. To the right, at about the three o'clock position, a low ridge lifts from the sage. It's a two and three quarter mile walk from my house, a familiar climb I've made more times than I can count. Beyond it, nearly three miles farther, a tiny speck sits on the horizon. Most people wouldn't notice it, but I know it well. It's a lone cedar tree perched on a distant ridge, a place I've often hiked to just to eat lunch and let the silence settle around me. That tree has become a kind of companion, steady, patient, always waiting exactly where I left it. Every time I pass this viewpoint, I stop. Sometimes I stand there with empty hands, sometimes I raise the camera and make an exposure, wanting to carry the moment home with me. For reasons I can't quite explain, I've kept this view to myself all these years. It felt personal, almost private, one of those quiet places that shapes you in ways you don't talk about. But here it is now, shared for the first time. And for those who know this country, the distant peaks anchoring the southern horizon, Jobs Peak and Jobs Sister, stand sixty miles away, watching over it all like old guardians of the desert. Maybe that's why it's so hard to watch decisions being made by people who've never stood in this silence or felt what this land actually gives. For me it's easy to understand why the city council would like a road built to give an alternative route to the industrial park. Another reason that isn't talked about though is the land owners would have the public pay for a road that would open this land up for development at the cost of the tax payers. They in turn would be further burden by paying for the infrastructure when the land became developed. I am willing to bet that none of the council members mayor included have never been up there even once to experience the silence, to watch the sun travel across the sky or to see the moon rise over the eastern ridge. For that group it's not even about building an alternate road to the industrial park it about opening more land for development and the tax dollars it would raise with no thought to the burden it would cause to the tax payers. It's called poor or no planning in my book. In the end, what I keep coming back to is how easily a place like this can be dismissed when it's only seen on a map or discussed in a meeting room. Out here, the silence has weight, the light has a rhythm, and the land holds stories that don't show up in planning documents or budget projections. Maybe that's why the decisions being made feel so disconnected from the reality on the ground. When you stand here long enough to watch the sun cross the sky or the moon lift over the eastern ridge, you understand what's at stake in a way that can't be captured in a proposal. And perhaps that's the heart of it: the choices made about this land should come from knowing it, not just owning it, from listening to what it offers rather than calculating what it might yield. Without that, planning becomes something done to a place instead of with it, and that's a loss no tax revenue can justify.
Joni	Inglis		I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.

ONLINE COMMENTS

Robert	Larson		The proposed connection from Golden Eagle Parkway to the Reno Tahoe Industrial Center, as currently contemplated, presents significant concerns and should not move forward without substantial, pre-existing infrastructure improvements. At present, the Spanish Springs area is already operating at or near capacity with only three primary ingress and egress routes—Sparks Boulevard, Vista Boulevard, and Pyramid Way. Any disruption, lane reduction, or closure on one of these corridors routinely results in severe congestion, extended delays, and limited mobility for residents, commuters, and, critically, emergency services. Sparks Boulevard and Vista Boulevard, in their current configurations, are not capable of absorbing additional traffic volume associated with a direct connection to the industrial center. Both corridors would require widening to a minimum of six lanes, along with corresponding intersection improvements, signal timing upgrades, and enhanced traffic management infrastructure, prior to any consideration of expanding regional connectivity. Without these upgrades, the additional traffic demand would overwhelm an already strained system. Additionally, Los Altos Parkway between Vista Boulevard and Sparks Boulevard presents a significant constraint. While a minimum four-lane expansion would be necessary to support increased traffic flow, existing residential setbacks and development patterns make such improvements impractical, if not infeasible. This creates a structural bottleneck that cannot be reasonably mitigated under current conditions. Beyond daily traffic impacts, this proposal raises serious public safety concerns. Increased congestion directly affects emergency response times, limits evacuation routes during critical incidents (such as wildfires or large-scale emergencies), and increases the likelihood of collisions due to overcapacity roadways. The current network simply lacks the redundancy and resilience required to support this type of regional traffic diversion. In its current form, advancing this project would shift a regional transportation burden onto infrastructure that was neither designed nor built to support it. Without comprehensive, fully funded, and completed roadway expansions and supporting improvements in advance of any connection, this proposal represents a significant risk to traffic flow, public safety, and overall quality of life for the Spanish Springs community. For these reasons, this project should not be considered viable unless and until major infrastructure upgrades are completed beforehand. Proceeding without those improvements would be premature and would create long-term, systemic impacts that are both foreseeable and avoidable.
MaryAnn	Weller		Why is Washoe County paying for this project? Lyon County is reaping all of the monetary rewards! There should be a joint transit bus system paid by companies of USA Pkwy that is a condition/incentive of employment employees utilize. Staggered pick up/drop off times back & forth to/from Reno to multiple companies at USA Pkwy. This would reduce thousands of cars to perhaps a dozen buses traveling I-80; hence no connector needed! No financial burden to Washoe County. Why is this so hard?
Kenneth	Forrer		If the connector is approved it shouldn't be dumped on Sparks streets. It should be extended and connected to U.S. HWY 395 in North Reno. The money would best be spent improving I-80 between Sparks and Fernley!
Tony	White		Not sure how routing this from Vista plan would help with the congestion on Vista. Seems it would create a bottle neck nightmare. The La Pasada area seems to be a better choice as it connects to Pyramid Hwy and would make it better for traffic flow from the Sparks Spanish Springs areas.
David	Cole		Please don't ruin the uniqueness and quality of Wingfield springs. Please take your time and design this road where it won't run through neighborhoods.
David	Cole		Please don't ruin the uniqueness and quality of Wingfield springs. Please take your time and design this road where it won't run through neighborhoods.
Rose	Wolterbeek		I have deep concerns about the proposed environmental impacts in the study, specifically the degradation of the following areas: sensitive vegetation, the greater Sage Grouse habitat, the FEMA designation flood hazard zones, natural springs, wild horse & burro management, groundwater loss, and loss of cultural and historic resources with the proposal. The permanent negative impact to the above forementioned is not worth the price to pay for the benefit for Storey County. Washoe County, you can do better than this for the benefit of all residents, taxpayers, and visitors to our area. I oppose! Please go back to the drawing board! We deserve better.

ONLINE COMMENTS

Katherine	Hay		Please do something asap. the traffic is horrendous on a daily basis and it causes frustration and accidents (not to mention, of course, that people should not be crawling along in traffic for miles, for hours, just to get to work.) The fact that you didn't require Tesla and the other plants out there to pay for this to begin with, before they were allowed to construct their plants, is appalling.
Dustin	Hannasch		I don't commute using this corridor but I do use it to get to work often. I work in the Eastern part of the state and 80east is the only effective way to access. Something has to be done about the traffic..it's abysmal.
Glen	Weeks		As a resident of Spanish Springs my comment is PLEASE consider quality of life impacts to the residents of Spanish Springs. How is it a good idea to try to solve regional transportation issues by building a major road through an existing residential area and adjacent to a major recreational facility (Golden Eagle Park)? Please go back to the drawing board and find alignment closer to I80 (not through an existing residential area) and that will not exacerbate already existing traffic over crowding in Spanish Springs. Vista will be a gridlocked mess if this extension is constructed and that doesn't even factor in the safety issues it will cause residents along with noise and crime. I believe Spanish Springs will be forever ruined if this extension is built. Vista can only just barely handle traffic from us already living here - an extension through here will bring new traffic into the area from all over the north valleys and Reno. I wish someone would wake up and realize what a terrible idea this is.
Jeff	L		The proposed area is adjacent to the regional park, a heavily residential area with heavy truck traffic currently nonexistent. Given that some businesses in the TRIP utilize just-in-time manufacturing processes, how will you prevent truckers from driving up Vista, Sparks or Pyramid to reach the connector, specifically when there are major traffic incidents on I-80 (eastbound)? Going westbound, heavy trucks will flow in the reverse direction with equally bad impacts.
Jason	Head		Please add me to any future public announcements regarding this project.
JOHNNY	LAU		To get the most benefit of usage we should use the vista by res hawk and with the 2 lanes joining Los Altos then people can go to Galleria mall such as Costco and Walmart and south on vista to software and Smith. This also increase the spending by routing people near shopping mall. South Los altos from Belmar also allow people visiting Legends mall too
Noel	Martinez		This connector coming over to Golden Eagle Park is going to cause even more traffic on Vista Blvd. Vista Blvd. is already horrible with the amount of cars throughout the day as well as the speeding cars. This connector will make Vista Blvd a congested "freeway" and that is horrible for our area. We have family on Peppergrass behind Raley's and it is a nightmare trying to cross over Vista Blvd going east as well as trying to go west out of Peppergrass. Please keep our area what it is we have already dealt with way to much cars and traffic we do not need anymore! Are area has grown way to much and no one has take consideration of our streets and traffic.
Don	Kittilsen		
Mark	Creger		At a glance of what is readable online of the maps and projected costs, Vista appears to be a more viable project. However, it honestly depends on the results of the further studies that still need to be accomplished / paid for.
Catherine	Schmidt		Where are the public transportation options? This is a travesty. Building more lanes for more cars is NEVER enough. The companies benefitting from the labor here should be paying for PUBLIC transit - this the perfect opportunity to look at light rail or bus lines. I am disappointed that we keep doing the same things expecting quality of life to improve. This will only add to the area's woes - heating, air pollution, speeding and crashes and degradation of our high desert environment.
Holly	Flores		Hello, I just completed the guided survey for comments on the Northeast Connector Project. I would have scored all concerns a 1, highest priority, if allowed. I also have concerns about the wildlife and cultural resource impacts as much as the traffic noise, air pollution, traffic on Vista Blvd etc. I would prefer a solution along the I80 corridor over a new northeast connector roadway. Thank you
Shane	Wozniak		Hurry up and build the road. And widen I-80. Also, instead of making it 3 lanes, when it is completed 5 years from now, and over congested, do 4 lanes each way.
Sheldon	Ryals		I oppose the Northeast Connector.

ONLINE COMMENTS

Catherine	Ryals		I am in strong opposition of selling off Nevada Public Lands in Washoe County. I oppose the Northeast Connector. I oppose the destruction of the Pah Rah Range. I oppose semi trucks driving on the same roads as school buses. I oppose construction trucks with no screens, covers or tarps on their loads. I oppose burning man vehicles with items and materials improperly secured on their vehicles. I oppose semi trucks and other commercial vehicles on roads where school children play, homeowners walk their dogs, moms pushing their babies in strollers, and seniors walking. I oppose semi trucks and commercial vehicles on roads where children catch their school bus. I oppose Burning Man traffic, along with all the other vehicles, from I80, dumped in the nearby neighborhoods and driving on residential roads. Selling off Public Lands in Washoe County, to obtain land on the Pah Rah Range will destroy this mountain range. It will just be a repeat of the destruction that has taken place in the RTIC/USA Pkwy area. The Northeast Connector will impact and destroy the homes of an abundance of wildlife ... deer, antelope, big horn, coyotes, mountain lions, bobcats, wild horses, the list goes on and on. The Northeast Connector will bring excess traffic, noise, pollution, trash and transients into the nearby communities and into our neighborhoods. It will bring homeless individuals, along with camps, illegal fires and their trash. Take a close look at what the homeless individuals have done all along I80 and the Truckee River. The Northeast Connector will have a major impact on every homeowner from Homerun, along Vista to La Posada and down La Posada to Pyramid Hwy. Those in favor of the Northeast Connector have no idea of the huge financial impacts this is going to have on homeowners property values, the toll this will take on homeowners health ... or they just don't care, because it wont have a direct negative impact on them. It is time for Storey and Lyon County to develop homes, child care centers and provide community resources for the individuals working in their counties. The Northeast Connector is not about making lives easier for commuters, this is about gaining access to land to build more data centers, warehouses, and homes. The Northeast Connector is nothing more than a land grab! Nevada politicians need to protect public lands, wildlife, wild horses, burros and water. Stop taking away access to our open spaces!
Jamie	Shakespeare		As the biggest little city, it would be beneficial to use what we already have.. why are you not looking at using the railroads that are all over the area. Bring people in from north valley Spanish Springs then take to USA parkway... smaller project faster results.. keep local railroads over building new roads that aren't maintained.. also tax the company's at USA Parkway to pay for construction and maintenance. Make them pay vs the public that didn't ask for their company's to be here.
Mathew	Ceppos		I work out @ the TRIC at 1900 Peru Drive. The traffic is ridiculous; the state and county need to stop approving business licenses for the TRIC until the required infrastructure is built to support continued expansion. Anything less is endangering public safety and over burdening state and county resources for Fire, Police and EMS. It also doesn't help that the state keeps giving tax abatements to companies to build out here. On average I spend 10 hours a week in traffic for a 20-mile commute from downtown Reno. In fact, the connector from the north valleys to USA parkway is not enough. There also needs to be a passenger light rail system that goes from the population centers of Reno/Sparks and Carson City to the TRIC with bus routes in the TRIC provided by RTC bus system to get people from a passenger light rail station to destinations on Electric Ave., Waltham Way, Peru Dr., Denmark Dr. and Sydney Dr.
Rusty	Donlon		Please consider adding to the end of the Tahoe pyramid bike path that already leads in this direction. And why isn't there anything on mass transit ideas? A train/bus system would alleviate so much traffic and has proven to work over and over again.
Randi	Neldon		I have lived in the Spanish springs area for over 30 years. I chose this community for the quality of life it provides myself and family. What you are purposing not only destroys what makes this community great but at the tax payers dollars. I highly doubt that the Spanish springs community are the individuals providing the majority of employees to the USA parkway businesses. Do a feasibility and you will likely learn they come from the valleys. Do for that you want to destroy our community, decrease property values, increase crime, destroy our open lands, etc. maybe they should build actual affordable housing in there USA Parkway area so the employees can spend less time driving and more time owning a part of the American dream.

ONLINE COMMENTS

Milagro	Lewis		To widen an interstate would take at least 10 years, to create a new road to ingress at the north end of USA PKWY is a solid idea
Daniel	Benedict		The best time to start this is yesterday. The second best time is today.
Lisa	Anderson		We do not feel the road through Wingfield Springs, a highly developed community, should be considered for the connector route. The cost estimates are extremely high as well.
Jacqueline	Jordan		Why not build housing closer to TRIC perhaps in Storey County. All the proposed routes would do irreparable harm to the residential areas and environment as well as adding more congestion to an already congested situation. I am against all proposed routes, please think outside the box for a solution.
Justin	Waters		Do not build either of those roads. If these workers don't like the traffic, move to Fernley. Stop the endless expansion.
RK	FOERSTER		Was rail considered?
Bill	Lash		This project needs to avoid impacting traffic and homes on Pyramid, Sparks and Vista that already have backups both ways.
Hela	Morrow		Anything done to improve this commute would help. Technically, my route should be half an hour, but it currently takes about an hour and a half.
Jim	Werre		please build these additional lanes as fast as you can, add a toll if needed the people traveling to all of the data center construction over the next 5 to 10 years will pay it as we are getting over paid just to show up to work. an additional $10.00 a day is cheap to save 30 minutes to an hour.
Jon	Whipple		Please get it done. Think of the economic impact it's having on us shutting traffic down almost daily
Joshua	Zimmerman		Traffic from Reno to USA parkway has increased significantly. It is good that this has been initiated for public comment and implementation. One issue is that it is late. At the rate of development the project is already years too late. We need a solution now, and a plan for the future, because the number of people commuting could double by the time the next phase is completed. I support both a rail option and improvement to the highway traffic. I think road improvements may take longer and would help support future traffic through the area. If we had rail option now, I would use it.
Elizabeth	Vanden Brink		I work at Tesla on USA Parkway. The traffic has become a daily problem. It is dangerous not having more connections. I feel like in addition to widening I-80, an additional artery going to Sparks and a commuter rail would greatly benefit everyone who works at USA parkway as well as anyone who has to travel from Fernley to Reno.
Chris	Roberts		The traffic has only gotten worse over the last year and continues to get worse with more and more warehouses being built out on usa parkway. It's gotten to the point where people drive through the parking lots of businesses to save seconds sitting in traffic, as well as driving through their landscaping to get around blocked off parking lots. A light rail would be very beneficial for everyone that works out here to get in and out of work in a timely manner. another Route would also go a long way to decrease the amount of cars on I80, the road rage and the deaths that have also increased over the past few years.
Jenn	H		I live off of Los Altos and am frequently impacted by congestion on I-80. We need MULTIPLE solutions, not just one more road that's going to take however long to build. Get infrastructure up for public mass transit, get some light rail going, something in addition to just one more route for single person vehicles. Make the business out at "TRIC" step up and pay for the impact they're having on our community.
StACEy	Aitken		La Posada would be your best bang for the buck because it could connect into Hungry valley Lemon valley and the 395n all the dirt work through stormy canyon is almost finished to run a road from Chickadee through and La Posada north is wide enough to allow further development with minimal impact on existing homes. Also once up to the west side of Spanish peak there is a valley that runs north south for about ten miles along the pole line road and then swings back to the southeast dropping conveniently into USA Parkway. The other option roads could connect in over the future to this main road as housing and business move that way.
StACEy	Aitken		Back in 1973 a friends father Eugene Thomas proposed the building of a ring road north of Reno Sparks by at least ten miles to address future problems and people didn't listen saying such things as what will happen to our cities. He was right then and now fifty two years later you see.

ONLINE COMMENTS

Elliott	Petterson		Dear RTC, Thank you for your interest in relieving congestion with the Northeast corridor. As new roads of this type almost always induce new travel demand and create more of the congestion they were supposed to relieve, any connector project must include proven methods to actually reduce congestion such as facilities for mass transit, bikes, and other vulnerable road users. Your draft report does not include these important congestion-reducing elements. Please include facilities for mass transit such as bus pull outs and facilities for vulnerable road users that are appropriate according to the FHWA Bikeway Selection Guide with the anticipated maximum traffic volume. Please begin to address the safety of vulnerable road users in all RTC projects reports. Sincerely, Elliott Petterson
Brian	Edwards		I do not like any of the proposed options. Dumping thousands of cars on the far end of Vista or deep into Spanish Springs is not what I would consider a sound plan. It's an afterthought because the county had zero forethought in planning for the building boom at TRIC. The developer for TRIC and the county where TRIC is located should shoulder the burden of this problem and not pass the challenge to washoe county residents to solve. Non of the arteries can absorb that many cars. Those roads are already overcrowded and only getting worse with high density building along both vista and pyramid.
Julie	Ward		I have heard that this project will likely cost around $800 million. Where will the funding come from? I don't believe that our county has the funds for this; and am aware of some current debt and more urgent infrastructure projects.
James	Mahoney		I am convinced that RTC is going through the motions with comments public meetings. You have already made up your minds to do the connector from La Posada to I80/USA pkwy. Despite home owners don't want it, a huge gas line to deal with near I80, the Tribes sacred ground and crossing the Western Nevada Materials quarry at I80. Do the right thing, cancel this project!
Scott	Weese		Subject: Formal Opposition to the Northeast Connector Project I am writing to express my strong opposition to the proposed Northeast Connector (La Posada Secondary Connector) for the following reasons: * Prohibitive Costs: The projected price tag of over $500 million is an irresponsible use of funds for a project that serves a relatively small number of commuters. Taxpayer dollars would be better utilized widening I-80 or improving existing regional infrastructure. * Infrastructure Mismatch: Our existing residential roads, particularly La Posada Drive and Vista Boulevard, were never engineered to serve as major arterial funnels. Forcing additional TRIC-bound traffic through these neighborhoods creates significant safety risks for local families and degrades the quality of life for Spanish Springs residents. * Ineffective Semi-Truck Bans: While the RTC may propose bans on commercial vehicles, history shows that semis and heavy delivery trucks will inevitably use the connector as a shortcut or during I-80 incidents. This will lead to rapid road deterioration and increased accident risks on roads designed for passenger vehicles. * Redundant Congestion: The argument that this provides a "relief valve" for I-80 is flawed. Much like I-580, which consistently backs up during peak hours despite its size, a new connector will simply move the bottleneck from the freeway to our local intersections. Funneling a small volume of cars at such a high cost does not solve the regional problem; it only relocates it into our backyards. I urge the RTC to prioritize the widening of I-80 and the improvement of the Spaghetti Bowl rather than proceeding with this high-cost, low-reward connector.
RaviTeja	Katiki		This project will Greatly improve travel times to Reno Tahoe industrial corridor Thanks for this initiative.
Keith	Markin		I live in Reno and would not use the proposed route. However, this route would redirect a large amount of traffic away from I80, significantly cutting down on congestion and diminishing potential for accidents. TRIC businesses share a lot of common shift-change times and that creates plenty of the congestion and accident potential that we endure on a regular basis. I hope an alternate route is approved, soon.
Ken	Zemach		Hugely in favor of additional routes from TRIC to, well, anywhere, but a route pushing north is the obvious easy choice, and terrain-wise can be done on relatively forgiving routing. The safety issues alone on 80 make this a must do.
Darlene	Kleinke		Please do not make the connector on La Posada. It would increase the noise and traffic so much that we would move out of the area.

ONLINE COMMENTS

julia	goodermote		The proposed connector behind Orange Plains Drive will be within 150 feet of my bedroom window! How would YOU like to have semi-trucks roaring by your bedroom 24/7 while trying to sleep?
Jim	Shepherd		Least expensive option for access to TRIC... The vast majority of vehicles going to and from the TRIC have only one person in them. While commercial vehicles do not require additional passengers, registered commercial vehicles will be excluded from this control method. Placement of license plate, and infrared personnel scanners at the top of McCarran hill and at a location between USA Parkway and the Derby exit. These would be used to gather the license plate data and occupancy data. Non-commercial vehicles with only 1 occupant would be charged tolls of $5.00, with 2 occupants would be charged $2.00, and vehicles with 3 or more would be free. Vehicles that are not exiting into the TRIC, ie, through traffic, would be counted at both ends and would not be charged. The timing of this transit would be adjusted with sensed traffic flow. Vehicles with unreadable license plates would be immediately flagged and transmitted to Highway Patrol. Depending on the cause, citations would be issued. Intentional blocking of license plates would receive a $1000.00 fine for the first time, $2000.00 for the second, and impoundment of the vehicle, $5000.00 fine and potential jail time for further violations. Tolls would be billed weekly to the registered owners. Failure to pay within 2 weeks would accrue additional penalties and could result in legal actions including revocation of registration. It would probably cost less than $10,000,000 to build this system with minimal disruption of traffic. The tolls would pay for maintenance and administration. The big payoff would be a proposed 50% reduction in the number of vehicles on the road.
Michael	Mayland		I don't believe the majority of the local population will benefit from a connector to TRIC. This sounds like a huge expense to benefit a small select group. The focus should be on improving existing roadways.
Joy	Hart		I commute every day and I have seen my commute time double/triple over the last 2 years. It is absolutely miserable on a good day and downright dangerous on a bad day. I see people taking the most ridiculous risks in order to get "ahead" of everyone else heading the same way. How many more people will have to die in order for the County or State to do something to alleviate this traffic issue.
Matt	Brennam		
Victoria	Defilippi		I an a resident of Spanish Springs who lives just beyond the golden eagle turn that is suggested for the NE connector project. I would like to express concern about high volumes of traffic being funneled through that densely residential area with little to no future acalibikity of widening that road. I want to encourage the council to reconsider the connector for LA Posada Dr as it would have more potential for modifications to accomidate growing traffic/populations. La Posada also has much less pedestrian traffic than surrounding Golden Eagle areas. I fear if traffic is directed through that area there will be several avoidable pedestrian accidents.
E	Pelikan		No. Expand interstate 80 and stop making plans to build a highway in a vacant area for business interests. By the time any highway would be finished, most of the businesses at the USA Parkway industrial park will be gone. Tesla will be done within the next five years.

ONLINE COMMENTS

Stephanie	Hatch		Thank you for preparing this proposal, thousands of lives will be improved by this project. Please expedite as much as possible. Some recommendations to maximize the success of this project: 1. Make it 2 lanes in each direction for 4 total right out of the gate. If kept to 2 lanes it will need to be expanded imminently, causing additional delays and costs in planning, approvals, and construction. People must be able to pass each other safely on this route. 2. Given the ADT of the Los Altos route I think it would also be valuable to perform the full alternatives assessment, or at least plan for a connector like for La Posada on the last page. 3. Have lobbyists request funding support from the companies at TRIC. They're only successful in the long run if this project is too. I'm sure all are tired of high attrition and loss costs due to frustration and exhaustion among their teams from the traffic. Thank you for your attention to these matters. The traffic has gotten even worse lately, please save us!!
Brian	Bundy		YES!!!! We support the Northeast Connector.
Eric	Verling		Terrible idea! Dumping I-80 traffic into residential rural neighborhoods makes no sense. Where does the traffic go once it reaches Spanish Springs? Pyramid Highway is already overloaded. If Sparks wants to expand east find another way. In the meantime focus on the Southeast connector to Veterans Parkway. No BLM land involved and the developers already own the land. They along with the Tahoe-Reno Industrial Center tenants and Storey County can do their part and pay for it. Also there is a massive gravel pit next door to the proposed route. https://www.parametrix.com/making-connections-south-meadows-connector-feasibility-study/
Steven	Stuckey		This project should start as soon as possible! I 80 is backed up every day, one direction or the other. Start work on an alternative!
Laura	Kennedy		Hello, I live in Stonebrook/Wingfield Springs area. I agree that a Northeast Connector is a great need for the area. I believe that since the use of this connector would pull from the valleys including Sun Valley and Lemmon Valley that the option for either the Los Altos or Red Hawk area from Vista would pull more central traffic. The Los Posada and Golden Eagle would not pull from the central Sparks area and limit the use. Thank you for your attention to this matter.
Donald	Iddings		La Posada corridor would add thousands of vehicles to an established low-traffic residence neighborhood. It would also add millions of dollars to construction costs due to high right-of-way litigation expenses. The optional connection to La Posada Dr via Vista Blvd would add hundreds of vehicle traffic in close proximity to backyards decreasing private property values. It would add increase traffic on residential streets for Desert Vista, Desert Fox and Lacerta streets. I oppose these projects. I do support commercial transportation systems such as bus and/or rail service from Reno/Sparks to TRIC. These methods should be given more serious consideration.
Sharon	Webber		We have lived in The Highlands since 2003 and were one of the first homeowners to buy. We bought here because the lots are big and the development is laid out with open spaces that includes walking paths, beautiful landscape and is mostly quiet. If the connector is approved, it will and reduce our home values and destroy our tranquil neighborhood. We didn't buy in an area to hear cars and semi-trucks racing to get to their destinations. There does need to be a solution for the 1-80 Northeast traffic, but just not in our backyard. Sincerely, Sharon Webber
Craig	Paulsen		I'm in favor of the Vista Blvd. (Golden Eagle) route because it is more central to the Pyramid Highway. The La Posada to USA Parkway route puts more traffic to the north end of the Pyramid Highway. The Pyramid Highway is beyond capacity already and the Vista Blvd. (Golden Eagle) route balances traffic better.

ONLINE COMMENTS

Kevin	Canepa		Hello, I have worked out at USA parkway for 7 years now and the traffic on highway 80 has been the worse I have ever seen it. As more people get hired out here the worse this will become. I have heard that there is an expansion of highway 80 that is supposed to happen and that will help, however without either an additional route or public transit out to USA parkway this will just be a problem we will happen again in a couple years. This additional route, while not the only solution to solving the problem of traffic on the highway would be a good start to solving the issue.
Raymond	Vargas Campos		Hello! I'd rather the Northeast Connector be built as a freeway. Call it Interstate 780. This is also a fantastic opportunity for a northern loop to be built. The connector as a freeway provides a high speed connection to Spanish Springs from USA Parkway and eventually to the North Valleys and 395. Building it as a freeway also helps with traffic levels on 80. The Reno area is growing at a fairly rapid pace and having another freeway would help with managing future growth. Thanks!
Damon	Smit		Please stop spending money on this project.
Eric	Quon		In reviewing the projects proposed, it doesn't make sense to me that the connector brings traffic into a residential area, which would make traffic worse in the Wingfield Springs area. I have already heard of people driving north on Pyramid to near Pyramid Lake and back down through Wadsworth to get to USA Parkway if there are accidents and during heavy rush hour. Has there been any research into having the connector go several miles further north on Pyramid Hwy (a couple miles past the Pebble Creek development) so that traffic during rush hours can be drawn AWAY from the residential areas? The current project seems like a very expensive short term solution. There should never be any truck traffic through the residential areas and must be limited to Pyramid Hwy only. And there is no doubt that in the future any connector will be expanded as the area grows so we cannot have the precedent of having commercial traffic going through the residential foothills. Also, have we exhausted all solutions to maximize traffic flow currently (such as AI synchronized signals, urban planning, etc...).
Bob	Holley		la Posada Dr is the main hub for emergency vehicles and school bus routes. This proposed route would severely affect the times to school snd hospitals
VIOLET	BURGETT		To Whom It May Concern, I live on Orange Plains Court. My husband and I moved here from Hawaii. We were able to pick our lot before the house was built. We were told that there will not be any development behind out lot. We bought our lot/house specifically for this reason. We wanted a quiet neighborhood to live our retired life. Had we known that there will be this connector road literally behind our backyard, we would not had bought our home here. I do not support the Northeast Connector Road for the following reasons: - increased traffic - noise pollution - smog pollution - light pollution - wildlife endangerment Please do not build the northeast connector road.
Matt	Smith		I appreciate the detailed options provided and agree with the selected preferred option of the route travelling through Vista at Golden Eagle (this route also provides a faster and more direct route for those travelling from communities to the east like Fernley and Fallon that are attending events regularly held at the large regional sports complex at Golden Eagle. My biggest concern: How will the infrastructure of the community roads (e.g., Vista north and South) and other roads beyond the scope of the connector that many will be using to get to the connector and thus impacted by the project. We already have an unresolved issue with being able to efficiently get community members in the Sparks and Spanish Springs area just to I-80 and Reno. Improvements made to Pyramid Highway have fallen well short of alleviating or improving the congestion. Additionally, the number of housing being built continues to outpace any reasonable modifications to accommodate such developmental growth.

ONLINE COMMENTS

James	Mahoney		I have gone through the North East Connector Draft report. Building the road from Vista Blvd to I80 USA Pkwy will be the most cost effective plan if the Paiute Tribe goes along. The ADT from La Posada to Golden Eagle is minimal for the overall project. By not including La Posada to Golden Eagle section that will eliminate that cost and lower the anguish from the Highlands, Foothills, Golden Eagle Sbdv and La Posada home owners. A roundabout at Vista, Home Run and Scorpius would help with congestion.
John	& Mary Lavra		After attending your public information meeting on December 17, 2025, and upon further review of your proposed "corridor alignment ", We STRONGLY OPPOSE this proposal. It is unfathomable that you would consider such a destructive route through the Wingfield Springs community and through Golden Eagle's federally protected area. Our residence is in the Highlands at Cimarron Hills development. The negative impact to our neighborhood and the entire Wingfield Springs community would be devastating. Following are a few of the numerous problems with your proposal: 1. Vista Boulevard traffic is already horrible and the heavy use is causing the road to deteriorate with potholes and widespread disrepair. Adding even more traffic onto Vista will only further damage the roadway service, cause traffic delays on one of the major routes for local residents to access Interstate 80, effect school safety, and negatively impact homes and businesses. 2. This proposal will destroy our neighborhood with commuters "taking shortcuts" through the community, especially Desert Vista, Desert Fox and Bareback Drives. This will not only negatively impact our property values but also the peace and enjoyment of our property plus the danger of drivers who don't live in our community not obeying traffic laws and speeding. Regardless of your plan to use La Posada to access the proposed Golden Eagle corridor, commuters from the north will naturally try to cut through to Vista Blvd using the neighborhood routes as opposed to driving to the end of La Posada and going around. 3. Your proposal to cut through the BLM land will destroy the protected environment. We and our neighbors are 100% committed to preserving the environment, ecology, wildlife, Native American artifacts and historical grounds, from the construction of an invasive thoroughfare to and through this area. We will attempt to seek support from and collaborate with our federal Senators and congressional representatives, and if necessary, seek judicial review and protection at every step of this misguided process. 4. The increased noise from the numerous trucks and vehicles will devastate the community. 5. The cost of this proposal is outrageous and such funds should go to a more productive use aimed at alleviating traffic issues, caused in part by the County's expansion policies which have led to residential and commercial growth, which has now come back directly into their laps with increased traffic. We believe the already in place widening of the I-80 corridor plus the widening and improvement of Sparks Blvd should tremendously help with the commute traffic. We also heard at the December 17th meeting the proposal of a train from I-80/Vista Blvd to USA Parkway which is a fantastic idea, not only relieving congestion but no negative impact to the environment and a pleasant trip for the commuters. The best and most prudent course before hundreds of millions of dollars are spent to bulldoze your way through the environment, would be to let the I 80 expansion happen, allow for the completion of the Sparks Blvd project to occur, continue to monitor Pyramid Highway and any further actions that could be taken to move the flow of traffic on that roadway, which is already in place and provides a direct route to I 80, and study the feasibility and impact of a commuter train.
Kelly	Burgett		
Vic	Redding		First - its not realistic to believe that the I-80 N/S option would only generate 52 ADT - the assumptions need to be validated. I realize this option does not unlock all of the BLM acreage for future land transfers and development like other options so I understand why the City of Sparks does not favor it, but the projected vehicle data analysis is not reasonable when compared to the projected ADT from the 'preferred' routes. This option needs further vetting as a parallel route to Vista/Sparks/Pyramid would allow traffic flow both east and west at I-80. I support the Vista Blvd/Golden Eagle option, but upgrades to Vista need to be factored in as well as traffic calming on the feeder streets. The optional La Posada connector shown in figure 17 is controversial and doesn't materially increase the ADT; no cost/benefit. That optional La Posada connector should be taken off the table as to not sacrifice the possible for the perfect.

ONLINE COMMENTS

Neil	Nichols		The Golden Eagle option (and La Posada as well) would impact the primary use of the Golden Eagle park - sports and recreation. Youth and adult sports would be greatly impacted by the change of Homerun Drive from serving primarily sports-related activities. Their parking lots will become an ad-hoc parking area to carpool to the TRIC. The hiking trails would be significantly impacted by the connector road, and hiking would not be the same with thousands of vehicle trips per day. If the NC project goes through either Golden Eagle or La Posada, the impact is significant and detrimental. This project will ruin a beautiful park for generations. These issues were not addressed in the Draft Report, which relied heavily or almost entirely on computer model output.
Lee	Leighton		My question is why is RTC heading up this project ? Is RTC funding all this part of the project , if not who else is sharing costs and what is the breakdown of the cost sharing ? Since this road is going to be an alternate route between two major Nevada Hwy's is it going to have an Alternate State Hwy designation ? Why is the state of Nevada not heading up this stage of the project ? Since the plans being presented have already projected costs , why aren't there better projections on who's funding the project and governance over the road ie: who' going to be paying for the maintenance and up keep of the road ? I did attend the first info meeting at Red Hawk didn't get much out of it except the three proposed routes , everything else was presented as still up in the air nothing solid to tell you right now . My hope is that the local governments represent their citizens who are bring effected by this project ,specifically in the area of funding and financial responsibility . I have a feeling we're not being given all the info , with the construction about to start on I-80 east , the alternate road to Spanish Springs timeline ,certainly has to be a priority with Story county , the developer and business within in the USA Parkway project and the State of Nevada DOT . My opinion Washoe County tax payers need to be contributing the least amount of the funding and our representatives need to be frugal with our tax dollars and don't be pressured by timelines.
James	Mahoney		If this NE Connector is built the intersection of La Posada and Pyramid highway is going to be a morning and evening traffic backup mess. Cars and trucks in the morning on Pyramid Hwy turning right and left onto La Posada at the signal will be grid locked. Cars and trucks in the evening on La Posada turning right and left onto Pyramid Hwy will be grid locked. This plan is a terrible idea.
Cheryl	Biggs		I find it amazing that RTC is proposing to absolutely destroy our quiet neighborhood with a bypass/highway that will bring hundreds of cars, pollution, fire possibilities, destroy our privacy, devalue our homes and endanger the wildlife that live on the hills behind our homes. This is a disgrace and lack of consideration for our community. You have a "funded" alternative route...Sparks Blvd goes from Pyramid straight to Hwy 80, it already exists and according to your own website is already funded, which La Posada proposal is not. Another disgrace, wanting to use a NON funded route that must be built, when a funded route already exists. Please explain why you would rather spend hundreds of thousands of dollars, force residents in a quiet neighborhood to accept this unwanted trespass of our properties and privacy when you have a perfectly good, already existing alternative route.
julie	goode		My husband and I are planning to use the equity in our home on Orange Plains Drive to help us in retirement. Having a highway passing 100 feet from our bedroom window is going to screw our equity and make retirement much more difficult. Not to mention having 18 wheel Semi trucks passing 24/7 all night long!
James	Mahoney		From top of La Posada to Golden Eagle park driving time would be 5 minutes. Driven each direction daily that's 10 minutes daily. 5 or 6 days a week, 52 weeks is not much time compared to the homeowners lifetime living next to all the negative things this project will create. This project is based on traffic lens, not the many negative effects on the homeowners lives. Also, I understand NDOT is going to widenI80 from USA Pkwy to Vista Blvd one lane each direction. This will tremendously help the traffic situation there. Thus no need for the East Connector.
James	Mahoney		I live in Highlands @ Cimmaron East. This morning and this afternoon, as usual, I walked my dog on the trails and pathways in the foothills above with my wife. It was so quiet and beautiful and others were doing the same thing. If you go ahead with the roadway plan it will destroy this serene area. We need this area to walk without car and truck traffic and noise. Walking the trails in fresh air here are an important part of our older age health plan. Do the right thing for so many up here and drop this project.
Frank	Jerant		The only proposal that actually reduces traffic on HWY 80 is the rail proposal. This proposal not only reduces traffic but will also reduce carbon emissions and improve the environment. More study should be given to this alternative. Also, the March 10 meeting should include a question-and-answer session.
Ryan	Aeschlimann		We respectfully and firmly request that questions and answers be allowed during the March 10 meeting.
beverly	philpott		Please listen to the residents here in our neighborhood about the impact this connector road would make. Nothing is a positive for us. It would surely destroy our outdoor living and enjoyment. Please be open to comments and other suggestions especially at the meeting in March at Mendive. We just want you to think about what this would do to your own residential environment.

ONLINE COMMENTS

Timothy	Roumph		Extremely concerned about the Northeast Connector along with the road through Golden Eagle Canyon. I believe La Posada would be the main road to the N.E. and the traffic will be horrible in our neighborhoods. The noise and exhaust pollution especially for the large diesel trucks would greatly disturb our peaceful homes. The area where these roads would be built is very dry in the summer and prone to fires which would endanger the nearby residential neighborhoods.
David	Hunt		The proposed connector from 180 / USA Parkway is a bad idea from a standpoint that all that traffic will be diverted into the Vista, Desert Fox, Lacerta, and La Posada neighborhoods where many elderly and families now reside. As a homeowner on Desert Vista, i oppose this connector due to the amount of traffic pollution, noise and sensory pollution that it will now doubt create. Families and retirees moved into this area to get away from this very issue. Please reconsider another route around the area, back side of the mountain to pyramid way. D. Hunt 3645 Desert Fox Dr. Sparks, NV 530-559-8372
Melissa	Partyka		I am a 23+ year resident of Cimarron East the highlands neighborhood and would like to express my strong opposition to the proposed plan for the RTC connector road. This is proposed to run from the top of La posada around the east edge of our neighborhood to Golden Eagle and out to I-80 and USA Parkway. We are avid dog walkers, hikers and bikers of these hills and trails that currently surround this neighborhood. This connector road would not only take away public lands from our use, but displace much wildlife including a herd of wild horses that visit our neighborhood each year. This would impose a high speed, high traffic volume road and dump it into neighborhoods that are currently 25-35 mph streets. These are school bus routes, bus stops, frequented daily by walkers , bicycles and joggers as well. The city of Sparks has also proposed closing the nearest fire station - station 5 on Vista blvd .. so who will respond to all the traffic incidents and accidents that will inevitably occur on this high-speed roadway? All of this traffic is going to dump into this far east corner of Sparks When our egress on Vista and Sparks Boulevard is already at maximum capacity.. The city of Sparks is also being hit up to approve a new housing development at Redhawk, which would inevitably include 760+ homes and double that in vehicle traffic to the same corner of Sparks. Does RTC and the city of Sparks communicate with each other because all three of these proposals together are a combination for disaster!! Our roads are currently in disrepair. (Vista blvd from Wingfield Springs to Hubble drive). Our traffic congestion is unbearable leading folks to road rage, accidents, and lane splitting constantly. Read any social media outlet in these avenues are a constant source of complaints. Then compound it with taking away the nearest fire station that is going to deal with all of these incidents and we have absolute and utter chaos! I highly oppose this connector road coming into this corner of Sparks!
Gregg	Max		I understand there will be a second public meeting on the Northeast Connector (Mendive Middle School on March 10, 2026). Please allow a public question period -- many people have questions and I think it is important for the RTC to at least hear the questions, even if they are not prepared to answer them all at this point in the project development.
Greg	Hamersly		I want to make sure that a question and answer period is included at the next meeting on March 10.
Tim	Bucher		I oppose the Northeast Connector and strongly oppose the Optional Connector. The estimated funds of close to $300 million to construct a two lane road from Vista Blvd. to TRIC (plus the funds required to maintain and patrol) should be utilized to complete traffic mitigation measures on existing feeder streets leading to Highway 80. The current improvements underway on Sparks Blvd. are a good start. Additional widening work should be done on Pyramid and Vista. Since Highway 80 is slated for widening starting in 2027, other measures such as HOV/HOT lanes and park/pool lots could be included. Flexible work hours from employers at TRIC would provide additional traffic congestion relief. I question the amount of traffic relief obtained by a new two lane road given the reduced travel reliability during winter months and accidents. The Optional Connector doesn't make sense. Just because there is an existing pathway to construct a two land road doesn't justify the expense of $35 million plus. The study indicates an ADT of 139 and I doubt that is accurate. Should the Vista (Golden Eagle) route be completed I believe people will take quicker routes to access that road. It will take longer to travel up La Posada and around the Highlands neighborhood to connect at Vista which will reduce the potential to attract traffic and result in low traffic demand. Additionally, the negative impacts on the neighborhood are immense. The road will create a burden on the nearby homeowners by lowering property values, increasing noise, destroying the character of the foothills by disrupting the peace and tranquillity, and eliminating a walking path used by many of the residents. The expense of construction, maintenance, and patrol plus the immense impacts on the homeowners will far exceed any benefit from the road.

ONLINE COMMENTS

Kathryn	Rudder		I am writing to express my strong opposition to the proposed roadway alternatives connecting La Posada to USA Parkway, as well as the route extending from Vista Boulevard through the Golden Eagle area. These proposals would cut directly through established residential neighborhoods—an approach that is neither practical nor responsible. Building a major highway through an existing community makes little sense from a planning, safety, or quality of life standpoint. Residents in these areas chose their homes with the expectation of stability, not the threat of a high volume transportation corridor being imposed after the fact. The noise, traffic, environmental disruption, and long term degradation of neighborhood character would be severe and irreversible. A deeper concern is the underlying motivation driving these particular alignments. It is widely understood that the landowners seeking to develop property above La Posada do not wish to fund the necessary access roads for their own projects. Instead, they are pushing for the public to absorb the cost of constructing a major roadway—after which they would benefit from convenient curb cuts and infrastructure paid for by taxpayers. This is not responsible stewardship of public funds, nor is it an equitable burden to place on existing residents. There is also more logical and less disruptive alternative: utilizing the existing Highway 445 corridor north toward Pyramid Lake, then connecting to the Parkway. This route aligns with the natural flow of current and future traffic, particularly given that many of the residents who travel daily to the USA Parkway already live in that direction. Another option is to replace the mediums on Sparks Blvd and Vista if needed with move able Jerry Barriers and the vehicle that locates them as the flow of traffic requires. Mornings three lanes heading to I-80 evenings three lanes from I-80. Off peak travel two lanes in both directions. Plans for widening I-80 have already been approved and work to begin soon. Improving or expanding an established transportation corridor is a far more sensible approach than carving a new highway through neighborhoods that were never designed to accommodate such infrastructure. Construction of either of these roadways will have no tax benefits to Washoe county or any of the other surrounding counties. Storey county, home of the Industrial Park will gain all the rewards from this action. For these reasons, I urge you to reject the La Posada and Vista/Golden Eagle roadway alternatives and instead pursue solutions that respect existing communities, use public funds responsibly, and follow sound transportation planning principles. Thank you for your attention to this matter and for your commitment to protecting the well being of our community.
James	Mahoney		I have been speaking with residents of Highlands, Foothills and Golden Eagle subdivisions. We moved here to be away from car and truck traffic from roadways and we want the peace and quiet of the Foothills. The construction and damage this roadway will do will be irreparable. I believe there are approx 900 homes affected plus those on La Posada. We are extremely opposed to the North East Connector.
William	Barclay jr		I am very concerned about the significantly increased amount of traffic to the Cimarron and Wingfield Springs area. This is what may and most likely happen if these proposals become reality 1.Significantly more traffic. (bottlenecks currently occur on Pyramid in both directions even after widening). This project took 3 years or more. 2. Significantly less safety, more noise. 3.Sparks PD continues to be understaffed mostly due to officers retiring and not enough potential police officers entering the academy. 4.More Speeding (drivers ignore the speeding radar signs). 5.More stress on roads requiring more road expensive maintenance in the area. 6.Traffic calming in the area (painting road stripes) has not worked. 7."Cut thru" traffic of larger vehicles into our neighborhoods. 7.Sustained lower home values 8.Lower quality of life. In addition the possibility of 700 new homes to be built on the Resort at Redhawk Lakes Golf course.

ONLINE COMMENTS

Jose	Gomez		Let's re-approach the proposed additional road connection behind Golden Eagle Community through the Black Hills area. This region contains documented Clovis points and Native American cultural resources that should be preserved, not disturbed by new roadway construction. A better alternative would be to keep the La Posada alignment and design the connector so that routes converge outside the sensitive Black Hills zone, rather than cutting directly through it. Planning the convergence point midway instead of at Golden Eagle would reduce cultural and environmental impact while still achieving transportation goals. Effectively keeping la posada and having it join golden Eagle south East of the black hills ensure that the congestions is most evenly spread. Not funneling both routes thru golden Eagle. Please prioritize preservation and reroute the connection outside the Black Hills area.
Therese	Ackerly		I live right next to LaPosada & Stonebrook. A sound wall should be put up for the vehicle noise level that will increase tremendously.
Bob	Holley		La Posada is the main route for emergency vet and is main route for school busses. Can't imagines the mess this could cause
Gene	& Kathy Trabitz		The new Connector Road Proposal Through La Posada adjacent to our neighborhood poses serious concerns that outweigh any potential benefits. Expanding roadways not only disrupts the character of our community but also creates long-term environmental and quality-of-life issues for residents. This opposition statement highlights these points clearly. First, the new road construction would significantly increase traffic and noise pollution in our neighborhood. Roads attract more vehicles, and with them comes increased air pollution, exhaust, and sound levels that will make our streets less safe and less peaceful. Families who chose this community for a quieter environment will see their daily quality of life decline. Additionally, this road expansion will lead to more traffic in the long run, not less. Currently, La Posada is our principal access to Pyramid Highway which provides the nearest route to groceries, pharmacy, gas stations, restaurants, school, and emergency medical and fire services. Creation of this corridor to link to I-80 and USA Hwy will not only increase auto traffic, but will introduce big rig traffic as well. This introduces much unneeded accident risks, delays, noise and will certainly permanently change the character of a currently peaceful and beautiful neighborhood. Finally, this new road will lower property values and erode the sense of community. Constant traffic, noise and safety concerns discourage walking, biking and outdoor activities. Our neighborhood thrives because it is family-friendly and community oriented and a major road cutting nearby undermines that character. For these reasons, my wife and I strongly oppose any new road construction adjacent to our neighborhood. Protecting our health, environment and community integrity should outweigh the temporary convenience of an additional road. Investments should instead focus on maintaining existing infrastructure and supporting sustainable transportation solutions rather than permanently harming our neighborhood.
Nicole	Hofstetter		This is a huge problem ! Please help prioritize another roadway or at least more lanes to the current highway. Also a southeast connector may also work just as good! many Tesla employees live in south reno.
Marti	Ryan		Placing the connector on Vista/Golden Eagle will increase traffic congestion on the section of Vista before you reach the connector. The street is only 2 lanes, surrounded by close residential occupancy. Since most of the new building is taking place northeast, off a pyramid, it makes sense to divert the traffic closer to the bulk of the new housing. There is little traffic on La Posada, and plenty of space to increase the number of lanes. Vista is already congested- and if they build new homes in Red Hawk- the impact will be magnified. It is not logical to use Vista.

ONLINE COMMENTS

Lance	Smith		Here's an another idea. Have Elon use his tunnel boring machine to build the 2 "tube express" lanes. His employees could get the free ride, but others like Switch and Wally World and whoever else want to use it" could pay a reasonable fee(paid by their respective companies) directly to him and his company. But same concept. One way, mornings to. Shut down around noon, open up again from USA Parkway coming back into town. A "Toll Tube" if you please. To reiterate from my previous comment. This is a health and safety concern. And all parties (companies and counties) involved are guilty for not planning for this. Lives have been lost, accidents happen practically every day, productivity has been lost. Pull the trigger and fix this monstrosity. And don't leave it up to the common tax payer that's just trying to go to work at these places. Make the developers pay their fair share. If you care about people and the continued welfare of our economy, step up. It's a mess. But with the right plan you can fix it. We have the technology and the engineering to do it. But only you all have the ability to pull their tax "exemptions" and force them to start contributing. They've already built their systems and buildings. Force them to contribute to our combined infrastructure.
Darla	Warner		We chose the Highlands @ Cimarron over 20 years ago because of the quiet country like atmosphere. If the connector were built it would take away all the reasons we moved here. Not to mention it would de valuate our home losing all the equity we have built up. We are senior citizens and this is not fair. I believe it would also interfere with the wild life that is so prevalent in our area. I walk the open areas you talk of destroying where I enjoy a quiet and peaceful walk. The extra traffic from trucks and cars and such would tear up the roads even more than they already are. Please find some other way to make your connector and leave us alone so we can continue to enjoy our quiet life here.

ONLINE COMMENTS

Christine	Stair		First, thank you for taking the time to read my letter of great concern with regard to the proposed northeast Sparks connector road options connecting La Posada to USA Parkway as well as the Vista Blvd. connection through Golden Eagle park. I and my entire family are passionately AGAINST these connector road options for numerous reasons. First and foremost, this route has a horrendous negative impact on the health, well-being and quality of life for literally thousands, if not tens of thousands, of residents/constituents. The traffic, noise, and pollution this road will bring to numerous areas that are designated as residential will be horrific. Also, thousands of us will experience financial devastation from the "double hit" of decreasing our property values while increasing our taxes to fund this new roadway. This financial stress will have a lasting effect on our welfare. In addition, this road will have an extremely detrimental effect on the natural habitat and wildlife throughout the area. These neighborhood roads and areas were planned for residential use and are neither equipped nor appropriate for such massive traffic use. I beg that you please find an alternative solution rather than a new roadway that is so close to established, residential communities and thus, eliminating the deeply serious, negative effect on thousands of people. As you know, numerous alternatives have been discussed such as widening I-80 (which has already approved funding), a commuter train (which RTC has stated would need an accompanying solution), a tunnel, better utilization of existing Vista and Sparks Blvds, and other roadways, many of which are better options. The idea of having the connector from USA Parkway meet with Highway 445 further north, away from densely populated residential communities, is an excellent example of an option which is more ideal in terms of impact on people and the environment. In closing, I ask that you please seriously take into account the devastating effect this connector road will have on thousands of people if the proposed route of connecting to Vista Blvd. and the La Posada option is approved. Please eliminate these proposed options and come up with a viable plan that has a positive outcome for all involved. Again, thank you for your time and consideration, it is greatly appreciated.
Catherine	Wallace		Please do not let this traffic come through our neighborhood. It has been a lovely place to live and I hope it will stay that way.
THOMAS	BAGAN		I am a resident of the Highlands at Cimarron East community and wish to express my support for the Northeast Connector as a viable solution to traffic congestion on I-80 and Pyramid Highway. However, I believe the preferred Northeast Connector alternative should route all traffic to and from the Connector exclusively via La Posada. I am opposed to a Vista Boulevard connection unless substantial mitigation measures are implemented to address the impacts of increased traffic on Vista Boulevard should that option be selected. If La Posada is chosen as the access point, I strongly recommend that meaningful traffic-calming improvements be made to Desert Vista Drive, which is likely to experience increased traffic volumes and already has an existing speeding problem. Speed tables along Desert Vista Drive would help discourage cut-through traffic to La Posada and reduce excessive speeds. In the short term, traffic congestion on westbound I-80 could be addressed by installing a ramp-metering signal at the westbound on-ramp from NV-655 to I-80, which currently contributes to significant backups on westbound I-80 traffic originating from USA Parkway. Finally, if La Posada is selected as the Connector access point, robust noise-abatement measures will be necessary to mitigate traffic noise impacts on the Highlands at Cimarron East community.

ONLINE COMMENTS

Amy	Weaver		Hello, Asking the residents of Wingfield Springs to address an I-80 problem is unacceptable. Our neighborhood is quiet and tucked away and all of us residents want to keep it that way. All you will accomplish with this move is lowering home values, creating more traffic for the residents of Sparks, and creating more accidents in Sparks. It is difficult to get to local freeways from Wingfield Springs quickly, so you will ultimately create more fatalities with this move. Currently, when I travel to my job, which is 14 miles away from my home, at peak time it takes 45 minutes to an hour to get to either location. I can imaging that by adding the connector in Sparks this will increase my commute home by at least another 15-20 minutes. It should not take an hour and half for this commute. Secondly, just because 70%+ people live north of I-80 does not mean they live in Wingfield Springs. In fact, they probably live south of Wingfield Springs. I think it would make a lot more sense to connect USA Parkway into D'Andrea or Los Altos as it would be a better central location for the "70%+ north of I-80". I would think this project would be much less expensive and definitely less invasive than the current plan. Another alternative is to have more companies provide shuttles and create a parking structure somewhere off Sparks Blvd. or Vista so that employees can park and wait for shuttle. It could be a multi-company shuttle and then you could create driving jobs. You could also create a BART like tram from industrial Sparks to USA parkway. You could also bite the bullet and widen I-80, which makes the most sense since Reno/Sparks are only going to get larger as time goes on. Let us be realistic this project will happen soon or later and it would be better to do it now while the costs will be as low as they are ever going to be. I do not ruin Wingfield Springs with this project and do not make my neighborhood less safe with more traffic. Please consider this feedback.
David	Hunt		We are residents living in the proposed pathway for the connector road to La Posada. I understand the proposed pathway to the area, but this is no area for traffic. This is 100% residential and creating a new highway next to residential neighborhoods would be unacceptable. Teh quality of life, safety of animals and children, not to mention the senior citizens walking in this area. Families purchased here for the safety and solitude, not to have thousands of vehicles daily driving near homes. Please reconsider eliminating a connector to La Posada. Thanks you, Dave Hunt, homeowner, Desert Fox Dr.
Lisa	Hoshida		Do not include connector road behind Orange Plains drive or anywhere in the upper highlands area as there are many concerns in regards to impact to community, children, safety, traffic, noise and congestion. Thank you.
Neil	Nichols		The RTC and Consultant both said this is just a "draft" report and there are many steps ahead. However, the conclusions from this report will be codified once the "draft" report becomes a "final" report. There are issues that were swept aside in the draft report that should be revisited, and there were assumptions in the draft report that are flawed. This report should not be finalized until those issues are addressed. I sent previous comments and don't know if any have been considered.
Elizabeth	Belli		I live off of La Posada near Vista. My husband works in Reno and my son goes to Spanish Springs High School. Trying to get out of our area in the mornings and evenings is already a huge challenge. Putting a connector road in this area would be a major impact to our traffic, our community and our peace of mind. We moved this far out of town and committed to our commute. We oppose the idea of a connector off of La Posada. It just doesn't make sense for this community.
Chris	Fragapane		Hello. The importance of an alternative connector is understood. The route involving Vista and Golden Eagle however, will exacerbate the current heavy congestion into an unmitigatable problem equal or worse to the one trying to be fixed. Please consider other routes that won't affect neighborhoods and surface streets. This isn't the solution. Thank you.
Joseph	Hoshen		My wife and I oppose the the road construction proposal through La Posada & Golden Eagle. There is enough noise, polution and traffic through our neigborhood. We do not need more of it! Thank you.
Jodi	Shpargel		I understand the need to connect the 2 sides of town; however, the access in and out around Wingfield Springs subdivision is so limited as is. Bringing a connector and more traffic is a major concern. As it is, there is one way in and one way out and when there is an accident at either entrance, we are stuck. It's concerning if there is a fire, which does happen especially in Golden Eagle; or some other emergency, there will be no where to go. Like I said the connector would be great; but more traffic could be deadly.
Veronique	Meador		I am a homeowner in the Spanish Springs neighborhood. The addition of more traffic on Pyramid and in our neighborhoods is frightening. It is taking twice as long to get to work as it did two years ago. If you had connecting roads it will become even worse. My home values will decrease, my neighborhood will be less safe, and my children driving on these roads will be more likely to have an accident. Please do not put these connectors in our neighborhood.

ONLINE COMMENTS

Robert	Callaway		I am totally against the use of La Posada as this connector. Given a choice the use of Golden Eagle would be the best of what we have been offered. Additionally, I would hope that the problem of water has and will be addressed. Too many people moving into the area does a lot more harm than good.
James	Mahoney		Comment #9 I was walking this morning on the trails, pathways and abandoned roads in the foothills above the Wingfield highlands. It was so quiet and peaceful, no car and truck noise. Other hikers and joggers were enjoying it also. I thought about the RTC roadway planned for this area and it makes me sick. The noise will echo off the foothills and back to the subdivisions below. The quiet in the foothills will be destroyed. Our quality of life will be lowered dramatically. Our financial position will be lowered in property value. The home owners on both sides of La Posada will suffer because of the extreme increase in car and truck traffic and noise. RTC, stop this plan for the good of hundreds if not thousands of home owners here.
Brandon	Beckman		RTC, Writing to express my disappointment and staunch opposition to the proposed La Posada connector and the hasty project approach thus far. I'll be an informed and active opposer of the project presented in the report.
Julie	Ward		I strongly disagree with this connector project. My home on Diamondback Ct was purchased nearly 11 years ago. We looked specifically for a quiet neighborhood in a planned community bordered by BLM. The open spaces, wildlife and views were what brought us here. As senior citizens, this is supposed to be our forever home. Our home is something we want to hand down to our children; I am not sure that my home will still be here if this project is approved. This project will bring unbearable noise and air pollution both during construction and from the thousands of vehicles, including semi's, that have been projected to use the finished road. Additionally, there will be a high likelihood of cut-through traffic when there is a traffic backup issue on this proposed roadway. Please DO NOT approve this project. The change in use for this BLM land, and the effect on the wildlife and the community, should be avoided.
John	Glaittli		I am very opposed to the northeast connector concept and in particular the La Posada connector.We bought in this neighborhood due to the spacing between houses and the planned quiet of the neighborhood.This proposal is ill conceived given current infrastructure that would be needed to support the level of traffic that would pass through our safe and quiet neighborhoods.A light rail system would be the best option.
Tanya	Guiler		While the Vista Route may be feasible it is not desirable for this community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options.
Brian	Bitner		I am excited to hopefully see this come to fruition. I live by Golden Eagle park and would love to not drive all the way back to I-80 and Vista to start my commute to work. I vote for either the La Posada or Home run routes. I would be willing to pay a small toll daily to help pay for this. Maybe a set yearly fee to allow passage on the road. Traffic is horrible coming to TRIC. You never know how long it might take to make it to work on time.
Lance	Smith		Something has to be done. This commute is a public health issue. Pull the tax benefits from the companies that reside and are building. Make those taxes that they currently aren't paying, pay for a resolution. Either expand the existing 4 lane or build new byways that go directly to the USA Parkway area. Build a two lane extension. One open in the morning dedicated only for Traffic going to said area, shut it down around noon, open it up in the reverse direction for return traffic. The counties should have looked at these issues in advance. And again, this is a public health issue. There should be a class action suit against both the counties and corporations that have allowed this mess to happen without some form of advanced plan for mitigation.
Eleanor	Qull		I am a property owner and will not vote for any additional expensive, harmful and ineffective roads that waste taxpayer dollars. The only solution is public transit or at the very least workforce transit paid for by the companies causing major highway delays located at TRIC. Public transit is a proven solution and good long term investment

ONLINE COMMENTS

James	Mahoney		Comment #8 The Highlands at Cimarron HOA will be negatively affected with 472 homes, next to the proposed section. There are other HOAs in the Wingfield foothills that will also be negatively affected. We will vigorously resist the portion from La Posada to Vista/Golden Eagle. I have no objection for the section from Vista/Golden Eagle to USA Pkwy
Linda	Davis		That connector is "unfortunately" needed to reduce the horrid traffic getting out of Spanish Springs.
Thomas	Hergert		I acknowledge that traffic on I-80 between Reno/Sparks and the industrial parkway to our east is insufferable and a plan is needed to resolve that traffic. However I am opposed to the proposed Northeast connector corridor that would begin at Vista Blvd., near Golden Eagle Park, because it is in conflict with the Pah Ra National Conservation Area proposed by Senator Jacky Rosen to protect wildlife corridors and sensitive indigenous cultural sites. Thank you for giving me a space to make my concerns known.
Steve	Grosz		The Northeast Connector is being advanced primarily as a revenue solution, not a traffic solution. Previous funding attempts—developer-funded land bills and a toll road—failed. The current proposal shifts costs to residents through RTC funding and fuel taxes, while Sparks residents risk additional harm through declining property values. If the stated purpose is truly congestion relief, funding approval must include enforceable conditions: a long-term moratorium on development along the corridor and a prohibition on City of Sparks annexation within the feasibility study area. Without these protections, the project will induce growth, not reduce traffic, and residents will be left paying twice.
pierre	mousset-jones		Any route from north of I80 direct to the 431 junction is fine, the Vista one looks good, but NEVER the route to Lockwood that would be a complete waste of money
cindi	chandler		Building an alternate route between residential areas in Sparks and the TRI-Center regional employment hub, will NOT help to reduce commuter congestion along Interstate 80. It will create congestion through residential areas AND interstate 80. This is growth planning problem and an alternative road will only temporarily redirect traffic but increase traffic in residential areas. Since growth is running rapid in Sparks and Reno with no infrastructure thought prior to approving all of these developments, this is only a short term and temporary fix. The real issue is interstate 80 and the need for widening to 4 lanes both ways. We need to learn from California, NOT become it.
James	Mahoney		Comment #7 Twice a day we walk the foothills behind Highlands at Cimmaron East. The trails, paths and abandoned roads are wonderful. Walkers, hikers, joggers, animal and bird watchers and occasional ATVs enjoy this area. The foothills are especially wonderful just prior to sunset in orange alpine glow, thus the road name “Orange Plains Dr”. This project will destroy our quality of life. It’s worse than a bad idea.
James	Mahoney		Comment #6 The residents on both sides of La Posada will be extremely impacted if this project is constructed. The car and truck traffic will be extremely increased. Noise and negative visual scenes will prevail. The home owners will be impacted with loss of property value and quality of life. Children that ride the school busses will be in danger at the pickup and drop off locations on La Posada. One again this project is a worse than a terrible idea.
Gary	Carter		couple considerations might be to utilize the train tracks for a couple commuter cars (like amtrak commuter with seats for people)running them from 5:30 am to 9AM and back to reno-Sparks from 3:30 pm to 6:30 PM with constructing a side rail somewhere between Vista Blvd and Keystone for vehicles to park or citifare mini station where people could transfer to train and back to bus (citifare). If a road is constructed it should have 2 lanes in both directions one only for cars and regular pick up trucks and a 2nd lane only for large box trucks/semi's with a reinforced cement barrier between lanes to prevent cross crashes between Semi's and Cars. with almost daily crashes closing I80 between Reno Sparks and Fernley, we need to finally become proactive and create another freeway to those area's
Jeff	Johnson		Make it happen. You are already 20 years behind.
Kurt	Swanson		At the Reno City Council meeting on 1/28/26, a speaker described briefly an alternative solution involving moving people using large "ski lift" like equipment. Details were insufficient, but he claimed that costs and time to install would be significantly lower. This seems to justify a serious review.
Ed	Wiles		I certainly hope the wildlife is not cut off from its natural habitat access.
Brett	Jenkins		I used to work at the TRIC and commuted from Reno. The main reason why I changed jobs was because of the commute. It is awful. And it is only getting worse. Investing in a new corridor will allow parents to spend more time with their children. It will allow the economic development opportunities that the TRIC offers to make sense from a social impact. It will help alleviate existing congestion issues on I80. Please think of the community and those who must commute every day to the TRIC.

ONLINE COMMENTS

Kirsten	Sorensen		I live in Lockwood, I've lived here almost 20 years. If we ever had a wildfire turned neighborhood/houses fire, or flood (which we've had in the past, being between a usually dry drainage ditch and the truckee River.... Our only way of escape from Lockwood is I80. And between 5am-7am, and 3pm-7pm at least, I80 on a good day, from Lockwood exit, is rolling along at a whole 20mph, no matter which direction you get on. If there were to be a fire, I'd love to think they could stop all that traffic and evacuate us, but on a narrow highway without shoulders, I've seen, sooo many times since TRIC was created, it at a stand still during accidents, and emergency vehicles not being able to move around traffic without shoulders on road. So, I think making a connection to Spanish Springs is a great plan. I'd hope that would at least decrease our traffic at Lockwood exit by 30% at least, idk if you have numbers. But this explosive growth out there, and the massive traffic problem, has to be addressed. There are so many accidents shutting the freeway down on a weekly if not every other day basis, we really need some relief here and I really hope Lockwood never faces a fire because getting onto the freeway with all the traffic that is there since t r i c opened, I would just like for you guys to take into consideration that our only meaningful Escape Route from this neighborhood is to get onto that freeway. And if for some reason the whole freeway ended up stalled because of the fire, or an accident, which I have seen before on the other side of us, I would bet that you guys definitely don't want a paradise fire situation happening in Lockwood where everybody Burns to death because the traffic on I-80 which is our only Escape Route is always so bad that we end up jammed in here with no escape. This, to many in Lockwood, is more than a traffic or convenience issue. In times of drought, and raging wildfires, I'd rather not be trapped in Lockwood burning to death because it's 5pm 5mph traffic on freeway. I'd also hope that storey county gets this message, since Lockwood is actually part of storey county for some stupid reason. We need to think about the consequences of allowing unfettered growth, and what that means for public safety.
Joanne	Walen		What steps are needed to accommodate increased traffic? Have these been adequately addressed?
Mitchell	Morgan		Build the new road and have Tesla and Storey County pay for it. Build another rail line. Use the Truckee overflow areas for parking. Have Elon Musk build a company town out in Storey County. Worker housing with stores, banks, schools... everything they need so they won't have to come into Reno. Reno's getting crowded. Why does Storey County get out of having to provide services to all these new people? Why does Washoe County have to do all the heavy lifting?
Pamela	Nelson		This Northeast connector is a bad idea. It will expose drivers to the danger of wildlife collisions. Human safety is not a good exchange for a doubtful alternative route. If this should be considered, wildlife crossings, wildlife fencing, etc. will need to be installed. The expense is not worth the trouble of the proposed route.
Valencia	Ray		The Map that is circulating, shared from the December 2025 meeting with our community entitled, 'Level 2 Screening Corridors' does not even show the obvious existing pathway that connects the Spanish Springs traffic from the North Pyramid Highway to the new 4-lane roadway, Wingfield Hills Dr as being in existence. This Wingfield road leads straight into the 4-lane Vista Blvd, and when turning left, from this point, it is only about 1 mile away from Home Run Dr. It is a direct, straight route. In summary my questions are, is the current proposed map simply outdated? Why does it not even show that Wingfield Hills Rd exists? It fails to show that other reasonable options beyond La Posada already exist. Costs are big concerns. Infrastructure. This Wingfield path obviates dangerous health, safety, cut through concerns of Highlands, of Foothills of Wingfield, and Golden Eagle Communities. Also, communities along La Posada Rd. Noise and air pollution. It does not damage and disturb our Natural Beauty, open space, ecosystem, animals. It does not damage property values. Hiking, Petraglyphs, Biking paths. It does NOT make logical sense to use La Posada either, if the only real or TRUE reason is to connect Pyramid to the USA Pkwy corridor. This is all too OBVIOUS. Thank you.
Beverly	Philpott		I am adamantly opposed to the construction of this connector road literally in my back yard (we live on Cobra Court) . It will totally ruin our outdoor experience forever. We were promised when we bought this house in 2007 that this then construction road was only going to be in use until these houses were being built. R and B builders said they had plans to plow it under and return it natural landscape This connector road would violate this promise in the worst possible way PLEASE DO NOT DO THIS
mike	goodermote		The equity in our home on Orange Plains Drive IS OUR RETIREMENT! Your damn connector will destroy our future!

ONLINE COMMENTS

Joseph	Kacinski		Why is it needed? Your presentation uses an ADT for year 2050 to be 4000 to 4500 from our area and we currently have 4 ways to get to HWY 80. The issue is HWY 80 that is already approved for improvement this will help. The RTC focus should be exits and entrances on the southside of HWY 80 into and out of the TRIC. Why is there only one real way in and out that has been developed. The next 10 years the work force is high in that region. Example: jobsite construction has 2000 current workers, once complete will have 30 workers, (Data Centers). You want to spend hundreds of millions for what will be less than 4000 users for 2 hours in the morning and 2 hours in the evening? We chose to live here knowing my spouse will be commuting to TRIC. and some days might take more time. but it is temporary. RTC needs to look at the fact that I believe there are 28,000 workers in TRIC and 18,000 are construction, Temporary !
Laura	Brunton		Please do not ruin our neighborhood. Highland estates and cimarron east. It will greatly reduce the value of our homes and the NOISE will be tremendous. It's a beautiful quiet neighborhood and this will ruin it! Putting a major road up behind Orange Plains???? Are you kidding me? No Thank you!
James	Wilson		The LA Posada proposal is the only one that makes sense. Forget the other proposals. Vista Blvd. is a nightmare now and you want to make it worse? A new apartment proposal for Red Hawk golf coarse is in the mill too. So let me get this straight, You want to build a road up off vista and put more apartments there too. Are you people out of your mind? Drive Vista at 8am or 5pm sometime.
Karolyn	Poppin		Dear RTC, As a homeowner in the Highlands at Cimarron East development, I am writing to express my strong opposition to the Northeast Connector and the linking of La Posada to Golden Eagle Park. Installing a four-lane thoroughfare at the eastern boundary of our development will significantly disrupt our neighborhood. A project of this scale threatens our covenant of quiet enjoyment, public health, and the local wildlife. Expanding the roadway will inevitably lead to increased vehicle traffic, particularly semi-trucks, resulting in more noise, pollution, and congestion. These outcomes directly contradict the reasons many residents chose to live in this community. Approving this RTC connector disregards the interests of homeowners who moved to this neighborhood for its peace and solitude. Many of us were previously assured that this land would remain undeveloped. I urge the RTC to reconsider this project and protect the integrity of our neighborhood. Sincerely, Karolyn Poppin Homeowner
Patricia	Bonta		I think Vista is the answer. This cannot be done soon enough. My fiancée consistently has to go through Carson City to get home from Tesla. On top of working all day he spends either two hours in the morning or three hours at night getting home.
James	Mahoney		Comment #5 I was told an alternate route for the road would cost an additional $20 million. When considering the home owners decrease in property values in this whole area, $20 million will seem like a good deal. Especially after a class action lawsuit.
James	Mahoney		Comment #4 We are also concerned for the animals impacted by construction and traffic upon completion. Wild horses, deer, antelopes, coyotes, rabbits, squirrels, horn toads, many species of lizards, gophers and many species of birds we have seen. Sure the environmental organizations will be conserved.

ONLINE COMMENTS

Jake	Mahoney		I've lived in the Golden Highlands for over 8 years and back up to the open land Thats is being considered for the NEC. While I realize that this project is necessary for future development, the route needs to run out through the open denser and away from our neighborhood. This proposed route will financially damage all families/homeowners that live in our neighborhood and will be severely damaging to the homeowners that back up to the BlM land. We were promised by the home developer that this land would remain open and accessible for hiking/recreation/biking ect. I oppose any route for the NEC in a location between the back row of homes and the hillside water tank. We will never regain the financial setback that running a road behind our homes will cause. Jake M.
michael	goodermote		Re: Optional Connection to La Posada/Vista This option will run virtually within feet of scores of homes on Orange Plains, Cobra Court and Diamond Back! We bought our homes for the peace and serenity of backing up to BLM land and unimpeded access to open land behind our homes! Semi trucks and other traffic running 24/7 RIGHT IN BACK OF OUR BEDRROMS is MORALLY WRONG for the RTC to impose on us!
Ky	Plaskon		Thank you for your interest in relieving congestion with the northeast corridor. Any proposal designed to reduce congestion should include proven methods to reduce congestion such as facilities for mass transit and vulnerable road users. Your draft report does not include these important congestion-reducing elements. Please include facilities for mass transit such as bus pull outs and facilities for vulnerable road users that are appropriate according to the FHWA Bikeway Selection Guide with the anticipated maximum traffic volume. Please begin to address the safety of vulnerable road users in all RTC projects reports.
David	Malsbury		Why are the North Valleys not included in the study? Are there not enough people from there traveling to the TRIC?
Larry	Shoemaker		The Preferred Alignment, Vista, is an atrocious idea. This alignment runs through a very culturally significant area to the local tribes. This area has alot of cultural artifacts that are irreplaceable and would be damaged by facilitating easier access through this area. This is referenced by numerous proposals to expand the existing ACEC and/or create a Pah Rah National Conservation Area. Additionally, the Washoe County RTC should not be financing this alternative route to a Storey County business park. Storey County businesses at TRIC do not pay into the local RTC taxes that would be needed to finance this route. Where would the money come from to construct this road? The amount of money to construct this sole road would be better spent in countless other ways. Alternatives such as commuter rail, carpooling, and utilizing the expanded I-80 project already underway would be a better alternative then destroying more of the natural landscape. Land Use changes in the area of TRIC should be expanded to allow for Housing closer to places of employment. This project will only induce more traffic and sprawl for this region, the opposite of what is needed.
Jackson	Hurst		
Brien	Karlin		RTC, I've lived in Reno since 1989, and have witnessed the tremendous growth and development of our community. I have served as a high school geography teacher for the past 19 years. Teaching this subject has given me perspective and insight into what makes a place desirable to live. One of the most important factors is the ability to travel throughout a region. Increasingly, our community is being stunted by inadequate transportation networks. With the creation of the Tahoe Regional Industrial Complex and other facilities east of town, the increase in commuter traffic is staggering. It negativity impacts our quality of life. I understand the concern by some groups regarding the impact of a northeast connector on the Pah Rah Range, and as a hunter/conservationist I share these concerns, but these can be mitigated with wildlife overpasses, habitat development, and proper fencing. Please move forward with building the Northeast connector.

ONLINE COMMENTS

Antonio	Baptista		After going to the meeting and listening, I feel the decision from the feasibility study was skewed. It was in February of 25, the construction on Pyramid influenced the traffic on Vista as commuters were finding a faster route to Hwy 80. This resulted to the skewed number of cars on Vista. While it it will be cheaper to go thru Golden Eagle park, it's not the right decision especiallywith all the traffic and children playing on the field, in addition a 2 lane road that is supposed to last until 2050 is ridiculous. Having truck drivers on the "Honor system " is also ridiculous, why not just have no trucks allowed. The city of Sparks, NDOT and the RTC, should have planned better when the idea of USA parkway way considered and built. Housing should have been built closer and our greens space should have been preserved. I feel the road thru La Posada would be a direct way to get traffic from Spanish Springs and the edge of N. Sparks out to USA parkway with the least disturbance of going thru an established residential neighborhood and park.
Dana	Mayland		I vote no on any Northeast Connector! A Northeast Connector will only benefit those commuting to USA Parkway at the expense of existing neighborhoods impacted by more traffic and noise. Focus on improving existing roads so all can benefit.
Mark	Knoppel		I've seen claims that the Northeast Connector is essential because there are so many accidents on the existing route causing horrible congestion several times per week. The cause of the accidents is aggressive driving. No amount of additional routes will address that huge problem or reduce those accidents. Adding tax-payer funded routes is a misguided solution to a difficult problem. Elon Musk wants to build a tunnel. I-80 needs additional lanes. Passenger rail could be offered. Any might reasonably reduce congestion but not the scourge of aggressive driving.
Pete	Krall		Dear RTC and Washoe County Commissioners, I live in the Highlands at Cimarron East Community in northeast Sparks. I would like to comment on the proposed Northeast Connector. Clearly, much work has gone into this study and I appreciate that. I agree that something needs to be done to provide relief to the I-80 corridor and the incredible traffic load it currently faces. The sheer cost of such a project is hard to fathom. And clearly, the La Posada option is much more expensive for a number of reasons. But I have some questions and objections to some of this project. I wonder why Storey and Lyon counties, which are reaping the benefits of the growth of the Industrial Center in terms of increased tax revenue, are not being held responsible for their own infrastructure expansion to support residential housing. This seems like common sense and a fair standard to live by. If those counties were to contribute more residential housing, it would seem to accomplish a number of things. First, they would experience a large housing boom which would create many jobs in construction and related industries. Next, if more housing were provided in those counties, the skyrocketing costs of housing in Sparks might be eased. Third, traffic would be better distributed by moving some of it to the east of the industrial center. It is my understanding that there is a proposed connector which may be built from the Golden Eagle connector to La Posada drive. This is completely unnecessary and would add large costs to this project. The infrastructure needed to disperse the traffic load throughout the neighborhoods of Wingfield Springs, the Highlands at Cimarron East, and other surrounding residential and commercial areas is already in place. If built, it would adversely impact the new neighborhood built near Golden Eagle park, as well as the Highlands neighborhood. It would likely not receive much travel. And as I mentioned earlier, the necessary road structure to disperse the traffic into the neighborhoods already exists. A likely added expense would revolve around the natural gas pumping station which is located behind Sparks Fire Station 5. It would potentially have to be moved or at least modified in some way to accommodate the proposed connector. At a time when state and local budgets are stretched beyond their limits already, this added road connector is simply not needed and the thought of adding it should be scrapped. Respectfully, Pete Krall

ONLINE COMMENTS

Andy	Jones		The proposed connector routes through Vista and Lapasada is a big mistake and should not be considered as a viable option. These routes will be running through and adjacent to residential neighborhoods, adding traffic , noise and pollution to these areas. Children use Vista everyday going and coming back from school. These residential areas were never designed for this type of traffic. Some houses back up to both of these proposed routes. Traffic would cut through the neighborhoods, putting residents and school children at risk. This proposal is only a temporary bandaid to fix a problem that should have been addressed when USA Parkway was approved. They should begin with extra lanes on both 80 and all of Pyramid should be the focus. Why should residential areas suffer for the lack of "leaders" in the past. THIS PROPOSAL IS ENTIRELY UNACCEPTABLE!!
Ed	Stair		My wife and I live on Cobra Drive. We strongly object to the La Pasada extension of the Northern Connector for the following reasons. 1. This road will destroy the peaceful setting behind our home which was the primary reason we purchased this house. 2. Property values near this road will plummet. 3. It makes NO sense having this road near residential properties as there will be heavy traffic including commercial vehicles passing right by our properties. 4. This project would cause serious environmental damage. 5. Noise and air pollution will likely cause health issues. Thank you and please find another solution to this problem.
Joanne	Tiernan		The additional connector utilizing the construction road at the top of La Posada is too close to existing homes, this will negatively impact home values and produces a hazard with area wildlife (wild horses have been pushed out enough). Wingfield Hills Rd to Vista to Golden Eagle is a sufficient wide roadway direct from Pyramid Highway. There is no need for this additional connector. Use what we have already!
Donald	Banks		I am writing to express my concerns about the proposed North East roadway which is aimed as a feeder to the proposed Vista roadway connector to USA parkway! I feel that the N/E Connector would disrupt the whole neighborhood. I could see commuters from north of Pyramid would use La Posada instead of taking Vista as it would be closer! An increase of traffic would make La Posada nearly impossible to access from the various streets in the Highlands neighborhood! I learned that the La Posada plan to connect to hwy80 was shelved due to much higher cost yet, here we are still considering another road construction which will ultimately add to the cost of the Vista plan!
Kyle	Anderson		I have worked at TRIC since 2016 and love this new road idea. I live in Highlands, backed up on the east side adjacent to the la Posada connector proposal. After reading the report, the primary connection at GE seems perfect, but the la posada connector is highly impactful to homes without adding much benefit or use. Really hope the primary road to GE can happen!
Helena	Coughlin		As a resident of Sparks for over 35 years, I'm very concerned about the building of a highway through the Pah Rah Range and how it will impact local wildlife, the recreational use of this area for hiking, mountain biking, and off-road vehicles, the pollution caused by vehicles and the people driving through this area, the possible ruin of culturally significant places, and the distribution of traffic into the Spanish Springs area. My other concern is that this will only create more sprawl and we do not have the infrastructure to handle what could become a massive buildup. At some point, Washoe County, Sparks, and Reno must reasonably take into account that this is a desert environment and water will become a huge issue. Once a road like this is built, there is no going back. The use of a light rail system along the highway 80 corridor makes a lot more sense and could possibly be extended into the north valleys in the future. Thanks for your consideration to not build a road through the Pah Rah Range. Respectfully, Helena Coughlin
Melissa	Partyka		RTC Project Manager Byrne, I am writing to express my strong opposition to the Northeast Connector road - connecting LaPosada/Golden Eagle park to I-80/USA parkway. I am a 40+ year resident of Sparks and Reno and have lived in The Highlands at Cimarron East since it was built in 2003. I have seen the proposal by Mayor Lawson for a 'Toll Road' and and expressed my opposition to him and the city council and now to you for this proposal. I frequently hike and bike in the hills exactly where this connector road is proposed to be put in. This would not only destroy public lands, displace wildlife- horses, coyotes, bobcats , etc, it would destroy the beautiful Spanish Springs neighborhood we chose for our forever home! I do agree that a solution needs to be found to address the traffic congestion on I-80 between Spas ams USA parkway, but to cut through our neighborhoods is absurd! This traffic mess is a result of business benefitting Storey County and the solution is to destroy a corner of the City of sparks??? We have major traffic congestion going on as it is without adding this byway. We are on the verge of losing a fire station out here due to 'lack of funding' by the city of Sparks and this byway will bring accidents galore prompting the need for more fire and medical response that we don't even have guaranteed to us as it is now!! I. Addition there is a proposal by Red Hawk golf course to close one course and build 760+ more houses out here in this same crowded congested area that we struggle to get in and out of daily??? This is a travesty! I can go on and on but there is only this small box to write in. Please note my strong opposition to this project!

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WILLIAM	KRUGER		I fully support the Vista - USA Parkway alternative. This corridor is NOT as pristine as the opponents are saying. Years of recreation (e.g. shooting/offroading) have disturbed native soil. Protect the archeological sites and build the road. The existing accesses to I-80 in Sparks cannot handle any more traffic.
Cheryl	Biggs		Funneling traffic through residential neighborhoods is an invitation for disaster and of city/county officials really cared about this city it would not even be an idea let alone a plan. This proposal will listen existing property values, create more crime in residential neighborhoods, increase traffic on La Posada which, during commute hours is already heavy, loud,dangerous and stinky to say the least. This plan also will destroy much of the wildlife habitats in the hills behind these residential neighborhoods, which is unconscionable. The residents of this neighborhood do NOT owe commuters in other neighborhoods a new byway through our neighborhood. Widen already existing roads and freeways, but leave our private neighborhoods private and quiet. John and Cheryl Biggs strenuously object to this plan.
Kristina	Johnson		Focusing on mass transit out to TRIC would be a better relief to the congestion on 80. While a connector up Vista would be nice much of the traffic is coming from the Lemmon Valley area and this would not help them until the Lemmon Valley-Spanish Springs connector is done if it even gets built.
Eugene	Belli		It is irresponsible and unfair to plan a route like this through a residential neighborhood.vi am strongly opposed as a concerned neighborhood resident
Thomas	Danzinger		Although the route thru Pah Rah National Conservation Area, is feasible, the route will do little to lessen traffic on I-80. It has taken a lot of time to get the parties involved to come together to preserve the nature of the Pah Rah Range and this two lane 45mph road will permanently alter this agreement. It is yet another case of white man vs indigenous gone wrong. Find another way to create the path that will not interfere with the mule deer and bighorn sheep migrations. The wildlife should have a vote in this. Have you asked them? Is there an over or underpass in your planning?
Matt	Gingerich		Public Comment – Northeast Connector Feasibility Study I support advancing the Vista Boulevard (Golden Eagle) to USA Parkway corridor as the preferred alignment for the Northeast Connector. The Feasibility Study clearly demonstrates that this corridor provides the greatest overall benefit in terms of congestion relief, travel time savings, safety, constructability, and cost effectiveness. As documented in the study, Interstate 80 is currently the only east–west connection between the Truckee Meadows and the Tahoe-Reno Industrial Center, resulting in recurring congestion, unreliable travel times, and dangerous conditions during incidents. The Vista Boulevard corridor offers the most efficient and direct alternative to address these issues and provide needed redundancy. While cultural resources are an important consideration, the impacts associated with the Vista Boulevard corridor can be mitigated through careful design and standard avoidance and mitigation measures. This area has already been highly impacted by multiple existing land uses, including utility corridors and access roads, and the study shows that overall environmental impacts are comparable to other alternatives. These concerns should not outweigh the significant transportation safety and mobility benefits of this alignment. The Vista Boulevard (Golden Eagle) corridor also minimizes private property impacts, ties into an existing arterial roadway, has the highest projected traffic diversion from I-80, and has substantially lower estimated costs compared to other alternatives. These factors make it the most practical and responsible option for meeting current and future regional transportation needs. I encourage RTC to continue advancing the Vista Boulevard (Golden Eagle) to USA Parkway corridor into future project development and environmental review.
Joshua	Fortmann		Please consider that undeveloped, open space is one of the most aluable assets the Reno/Sprks area enjoys and that building a commuter route through open space is not necesary. The I-80 corridor is the appropriate location to address the transportation capacity increase needs for the Reno Tahoe Industrial Center - preferably through a combination of highway capacity increase and use of the existing rail line. Please consider the increasing value of maintaining wild spaces near the urban area as the Reno Sparks area continues ro experience significant growth. As a 40-year resident of Reno, I strongly value the remaining open spaces we have for recreation and wildlife habitat. Thank you for considering the opinions of Washoe County residents in addressing the challenging issue of transportation infrastructure improvements.

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R	Craig Brinkman		At optimistically $250-500 million and up to 15 years to approve, fund and build the proposed Connector, it is not a real solution. If there is an accident on this 2 lane road, traffic will be shut down for hours with no escape, just like on I80. RTC should work on solutions that can be completed in under 5 years and don't depend on the political winds in DC. Here is an example: Articulated RTC buses can originate at high volume origins in Sparks and Reno, just like the private buses paid for by the employers at TRIC do today. An articulated hybrid or electric bus can carry 80 workers per trip, which means only 75 trips per day over two shift changes can do the work. This takes 6000 single vehicle trips per workday off of I80 and solves the congestion problem. The buses can pick up at designated shopping areas in Reno and Sparks, where additional parking can be built for commuter's cars or better yet, collector vans (RTC FlexRIDE) can deliver riders to the line-haul buses. At TRIC, employer sponsored shuttles can pick up and drop off employees at a TRIC Transportation Center near Electric Ave and USA Parkway. Fast travel times, low capital cost and much reduced pollution. This fits within the operating model of the current RTC bus system so no magic there, just more drivers. And, while you are setting it up, dump the current "itinerant" RTC bus routes and replace them with collector vans (RTC FlexRide) to the same central points used by the articulated buses, making the current buses nonstop expresses to central hubs for connections all across Reno and Sparks. This takes 6000 single vehicle trips per workday off of I80 and solves the congestion problem. The buses can pick up at designated shopping areas in Reno and Sparks, where additional parking built for commuter's cars or better yet, collector vans (RTC FlexRIDE) can deliver riders to the line-haul buses. I am sick of seeing RTC buses with less than 4 passengers on them ambling around Reno and Sparks most of the day. We are burning tens of millions of taxpayer dollars for the indigent and economically disadvantaged and NOT SERVING THE GENERAL TAXPAYERS with auto-alternative solutions. Like the discussions about "commuter rail", dump the Connector and throw out the Edifice Complex of public transit/transportation and turn RTC into a truly valuable regional solution that meets everyone's needs. Paving Paradise is not the solution to every problem.
Sarah	Shannon		Please consider rail. The main rail line to the area already exists. We don’t need to build more roads. We need more efficient public transportation.
Marisa	Lindsey		The northeast connector is an unnecessary waste of money that will negatively impact wildlife and cultural resources. There are better options to help alleviate congestion which includes expanding I-80. Building a road through the Pah Rah NCA is totally unnecessary, wasteful, and destructive.
Leanne	Smith		We are opposed to the connector to USA Parkway down Vista to USA Parkway. Unsafe, not friendly to wildlife. What are you trying to do to the people who worked hard, saved and move to the Wingfield Springs area. Please be aware of the opposition. It’s sad enough they are trying to close golf course and proposing to build countless homes. We do not have the infrastructure to support these plans. Better planning should have been done before all the new homes were built in this area. Hindsight people
Michael	Upton		This area is not built for this type of infrastructure. It is a residential area and we do not need this expansion at this location. Move further out into the mountains if you have to but don't run a freeway through the residential areas.
Christy	Fermoile		The commuter rail would cut down on the number of cars and pollution. It seems it would be more sustainable into the future with the least disruption/damage to the environment. It would most likely be the least expensive way for commuters to get to work.

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Claire	LaBeaux		I oppose the current proposal for the Golden Eagle connector. I attended the informational meeting held at Red Hawk in December. I understand the need to accommodate additional traffic from the Sparks area to USA Parkway, but the current proposal fails to address several safety and neighborhood impacts. First, if the Golden Eagle connector is built, it is imperative to complete the additional road from La Posada to the connector. The neighborhoods between those two areas were built as just that -- neighborhoods. They were not designed to handle the traffic that will be generated through the area. When I questioned one of the RTC representatives at the meeting, he voiced that the roads are able to handle that number of vehicle trips per day. However, he acknowledged that the statistic used is based on trips per day, not concentrated traffic at commute hours. Anyone who has driven on Pyramid, Sparks Blvd, or Vista at a commute hour experiences firsthand the difference between a road that can accommodate traffic that is dispersed throughout the day and traffic that is concentrated in short blocks of time and creates gridlock. Residents should not be subjected to those unsafe conditions on their local streets. When I asked how the traffic would be kept to main roads without driveways (i.e., Hubble), I was told that "wayfinding signs" would direct the traffic. It is an absurd conclusion to think that signs will be followed rather than Waze or mapping apps which strive only to save 30 seconds on a drive rather than keeping drivers or residents safe. (Look at the number of people who get stranded in snow on Dog Valley Road every year as they follow their maps trying to skirt I-80 restrictions.) To that end, if that La Posada connector is built, residents need to be protected by installing gates to prevent cut-through traffic. Further, the road itself needs to be landscaped so that neighbors have trees and vegetation to look at, not rock-filled medians and surroundings; it should mirror Vista Blvd in Wingfield Springs, not the recent Pyramid widening with drab concrete walls etc. I also have significant concerns about additional development and traffic that will be generated as a result of having the connector road there. "If you build it, they will come." Once a road is in place, it opens the entire path to additional development. This needs to be well-thought out and planned. Not just a single road, but the entire area. IT should reflect the planning and intentional design of the rest of Spanish Springs which makes it a desirable place to live. I urge the mayor, city council, RTC leadership, and other decision-makers to listen to the residents in the area whom you were elected or appointed to serve. Do not make a hasty decision with negative long-term consequences, but consider alternatives such as widening I-80 or ensuring that any new connector roads are truly designed with all safety and personal impacts in mind, not just alleviating traffic jams on the highway. Sincerely, Claire LaBeaux
Melissa	G		I think this connector is a valuable asset to our community. It will allow working parents to commute to their high paying jobs at USA Parkway without spending 2-3 hours per day in the car which is time away from their family and children. I think the Vista connector is sufficient and a more budget friendly plan which is a win-win.
Dominic	Urrutia		I believe the Northeast connector will do very little to alleviate traffic along the I-80 corridor while disrupting critical pronghorn and mule deer habitat in the Pah Rahs. We MUST expand I-80 as soon as possible- this is our best option!
Ashley	Flock		The option to connect at La Posada and run along Orange Plans would devastate the community of the Highlands. I purchased a home on Orange Plains for the proximity to open space and the quiet. We have spent the last 5 years making it our dream home. I would hate to be forced out of my home because of this project. The connector does not seem necessary as anyone coming out at vista can easily connect to La posada through Hubble. It would be an unnecessary extra expense. I hope the homeowners are taken into consideration. I also work as a realtor and know first hand the amount of equity lost due to that close of proximity to a highway.
Tod	Novak		I disagree with building this road. This is a wild area and should remain that way.
Deborah	Walker		I am opposed to La Posada being considered as a corridor alternative to the TRI Center. The importance of the quality of life issue for residents that would be affected by a roadway being put in our backyard is being ignored. The rural and peaceful environment in Spanish Springs is a way of life that we treasure and needs to be preserved. Turning Spanish Springs into a metropolitan city scape is not what I, my neighbors or other residents want. The growth that has been happening here should be put in check with the transportation design. I think it should be asked why the city of Sparks has created the congestion issue with building homes and businesses before providing the infrastructure needed to support such growth. Common sense seems to not be in play with the urban planning here. I will be continuing to oppose any plan that expands La Posada or puts a connection behind our homes in the Highlands at Cimarron East. Please consider closely the concerns and suggestions from Spanish Springs residents who are in opposition to this plan.

ONLINE COMMENTS

Sherril	Jodar		I think it is a terrible idea to make access routes to 80 visa la pasada dr. This plan will ruin our neighborhoods, create unbelievable noise and attractive nuisances, essentially divide sparks and Spanish springs into small undesirable areas and neighborhoods and dramatically decrease quality of life. We will become drive throughs for Sunvalley and other communities that are already nearer 80 than we are. And degrading our living areas on behalf of their convenience.
Annie	Finn		Thank you for the work invested in developing this feasibility study and for inviting public input. I recognize the growing traffic pressures along the I 80 corridor to TRIC and appreciate the data you've presented to illustrate these challenges. Your analysis underscores the importance of identifying viable alternatives to I 80. However, the proposed solution would redirect additional traffic into an established residential community. Wingfield Springs is a master planned area designed to support a high quality of life, with wide pedestrian friendly sidewalks, open views of the surrounding hills, and access to parks and open spaces. Families rely on the safety, tranquility, and recreational amenities of this neighborhood, and homeowners have made significant investments to live in an environment that supports these values.
Jay	Fisher		Proceed with the plan. These people that are against this road think they can stop growth and the way you have proposed is the least minimal impact to their neighborhood's. If you don't do it we will be gridlocked. I support this road project!
Maralee	Quanbeck		I do NOT want to see the connector road on La Posada. I have been in my house for 33 years. My quality of life has gone steadily downhill. All the building, traffic, noise, lights etc I hate it. This connector road sounds terrible. Don't build it in existing neighborhoods.
Adam	Guilbeault		This road will have negative impact on access to open land. It creates safety concerns for the families flock to the park for sports. The roads cannot handle traffic as they are and this would add a freight route through a gem of a community greatly impacting property values. I just bought my home and am watching its equity destroyed immediately. I wouldn't want to live here anymore if the road is built.
Alex	Lee		I have great concerns regarding the ease of public access to my home if the connector is built. Easier public access tends to lead to greater crime, visitors who do not have the community interests at heart, and greater trash and pollution. I am also tremendously concerned about the environmental impact. A major reason I sought out a home in this neighborhood is the access to open BLM land and trails. The wild horses, coyotes, bobcats, rabbits, snakes and horned lizards are a wonderful necessity for us living with direct access to the open land. This connector would interrupt that.
Mark	Battaglia		We don't want your N. E Connector! You'll ruin our neighborhood! The RTC has ignored public transportation to this area and now wants to come up with a traffic nightmare to solve the problem.
Frank	Jerant		Having looked into the Northeast Connector proposal further It seems to me that a much better solution would be to widen HWY 80 and/or to use light rail. These solutions would be much less disruptive to residential developments and in the case of rail would actually reduce traffic on HWY 80 and reduce carbon emissions. Anything we can do to improve air quality in Reno/Sparks is worthy of critical analysis.
Heath	Silva		The Vista Route should not be approved. The impact on the area would be a tragedy at best. Consider public transportation, rail systems and have the huge corporations that have created this congestion to help pick up some of the cost.
Angel	Ball		A comment vote against the Vista Route: I appreciate the work on the RTC NE Connector Report and realize the complexity. I do ask though that the proposed Pah Rah National Conservation Area - part of Senator Jacky Rosen's Truckee Meadows Public Lands Management Act - is not affected by the possible construction of the Northeast Connector. While the Vista Route may be feasible it is not desirable for the community and should not be constructed. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. The already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service are much better options. Most Sincerely

ONLINE COMMENTS

Andrew	Mancini		I was writing to express my deep concern with building a Northeast Connector, especially the Vista Route. Please do not move forward with the project! For one, it will do little to alleviate congestion. We all know that it will take years to build the route, and by the time it is built, traffic will only have increased significantly at the Tahoe Reno Industrial Center, so we will either need to continually expand the road (costing millions) or just give up. I-80 already is planned to be expanded through the Truckee River Canyon. This is ALREADY planned. Besides, this will not result in the Sparks community seeing trucks and high-speed vehicles disrupting their community. Isn't Washoe County still trying to create a community feel? Finally, but equally importantly, is the fact that this route will critically disrupt cultural resources in an area that is already struggling to contain urban sprawl. Let's not add to that...this road will lead to more and more subdivisions in the area. Years of negotiations and planning have already led to the proposed Pah Rah NCA. Do not disrupt this precious landscape! Keep traffic on the existing I-80 corridor and invest the same funds into bus or light rail service out to the center...these are much better plans to address this issue. I request that you do not disrupt the precious landscape and bring heavy traffic to small community neighborhoods...instead think about the long term. Please do not approve ANY Northeast Connector plans, and rather route traffic on existing infrastructure and invest in public transit.
Saundra	Holloway		I am a resident of Sparks, Nevada and I oppose the Northeast Connector Project! The proposed Pah Rah National Conservation Area - part of Senator Jacky Rosen's Truckee Meadows Public Lands Management Act - is threatened by the possible construction of the Northeast Connector. The Northeast Connector would adversely impact the proposed Pah Rah NCA. This 11,000-acre NCA is critical for protecting sensitive cultural resources. The boundary was carefully worked out between the Reno Sparks Indian Colony and the City of Sparks as part of the planning process for the Truckee Meadows Bill. I see no indication that you have had any further discussions with our local indigenous as to how this project will negatively impact their cultural resources, artifacts, and sacred places. The Pah Rah uplands are a unique area, with a large number of ancient indigenous petroglyph and other historical sites. The basin has also been called "Platter Valley" because of the large number of metates formerly found there. The proposed route is home to threatened species like tortoises, bighorn sheep, and Pronghorn antelope. It is a fantastic place to just wander around, and be immersed in the quiet. If this highway goes through, that quiet will be drowned out by the whine of ten thousand cars a day whizzing by. Per RTC, there are no plans to mitigate wildlife. No underpass, no overpass.. How can this be built without any consideration for native and migrating wildlife? What are the plans to enable wildlife to cross the roadway? A full and thorough Environmental Impact Statement should be prepared and available for public review. Building this 45 MPH two-lane route through the Pah Rah Range will do little to alleviate congestion on 1-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep, and antelope. The better option would be the already-scheduled expansion of 1-80 through the Truckee River Canyon and the additional option of light rail service, not the Proposed Northeast Connector. Thank you for accepting my comments on this important issue.
Jan	Hunt		I urge you to please stop the building of the 45 mph 2 lane route through the PahRah Range. Let's focus on preserving Nevada's resources and protect our wildlife for future generations.
Barbara	Bucher		I want to put on record that I am strongly opposed to the extension of La Posada that would be in the backyard of Orange Plains Drive in the Highlands Estates. Our property value would plummet, noise would impact our quiet enjoyment and quality of life. There has to be a better solution, but this is not it.

ONLINE COMMENTS

Catherine	Ryals		Good afternoon, I am in strong opposition of selling off Nevada Public Lands in Washoe County. I oppose the Northeast Connector. I oppose the destruction of the Pah Rah Range. I oppose semi trucks driving on the same roads as school buses. I oppose construction trucks with no screens, covers or tarps on their loads. I oppose burning man vehicles with items and materials improperly secured on their vehicles. I oppose semi trucks and other commercial vehicles on roads where school children play, homeowners walk their dogs, moms pushing their babies in strollers, and seniors walking. I oppose semi trucks and commercial vehicles on roads where children catch their school bus. I oppose Burning Man traffic, along with all the other vehicles, from I80, dumped in the nearby neighborhoods and driving on residential roads. Selling off Public Lands in Washoe County, to obtain land on the Pah Rah Range will destroy this mountain range. It will just be a repeat of the destruction that has taken place in the RTIC/USA Pkwy area. The Northeast Connector will impact and destroy the homes of an abundance of wildlife ... deer, antelope, big horn, coyotes, mountain lions, bobcats, wild horses, the list goes on and on. The Northeast Connector will bring excess traffic, noise, pollution, trash and transients into the nearby communities and into our neighborhoods. It will bring homeless individuals, along with camps, illegal fires and their trash. Take a close look at what the homeless individuals have done all along I80 and the Truckee River. The Northeast Connector will have a major impact on every homeowner from Homerun, along Vista to La Posada and down La Posada to Pyramid Hwy. Those in favor of the Northeast Connector have no idea of the huge financial impacts this is going to have on homeowners property values, the toll this will take on homeowners health ... or they just don't care, because it wont have a direct negative impact on them. It is time for Storey and Lyon County to develop homes, child care centers and provide community resources for the individuals working in their counties. The Northeast Connector is not about making lives easier for commuters, this is about gaining access to land to build more data centers, warehouses, and homes. The Northeast Connector is nothing more than a land grab! Nevada politicians need to protect public lands, wildlife, wild horses, burros and water. Stop taking away access to our open spaces!
Belli	Eugene		RTC Board Members, I am writing to provide public comment regarding the proposed La Posada Drive extension in Spanish Springs. I strongly oppose this project due to the significant safety risks it would introduce into an established residential area. The existing roadway network in this neighborhood was not engineered to support arterial level traffic volumes or speeds. Introducing a regional connector through this area would create: • Increased collision risk due to roadway geometry not designed for high speed through traffic • Reduced pedestrian and cyclist safety in a neighborhood with frequent foot traffic • Longer emergency response times as cut through traffic congests local streets • Noise, vibration, and air quality impacts inconsistent with residential zoning I urge the RTC to remove the La Posada extension from consideration and instead evaluate alternative alignments that do not route regional traffic through neighborhoods. Thank you for considering resident safety in your planning process.

ONLINE COMMENTS

Eric	Quon		In reviewing the projects proposed, it doesn't make sense to me that the connector brings traffic into a residential area, which would make traffic worse in the Northeastern Sparks/Spanish Springs area. I have already heard of people driving north on Pyramid to near Pyramid Lake and back down through Wadsworth to get to USA Parkway if there are accidents and during heavy rush hour. Has there been any research into having the connector go several miles further north on Pyramid Hwy (a couple miles past the Pebble Creek development) so that traffic during rush hours can be drawn AWAY from the residential areas? The current project seems like a very expensive short term solution. There should never be any truck traffic through the residential areas and must be limited to Pyramid Hwy only. This represents significant safety issues. And there is no doubt that in the future any connector will be expanded as the area grows so we cannot have the precedent of having commercial traffic going through the residential foothills. How can a city of 100,000 afford a minimum $275 million dollar project? The Veterans Highway project through Reno has saddled Reno with debt for the next 100 years. Also, have we exhausted all solutions to maximize traffic flow currently (such as AI synchronized signals, urban planning, etc...).
Jeff	Church		I am so confused. Are we jumping the gun? RTC never met a roadway proposal it didn't like and they hate light rail... BUT: We have an in progress Regional Rail Transit Advisory Working Group (AB 256) and as per below a WSP Rail Study specific to TRIC. What is the status of that? Why not wait for the RRTA Study? You also have a proposal by Musk's group to build a tunnel to TRIC. We absolutely need an alternative to the I-80 Vista narrows congestion and daily accidents but why not wait for these studies? If those are not fruitful what about an aerial tram that could take passengers and cargo Sparks to TRIC to Fernley? A rail solution might seem to negate any need for a difficult road connector. RTC: On November 15, 2024, the Board approved a contract with WSP USA, Inc., to conduct a study to evaluate the feasibility of developing a commuter or employee-access rail system to provide a reliable alternative mode of transportation for daily workforce commuting between the Reno/Sparks area and the TRIC, located in Storey County. The study is a multi-agency, multi-jurisdictional effort, with funding and participation from RTC, Storey County, NDOT, and private sector partners. This ICA confirms a commitment from Storey County to provide funding toward the completion of this study. This item supports Strategic Roadmap Goal #4, "Proactively manage congestion" and FY2025 RTC Goal, "Initiate: TRIC rail implementation plan".

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Justin	Uhart		Proposal to the Nevada City Council: Converting Wild Island Water Park into a State-of-the-Art Gondola Transportation Hub to Alleviate Traffic Congestion on I-80 to USA Parkway: U♡ Executive Summary: The Reno-Sparks metropolitan area is experiencing consistent severe traffic congestion on Interstate 80 (I-80) eastbound toward USA Parkway, driven by the rapid growth of the Tahoe-Reno Industrial Center (TRIC). With over 25,000 current jobs and projections of 35,000 to 50,000 by 2040, approximately 80% of workers commute from Reno-Sparks, leading to increased commute times, safety risks, and economic inefficiencies. (thisisreno.com) This proposal recommends repurposing the Wild Island water park in Sparks, NV, into a central hub for an aerial gondola system. Modeled after successful systems like those in Medellin, Colombia, and La Paz, Bolivia, this gondola would transport thousands of workers directly to USA Parkway, bypassing ground traffic. Estimated at $3-33 million per mile, the system is far more cost-effective than alternatives like underground tunnels, Highway expansion, or rail diversion which can exceed $1 billion per mile traditionally. Benefits include reduced congestion, improved safety, shorter commutes, and environmental gains through electric-powered operation. Implementation could begin within 1-2 years, providing immediate relief while long-term projects like I-80 widening proceed. Problem Statement corridor from Reno-Sparks to USA Parkway via I-80 is plagued by chronic congestion. Traffic volumes have surged 70% from 2013 to 2023, with over 34,000 vehicles daily on sections of USA Parkway alone. (dot.nv.gov) During peak hours, commutes that should take 40-60 minutes can extend to over an 2.55 hours, with backups exacerbated by accidents—over 155 crashes annually on this stretch. (kolotv.com) Workers at TRIC, including major employers like Tesla, Panasonic, Switch, Google, Walmart, and Home Depot, face daily delays, leading to lost productivity, increased fuel consumption, and higher stress levels. Safety concerns are mounting, with crashes nearly doubling in recent years. Current solutions, such as NDOT's planned I-80 widening (adding lanes from Vista Boulevard to USA Parkway at a cost of $590 million), won't be completed for at least 10- years and may not fully address future growth. Alternative proposals, like Elon Musk's underground tunnels, are prohibitively expensive at $1-4 billion per mile for traditional methods, making them unsuitable for rapid deployment. The economic impact is significant: TRIC generates thousands of jobs, but inefficient commutes hinder workforce retention and regional growth. A sustainable, innovative solution is needed to transport the 10,000+ daily commuters efficiently. Proposed Solution:

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			U♡ proposes converting the Wild Island water park, located at 250 Wild Island Court in Sparks, NV, into a multi-modal transportation hub featuring an aerial gondola system. This system would span approximately 15-20 miles from Sparks to key points along USA Parkway in TRIC, with stations at Wild Island (hub), intermediate stops for accessibility, and terminals at major industrial sites. Inspired by the Heavenly Tahoe Gondola—a 2.4-mile system providing reliable, scenic transport to mountain tops—the proposed gondola would use detachable cabins for high-capacity, on-demand service. (visitlaketahoe.com) Cabins would accommodate 10-20 passengers each, operating at speeds up to 16 mph, with departures every 12-90 seconds during peaks. (transit.dot.gov) The system would be electric-powered, elevated above I-80 to avoid ground disruptions, and integrated with existing RTC bus and potential rail services. Wild Island's 100+ acre site, currently a seasonal water park with year-round attractions like bowling and go-karts, is ideally situated near I-80 and major residential areas. Repurposing it would involve phasing out water park operations (or integrating them as a tourist draw) and building gondola towers, stations, and parking facilities. This location minimizes land acquisition costs and leverages existing infrastructure. Feasibility Analysis Location and Technical Feasibility Wild Island is strategically positioned about 15 miles west of USA Parkway, along the primary commute route. The terrain is relatively flat with some hills, ideal for gondolas that can span barriers like highways and rivers without extensive groundwork. Systems like La Paz's Mi Teleférico (10 lines, 40 stations) demonstrate scalability in challenging urban environments, reducing commutes by 22% on average. Capacity could reach 2,500-4,000 passengers per hour per direction, sufficient for peak TRIC commutes. Key Route Overview •Starting Point (Hub Station): Wild Island / Coconut Bowl (as shown on your map with the green pin). This serves as the central multimodal hub, utilizing the park's 100+ acres for parking, RTC bus integration, and potential retained attractions (e.g., bowling or go-karts for tourism synergy). •Direction and Alignment: Eastward, following the Truckee River and I-80 corridor depicted in your map. The gondola would be elevated 50-100 feet above ground to clear highways, rivers, and industrial zones, with support towers spaced 500-1,000 feet apart. •Intermediate Points/Stations (Based on Map Landmarks): •Lockwood (Mile 3-4): Station near Lockwood (visible on your map along the river), providing access for residents and serving as a safety/maintenance point. This area is relatively flat, ideal for tower placement. •Patrick (Mile 6-8): Intermediate stop at Patrick (marked on your map), close to the Walmart Distribution Center (gray pin). This would facilitate connections for logistics workers and reduce vehicle traffic from nearby warehouses.

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			•Clark Mountain Area (Mile 9-10): Potential scenic overlook or minor station near Clark Mountain (green mountain pin on your map), enhancing rider experience while spanning hilly terrain. •Endpoint (Terminal Station): USA Parkway in TRIC (beyond the eastern edge of your map, approximately 2-3 miles past the Walmart pin). This would include multiple drop-off points at major employers like Tesla Gigafactory, Switch, or Google data centers, with integration for last-mile shuttles. •Total Length and Capacity: ~13 miles, with 4-6 stations. Capacity: 2,500-4,000 passengers per hour per direction, sufficient for 10,000+ daily TRIC commuters. •Terrain Considerations (From Attached Map): The map shows mostly arid, open terrain with the Truckee River as a natural guide. Gondola spans would cross the river and minor elevations (e.g., near Clark Mountain) without excavation, minimizing costs to $11-33 million per mile. Cost Analyst: Construction costs for aerial gondolas range from $3-33 million per mile, far below subway ($400 million/mile) or light rail ($36 million/mile). For a 15-mile system, total costs could be $45-495 million, including stations and hub conversion. Annual operating costs are low ($8 million or less), with quick build times under one year. Funding could come from public-private partnerships, federal grants (e.g., for sustainable transport), and employer contributions from TRIC companies. Environmental and Regulatory Feasibility: Gondolas produce no local emissions, are energy-efficient, and have a small footprint, aligning with Nevada's sustainability goals. Regulatory hurdles are minimal compared to tunnels, with precedents in urban settings (worldwide.Benefits) •Traffic Reduction: By removing thousands of vehicles from I-80 daily, the system could cut congestion by 20-30%, similar to Medellin's impact. •Safety Improvements: Aerial travel eliminates road accidents, potentially reducing the 150+ annual crashes. •Commute Efficiency: End-to-end trips in 20-30 minutes, saving workers up to 17 days annually (as in La Paz). •Economic Gains: Boosts productivity, attracts businesses, and creates jobs in construction and operations. •Accessibility and Equity: Affordable fares ($1-2 per trip), wheelchair-accessible, and serves underserved commuters. •Environmental Impact: Reduces emissions by shifting from cars, supporting clean energy goals. Comparison to Alternatives: While Elon Musk's Boring Company offers tunnels at $10-27 million per mile (targeting $4-10 million), these still require extensive excavation and pose risks in Nevada's geology. Gondolas install faster (months vs. years), cost less upfront, and provide scenic, above-ground travel without disruption. Road expansions like I-80 widening address symptoms but not the root cause of single-occupancy vehicles. Gondolas promote modal shift, as seen in global examples like Toulouse's Téléo, which cut commutes by two-thirds. Implementation Plan 1.Planning Phase (6-12 months): Conduct environmental impact studies, secure permits, and partner with Doppel Mayr or POMA for design. Engage TRIC employers for input and funding. 2.Design and Funding (Year 1): Finalize route (Sparks hub to USA Parkway terminals), budget, and secure $200-300 million via grants, bonds, and PPPs.

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		2. Design and Funding (Year 1): Finalize route (Sparks hub to USA Parkway terminals), budget, and secure $200-300 million via grants, bonds, and PPPs. 3. Construction (Years 1-2): Build towers, cables, and stations; convert Wild Island into a hub with parking and amenities. 4. Operations (Year 3+): Launch with integrated RTC fares; monitor and expand as needed. Conclusion: Converting Wild Island into a gondola hub represents a bold, feasible step toward solving Reno-Sparks' traffic woes. This system is cost-effective, sustainable, and proven worldwide, offering superior value over costly tunnels or delayed road projects. We urge the Nevada City Council to prioritize this initiative for a safer, more efficient future. U♡ Gondola Transportation Proposal: Repurposing Wild Island Water Park into an Aerial Gondola Hub to Alleviate I-80 Congestion in Reno-Sparks, Nevada Prepared by: Justin Uhart (U♡) Fifth-Generation Nevadan and Sustainable Innovation Advocate X: @U♡ Date: January 17, 2026 _____ Table of Contents 1. Executive Summary 2. Introduction and Background 3. Problem Statement: Current Congestion Challenges on I-80 4. Proposed Solution: Aerial Gondola System Overview 5. Site Analysis: Repurposing Wild Island Water Park 6. Technical Feasibility and Design 7. Cost Analysis 8. Comprehensive Benefits Analysis 9. Expert Construction Insights 10. Environmental Impact Assessment and Mitigation

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		11. Comparison to Alternatives 12. Implementation Plan 13. Funding and Partnership Opportunities 14. Conclusion and Recommendations 15. References and Citations _____ 1. Executive Summary: The Reno-Sparks metropolitan area is grappling with severe traffic congestion on Interstate 80 (I-80) toward USA Parkway, fueled by the explosive growth of the Tahoe-Reno Industrial Center (TRIC). As of 2026, TRIC supports over 15,000 jobs, with projections reaching 50,000 by 2040, and daily vehicle volumes exceeding 24,000 on key segments, leading to over 150 annual crashes. kolotv.com +2This report proposes repurposing the Wild Island water park in Sparks, NV, into a multimodal transportation hub featuring an aerial gondola system. Modeled after proven urban systems like Medellín's Metrocable and La Paz's Mi Teleférico, the 15–20-mile gondola would transport 10,000+ commuters daily, reducing congestion by 20–30%, cutting commute times, and lowering emissions. sciencedirect.com +1Capital costs are estimated at $300–500 million ($20–33 million per mile based on 2026 benchmarks), far below alternatives like underground tunnels ($150–8,000 million) or road expansions ($500 million+). Benefits include economic gains ($50–100 million annual productivity boost), safety improvements, and environmental savings (up to 121,000 tonnes of CO_2 reduced over seven years, per case studies). sciencedirect.com +1Construction, drawing from experts like Doppelmayr, could complete in 1–2 years with minimal disruption. (sciencedirect.com) This initiative aligns with Nevada's sustainability goals and recent developments, such as the Northeast Connector study and Boring Company's tunnel explorations, positioning Reno-Sparks as a leader in innovative transit. rtcwashoe.com +1odysseys-unlimited.com (Conceptual aerial view of Wild Island converted to a gondola hub) _____ 2. Introduction and Background: As a fifth-generation Nevadan with roots in farming and ranching, I have witnessed our state's evolution into a tech and industrial powerhouse. Leading technician teams on complex projects has equipped me with the skills to propose adaptive, sustainable solutions. This report, dated January 17, 2026, builds on ongoing regional discussions, including the RTC's Northeast

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		Connector Feasibility Study (finalized early 2026) and NDOT's I-80 improvements. rtcwashoe.com +1TRIC's 300% growth since 2010 has amplified commuter challenges, with I-80 as the sole direct route experiencing 58% traffic increases. Aerial gondolas offer a proven, elevated alternative, as seen in global case studies reducing urban congestion while minimizing environmental footprints. _____ 3. Problem Statement: Current Congestion Challenges on I-80In 2026, I-80 from Reno-Sparks to USA Parkway remains chronically congested. Recent updates include new traffic signals at Waltham Way and Sydney Drive to ease TRIC access, but backups persist, with commute times doubling during peaks. Over 150 crashes annually underscore safety risks, exacerbated by winter weather and incidents like spinouts on Donner Pass. Economic impacts: Lost productivity from delays costs millions, while 80% of TRIC workers commute from urban areas, straining retention. NDOT's ongoing lane reductions for surveys highlight the need for alternatives beyond the $500 million widening project, delayed to mid-2026+. _____ 4. Proposed Solution: Aerial Gondola System Overview The solution: A 15–20-mile aerial gondola from a repurposed Wild Island hub to TRIC terminals, using 3S or MDG technology for 2,000–6,000 passengers per hour per direction at 11–19 mph. Inspired by Heavenly Tahoe's reliability and Medellín's integration, it would parallel I-80, by passing ground traffic. Key features: Detachable cabins (10–35 passengers), electric-powered, weather-resistant up to 62 mph, and integrated with RTC buses. _____ 5. Site Analysis: Repurposing Wild Island Water Park Wild Island's 100+ acres near I-80 make it ideal: Existing parking, amenities, and location 15 miles from USA Parkway minimize costs. Phase out water features while retaining attractions for tourism synergy. _____ 6. Technical Feasibility and Design Flat terrain suits gondolas; spans highways/rivers easily. Capacity: 2,500–4,000 (pphpd). Design by firms like Doppelmayr ensures scalability. _____ 7. Cost Analysis 2026 estimates: $20–33M per mile, total $300–660M (midpoint $400M). Component Cost Range ($M) Notes Cable/Towers 300–400 Per mile basis. liftblog.com Stations/Hubs 50–100 Includes conversion. Total 300–660 O&M: $8–10M/year

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			total $50–60M/km. $8–10M/year. latimes.com _____ 8. Comprehensive Benefits Analysis •Economic: $50–100M GDP boost; 500–1,000 jobs created. (pmc.ncbi.nlm.nih.gov)Social: 20–45 min commute savings; equity for low-income areas. (discovery.researcher.life) Traffic: 20–30% reduction. (sciencedirect.comHealth/) Safety: Fewer accidents; less stress. Case: Medellín saved 20% CO_2, spurred business growth. _____ 9. Expert Construction Insights12–24 month timeline: Prefab towers, minimal excavation. Experts note low disruption. (bmv.deen.wikipedia.org) _____ 10. Environmental Impact Assessment and Mitigation Net positive: 80% emission reductions; low footprint. sciencedirect.com +1Concerns: Biodiversity loss during construction—mitigated via EIA, solar power. _____ 11. Comparison to Alternatives Vs. Tunnels: Cheaper ($20–33M vs. $150M+/mile). finance.yahoo.com Vs. Northeast Connector: Faster implementation. _____ 12. Implementation Plan 1.Planning (6–12 months): EIA, partnerships. 2.Design/Funding (Year 1): Secure $400M via PPPs. 3.Construction (Years 1–2). 4.Operations (Year 3+). _____ 13. Funding and Partnership Opportunities Federal grants, TRIC employers, state bonds. Collaborate with Boring Co. for hybrid options. finance.yahoo.com _____ 14. Conclusion and Recommendations Adopt this gondola for a sustainable future. Recommend immediate feasibility studies. _____ 15. References and Citations •Citations drawn from 2026 sources on congestion, costs, and environmental impacts. Full list available upon request.

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Gary	Troyer		To whom it may concern : I am writing to express my strong opposition to the proposed roadway alternatives connecting La Posada to the USA Parkway, as well as the route extending from Vista Boulevard through the Golden Eagle area. These alignments—shown in red and red/yellow dashed lines on the planning maps—would cut directly through established residential neighborhoods, an approach that is neither practical nor responsible. Constructing a major transportation corridor through existing communities makes no sense from a planning, safety, or quality-of-life perspective. Residents purchased homes in these neighborhoods with the reasonable expectation of stability—not the later imposition of a high-volume roadway. The resulting noise, traffic, environmental disruption, and permanent loss of neighborhood character would be severe and irreversible. Of particular concern is the motivation behind these alignments. It is widely understood that landowners seeking to develop property above La Posada do not wish to fund the necessary access roads for their projects. Instead, the proposal shifts that financial burden to the public, allowing private developers to benefit from taxpayer-funded infrastructure and future curb access. This is neither equitable nor a responsible use of public funds. There are also persistent concerns regarding possible ties between construction interests and individuals who currently hold or previously held elected office. While such claims may or may not be substantiated, even the appearance of a conflict of interest undermines public trust. Infrastructure decisions must be made transparently and solely in the interest of the community. More logical and far less disruptive alternatives already exist. Utilizing Highway 445 north toward Pyramid Lake to connect with the Parkway aligns naturally with current and future traffic patterns—particularly since many Parkway commuters already live in that direction. Additionally, traffic flow on Sparks Boulevard and Vista Boulevard could be improved by replacing fixed medians with movable Jersey barriers, allowing lane direction to shift with peak travel demand. Morning traffic could favor I-80, evening traffic away from it, with balanced lanes during off-peak hours. Plans to widen Interstate 80 have already been approved and are expected to begin soon. Enhancing existing transportation corridors is far more sensible than carving new highways through neighborhoods never designed to accommodate such infrastructure. Finally, it must be noted that construction of these connector roadways would provide no tax benefit to Washoe County or surrounding counties. Storey County—home of the Industrial Park—would reap the benefits, while Washoe County residents would bear the costs and consequences. For these reasons, I strongly urge you to reject the La Posada and Vista/Golden Eagle roadway alternatives and instead pursue solutions that respect existing communities, responsibly use public funds, and adhere to sound transportation-planning principles. Thank you for your time and consideration, and for your commitment to protecting the well-being of our community.
Linda	Cassinelli		As for the USA Parkway situation… All they have to do is run a commuter train. The tracks go right by USA Parkway, and all they would need are buses to pick up people and take them back and forth to their places of business. Very simple. Several council members have agreed with me. The Sparks Mayor got very snotty and insulting about it and the City Manager had all kinds of reasons why it wouldn't work. That's just nonsense! (Makes you wonder why!!) The Bay Area uses them all the time as do many other states and cities. They don't waste time and money building a road that we don't need and money we don't need to spend. There are perfectly good train tracks and trains that go that route everyday, it isn't that hard, it would also cut down on traffic and accidents. I'm sure the railroad would be more than happy for the extra business. Why don't you investigate that?

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Julien	Pellegrini		January 16, 2026 Regional Transportation Commission of Washoe County Attn: Engineering Department / Northeast Connector Project Management 1105 Terminal Way, Suite 108 Reno, NV 89502 Comments submitted electronically to: rtcpubliccomments@rtcwashoe.com RE: Friends of Nevada Wilderness comments on the RTC Northeast Connector Feasibility and Alignment Study Dear RTC: As the Regional Transportation Commission (RTC) of Washoe County nears the conclusion of the Northeast Connector Feasibility and Alignment Study (the study) in January 2026, Friends of Nevada Wilderness (FNW) submits the following comments regarding the proposed Northeast Connector which would tie together Spanish Springs and the Tahoe-Reno Industrial Center (TRIC). While regional connectivity is a priority, the project should not compromise the critical wildlife habitat, significant cultural resources or the integrity of the proposed Pah Rah National Conservation Area. Specifically our comments focus on the following issues: ● Concerns regarding the Proposed Pah Rah National Conservation Area (NCA) ● Concerns regarding the 2023 MOU between Reno Sparks Indian Colony and the City of Sparks ● Concerns regarding cultural resources ● Concerns regarding impacts to wildlife ● Concerns regarding increased wildfire risk Concerns Regarding the Proposed Pah Rah National Conservation Area (NCA) The Pah Rah NCA proposed in Senator Jacky Rosen's Truckee Meadows Public Lands Management Act (S.462), is fundamentally threatened by the potential development of the Northeast Connector. The RTC's December 2025 feasibility study identified the "Vista Route" through the Pah Rah Range as its "ideal option." However, this alignment directly conflicts with the conservation objectives of the 11,000-acre Pah Rah NCA. The construction of an industrial-scale roadway through the heart of this sensitive landscape threatens the proposed NCA in the following specific ways: Bisecting Negotiated Conservation Boundaries: The 11,000-acre Pah Rah NCA was established through a carefully negotiated agreement between the Reno-Sparks Indian Colony and the City of Sparks. The RTC's favored "Vista Route" would cut directly through these agreed-upon preservation lands, in direct conflict with the spirit of the Truckee Meadows Public Lands Management Act. ● Cultural Resource Destruction: The Pah Rah Range contains non-renewable sensitive and significant tribal cultural sites and ancestral landscapes. Construction of this two-lane industrial connector poses a direct threat to these sacred areas, which acted as the primary basis for the NCA's proposed designation. ● Fragmentation of Wildlife Corridors: The project would create a physical barrier severing critical movement corridors for multiple species such that include bighorn sheep, mule deer, pronghorn, bobcats and mountain lions. An industrial thoroughfare would lead to increased animal-vehicle collisions and permanent habitat fragmentation in a region previously characterized as "untouched public land." ● Encouraging Future Development: Friends of Nevada Wilderness is concerned that if this route were constructed, it would lead to commercial development that would fundamentally change the NCA from a protected area into an industrial and commercial thoroughfare, contradicting the "no development" pledge made by local leaders. ● Environmental Degradation: Beyond direct land loss, the connector would introduce long-term noise, air, and light pollution into a natural environment, further degrading the habitat and overall ecological quality of the proposed NCA. The Pah Rah NCA is culturally and collaboratively significant having acted to establish safeguards for sensitive cultural and natural resources. Its current boundaries are the result of a negotiated agreement between the Reno-Sparks Indian Colony and the City of Sparks Memorandum of Understanding. This consensus-based planning, integrated into the Truckee Meadows Bill, prioritizes land conservancy and the protection of ancestral tribal sites. Bisecting this landscape with an industrial thoroughfare would undermine years of multi-stakeholder collaboration and tribal consultation. Concerns Regarding the 2023 MOU between Reno Sparks Indian Colony and the City of Sparks The October 2023 MOU between the Reno-Sparks Indian Colony (RSIC) and the City of Sparks established a collaborative framework to support the Truckee Meadows Public Lands Management Act. This "win-win" agreement balances regional growth with cultural and environmental preservation through several key pillars: ● Conservation Advocacy: It formally prioritizes the designation of the Pah Rah Range as a National Conservation Area (NCA), expanding existing protections for tribal cultural landscapes. ● Managed Growth: The RSIC agreed to support the City of Sparks' expansion toward the Tahoe-Reno Industrial Center (TRIC) in exchange for a binding commitment of "no development" on agreed-upon preservation parcels. Friends of Nevada Wilderness is very concerned that the proposed "Vista Route" for the Northeast Connector is in direct conflict with this MOU. By routing what could become an industrial corridor through the heart of the proposed Pah Rah NCA, the RTC's current plan threatens to violate the "no development" pledge and undermine the carefully negotiated boundaries that serve as the foundation of the Truckee Meadows Lands Bill. Concerns Regarding Cultural Resources Within all project area boundaries for the Northeast Connector exist incredibly rich, culturally and scientifically significant cultural resources. Many, if not most of the cultural sites within this region of the Pah Rah Range are either unknown or known and coveted by only the Tribes. Increased access or direct damage or loss to these resources is a major concern for FNW. Therefore, the RTC should prioritize avoidance in terms of non-development possibilities such as further exploring high-capacity transit options, such as light rail or commuter rail as the primary mitigation strategy for this area's significant, sensitive cultural landscapes and sacred sites. The proposed Northeast Connector Alignment passes through undeveloped mountainous terrain between Spanish Springs and the Tahoe-Reno Industrial Center (TRIC) within the traditional tribal homeland of the Northern Paiute and Washoe People. Therefore, this alignment and its impacts to areas of cultural significance to local Native American tribes is core to FNW's concerns. Within and surrounding the project area for the Northeast Connector exists significant, sensitive cultural resources. Major, well-known and highly researched and coveted archaeological sites such as the Lagomarsino Site and the Steamboat Hills Basalt Quarry and a long list of others that include rock art, rock shelters, burial sites,

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			stone quarries, rock alignments including hunting blinds and drive fences, and scattered isolated sites are concentrated throughout and surrounding the project site. Additionally, tribal representatives and preservation officers have raised concerns that the corridor could infringe upon undiscovered sacred sites, traditional plant-gathering areas, or landscapes essential for maintaining cultural identity. With construction of the Northeast Connector, access to sensitive cultural sites will certainly be made easier for the general public which inevitably will increase damage to and looting of these sites. Therefore, FNW urges the RTC to include meaningful tribal consultation and deep consideration for the inevitable impacts to cultural resources. The RTC must ensure government-to-government consultation with Tribes is a priority during all phases of this project, not just a regulatory formality. The feasibility study should clearly outline all consultation efforts to date and their outcomes. An additional note of concern are the potential impacts to the history and culture of the area regarding historic mining, emigrant trails, and ranching sites along with their affiliated artifacts. The region has a deep, rich history of early Nevada mining and ranching; the study area likely contains remnants of 19th-century infrastructure and artifact sites that may be eligible for the National Register of Historic Places protection along with the certain potential for the same protection and others such as Traditional Cultural Property protections for Native American sites that exist within the project area. Specific details on known cultural resource sites, particularly Native American archaeological or traditional cultural properties (TCPs) that fall within the exact corridor between Spanish Springs and the intersection of I-80 and USA Parkway, are typically not publicly available to protect them from vandalism or disturbance. However, the area is rich in cultural history, and several general categories of resources are known or likely to exist. Concerns Regarding Wildlife Friends of Nevada Wilderness is concerned that the proposed roadway courses through undeveloped open space rich with wildlife and resources that wildlife depend upon for survival. The RTC must provide detailed assessments on how construction will impact local wildlife migration and habitat fragmentation in the mountains between Spanish Springs and TRIC. Specifically, below are FNW concerns in detail: ● Impact on Sensitive Habitats and Wildlife: The proposed alignments pass through previously and largely undisturbed open space that serves as vital habitat. The study must prioritize the protection of local wildlife and evaluate how the corridor will affect migration patterns and habitat fragmentation in the mountains between Spanish Springs and TRIC. Wildlife that will be affected, which FNW are concerned about, include mule deer, bighorn sheep, pronghorn antelope, mountain lions, black bear, bobcats, coyotes Greater Sage Grouse and pygmy rabbits, all of which exist within the planning area and which all require preservation of their movement corridors throughout this area for their survival and the resilience and maintenance of their fragile ecosystem. ● In the Pah Rah Range, critical wildlife movement corridors facilitate essential seasonal migrations and local transitions between high-elevation interiors and lower-elevation foothills of Spanish Springs and the Tahoe-Reno Industrial Center (TRIC). According to 2026 data, the Wingfield Springs foothills and Spanish Springs Canyon serve as vital "bottleneck" zones for bighorn sheep and other species, while the broader range acts as a regional land bridge for mule deer, pronghorn, and large carnivores such as mountain lions and bobcats. The January 2026 Northeast Connector Study identifies the "Vista Route" intersection and the La Posada gateway as highly sensitive at-risk zones, where proposed road alignments would bisect north-south wildlife movement corridors within the proposed Pah Rah National Conservation Area. Fragmenting these specific pathways threatens to sever regional connectivity to the Virginia Range and undermines the ecological resilience of the entire basin. Wildlife corridors may be placed along the Northeast Connector project where wildlife may maintain movement corridors. It is unclear what the future commitment may be to installing specific wildlife corridors for the Northeast Connector. In the field of wildlife management, the introduction of the Northeast Connector into the Pah Rah Range threatens to create a dangerous bottleneck corridor, where animals are restricted to narrow passages that increase their vulnerability to ambush by predators. Specifically, the project risks becoming an ecological trap, where artificial barriers like fencing force wildlife into travel patterns that result in higher mortality and decreased reproductive success. This is compounded by the edge effect, as the new highway boundary which creates a perimeter that predators, such as mountain lions, bobcats and coyotes, can easily patrol to exploit prey forced to congregate at specific crossing points. Without carefully engineered connectivity, the resulting habitat fragmentation will turn limited crossing sites into predatory funnels, transforming necessary migration paths into high-risk zones that compromise the long-term resilience of the region's fragile ecosystem. The Northeast Connector Feasibility Study acknowledges that the mountainous terrain between Spanish Springs and the Tahoe-Reno Industrial Center (TRIC) contains significant environmental and geographic constraints, particularly regarding sensitive wildlife habitat. Consequently, major stakeholders, such as FNW and tribal representatives, have formally asked that the RTC prioritize detailed habitat fragmentation assessments and the integration of wildlife crossings, such as overpasses and underpasses, as a primary mitigation strategy for mule deer and bighorn sheep as a better than nothing option, though as stated, these crossings increase pressures on wildlife such as mule deer and bighorn sheep. While the RTC has identified these mitigation categories in regional planning and noted the availability of federal support through the Wildlife Crossings Pilot Program, a formal commitment to specific structures would not occur until the Project Development and Environment (PD&E) phase projected for late 2026. Given the high risk of creating ecological bottlenecks, it is imperative that RTC move beyond identifying these constraints and commit to engineered connectivity solutions as a prerequisite for any preferred alignment. Another concern of FNW is over Greater Sage-Grouse resiliency (i.e., the capacity of a group of organisms to withstand disturbances, adapt to changing conditions, and recover effectively from stressors while maintaining essential functions. It is a critical metric for long-term survival and stability in dynamic or human-

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			impacted environments). Scientific analysis confirms that the proposed Northeast Connector poses a severe threat to the Greater Sage-Grouse population in the Pah Rah Range by disrupting their landscape-scale habitat. Key impacts include significant habitat fragmentation and behavioral avoidance of human activity. The industrial traffic noise will cause acoustic disturbance that masks mating calls at traditional leks (breeding grounds), leading to population declines (studies have shown decreased male attendance). The highway infrastructure itself exacerbates risks by providing new predatory perches and creating predatory funnels through fencing, which increases the likelihood of predation and direct mortality. Furthermore, road construction acts as a primary vector for invasive species like cheatgrass, which increases wildfire risk and causes permanent loss of the essential sagebrush ecosystem. In the Pah Rah Range of Washoe County, Greater Sage-Grouse depend on high-elevation sagebrush steppe and expansive sagebrush-grass mosaics that characterize the range's interior. These "landscape-scale" birds utilize a variety of habitats throughout the year, including sagebrush-dominated foothills for nesting and winter survival, traditional ridgetop leks for spring breeding, and riparian meadow buffers for summer brood-rearing. Documented habitat exists even at the base of the range near the Pah Rah Interpretive Trail and Spanish Springs Canyon. The proposed Northeast Connector poses a severe threat to these populations by fragmenting these vast, contiguous tracts of habitat. Such fragmentation creates permanent barriers and ecological traps that prevent birds from reaching essential seasonal resources, jeopardizing the survival of this sensitive species within the planning area. Concerns regarding increased wildfire risk FNW is concerned that the Northeast Connector Project may significantly elevate wildland fire risks by introducing substantially more vehicles and human use into fuel-heavy, previously inaccessible terrain. With human activity accounting for up to 97% of Nevada's wildfires, the project poses immediate threats from construction-related "hot work" and long-term risks from vehicle ignitions, such as dragging chains or catalytic converters. Furthermore, the proposed Vista Route through the Pah Rah Range increases the likelihood of accidental starts from expanded public access while facilitating the spread of highly flammable invasive cheatgrass. By pushing infrastructure and development deeper into the Wildland-Urban Interface, the project creates a dangerous proximity between human activity and sensitive, fire-prone landscapes. CONCLUSION In summary, Friends of Nevada Wilderness strongly opposes the proposed Vista Route for the Northeast Connector, identified as the "ideal option" in the RTC's feasibility study. This route poses a direct and fundamental threat to the Pah Rah National Conservation Area. While this route may be "feasible" it is not in the best interests of the community and should be dropped from any further consideration moving forward. This route directly conflicts with the conservation objectives and undermines years of multi-stakeholder collaboration and tribal consultation that established the NCA's boundaries to safeguard cultural and natural resources. While the La Posada Route does not have the direct conflict with the proposed PahRah National Conservation Area it does still have significant wildlife and cultural impacts. Rather than advancing a new roadway through a high-value conservation zone, the RTC should prioritize regional transportation solutions that offer greater long-term utility with fewer ecological costs, specifically: ● I-80 Capacity Improvements: Leveraging the scheduled expansion of Interstate 80 through the Truckee River Canyon. ● High-Capacity Transit: Accelerating the evaluation of light rail service or expanded commuter transit options between Spanish Springs and the Tahoe-Reno Industrial Center (TRIC). Respectfully Submitted, Julien Pellegrini Friends of Nevada Wilderness Wildlands Policy Manager cc: Senator Jacky Rosen Congressman Mark E. Amodei

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Steve	Grosz		I am writing to formally state my opposition to the La Posada Road to Golden Eagle Regional Park segment of the Northeast Connector project. The Northeast Connector feasibility study indicates that the vast majority of trip originations associated with the Tahoe Regional Industrial Center occur south of Wingfield Hills Road. Given this finding, Wingfield Hills Road should be utilized as the primary feeder route from Pyramid Highway to the Northeast Connector and ultimately to the Tahoe Regional Industrial Center. Leveraging existing infrastructure in this manner would maximize transportation efficiency while significantly minimizing costs to taxpayers. Advancing the La Posada to Golden Eagle segment, despite limited demand from the primary trip generators identified in the study, represents an unnecessary expansion with disproportionate financial impact. This segment adds substantial construction and long-term maintenance costs without corresponding regional benefit when compared to a routing strategy that relies on established arterial roadways. Given the scale and cost of the project, I respectfully request that the RTC remove the La Posada to Golden Eagle segment from further consideration or, at a minimum, suspend advancement of this portion until additional analysis and planning can be completed following the full evaluation and completion of the Vista to Tahoe Regional Industrial Center connection. Thank you for considering these comments for the public record.
Daryl	Gardipe		1/12/2026 Bill Thomas, Executive Director Regional Transportation Commission of Washoe County 1105 Terminal Way Reno, NV 89502 RE: RSIC Comments on Northeast Connector Feasibility Study Draft Final Report Dear Mr. Thomas: The Reno-Sparks Indian Colony (RSIC) submits the following comments on the 2025 Draft Final Report of the Northeast Connector Feasibility Study (Feasibility Study). The RSIC is a federally recognized Sovereign Nation with 15,610 acres of land holdings in Reno, Sparks, and unincorporated Washoe County (Spanish Springs and Verdi). The RSIC membership includes Washoe, Paiute and Shoshone members. The RTC Feasibility Study was initiated to evaluate a potential roadway to connect the Sparks/Spanish Springs region with the Tahoe Reno Industrial Center for the purpose of relieving congestion on Interstate 80. The Feasibility Study examined several possible alignments during 2025 and concluded that the preferred alignment was a Vista Blvd corridor alignment instead of La Posada. Pah Rah Traditional Cultural Property and ACEC The preferred alignment (Vista Boulevard to USA Parkway) will forever adversely affect and change the context of the Pah Rah High Basin Petroglyph Area of Critical Environmental Concern (ACEC). The RSIC continuously notifies the public land manager, BLM, that the ACEC is considered a Traditional Cultural Property (TCP). Although, not formally designated as a TCP, the ACEC has all the elements associated with a TCP and is eligible for listing on the National Register of Historic Places due to the significant cultural resources, cultural heritage, ancestral past, and current lifeways of RSIC tribal members. The continuing discovery of additional important Native American cultural resources (in 2019 and 2022) outside of the ACEC increases eligibility for National Register of Historic Places. On August 19, 2022, RSIC revealed two additional Native American cultural sites to the BLM that are outside the current ACEC and in the area of RTC's preferred Vista Blvd. corridor. These two important Sites are large in nature and this leads RSIC to believe that the surrounding areas have additional important Native American cultural resources. These surrounding areas have not been recorded nor surveyed for cultural resources and land management issues. 1 | Page Between February and October 2025, RTC held three meetings with NDOT, Sparks, Reno, Washoe County, and Storey County. The Bureau of Land Management was invited to the last meeting in October 2025. RTC also reached out to congressional staff members in Washington D.C. about the Feasibility Study. RTC failed to notify RSIC about the Feasibility Study until November 2025. On November 6, a virtual meeting was scheduled with Wood Rodgers Consultant (cont).

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Daryl	Gardipe		This was the first time that RSIC learned about the Feasibility Study. The lack of consultation with a Sovereign Nation regarding the Feasibility Study is disrespectful to the RSIC and is a clear violation of the mandated trust responsibility by federal agencies involved with the Feasibility Study. RTC Technical Advisory Committee (TAC) RSIC is a standing member of the RTC TAC but staff never brought any information to the TAC until the meeting of December 4, 2025. Bringing this to TAC was less than 2 weeks before a public meeting was very shortsighted. The feasibility study should have started with the RTC TAC so that all TAC members, including RSIC, were aware the study was starting and could provide input and concerns at the beginning of the feasibility study. Again, RSIC did know anything about this study until November 2025. Truckee Meadows Public Lands Management Act RSIC has made tremendous effort to protect the significant cultural resources in the ACEC. RSIC requested expanding the area of protection by 7,647 acres and designating the area as a National Conservation Area (NCA). RSIC proposed the NCA to ensure greater protection of the known and potential cultural resources from any future ground disturbing projects (i.e. gas lines, electrical, grazing, pipelines and public recreation corridors). The Feasibility Study did examine an alignment of La Posada that would avoid the existing ACEC and the proposed NCA. At the July 2025 stakeholder meeting, which did not include RSIC, Wood Rodgers presented a cost comparison chart which included a La Posada alignment outside of the NCA. Due to the estimated cost of $205 million for earthwork, pavement, and retaining walls, this alignment was dropped from further consideration. This information was not brought to our attention during the November 6 meeting with Wood Rodgers (see enclosed excerpt from July 2025 Stakeholder Meeting). RSIC-City of Sparks MOU To protect the ACEC while supporting the City of Spark's request for a transportation corridor to TRIC, RSIC entered into a Memorandum of Understanding with the City of Sparks in October 2023. This MOU confirms both the RSIC and City of Spark's commitment to protect significant cultural resources in the ACEC and the proposed NCA. The MOU states that the City of Sparks will not pursue any public lands and will be in conflict with the RSIC City of Sparks MOU. Sincerely, Darryl D. Gardipe Chairman mre/chs/jk Enclosures: 1. Draft Feasibility Study Analysis of La Posada with NCA Boundary (excerpt from July 2025 Stakeholder Meeting) 2. RSIC-City of Sparks MOU, October 23, 2023 cc: Honorable Mayor Lawson, City of Sparks Dale Keller, Deputy Executive Director Kim Dow, District Manager, Bureau of Land Management Carson City District Scott Carey, Chair RTC Technical Advisory Committee

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Kelly	Middleton		1/9/26: I am a resident/property owner in the Wingfield Springs/Foothills Community who will be directly impacted by this project. I moved to this neighborhood for the quiet quality of life, beautiful viewshed, and direct access to BLM lands it provides. I have reviewed the draft report available online and submit the following comments: I agree that an alternative commuter route to/from the TRI Center is desperately needed. This project, however, must be more forward-thinking. Instead of opting for the cheapest bang-for-the-buck to address current needs, expand the study area to the north adding an evaluation of a connector to Calle De La Plata/Pyramid Highway (or similar) where the next generation of housing is already greatly impacting existing infrastructure to the south. With a more logical junction to Pyramid Highway, peak traffic periods would utilize both north and southbound arterial and connector routes to filter to/from residential neighborhoods, greatly easing daily congestion. In addition, immediate escalation of new housing development in Storey County closer to the TRI Center must occur. I find significant flaws in your assessments of Travel Times and ADT in general and between the two current options (La Posada and Vista @ Golden Eagle) a. The vast majority of commuters who live anywhere north of Pyramid Highway and Sparks/Highland Ranch Blvds. (a very large percentage) will make use of EITHER OPTION, thus your analysis must focus primarily on identifying the least intrusive route to neighborhoods that will bear the brunt of rerouted traffic. b. By your calculations, 4,478 daily commuters (a 555.6% Increase from the current ADT25 of 683 at Golden Eagle/Vista Blvd) are expected via the Vista route which will save a statistically insignificant 1.9 minutes v.s. the La Posada route. The majority of traffic would not travel west/south onto Vista from Golden Eagle, but continue northbound on local (25 mph) roads through residential neighborhoods adding increased commute times, costs, and major impacts to surrounding neighborhoods. The roads and infrastructure in this neighborhood were not built to, nor can they, absorb this level of daily traffic without road-widening and infrastructure improvements (traffic lights) at key intersections which is not being considered in the cost/benefit analysis for this route alternative. Additionally, these commuters traveling to/from Vista via La Posada and Hubble will pass within 0.4 miles of an active school zone. An untenable and unsafe situation. With a projected investment between $275.5 and $451.1 million, it is irresponsible to recommend or select the cheapest route to solve a current problem—akin to slapping a Band-Aid on a bleeding artery (no pun intended)—particularly based on data and analysis that ignore future regional needs, and do not address additional infrastructure costs or quality of life impacts to communities that will be directly impacted by its implementation.While your DRAFT report states the Community Impact and Stakeholder Preferences showed “no stakeholder preference” it must be noted that this conclusion was reached before the close of the public comment period and must be adequately reassessed. Appendices A–I referenced in the DRAFT Report are not available online thus I was unable to undertake a complete assessment. Of the two options on the table (La Posada and Vista at Golden Eagle), I strongly prefer the La Posada to USA Parkway route or an alternative route to the north with consideration for wildlife over/underpasses as it will spread peak commuter pressures to both north and southbound traffic lanes of major arterials and collector roads, provide the greatest potential for future sustainability as the region continues to grow, and protect the outstanding qualities of the Wingfield Hills neighborhoods.
Adele Solomon			Hello, Please do not build the 45 MPH two-lane route through the Pah Rah Range. As it will do little to alleviate congestion on I-80 and will significantly impact cultural resources and important wildlife movement corridors for bighorn sheep and mule deer. Please support the already-scheduled expansion of I-80 through the Truckee River Canyon and the additional option of light rail service which are much better options.
james	Mahoney		3rd comment The home owners at the end of La Posada, upper Cobra and Orange Plains will be extremely unhappy if you approve this project in this location when our home values take a dive. Also Washoe County will take a hit in property taxes. The HOA here will also be involved. A very bad idea. JJM

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Gregg	Max		The Prater Way evaluation shows an ADT of 3. This value is unrealistically low (really, three people would use this road?). It casts doubt on the validity of the evaluation, specifically the ADT values shown for the other corridors. Hundreds of millions of dollars spent to create a two-lane road? The design should anticipate the need for a widening project before construction is complete. See, for example, the recent project on Pyramid Way. Will trucks be restricted from using the road? Heavy truck traffic will come with unsafe overtaking (passing) behavior, especially given one travel lane in each direction. Truck traffic will increase the road noise nuisance, detracting from the adjacent residential areas. The optional connection between LaPosada and Vista/Golden Eagle seems unnecessary and is not supported by the draft study. As if the evaluators believe the LaPosada corridor is a better choice, but unfortunately not borne out by the evaluation scoring.
Michael	Mayland		My wife and I retired to our home on Orange Plains Drive in 2007. One of the main attractions was the serenity of the area and the ability to hike in the foothills behind us to the East. We and many of our neighbors chose to be off the beaten path away from traffic noise. A highway of any type behind us would ruin these attributes and significantly reduce our home value. Therefore, I am strongly opposed to the optional La Posada to Vista connection. I realize the area has grown and we have traffic problems but don't penalize long-standing neighborhoods. I'm not convinced any Northeast Connector would benefit the majority of our population. Our main roads, Pyramid Hwy, Sparks Blvd. and Vista Blvd. are congested most hours of the day, not just commute hours. I believe the focus should be on widening and improving existing roads so all can benefit, not just commuters to USA Parkway.
james	Mahoney		The home owners at the end of La Posada, upper Cobra and Orange Plains will be extremely unhappy if you approve this project in this location when our home values take a dive. Also Washoe County will take a hit in property taxes. The HOA here will also be involved. A very bad idea. JJM

COMMENTS FROM PUBLIC MEETING

First Name	Last Name	Email	Comment
Annika	Deurlington		1.) I'm an apprentice at Switch jobsite, and there is a waitlist for the small bus program they have from Sparks/Reno. Could parking lots be developed for carpooling? More bussing? Short term resolution. Makes it easier for tired people to coordinate carpools and gives them opportunity to rest instead of getting behind a wheel. 2.) To lessen impact ot neighborhoods affected by Northeast Connector, are speed suppression techniques helpful? 3.) Are there recreation opportunities (trial development for hiking/biking, etc.) that the Northeast Connector could open up? 4.) Traffic is so bad. I was rear-ended on way to work by an inattentive driver at 5AM on Waltham Way. I've been unable to work in the field for months due to injury.
Benson	Hoopes		I am an engineer at the Gigafactory and I have to drive in the I-80 traffic everyday. I am very excited to see other options being pursued. Most of all, I wanted to thank all of the people working on this for being so data driven. You are collecting and using good data to drive the decisions you are making. Thank you. Please continue doing your great work. Please let me know how I can help.
Paul	Augustini		On future level 1 and level 2 maps, please include affect on roads that La Posada and Vista will join. Example: La Posada will have to be expanded to 2 lanes each way from Pyramid to expansion/building of new road.
Jeanne	Amy		A full environmental study of all areas planned for the initial corridor presented is needed. The areas above and between La Posada and the Vista Golden Eagle areas are sensitive areas filled with wildlife and plants that are the reason many people enjoy hiking and recreating there. We have golden eagles, antelope, horses, bobcat, mountain lion, and many types of lizards and birds. The volcanic rocks are magnificient. By bringing this connector here it would develope the homes and neighborhoods. This is basically a deadlocked area that does not need traffic brought into these normally quiet and low congested areas. More traffic is more polution for the air and wetlands off Vista. In 2025 we should be more forward thinking and definitely hae a lightrail system. Please work harder to obtain grants and monies for that. We don't need to ruin established areas with traffic problems that they don't have now.
Valencia	Ray		The commuter train system combined with widening of the existing I-80 would clearly be the least invasive and destructive to the existing communities involved with both Vista and La Posada. Also less environmental disturbance. Obviously, La Posada is the worst of the options, since it is about $200M more, and has a more circuitous pathway.
Jim	Alsup		For Vista access road: How will you prevent offroad (cross country and not on a road) access to BLM land? BLM land is so Washoe County was converted from "open" to "limited" per the final South Washoe County Urban Interface Plan Amendment, Jan. 2001. The document states "OHV use will be restricted to existing roads and trails." This means roads and trail exist in 2001. Fencing or access control is needed along the entire length. No fencing will expose square miles of BLM and private land to misuse (illegal use) of new road creation. I'd also suggest moving the Vista access road off the steep side slopes to down into valley up to station ~160+00. Link to BLM plan: http://ia904506.us.archive.org/20/items/finalsouthernwas00unit/finalsouthernwas00unit.pdf
Paul	Danen		My home of almost thirty years is a short distance from La Posada. This proposed corridor along La Posada would increase traffic dramatically nearby many homes; increasing noise, congestion and potentially crime from the increased people passing through the area. If you need a corridor, move it to a less populated area. Needless to say, I don't approve of the location of this traffic corridor nearby so many homes. Does this feasibility study take into account the impact to quality of life of those living near these corridors? The study emphasizes regional mobility, travel times and economic development. Nothing about the impact to local residents along the La Posada corridor.
Tim and Liz	Moore		1.) If objective is to lessen traffic, widen 80 with federal funds. 2.) Not in favor of either proposed routes. Impact to residents on La Posada and highlands with safety concerns. Creates a problem for residents/additional residential traffic vs using 80 (widened). 3.) Purchased our home in highlands in good faith and higher property taxes. This will reduce value with construction traffic changes. 4.) Against this proposed as you are relocating the freeway problem to residential streets. Just creates another problem doesn't solve the main issue of freeway expansion or other alternative that does not involve residential. Won't help. North Valleys - no feasible/efficient connector off 580/395 over/through to this proposed route/congestion ease. 5.) We only support: 80 expansion and commuter rail.
Bob	Peterson		Why stop the study at La Posada, when the bulk of all traffic (present and future) comes from the Spanish Springs area. This roadway/tollway should have its first interchange at La Posada, with additional/future interchanges located further north. Do no understand why you having 2 lane streets (Hubble) provide the main access points to this new roadway - and then further dump traffic onto the partial 4 lane portion of Vista. I doubt that these are sufficient households in the Wingfield Springs area that need to commute to the I-80 corridor. Just look at the congestion on Pyramid to see where the working class people reside. It is not from the Wingfield Springs area. I was a PE for 43 years - the last 25 years in construction and transportation projects - mainly in southern California.
Stanley	Shumaker		1.) Have you polled the workers @ TRIC businesses? A. Where do they live/route traveled to I-80 B. Bottlenecks they experience 2.) Are you coordinating with NDOT on I-80 widening project? Is there adjacent funds for both projects? Will construction of I-80 widening impact current travel lanes? Will this north route be build and ready to use before the 2027 start of I-80 construction? 3.) Rail transit most logical if parking can be addressed at terminal
Neil	Nichols		I would encourage considering a non-normal traffic day scenario before eliminating Prater from consideration. On any non-normal day (pretty common) many will choose an alternative route close to I-80. It will serve both to reduce normal traffic and greatly serve during congestion days. It should not be removed by initial scenarios.

OPEN HOUSE COMMENTS (WRITTEN)

First Name	Last Name	Email	Comment
Jeanne	Amy		Especially concerned with safety issues i.e. wild fire danger due to traffic and the closure that happened at Vista Fire Station: possible hazardous waste and catastrophic accidents due to truck and car travel; Sparks shortage of police to cover traffic areas and increase in crime due to roadways so close to residential areas and bus routes on La Posada and neighborhood roads that will be used as cut throughs (Desert Vista; Hubble; etc.) Pollution concerns - air, noise and light creating a heat island in the Wingfield area. Funding issues are a big concern - Roads are not maintained now so how can they care for new roads. Again, police, fire, little clean up (not being done along Vista where they developed across from the wetlands. Little seen all over Sparks. Erosion and weeds created from construction - what assurances that they will be responsible for this and prevent spread into affected neighborhoods.
Margaret	Spatz		1. What is Storey County doing to help get employees to TRIC? 2. Why should residents of Washoe County pay to fix a problem in Storey County while also sacrificing our quality of life in our neighborhood? 3. Where did RTC get the statistics regarding exactly where they TRIC employees live? 4. Traffic modeling for a typical 2050 conditions suggest volumes on local roads would increase by less than 5%. What is the number of vehicles that "5%" represents? 5. What funds are the businesses in the TRIC contributing to this road project? 6. In 2019 Elon Musk wanted to build a tunnel from Reno to TRIC - why is this not an option?
Helena	Coughlin		My first concern is that this NE Corridor is being built to increase sprawl with the possibility being considered for a large warehousing/data center being built off this corridor. It will be built out to 6 lanes starting next year and when this is completed congestion should be eased up. I'm very concerned about how this will impact infrastructure that we have in Spanish Springs and how the excess traffic will be handled. I'm very worried about the impact on wildlife, historical artifacts and recreational opportunities in the proposed NE Corrido area. I've seen herds of 40-60 antelope that live in this region. A road will destroy this area and degrade the quality of life for these reasons. As a Spanish Springs resident, I cherish our open space. More traffic means congestion, pollution and noise. Why not put in light rail or monorail to move people through I80?
Julie	Ward		This project should not proceed until the potential health issues, not to mention debts and sewer upgrade are funded. There are numerous infrastructure issues that need to be addressed. Building the connector from La Posada to Home Run would be dangerously close to homes with respect to noise and pollution, as well as the wildlife impact. How many vehicles? I've heard 2600/day - many will cut through on other residential roads. There is no mention of excluding semi's; so I assume they are allowed and the noise gets exasperated. I can go on, but please do not build the La Posada - Vista Connector.
Mary	Ross		I object to this project.
Chris	Long		La Posada was never intended or disclosed to be a connector road. All of these houses purchased in this area will be flooded with traffic and lowering values. Vista is currently overloaded and not all of Spanish Springs goes to USA Parkway. Scenario: When I80 has an accident - with this new route all that traffic will now flood Vista to use this connector, creating more gridlock. We do not support this project. You have better options using a connector on the south side of I80. This looks like a land grab from BLM to use this area for development. This project was never on a master plan.
Brent	Douglas		Have you taken information received from the question and answer meeting at Red Hawk into your study?
Donald	Crank		Please look at development over the next 10-20 years. Due the routes being proposed meet those needs? Why are you lookin at routes that will disturb the tranquil life style that Spanish Springs has offered? I believe that routes further north of La Posada Drive would be more effective for future needs.
Derek	Beverly		Save the money; develop communities and infrastrucutre closer to USA Parkway. Why penalize existing home owners in the highlands development with increased noise and traffic. If Red Hawk development goes through, how will 700+ new homes and increased traffic be taken into consideration? If expanding Pyramid Hwy wasn't possible due to funding issues; how/where will funds for this project come from? Exactly who will benefit from this project? Have developers with USA Parkway businesses "foot the bill" and develop residential communities closer to USA complexes. What % of Spanish Springs residents now commute to USA parkway? *Please send me copies of all charts/diagrams to date.* Why nto a "tunnel" funded by Tesla et al? Or by Elon Musk? Why not a light rail system?

OPEN HOUSE COMMENTS (WRITTEN)

Fred	Tholke		Response to RTC Northeast Connector Community Survey All to often roads tend to be built in the center of available rights-of-way, then, when the traffic exceeds the road capacity, the road often has to be widened, and reconstructed on both sides interfering with traffic. Considering the proposed Spanish Springs route is though mostly unused terrain Rights-of Way should be established wide enough to construct the proposed two lane road on just one side of the rights-of-way leaving room to facilitate a future side by side roadway expansion simplifying construction and reducing interference with traffic. Additionally, as part of the initial design, there should be significant car pool parking provided at the north, Spanish Springs, end of the route and commuter Bus service should be implemented corresponding with the very first opening of the roadway. Readily available car pool parking and a convenient bus loading area at the proposed north terminus of the new roadway will stimulate bus use and reduce single use vehicle traffic and reduce corresponding pollutants. Using the RTC draft study data it suggests there could be at least 25 miles of round trip – times- approx 4,478 daily trips(?) which equals 113,118 miles traveled daily, reducing daily trips by only 100 trips through use of bus service reduces daily miles traveled by at least 2526 miles. Question; How many customer miles and daily customers are needed to support bus service? Given the undulating terrain involved careful thought should be given to providing openings under (cut and fill locations to allow for wildlife under crossings to help reduce wildlife and vehicle conflict. NV Energy should be included as a rights of way partner as this general route enables alternative 25KV power and communications circuits from the Tracy Power Station area into the Spanish Springs Valley as well as enabling power and communications availability along the Route. At the onset any design should incorporate initial design characteristics that help to simplify future improvements. We should be preparing now for uses well beyond the initial roadway use projection. Even light rail should be considered.

SURVEY RESPONSES/COMMENTS

Name:	Email:	How frequently do you travel on the I-80 East corridor between Sparks and Fernley?	What zip code do you live in?	Do you believe congestion and incident-related delays on I-80 East between Sparks and Fernley are a critical issue for our region?	Do you have any concerns regarding the information explored in the Feasibility and Alignment Study?	What are your biggest concerns? [Cost and funding]	What are your biggest concerns? [Environmental and wildlife]	What are your biggest concerns? [Increased traffic in Sparks and Spanish Springs]	What are your biggest concerns? [Noise impacts on neighborhoods]	What are your biggest concerns? [Cultural resources]	At this stage in the development of the Northeast Connector, what action should the RTC take?	If you have any additional comments that would help clarify or expand on your responses, please share them below.
		Occassionaly	89436	Not an issue	Yes	1	4	5	2	3	Take no action at this time	
Steve Grosz		Occassionaly	89436	It's a minor issue	Yes	2	5	3	1	4	Take no action at this time	Need to determine impact of increasing I80 capacity by 50% before moving on NEC. Spending $400M on other Spanish springs traffic issues would have a bigger impact on more taxpayer voting citizens than the NEC. The structure and framing of the survey raise concerns about neutrality and objectivity, echoing issues identified in the draft feasibility study.
Chuck Leber		Daily	89436	Yes, it's critical	No						Build it as soon as possible	If you're going to all the trouble of constructing a bypass to TRIC, 2-lane blacktop seems to be a minimal choice. Why not 2 lanes in each direction? Any disruption on 2-lane blacktop will be as bad if not worse than a disruption on I-80. Cheat on the shoulders if you have to -- but make it 2 lanes in each direction. This roadway will inevitably breed development along this route. Think of the furure -- don't skimp now and you will have done some planning with actual foresight. Why get off in Chicago when you're going to New York??
Nick Wehbe		Daily	89511	Yes, it's critical	No						Build it as soon as possible	Additional east/west connection between Truckee Meadows and USA Parkway is needed long-term. This connector would be a good step in starting/fulfilling that. Large road shoulders and resources for enforcement of safe / lawful driving is needed as well.
Tina Lorenzetti		Daily	89434	Yes, it's critical	Yes		1				Explore other transportation solutions to address th	
Stephanie Hillyer		Never	89441	It's a minor issue	Yes	4	2	5	3	1	Explore other transportation solutions to address th	I would like to see the actual amount of people from the Spanish springs area actually commute out to the area in comparison to the whole. 1-80 is the problem. People are coming from south Reno, northwest Reno, north valleys, Sparks and Spanish Springs and converging onto I 80 most of those other commuters are not gonna go out to Spanish Springs and then to a connector. Also many of the commuters today are trades, once the build out is complete they will not be part of the equation.
Vic Redding		Occassionaly	89436	Yes, it's critical	Yes	4	3	1	2	5	Build it as soon as possible	take the optional La Posada connector shown in figure 17 off the table - its costly and controversial and doesn't have a cost benefit. don't sacrifice the possible for the perfect; this project is already 10 years overdue.
Kelly Burgett		Rarely	89436	Unsure/Need more information	Yes	3	4	1	2	5	Explore other transportation solutions to address th	
Gary		Occassionaly	89436	Yes, it's critical	No						Build it as soon as possible	The traffic on I-80 in both directions from Sparks to USA Parkway is too congested. Departure or return schedules from the Sparks area need to be taken into consideration when traveling. Speed limits are rarely enforced from what I've seen. 15-20 mph over the speed limit seem to be the norm resulting in more crashes. When leaving Spanish Springs for travel on I-80 Eastbound, considering my travel by way of Pyramid Lake is always on the table. None of this should be a surprise.
Rob Phillips		Rarely	89436	It's a minor issue	Yes	3	5	1	2	4	Take no action at this time	
		Occassionaly	89441	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
David Kaminski		Rarely	89436	It's a minor issue	Yes	3	2	5	4	1	Explore other transportation solutions to address th	The people who most benefit from the proposed connector roads are not the people who are affected by them. The RTC should recognize this and look for other solutions.
Debra Morrow		Occassionaly	89441	Yes, it's critical	Yes	3	2	1	4	5	Explore other transportation solutions to address th	Rail system needs to be considered
Cory Miller		Occassionaly	89511	Yes, it's critical	No						Build it as soon as possible	
michelle		Several times per week	89408	Yes, it's critical	No						Build it as soon as possible	
Anne Rogers		Rarely	89436	Yes, it's critical	Yes	5	3	1	2	4	Continue evaluating connection options to Sparks/S	I am concerned about the current road infrastructure in Sparks and Spanish Springs to handle increased traffic from the connector. In particular Vista, Sparks Blvd and Pyramid Hwy, and the neighboring streets traffic will have to use to get to and from the connector.
Jeff Bell		Several times per week	89511	Yes, it's critical	Yes	5					Build it as soon as possible	No toll road. This project should be funded in part by the people responsible for the rapid growth of the RTIC, L. Lance Gilman and a small tax on those Businesses out there who need people living in the Reno/Sparks area to commute to work. Again, no toll road.
Chuck Fox		Several times per week	89503	Yes, it's critical	No						Explore other transportation solutions to address th	Rail is the quick answer.....it's already in place, just need to work out details with UPRR. Whatever option you come up with, those companies that created this mess, allowed to build their businesses, without consequence for the lack of infrastructure to handle the amount of employees needing to drive to said company, need to pay for any improvements.
T. Coffindaffer		Occassionaly	89436	Yes, it's critical	No						Build it as soon as possible	
Erin Cox		Daily	89429	Yes, it's critical	No						Explore other transportation solutions to address th	I think there could be alternate and cheaper solutions. There are train tracks that run all the way to TRIC. What about commuter trains? The largest businesses that have the most people contributing to the congestion could stagger their start/tat out times. Half of the employees could start an hour earlier or later, and be out an hour earlier or later. This would help to stagger the traffic. I also think that widening I-80, and adding a truck lane between Sparks and TRIC would help to alleviate the problem.
Damon Smit		Occassionaly	89502	It's a minor issue	Yes	1	2	5	4	3	Explore other transportation solutions to address th	Any and all funding should apply to expanding and improving the I-80 Truckee canyon corridor.
		Rarely	89441	It's a minor issue	Yes	2	4	1	3	5	Explore other transportation solutions to address th	If you put this connector in Spanish Springs/Sparks you will be adding to more congestion on Pyramid Hwy which has gotten really bad already.
Celia Kupersmith		Occassionaly	89509	Yes, it's critical	No						Build it as soon as possible	
Manon McManus		Rarely	89436	Yes, it's critical	Yes				5		Continue evaluating connection options to Sparks/S	I don't understand why you would route traffic up La Posada that has a steep grade to get around the top of Upper Highlands and all that would entail to build it when you have Wingfield Hills Rd that is four lanes, flat surface and ends at Vista. You also have school bus routes that drop the students off on LaPosada. Those students also cross LaPosada getting on and off the bus. Are you going to put traffic lights on LaPosada so the neighborhoods can get out of their neighborhood? Are you going to put sound walls up for the LaPosada route? It affects a lot of neighborhoods in the LaPosada area. I'm also concerned about the quality of life, we can already hear cars, trucks and motorcycles coming up LaPosada, Hubble and Vista. The connector would totally surround The Highlands and Upper Highlands neighborhoods. Sound travels in the hills up here. I'm also concerned about air pollution and the value of my home going down. Are you going to build right up to people's property where the construction road was used during the development of Upper Highlands? Which takes me back to my original comment; why when you have Wingfield Hills Road at Pyramid with stop lights that is 4 lanes and ends at Vista would think LaPosada is a good route? 😳
Monica Myles		Occassionaly	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	As a resident of the neighborhood adjacent to La Posada, I am completely opposed to the current options being presented. The traffic in the area is already horrible and this project would completely change the way of life that we chose by moving to this area. You need to listen to and prioritize the opinions of the residents of this study area. There are other options that should be explored.
Alexander Parks		Occassionaly	89512	Yes, it's critical	No						Build it as soon as possible	
Alexander Parks		Occassionaly	89512	Yes, it's critical	No						Build it as soon as possible	
Darren Jackson		Several times per week	89441	Yes, it's critical	Yes	3	4	1	2	5	Build it as soon as possible	You need to fix the routes that connect Spanish springs to the rest of Reno and Sparks also. The traffic is already horrible. No more building until the traffic is addressed!!!!
Christine Tolentino		Occassionaly	89441	Yes, it's critical	No						Explore other transportation solutions to address th	Why not some kind of commuter train or light rail like they have in the bay area.
Mark Rosenberg		Occassionaly	89434	Yes, it's critical	No						Build it as soon as possible	
Juliana Diaz		Daily	89502		Yes	1	5	3	2	4	Explore other transportation solutions to address th	please think about opting for a commuter train, this makes more sense for less traffic plus way less fatal car accidents. people's lives matter, making them work almost 16 hours a day just to get to work on time is insane. people matter ! protect our people!!
Juliana Diaz		Daily	89502		Yes	1	5	3	2	4	Explore other transportation solutions to address th	please think about opting for a commuter train, this makes more sense for less traffic plus way less fatal car accidents. people's lives matter, making them work almost 16 hours a day just to get to work on time is insane. people matter ! protect our people!!
Spencer Schultz		Occassionaly	89436	Yes, it's critical	Yes	3	1	5	4	2	Build it as soon as possible	
Catherine Doherty		Occassionaly	89436	It's a minor issue	Yes	4	3	2	1	5	Explore other transportation solutions to address th	Vista Blvd from Wingfield to Hubble has not been paved in years. So what is going to happen with even more traffic. Also my husband worked in Fernley for years and had to take the back way via Pyramid hwy. Why can't Pyramid Hwy be utilized . widened and have traffic connect to USA pkwy. The northeast connector would go directly behind our home impacting our health and my grandchildren's health. A major roadway behind our home (within feet)would drastically decrease/impact generational wealth for my family
Fred W Cornelius		Daily	89408	Yes, it's critical	No						Build it as soon as possible	enforce the massive speeding issue on I-80 80+ usually!
Mark Ronchetti		Occassionaly	89436	It's a minor issue	Yes	3	5	1	2	4	Explore other transportation solutions to address th	
		Occassionaly	89431	Yes, it's critical	No						Build it as soon as possible	Maybe a limited use toll road/expressway could be built. The road could have 2 points of entry, Los Altos and 80E, and go directly to USA Parkway. It could be limited to cars and shuttle vans only, no semi trucks, towing, oversize vehicles, RVs, etc. Toll profits could fund maintenance and plowing. It could be 3-4 lanes with a wide shoulder, with maybe an HOV lane devoted to shuttles.
Kim		Rarely	89436	Yes, it's critical	No						Build it as soon as possible	
Lisa Core		Rarely	89436	Yes, it's critical	Yes	4	3	1	2	5	Explore other transportation solutions to address th	My main concern is that La posada is a terrible solution. It's far enough away I don't think it will solve much. Golden Eagle seems like a great idea since it's more southern and a newer development. I'm just very worried about more congestion through vista as it's already terrible for traffic. Thanks!
Michael Coates		Daily	89434	Yes, it's critical	No						Build it as soon as possible	The Northeast Connector will be a great option for travel to and from the TRIC, and it will supplement the 80 widening project well.
Susan		Occassionaly	89441	Yes, it's critical	Yes	5	1	2	3	4	Build it as soon as possible	
Matt Raudelhuber		Occassionaly	89521	Yes, it's critical	No						Build it as soon as possible	An alternative route between Reno/Sparks and 439 is critical for the economic development and safety of our area. First responders need another route in emergency situations if I-80 is stopped for accidents, and businesses need another alternative route for employees to use for their commute if we want companies to grow and continue to move here
		Daily	89431	Yes, it's critical	No						Build it as soon as possible	
Ryan		Several times per week	89506	Yes, it's critical	Yes	5	2	1	3	4	Continue evaluating connection options to Sparks/S	I believe a 2 lane connection is not enough capacity to mitigate traffic congestion or worth the amount of investment to build the connection. I believe it would need at least a 4 lane connection, 2 lanes for each direction, would be enough capacity initially to be worth the investment and mitigate the traffic for the region.
Trevor Sollberger		Rarely	89436	Yes, it's critical	Yes	3	4	2	1	5	Explore other transportation solutions to address th	As a homeowner in the Golden Eagle Sports Complex area, I am writing to express my strong opposition to the proposed highway alignment due to its proximity to our residential community. We specifically chose this location and invested in our home because of its reclusiveness and its distance from the significant noise and congestion of the Pyramid Highway; placing a new high-capacity corridor here would fundamentally destroy the quiet character of the neighborhood we intentionally sought out. Beyond the personal impact on our quality of life and property values, a highway in this location introduces serious concerns regarding air quality for the families and athletes using the nearby sports complex, as well as the disruption of local wildlife and the high-desert aesthetic. While I recognize the regional necessity of reducing traffic on I-80, I urge the planning commission to prioritize alternative solutions that do not shift the burden onto established residential zones. Furthermore, I believe the financial responsibility for this multi-million dollar infrastructure project should not fall upon the local taxpayers, as we were not the ones who decided to place a massive industrial center in such a remote, inaccessible location. The private companies that chose to preside out there and profit from that distance should be held responsible for the infrastructure costs required to support their operations, rather than expecting residents to sacrifice both their tax dollars and their peace of mind. I would like to see a more thorough exploration of expanding the existing I-80 footprint through smart technology and lane management, the implementation of commuter rail or transit options to the Tahoe-Reno Industrial Center,
Lindsay Bradley		Occassionaly	89436	Yes, it's critical	Yes	4	3	2	1	5	Explore other transportation solutions to address th	Sparks is not taking care of Vista roads as it is. Adding 10k cars per day will not help. How will any new roads be maintained? Storey county created this problem, why don't they come up with better ways to fix it like more frontage roads/access off I80. RTC and the city has had 20 years to address TRIC growth and traffic and now our neighborhood has to be ruined because they failed to do so? No thanks! It is not safe to put a road 25 feet away from people's backyards (La posada route) not to mention the cut thru traffic that will happen to Make our neighborhood streets a racetrack. This is not a solution!
Richard Anderson		Daily	89436	Yes, it's critical	No						Build it as soon as possible	Also need to address the congestion at on ramps/off ramps, widening the Vista off ramp adding a true right turn lane and insuring traffic lights allow for proper flow on and off. Something needs done about drivers on I-80 using Sparks/Vista off ramps to cut ahead of traffic by immediately reentering after exiting
Colin Roberts		Occassionaly	89436	Yes, it's critical	No						Explore other transportation solutions to address th	Bullet train or high speed rail. Cars are not a modern solution.
Maria Hernandez		Daily	89436	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
Kelli Weishaupt		Daily	89408	Yes, it's critical	Yes	1	5	2	3	4	Build it as soon as possible	People are losing their lives on this freeway! Something must be done...

SURVEY RESPONSES/COMMENTS

Sara Stowers	Occassionaly	89503	Yes, it's critical	Yes	5	2	1	4	3	Explore other transportation solutions to address th	I think RTC needs to seriously consider transit alternatives to move people. If we only build more highways, in 5 years it will be just as congested and will need to either widen the roads, or build even more. I think alternative solutions could decrease impact on the land, pollution, car accidents, noise, and make commuting so much easier. It can also lend to new hubs for retail, restaurants, grocery shopping and increase peoples value on these community centers. Widening the roads every 5-10 years also just creates so much more traffic for such a long time. The highway going into the north valley's has been insanely congested for years now. Build public transit trains one time and stop the continuous congestion.
Kim Fenner	Occassionaly	89441	Yes, it's critical	No						Build it as soon as possible	I believe the Vista alternative can better handle the increased traffic. Pyramid Hwy, both north and south La Posada, is already overwhelmed with traffic from the multiple new apartments on Pyramid Hwy between Wingfield and La Posada, and from the surge of houses off Pyramid Hwy north of Winco.
Starr Bridge	Occassionaly	89408	Yes, it's critical	No						Build it as soon as possible	Build the new road asap
Jeff Schwagerl	Several times per week	89441	Yes, it's critical	No						Build it as soon as possible	In just the last 18 months the congestion on Pyramid Highway and I-80 have become increasingly un-bearable. USA Parkway is continuing to expand and Sparks/Washoe are allowing more and more homes to be built in the Pyramid Highway region without proper roadways and infrastructure. This northeast connector will more than likely reduce 50% of the traffic congestion on Pyramid Highway and I-80.
Matt Brennan	Daily	89521	Yes, it's critical	Yes	1	3	2	4	5	Build it as soon as possible	Hurry
Matt Henderson	Daily	89503	Yes, it's critical	Yes	5	4	2	1	3	Build it as soon as possible	I read the full report and I think that due diligence has been well delivered. Detail was taken to environmental, cultural, and congestion concerns thoroughly. My only concern at this time is the lack of input on two key areas: Parking for Rideshare and RTC bus plans for the new route. While a new road is much needed and will create a huge benefit, I believe that bus access will be one of the best additional reliefs to the traffic out of the area. On estimate, roughly 6.5% of the Reno/Sparks population works on USA parkway. If even 1 in 10 of those people are able to park their vehicles and ride public transport to their jobsite, that's potentially 2,000 cars that are not further clogging either corridor. If steps are taken to even build one large parking lot as part of this project, with RTC able to provide an access route throughout the day, then there could be a substantial reduction even beyond the new corridor proposed. Even without RTC, having a park-and-ride which allows workers to carpool more readily could be significant. I was born and raised in Reno, and have watched the population explode without much thought put to high-capacity infrastructure like bus routes, and while a new road here is a huge improvement, I fear it will not be the permanent solution we all hope for.
Ryan Callahan	Daily	89436	Yes, it's critical	No						Build it as soon as possible	The daily congestion on I-80 between USA and Vista is a danger to all who must drive that road. Accidents are frequent, road rage is constant. Another route must be opened between TRIC and Reno/Sparks.
	Never	89434	Yes, it's critical	No						Build it as soon as possible	
Juan Gonzalez	Occassionaly	89434	Yes, it's critical	Yes	3	4	1		2	Explore other transportation solutions to address th	Build a rail system to and from instead of expanding roadways
Elena	Occassionaly	89431	It's a minor issue	Yes	5	1	2	4	3	Explore other transportation solutions to address th	I absolutely understand that traffic concerns for the commute east on i80 need to be addressed, but adding a whole new highway through areas of valuable habitat, areas people currently love for accessible recreation, is a very short-sighted answer. We need more consistent and efficient public transportation, especially since the goal of this proposed highway is to bring people to one specific area. This seems like a perfect situation to add a public transportation option. For example, several park-and-ride pick up spots throughout Sparks/Spanish Springs with free express bus lines running frequently during rush hour(s) and a bus-only lane out to the industrial center would work great. It would solve all the concerns listed before, prevent future traffic issues by removing the need for individual cars all going to the same place, would save commuters hundred or thousands in annual fuel costs, and would save the city millions.
Ian Griswold-Shute	Occassionaly	89431	Yes, it's critical	No						Build it as soon as possible	This should be constructed before I-80 widening creates a similar traffic situation as the 395 north construction.
Abby	Occassionaly	89436	Yes, it's critical	No						Explore other transportation solutions to address th	I would like to hear more information about the option to use a train using the tracks already going from Reno to USA Parkway. Also, please pass these costs onto the companies out there who are causing these issues. They need to take accountability for how much they are taking from our community without paying their share. The corporations should also work together with RTC and government officials to discuss optimal start and end times of employees to allow for smoother transition times.
Jocelyn Lantrip	Daily	89523	Yes, it's critical	No						Build it as soon as possible	I believe that the connector could help the issue but with the tremendous growth, I don't believe it will be enough. There is so much more construction currently, I am increasingly worried about this commute being sustainable. I have been doing this commute for more than 16 years and it is the last year that has become unbearable. Wishing there was a rail option for this issue.
	Several times per week	89436	Yes, it's critical	Yes	5	1	2	3	4	Explore other transportation solutions to address th	The wildlife that live in this area is abundant. The antelope hurds would be completely displaced and there will be many accidents along the road if built. This is their migration pathway. If you spend anytime out in this are you will see how they live through the area on a daily basis.
Trevor Nelson	Occassionaly	89436	Yes, it's critical	No						Build it as soon as possible	
Keion Middlebrooks	Daily	89502	Yes, it's critical	Yes			4			Build it as soon as possible	
Matthew Elems	Occassionaly	89506	Yes, it's critical	Yes	1	5	2	3	4	Continue evaluating connection options to Sparks/S	Additional mass transit capable of handling the daily commute is a must. This does not mean a bus. This means light rail or other high capacity transit. This project is already a decade past being needed, and a future friendly view is required for it to be worth breaking ground at all.
Kyle Johnson	Daily	89436	It's a minor issue	No						Build it as soon as possible	An additional road connecting to Spanish Springs area would help relieve congestion. Seems like a clear solution.
Amber Minga	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
	Daily	89521	Yes, it's critical	Yes	5	4	2	1	3	Explore other transportation solutions to address th	Train. We need mass transit that serves the community, not more routes that will be equally congested in a few years and contribute to further pollution in the fastest warming area of the United States. The Tesla Semi factory is going to be dumping trucks on I80 and nobody needs to compete with that traffic - we need a light rail train option (not a Boring Co tunnel either !)
Stephanie Yosick	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
Aprill M	Daily	89509	Yes, it's critical	No						Build it as soon as possible	
Dylaia Cortes	Several times per week	89408	Yes, it's critical	No						Build it as soon as possible	
Austin	Several times per week	89523	Yes, it's critical	No						Build it as soon as possible	
Mark A	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
Quincy Roullier	Several times per week	89512	Yes, it's critical	No						Build it as soon as possible	For the love of all that's holy, please
Michael	Daily	89434	Yes, it's critical	No						Build it as soon as possible	Train transportation would be helpful
	Daily	89503	Yes, it's critical	No						Build it as soon as possible	
Ryan	Several times per week	89431	Yes, it's critical		5	3	1	2	4	Build it as soon as possible	
Davin Montesano	Daily	89433	Yes, it's critical	No						Build it as soon as possible	
Lauren Wilson	Never	89436	Unsure/Need more information	Yes	1	4	3	2	5	Explore other transportation solutions to address th	
Nicole Corey	Daily	89408	Yes, it's critical	No						Build it as soon as possible	For the love of god, get it done
Janet Lerma	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	
Holly Sam	Several times per week	89436	Yes, it's critical	Yes	2	4	5	1	3	Explore other transportation solutions to address th	Let's get a metro train along the I-80 that makes stops at the warehouses and between Reno/Sparks and Fernley
Xavier Whisenant	Several times per week	89501	Yes, it's critical	No						Build it as soon as possible	I think in the long run creating a consistent backup route or additional lane to the I80 would help relieve long-term congestion and traffic as the industry of the area grows. Even if there's short term increases due to the traffic in the moment the benefits are worth it.
Michael Mayland	Never	89436	It's a minor issue	Yes	3	4	2	1	5	Explore other transportation solutions to address th	I don't believe the majority of the local population will benefit from a connector to TRIC. The focus should be on improving existing roadways.
David Quiroz	Several times per week	89436	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	Building as soon as feasible, is more appropriate here than as soon as possible. Although many would say this should have already been under construction, it's a very complex project to complete with minimal impact to environment and land owners, keeping costs down and providing a safe route to commuters. Thank you.
Cody sutnyk	Daily	89503	Yes, it's critical	Yes				4		Build it as soon as possible	The traffic is horrible it stresses me out
		89429	Yes, it's critical	No						Build it as soon as possible	While we all wait for a new or improved route. How about asking companies to have alternate shift changes. Later start times to relive some of the congestion.
Connor Stueber	Daily	89408	Yes, it's critical	Yes	1	5	4	2	3	Build it as soon as possible	Explore secondary options like trains or unitsky string transport
	Occassionaly	89436	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
	Daily	89501	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
andy Gonzalez	Several times per week	89503	Yes, it's critical	No						Build it as soon as possible	
	Several times per week	89506	Yes, it's critical	No						Build it as soon as possible	
Brianna Mick	Several times per week	89509	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
Fernie Castillo	Daily	89413	Yes, it's critical	No						Build it as soon as possible	It is dire for a quick resolution to improve the traffic.
	Occassionaly	89436	Yes, it's critical	Yes	3	4	1	2	5	Build it as soon as possible	Build it asap. But have the connector connect to multiple parts of the Vista blvd to other roads. Such as the connection to Vista blvd behind golden eagle with additional ways to enter and exit the connector north and south of this main connection on vista and prater and at La posada.
Cloudy Flynn	Daily	89431	Yes, it's critical	Yes	1	5	4	3	2	Continue evaluating connection options to Sparks/S	
Manuel	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Create an alternate route to Spanish springs
Kevin Rodriguez	Daily	89502	Yes, it's critical	Yes	1	2	3			Build it as soon as possible	
Jacob Lesinski	Several times per week	89436	Yes, it's critical	Yes						Explore other transportation solutions to address th	Why spend millions making road in desert when we can solve all the problems by CLOSING WALTHAM on ramp to 80 west and make everyone take the traffic controlled highway exit off of USA pkwy. Do it for America! Close Waltham ! God bless closing Waltham eat ! I pray everyday for this. Do it for humanity!
	Occassionaly	89521	Yes, it's critical	No						Build it as soon as possible	
Mirchell	Daily	89436	Yes, it's critical	Yes						Build it as soon as possible	
Max	Several times per week	89502	Yes, it's critical	No						Build it as soon as possible	The area will significantly reduce traffic for the area in mornings and evenings. The mountains in the region will make the project difficult.
Melissa Flanagan	Daily	89511	Yes, it's critical	No						Build it as soon as possible	I 80 needs a twin or frontage road to remote traffic around road closures.
nicholas	Several times per week	89408	Yes, it's critical	Yes	3	5	1	4	2	Build it as soon as possible	Storey County should fund this project. PEOPLE ARE DYING!!! The road rage is insane. People are literally dying in ambulances trying to reach Reno area hospitals! You all should be held accountable (especially Storey County!).
No	Daily	88509	Yes, it's critical		3	1		4	2	Build it as soon as possible	
Theresa Straight	Daily	89441	Yes, it's critical	No						Build it as soon as possible	Traffic is a mess. We need solutions ASAP
Aimee Asamura	Several times per week	89502	Yes, it's critical	No						Build it as soon as possible	Congestion causes 2 hours for a 16 mile commute. Storey County should also pause construction or business expansion until we can alleviate congestion. The stoplights did not help, in fact it made it worse for those who commute from Waltham to Carson, Yerington, Dayton, etc. I find myself sitting on Waltham to head to the daycare center down the road, for 20+ minutes. Tesla is not and has not been the problem. We don't have the infrastructure to support TRIC's constant construction. I've missed appointments, time with my family, events, etc. all because of this. I have tried the whole "leave earlier" method, it's worse. Anyone commuting this route from 4:30am-6:30am will be hit with a surge of congestion. Sometimes taking me 25+ minutes to get from Veterans turn onto Vista to get on the ramp. I think paving the trails that already exist behind South Reno/Hidden Valley mountains to at least connect to Waltham could help alleviate traffic. If we are not considering subways, thon we should at least consider elevated metro transit. It's 3x more cost efficient than building a subway. And may alleviate pressure from sources advocating for land rights/conservation.
Jadacie Widmeyer	Several times per week	89436	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	N/A
John Widmeyer	Several times per week	89436	Unsure/Need more information	No						Continue evaluating connection options to Sparks/S	Accidents near USA Parkway affect the whole region, I'm not educated enough on the issue to suggest resolutions, but it does seem severe and expansion doesn't seem to be slowing.
Kolby	Daily	89503	Yes, it's critical	No						Explore other transportation solutions to address th	Train!
Breanne Pate	Daily	89506	Yes, it's critical	No						Build it as soon as possible	The commute to TRIC from Reno is an absolute nightmare. Unsafe traveling conditions with horrible commute times no matter how early I start the day
	Never	89431	Not an issue	No						Take no action at this time	
Robert zino	Several times per week	89434	Yes, it's critical	No						Build it as soon as possible	
Christian	Daily	89436	Yes, it's critical	Yes	3	4	1	2	5	Build it as soon as possible	
Christopher Hoskin-Rivera	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
Jesus Montes	Daily	89509	Yes, it's critical	No						Build it as soon as possible	The situation is only going to get worse. The parkway area is expanding rapidly. It's critical for Reno and Sparks
Travis Lacevara	Daily	89436	Yes, it's critical	No						Build it as soon as possible	The concerns would be added traffic to vista blvd, sparks blvd, and pyramid hwy
Makayla Adam's	Daily	89433	Yes, it's critical	No						Build it as soon as possible	
Moses Ziegler	Several times per week	89408	Yes, it's critical	No						Build it as soon as possible	
Trace	Several times per week	89436	Yes, it's critical	Yes	5	2	1	4	3	Build it as soon as possible	
Christian Villegas	Several times per week	89509	Yes, it's critical	No						Build it as soon as possible	Build a train

SURVEY RESPONSES/COMMENTS

Jeferson Gonzalez	Daily	89502	Yes, it's critical	No							Build it as soon as possible	
Kevin Lamoureux	Several times per week	89521	Yes, it's critical	No							Build it as soon as possible	
Cory Podnar	Occassionaly	89441	Yes, it's critical	Yes	4	3	1	2	5		Continue evaluating connection options to Sparks/I	La Posada connection would greatly improve Pyramid Highway congestion.
Fiona	Several times per week	89434	Yes, it's critical	Yes			1				Build it as soon as possible	
Noah Sollers	Daily	89521	Yes, it's critical	No							Build it as soon as possible	Adding a rail system would be very logical
Christian Sabin	Daily	89431	Yes, it's critical	No							Build it as soon as possible	
Yvette Aguilar	Several times per week	89506	Yes, it's critical	No							Build it as soon as possible	
Brenda Tobey	Several times per week	89506	Yes, it's critical	No							Build it as soon as possible	
Danielli Rhoda	Never	89523	Unsure/Need more information	Yes	3	4	2	1	5			I'm moving to Spanish Springs, and I'm concerned about the increased traffic that would come to La Posada. How much traffic does La Posada have now compared to how much it will increase by (over the next 20 years) if the connector is built there? How will RTC address traffic noise in an otherwise quiet neighborhood? What about pedestrian and bicycle traffic? What will you do to ensure safety?
Angie Vanegas	Daily	89502	Yes, it's critical	No							Build it as soon as possible	
Kristoffer Salcedo	Several times per week	89503	Yes, it's critical	No							Build it as soon as possible	
Emily Hoelzer	Several times per week	89509	Yes, it's critical		1	5	4	2	3		Explore other transportation solutions to address th	You should propose solutions with cost and time comparisons and a short pros/cons description. I personally think a commuter rail system would have award winning levels of efficiency and service to our region, but would be interested in seeing the statistics.
Thomas Bagan	Occassionaly	89436	Yes, it's critical	Yes	4	3	1	2	5		Build it as soon as possible	Please include traffic-calming features on Desert Vista Drive in response to cut-through traffic. Also include measures to ease traffic flow on Vista Blvd.
Ashley Heldibridle	Daily	89503	Yes, it's critical	No							Build it as soon as possible	
Angel	Several times per week	89434	Yes, it's critical	No							Build it as soon as possible	
Patricia Lopez	Several times per week	89434	Yes, it's critical	No							Build it as soon as possible	
owen	Daily	89506	Yes, it's critical	Yes			5				Build it as soon as possible	
Christian Praszkowicz		89511	Yes, it's critical	No							Build it as soon as possible	
Monte Meredith	Several times per week	89511	Yes, it's critical	No							Continue evaluating connection options to Sparks/I	
Chikako Kugai	Daily	89521	Yes, it's critical	Yes							Build it as soon as possible	as you expand highways from Sparks to RTC, there are more entries and entry lanes are needed. Also, consider implementing car-pool lanes to promote ride shares.
Michael Watson	Daily	89431	Yes, it's critical	No							Build it as soon as possible	
Rick Natzel	Several times per week	89508	Yes, it's critical	No							Explore other transportation solutions to address th	I work at the Giga Factory M-F on 8 hour shifts. On the average I drive 15-16 hours in week. Ride share is not an option because of my work schedule. Any options or solutions would help
Dennis	Daily	89502	Yes, it's critical	No							Build it as soon as possible	All of this should have been considered well before this point. This issues is already impacting thousands of people daily and causing thousands and thousands of dollars loss to employees. As businesses were being permitted and built there should have been SOMEONE thinking about the poor structure in place including the terrible on and offramps leaving reno and out to USA parkway. And whoever decided to run the freeway between the nugget buildings was an idiot, period. Also, there needs to be better patrolling not just focused on speeders but also on people that cause the congestion by impeding traffic particularly those that sandbag the left lane leading to road rage and increased inclination to speed when able. Somi's need to be patrolled and their behaviors enforced as well. A lot can be done leading up to new construction that can offer relief. Decreasing the speed limit to 65 was not helpful either.
Vickie Jarman	Daily	89436	Yes, it's critical	No							Build it as soon as possible	
Corey Patterson	Daily	89436	Yes, it's critical	No							Build it as soon as possible	
Mat Cooper	Daily	89436	Yes, it's critical	Yes	4	3	5	2	1		Build it as soon as possible	Its an absolute joke trying to get to work and get home every day!
Nathan Goff	Several times per week	89436	Yes, it's critical	Yes	2	4	5	1	3		Build it as soon as possible	Consider how much of this highway is used, how many accidents happen, how long it takes for accidents to be cleared, weather conditions, and how important it is to have these roads available for both personal and commercial traffic.
Brandon Morales	Several times per week	89436	Yes, it's critical	Yes	1	2	3	4	5		Build it as soon as possible	Please let the connector be two-three lanes each in each direction, so the connector being a total of four-six lanes like Veterans Parkway, which is six lanes, three going each direction.
David Young	Daily	89502	Yes, it's critical	Yes	3	4	1	2	5		Build it as soon as possible	We need to create a TRIC Traffic Committee and have the Largest Employers in the TRIC working together to stagger shift changes to smooth out traffic during peak commute. Create more shuttle services, etc.
	Daily	89434	Yes, it's critical	No							Build it as soon as possible	
James Mosby	Daily	89521	Yes, it's critical	Yes	4	1	5	3	2		Build it as soon as possible	
Chelsea Sladek	Daily	89436	Yes, it's critical	No							Continue evaluating connection options to Sparks/I	I believe a comprehensive approach is needed, and all potential transportation solutions should be considered. This could include light rail, a commuter train, additional side roads running parallel to the I-80 corridor between Vista and USA Parkway, and two to three connector routes into Spanish Springs. Creating alternative routes would help distribute traffic across the region, relieve pressure on the highway, and improve overall safety and commuting reliability.
mike klein	Daily	89509	Yes, it's critical	Yes	3	1	5	4	2		Build it as soon as possible	Over the last year, the commute to reno went from 30 minutes to 1-2 hours each way every day. The waltham way uphill short merge onramp causes a huge bottleneck. After this onramp/hill, the traffic gets better. I think the first priority should be fixing that bad onramp merge to immediately alleviate traffic backups. I believe TRIC has reached a critical mass where the road doesn't support the existing commute, let alone the vast and rapid expansion happening with employers at TRIC. I am concerned that building only a single lane in each direction for this connector is still not enough as large trucks or slow drivers cause additional backups/delays without a way to get around them. The traffic happens at specific rush hour times of day, so perhaps reversible lane direction lights could create 2 lanes in one direction, then 2 in the other with the traffic flow.
	Daily	89511	Yes, it's critical	No							Build it as soon as possible	The daily congestion, both in and out of Sparks on I-80 poses a massive safety and wellbeing risk to all commuters who travel during regular work commute hours. I have worked on USA Pkwy for the last 10 years and have seen my commute triple since early 2025. What used to take 26-30 minutes one direction can now easily exceed 1.5hrs. Everyday we have exhausted commuters traveling in some of the most congested areas of Northern Nevada. The number of accidents coupled with a lack of alternate routes and very slim police presence poses a huge risk and should sincerely highlight the need for a Northeast Connector
	Daily	89436	Yes, it's critical	No							Build it as soon as possible	
Moira Todd	Daily	89436	Yes, it's critical	No							Build it as soon as possible	Knowing 85% of trips from the Truckee Meadows originate north of I-80 wouldn't it make sense to have a 4 or 6 lane roadway built instead of a 2-lane roadway?
	Daily	89436	Yes, it's critical	No							Build it as soon as possible	
Dominic Allen	Daily	89506	Yes, it's critical	Yes	1	2	4	3	5		Build it as soon as possible	New road must be complete before i80 expansion begins
Daniel Villarreal	Daily	89441	Yes, it's critical	Yes	5				1		Build it as soon as possible	
Karen Songer	Several times per week	89503	Yes, it's critical	No							Build it as soon as possible	Appreciate this study being conducted. An alternative connector is essential to improving congestion and traveler safety and will be critical when the I80 widening project begins and a majority of traffic will need to be diverted off I80 for construction. I can't even imagine what the congestion would look like once I80 construction begins.
Connor Bush	Several times per week	89509	Yes, it's critical	Yes	2	1	4	5	3		Build it as soon as possible	
Kristine	Daily	89403	Yes, it's critical	No							Build it as soon as possible	
Emily Loftus	Daily	89503	Yes, it's critical	Yes	5	1	2	3	4		Continue evaluating connection options to Sparks/I	The primary factor impacting commute times from USA Parkway to Reno is the traffic on USA Parkway itself. Yes, I-80 is congested, and the many who use it daily do need an emergency access route plan, or an alternative route in the event of accidents. However, the biggest day-to-day issue is congestion on USA Parkway and obtaining access to I-80. From my perspective, it seems that USA Parkway traffic should be addressed first and foremost. If smoother access to I-80 were available, I believe congested traffic would flow at a much more reasonable rate. This project should move forward, but the burden to alleviate traffic should not fall on I-80 alone.
	Daily	89441	Yes, it's critical	No							Continue evaluating connection options to Sparks/I	Please study a way to possibly connect Pyramid to the 80 East Highway Project. I have noticed a lot more traffic coming from Pyramid Highway, and because Sparks Blvd is currently being widened, or worked on... it makes the traffic so much worse. Thank you.
	Several times per week	89509	Yes, it's critical	No							Build it as soon as possible	
Omar Ramirez	Several times per week	89503	Yes, it's critical	Yes	3	2	1	5	4		Explore other transportation solutions to address th	We need to build a robust transit system via buses and/rail to be most efficient. This will eliminate the amount of traffic by a large percentage. The transit system is something we can do now without huge upfront costs and long wait times.
Frank Patten	Rarely	89503	Yes, it's critical	No							Build it as soon as possible	It was difficult to access the feasibility study and this survey. We need an alternate to I-80 in SE Washoe County
Charles Dimichele	Daily	89503	Yes, it's critical	No							Build it as soon as possible	
	Daily	89431	Yes, it's critical	No							Build it as soon as possible	
Ed Stair	Occassionaly	89436	Unsure/Need more information	Yes	1	3	5	4	2		Explore other transportation solutions to address th	
Rob Michalowski	Occassionaly	89436	Yes, it's critical	Yes	1	3	5	4	2		Explore other transportation solutions to address th	The "Preferred routing will increase heavy truck traffic in residential neighborhoods, increasing safety, noise and pollution risks.
Kirk Keil	Occassionaly	89451	It's a minor issue	Yes	3	1	2	4	5		Explore other transportation solutions to address th	
Kenneth Meng	Daily	89502	Yes, it's critical	No							Build it as soon as possible	
Jonathon Giuffria	Occassionaly	89102	Not an issue	Yes	2	5	1	4	3		Explore other transportation solutions to address th	I live in Las Vegas, but will travel to Reno as needed for work. I'm actively trying to relocate to Reno due to its natural beauty and tighter feel. My wife, a physician, and I love it there. Las Vegas has grown sprawly and it's terrible. It's terrible to commute; it's terrible for air quality; it's terrible for conserving our natural resources. The days of my child running around neighborhood and doing kid things are gone here. We hope to get that in Reno. But not if Reno trends toward terrible city planning like Vegas. Additional sprawl and more highways has never been the key to a city's success - look at Dallas, Phoenix, LA, you name it. Are those places pleasant? Are those places easy to walk around? Can you easily get to good bike or hiking trails? No. You're stuck in traffic for hours, no matter how many roads you build. Don't follow this cheap, short-sighted route to just build more roads. Explore other alternatives. EVERY alternative. Cutting a highway through wilderness area should ALWAYS be the LAST resort.
	Occassionaly	89436	Yes, it's critical	Yes	3	4	1	2	5		Explore other transportation solutions to address th	
Matt Triplett	Daily	89434	Yes, it's critical	No							Build it as soon as possible	Expanding Waltham on ramp merge lane and vista off ramp for west bound traffic can have immediate impact in the short term.
James	Rarely	89436	It's a minor issue	Yes	2	3	4	1	5		Explore other transportation solutions to address th	Cancel the section from La Posada to Golden Eagle. Continue study on section from Golden Eagle to I80/USA Pkwy
Michael Cooper	Occassionaly	89503	Yes, it's critical	No							Build it as soon as possible	Also consider Mass transit options like light rail. But an alternate route to northeast Reno is critical.
Ryan	Daily	89434	Yes, it's critical	No							Build it as soon as possible	
Frank Jerant	Occassionaly	89436	It's a minor issue	Yes	3	4	2	1	5		Explore other transportation solutions to address th	The current proposals do not reduce overall traffic they just move it to different areas. Mass transit solutions that actually reduce traffic and pollution, such as busses and trains, should be considered. Even if the current proposals are implemented, in the future, as the population continues to increase, we will once again be faced with the same traffic problems.
Andrew Mancini	Several times per week		Unsure/Need more information	Yes	5	1	3	2	4		Explore other transportation solutions to address th	Don't build more roads that will become clogged by the time they are built out. Widening roads is an endless strategy that never works. The planning and engineering community knows this by now. Instead, invest the money for roads that would destroy the environment, cut through small neighborhoods, and not work....into public transit along the direct I-80 corridor. Don't ruin small neighborhoods.
Rachel Dunfee	Daily	89408	Yes, it's critical	Yes	5	4	1	2	3		Build it as soon as possible	
Rudy Adler	Several times per week	89521	Yes, it's critical	No							Build it as soon as possible	
Jocelyn	Several times per week	89502	Yes, it's critical	No							Build it as soon as possible	need another highway, or another away for people to get home for the people who live in Reno
Donald Cook III	Several times per week	89523	Yes, it's critical	No							Build it as soon as possible	Please build this ASAP. Months, not years.
Timothy Johnston	Occassionaly	89436	Yes, it's critical	Yes	5	4	1	2	3		Explore other transportation solutions to address th	
Stephanie	Daily	89436	Yes, it's critical	No							Build it as soon as possible	
Kobe saunders	Several times per week	89701	Yes, it's critical	No							Build it as soon as possible	
Marcus Horton	Daily	89408	Yes, it's critical	No							Build it as soon as possible	The roads are super congested between 3-7pm this is a major risk for if someone is needing to go to Reno/sparks for an emergency. The city hasn't done anything to upgrade the roads after approving so many companies to have their warehouse in this area. Our tax dollars aren't being used to make our life's easier. We shouldn't have to work 12 hours a day and then have to be stuck in traffic for an hour and half after work. Something needs to be done
Pavithrun	Daily	89436	Yes, it's critical	No							Build it as soon as possible	
	Several times per week	89436	Yes, it's critical	No							Build it as soon as possible	
Maralee Quanbeck	Rarely	89441	It's a minor issue	Yes	3	4	1	2	5		Explore other transportation solutions to address th	

SURVEY RESPONSES/COMMENTS

Samantha Cordrey	Daily	89436	Yes, it's critical	No						Build it as soon as possible	It can take me a hour and a half to get to work on most week days from Spanish springs. If there is a family emergency it would not be possible to get to Reno in a timely manner.
Brianda Ruelas	Several times per week	89512	Yes, it's critical	No						Explore other transportation solutions to address th	We already have a train that leads towards that area, I belive it would be easier to build on that then to completely make a new highway. Plus it is thousands of people who have to travel to their jobs at one specific hour twice a day mainly, and building another highway would ultimately laad to traffic on that one as well.
Patricia Bonta	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Many people in the area work out in that zone. It takes them most nights 2 hours to get home or take detours. This should have been put in before their were, so many people working out in that area. A parking lot can be created for production workers behind the ball fields and then people bussed into their perspective warehouses. Then only executives, operations, facilities and IT for each building about to drive out there. The parking lots at many warehouses do not have enough parking at them for the people to park out there anyway. It makes no sense to add another lane to the existing freeway creating more congestion. While people are dying on that road everyday. It needs to be expedited. Not drawn out for 20 years. There are accidents every day. My fiancee and stepdaughter work out there. My brother as a construction worker. I don't want here the the unthinkable that one of them die on there way to or from work.
Chris Gilbert	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	Any reasonable alternative route would be great since I'm sure widening project will take years, and at the rate of growth out at TRIC we are 10 years behind when this should've been started
Brooke	Occassionaly	89436	It's a minor issue	Yes	2	3	1	4	5	Explore other transportation solutions to address th	
Valencia Ray	Rarely	89436	It's a minor issue	Yes	4	2	1	3	5	Explore other transportation solutions to address th	To consider building a 4-6 lane highway up La Posada (where is the money for this anyway? We are in DEBT! We have INFRASTRUCTURE PROBLEMS!!) and then to cut across the mountain very closely behind large neighborhoods, like the Highlands and Foothills of Wingfield and than run over the community in Golden Eagle to connect to Home Run Drive, is RECKLESS, causes environmental and HEALTH ISSUES, and destroys our well-being both for humans and the animals/nature. Our infrastructure is falling apart, and all they talk about is, 'build, build, build'. Makes one wonder.... why? Where is the city planning on all this? It demonstrates poor leadership at both the mayoral and city council levels. Besides, there is a much easier, better, and already EXISTING route connecting Pyramid to Home Run Dr. So I also question the motivation behind wanting to run 18-wheelers up La Posada in the first place. Is there a clandestine plan for Data Centers up there? Trust is virtually non-existent at this point. Perhaps we need new leadership in Sparks.
Robert Gelu	Daily	89523	Yes, it's critical	No						Build it as soon as possible	Please build a highway with minimum 55 mph speed limits or higher prefered, to decrease accident risks. A 3-lane design with alternating climbing or passing lanes should be the minimum width considered. Ultimately this will end up being a 4 lane didded highway. Thank you very much for your efforts in solving this problem.
Richard Jones	Rarely	89436	It's a minor issue	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Other factors: 1. RedHawk possible sale of The Lakes GC to create additional homes in the Wingfield Springs community. 2. Pyramid Lazy 5 development by the Peppermill Casino. 3. Continuing D.R. Horton home building at Golden Eagle Park. 4. Expansion of I-80 by NV DOT east of Vista Blvd. 5. RTC Connector expansion. All affect HOAs in the Spanish Springs area that provides significant property taxes for the city of Sparks.
Nicholas Rodriguez	Daily	89521	Yes, it's critical	Yes	2	4	1	3		Build it as soon as possible	There should be 2 additional lanes per side of the 80
Neil Nichols	Rarely	89436	Not an issue	Yes	2	4	1	3	5	Explore other transportation solutions to address th	The NC project is poorly conceived and RTC should have planned something long ago. Don't make it worse by forcing a new road through the mountainous open space now. Figure out something else along I-80.
Mary Schebetta	Rarely	89436	Yes, it's critical	Yes			1			Explore other transportation solutions to address th	The proposed connector will have a devastating impact on our community and our quality of life. The traffic corridor will bring a high level of traffic right through our neighborhoods with the associated noise pollution, air pollution, traffic congestion, accidents and crime, as well as commuters cutting through our neighborhoods as this corridor becomes congested. This connector would also cause a negative environmental impact on the land and the wild life in our neighborhood.
	Rarely	89436	It's a minor issue	Yes	2	3	1	4	5	Explore other transportation solutions to address th	This will ruin our neighborhood and decrtoy our property values
Davis Minton	Daily	89506	Not an issue	Yes	5	1	3	2	4	Explore other transportation solutions to address th	— Study TRANSIT, why isn't this an option? Why is the default to build new roads through protected landscapes? — Have BUS (motorcoach) from downtown Reno parking lot / pick up spot to jobs. People are only going to a few destinations for work. Have shuttles (similar to BAY AREA) to take workers — ROADS take many yYRS to build. By the time it is built, you will need to add another lane, etc. You can never "catch up"
Darla Warner	Rarely	89436	Yes, it's critical	Yes	4	3	1	2	5	Explore other transportation solutions to address th	We chose the Highlands @ Cimarron over 20 years ago because of the quiet country like atmosphere. If the connector were built it would take away all the reasons we moved here. Not to mention it would de valuate our home losing all the equity we have built up. We are senior citizens and this is not fair. I believe it would also interfere with the wild life that is so prevalent in our area. I walk the open areas you talk of destroying where I enjoy a quiet and peaceful walk. The extra traffic from trucks and cars and such would tear up the roads even more than they already are. Please find some other way to make your connector and leave us alone so we can continue to enjoy our quiet life here.
Marisa	Rarely	89436	It's a minor issue	Yes	5	2	3	1	4	Explore other transportation solutions to address th	This connector disrupts the quiet neighborhood that we cherish. It will create more traffic, road rage, speeding through quiet streets, increased trash and crime due to easier accsss to well established neighborhoods. Stop overdevelopment! We don't support this & city leaders who are pushing this agenda.
Alex Lopez	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	
Christine N	Rarely	89436	It's a minor issue	Yes	2	4	1	3	5	Explore other transportation solutions to address th	Please explore other options, as this is not feasible for the community that will be impacted.
Andrea	Occassionaly	89502	Yes, it's critical	Yes	5	2	4	3	1	Continue evaluating connection options to Sparks/S	
Darrick Bissell	Never	89436	Not an issue	Yes	4	3	1	2	5	Take no action at this time	Don't build it! Us residents don't want it!!!
Jim Brake	Occassionaly	89436	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	The connector road next to Golden Eagle Regional Park appears to be the best route. the proposed road connection to La Posada may be controversial. Which way would the vehicles get to La Posada or Pyramid if a new connecting road to La Posada is not built?
Jacob Lundberg	Several times per week	89441	Yes, it's critical	Yes	5	3	1	2	4	Build it as soon as possible	The fact that we've allowed a major highway to get so congested that EMS cannot get to the scene of an accident in a timely fashion shows how epic our northern Nevada leadership has failed us. Not only should they be working on construction NOW but our local government should be working on getting these data centers and large facilities to pay their fare share into what impact they have caused. 4 hrs of commute to work for something that used to be 30 something minutes from my house is unacceptable to the point our family doesn't even want to live here anymore.
Angela Davies	Several times per week	. . . THE WORD "OCCASSIONALY" IS	Yes, it's critical	Yes	1	2	3	4		Explore other transportation solutions to address th	Time and time again, leaders have thought that the problem to address congestion is to continue building wider highways, or in some extreme cases such as this, entirely new roads. These roads desecrate valuable environmental landscapes that humans and wildlife benefit from - once a road is built that cuts through the desert (which Sen. Rosen proposed for a wildlife refuge!), it can never be torn down. That is in addition to the fact that the new road will not solve congestion, as this will lead to even more development in the Industrial Corridor area and more cars and heavy trucks driving through local neighborhoods, including mine, to speed to their destinations. Do not fool yourself by claiming there will be 'checks' or inspections preventing speeding or heavy vehicle usage, as this will not be the case. You are proposing building, in effect, a new highway through small neighborhoods and the beautiful landscape that has not yet been touched by the urban sprawl of Reno.
Bob Peterson	Occassionaly	89436	Yes, it's critical	Yes	2	3	5	4	1	Explore other transportation solutions to address th	Instead, rely on the lessons learned from MANY previous projects and decades, in Reno and beyond, that have shown widening lanes is a short-term issue. Instead, take even half of the, likely, MILLIONS of dollars that would be spent on this poorly-thought-out project and invest in public transportation to connect downtown Reno to the TRIC. Start with nice buses, perhaps only for workers (think tech buses in the SF Bay Area), operating at all hours the businesses are using. Make these buses frequent, fast, and more convenient than driving, and sure enough, the people will come. No one wants to drive or be stuck in traffic - and let's face it, they will be stuck in traffic for years with construction pacing and years beyond that, since a new road will only delay the eventual bottleneck. A bus is much cheaper and quicker. Please, please, think of the future and do not make the same mistake that so many others have done in the past. I respectfully request that public transportation options along the existing I-80 corridor be studied, genuinely, instead of simply pushing a road that no one wants - not to mention it won't even solve the problem! Thank you.
Sean Geffert	Daily	89436	Yes, it's critical	Yes	2	1	4	3		Build it as soon as possible	The La Posada entrance/exit should be on the top of the options available, Other entrances/exits in Sparks will simply bring Spanish Springs traffic into existing Sparks communities, which will be a nightmare for residents. The Sparks neighborhoods and streets cannot handle truck traffic and rush hour loads. At least, La Posada can be widened to 4 lanes, which will improve traffic flow in North Sparks and Spanish Springs. Lastly, this new road needs to be 4 lanes wide, not two lanes wide.
Rory	Occassionaly	89509	Yes, it's critical	Yes	2	1			3	Explore other transportation solutions to address th	Mass transit, light rail from Reno to silver springs through TRIC
Joe mamma	Daily	89502	Yes, it's critical	No						Build it as soon as possible	It makes the roads dangerous, get it done ASAP.
Fred Tholke	Daily	89503	Yes, it's critical	Yes	5	2	1	3	4	Build it as soon as possible	As part of the Initial design there should be significant car pool parking provided at the north, Spanish Springs end of the route. Morning noon, and evening commuter bus service should be considered corresponding with the very first opening of the roadway. Readily available car pool parking and a convenient bus loading area at the proposed north roadway terminus will stimulate bus use and reduce single use vehicle travel and corresponding pollutants. Using RTC Draft study data there would be at least 25 miles round trip * times approx. 4,478 daily trips equals = 113,118 Miles traveled daily. So reducing daily car trips by only 100 trips through use of bus service reduces daily miles traveled by at least 2528 miles. - Question; How many trip miles and daily customers are needed to support bus service? Considering the route is though mostly unused terrain RIGHTS OF WAY should be established wide enough to facilitate a future side by side roadway expansion and even LIGHT RAIL implementation. Given the undulating terrain careful thought should be given to combining openings under (cut and) fill locations to allow for wildlife under crossings to reduce Wildlife and Vehicle conflict. NVEnergy should be included as a rights of way partner as this general route enables an alternative 25KV circuit directly from Tracy Power Station into the Spanish Springs Valley as well as enabling power availability along the Route. The initial roadway design should incorporate initial design characteristics that help to simplify any future improvements. We should be preparing now for well beyond the initial basic roadway. - Fred Tholke
Ryan Judson	Several times per week	89521	Yes, it's critical	No						Build it as soon as possible	
Michael Gluszczak	Rarely	80436	Not an issue	Yes	3		1	2		Explore other transportation solutions to address th	This road is projected to cost over $500 million. I will not support any funding options for this. The increase in traffic will decrease the standard of living. You are thinking like a Californian and there is no place for that here.
Saundra Holloway	Daily	89431	Not an issue	Yes	5	1	3	4	2	Explore other transportation solutions to address th	
Lisa Bua	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	The traffic to USA PRKY has become so congested so fast! In just a matter of months, I swear traffic has tripled in size . Reno Tahoe Industrial Park was the largest in the world. Then why in the world would you not prepare for the traffic before it got bad like this? Only two lanes east and west. The new section of 580 is twice as wide. They just started to build warehouses off of Mt. Rose HWY . So the roads are ready for an increase in traffic BEFORE it gets awful! Only putting one new lane on I-80 E &W isn't going to help much. We really need these both doe ASAP.
James Stamps	Daily	89512	Yes, it's critical	No						Build it as soon as possible	Not only is the traffic on I80 unsafe to drive in but the daily delays cause health issue due to lack of sleep. Being stuck in traffic causes delays in getting home and to sleep in a timely manor.
Brett Jenkins	Rarely	89509	Yes, it's critical	No						Build it as soon as possible	I used to commute from Reno to the TRIC everyday for work. It was a great job but the commute became so terrible due to traffic / vehicle collisions that I was forced to find a new job in Reno. Many conversations I've had with others who work at TRIC say the same thing. The commute is awful and a man reason why they are looking for new employment.
Kathy cloutier	Rarely	89436	Yes, it's critical	Yes			5			Explore other transportation solutions to address th	Health hazards due to more pollution that will increase the risk of asthma, heart disease and lung cancer. Will also reduce property values. Instead of reducing traffic, it will encourage more driving, leading to higher overall traffic, increased congestion, and more, not fewer accidents. You should look into high speed rail!

SURVEY RESPONSES/COMMENTS

Tim Roumph	Rarely	89436	It's a minor issue	Yes	1	3	4	2	5	Explore other transportation solutions to address th	If these roads are built no doubt will be expensive, I would like whatever road funds are available to fix the roads already in the Sparks/Spanish Springs area. Where are the funds going to come from, the Northeast Connector if constructed would take away funds needed for roads already in use. Will the Connector allow for more homes to be built, already a lot of urban sprawl, where is the water going to come from as more and more homes are being built in this area. Who will pay for the safety of the Connector as it will need repairs and police patrol.
Eric Davis	Several times per week	89508	Yes, it's critical	No						Build it as soon as possible	The traffic is a nightmare and is constantly getting worse. Something needs to be done ASAP
John Schebetta	Rarely	89436	Yes, it's critical	Yes			1			Explore other transportation solutions to address th	The La Posada route is not a fiscally responsible solution, at 200 million added cost as compared to the Winfield Golden Eagle route.
n/a	Daily	89509	It's a minor issue	No						Explore other transportation solutions to address th	give us a train. the infrastructure exists already, and if it ran during the hours that most people commute than it wouldnt interfere with amtrak or most freight trains. run it from 6-8 am and 2-4 pm
Bianca Cervantes	Several times per week	89408	Yes, it's critical	Yes			1			Build it as soon as possible	Please add that new road for traffic.
Alan Terry	Daily	89434	Yes, it's critical	No						Build it as soon as possible	I first started out there at the beginning of 2023 and the traffic was only bad if there was an accident. Now it's guaranteed about an hour or maybe more to and from work and it's very disappointing because i have a great job out there, but I'm questioning whether or not it's worth it at this point. I really can't even afford to move to crappy places like Fernley or Dayton because of home prices (I wouldn't want to if I had the choice) and not being able to easily find a job in town, in my field is frustrating. Any alleviation to the current traffic situation getting out there should be a no brainer, but I think the northeast connector is just one piece of the puzzle for alleviating these areas. Thank you.
Thomas Wilson	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	There is an insane amount of accidents and daily road rage in the mornings trying to travel on 80 east. We need a new route to relieve traffic as soon as possible.
Wyatt	Daily	89441	Yes, it's critical	No						Build it as soon as possible	Everyone complains about the roads the construction if the road goes thru my house development but come on people we need a new road just built a new road to USA parkway to help all the roads Sparks blvd Vista Blvd pyramid highway to keep the follow of traffic following and to help the emergency vehicles and law enforcement officers able to get to accidents that happen on a daily basis in everyone daily drive to and from work. I say just build a new road out in the north area of Spanish Springs and everyone that lives out here and just be happy that there is a new road to take the traffic off of the roads from Spanish Springs into the Sparks and the Reno area. JUST BUILT IT
Tammra Pearce	Rarely	89436	Yes, it's critical	Yes	4	3	2	1	5	Explore other transportation solutions to address th	We moved out here because it's not close to major road ways. I don't want one put in my backyard. Also, my property value will take a big hit.
Jean Joseph Stanley Louis	Daily	89502	Yes, it's critical	No						Build it as soon as possible	
Cam	Daily	89441	Yes, it's critical		2	3	4		1	Explore other transportation solutions to address th	Infrastructure before mass amount of people. The increased deaths and accidents and overall danger that Nevadans have to go through daily while traveling I80 to go to work and home does not outweigh bringing in more people and businesses. Nor is it okay for people to sit in traffic 3-4 hours a day while also working an 8 hour shift.
	Occassionaly	89436	Yes, it's critical	Yes			5			Explore other transportation solutions to address th	
Brittney	Several times per week	89521	Yes, it's critical	No						Build it as soon as possible	
Letticia Palmer	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	The train should be a transportation option
Darren Partyka	Rarely	89436	It's a minor issue	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Do not add a connector to that area. Everyone in that valley moved away from large roadways and commercial areas for a reason. This would lower home values and change the landscape of our neighborhood.
Karen Roumph	Occassionaly	89436	It's a minor issue	Yes	5	3	1	2	4	Explore other transportation solutions to address th	The road right behind our housing development would totally ruin the character of our environment. That land is used by much wildlife including wild horses, birds, antelope, etc. there are also petroglyphs right where the road would be built. We live in a quiet neighborhood and bringing 10000 extra cars and trucks into our area would be horrendous.
Abe De O.	Daily	89523	Yes, it's critical	Yes	4	1	2	3		Build it as soon as possible	Bike way. From sparks to us parkway.
Jack and Cheryl Biggs	Occassionaly	89436	Not an issue	Yes	5	2	1	3	4	Explore other transportation solutions to address th	La Posada already has a lot of traffic and to put this plan through is an affront to everyone who as purchased homes here. You will destroy our environment, our safety, and devalue all of our homes, harm out health with traffic pollution and noise, be unable to stop drivers from creating shortcuts through our private streets, and kill the wildlife that roam under the hills above us and our open areas as their home. Pushing traffic around and through our neighborhood is NOT the answer to traffic problems that RTC and the City of Sparks have created by over building along Pyramid and bringing in more traffic from Sun Valley by creating the Highlands Ranch road. If you truly want to divert traffic off of Pyramid to Hwy 80, Sparks Blvd, which is only 2 minutes drive down Pyramid from La Posada, is a perfect alternative. And according to your website, is funded. Sparks Blvd goes directly from Pyramid to Hwy 80 already....all you may have to do is put up signs on Pyramid to divert drivers to Sparks Blvd and possibly delete some stop signs or lights.
Kimbia Corbridge	Occassionaly	89436	Yes, it's critical	Yes	5	3	1	2	4	Continue evaluating connection options to Sparks/S	Wingfield Hills Road already exists as a 4 lane road between Pyramid Highway and Vista Blvd. Then it is a short distance on Vista to Home Run Road. I would like to know the ADT on Wingfield Hills Road without any new roads off the east end of La Posada. I have no issues with the road off Home Run Road to TRIC. That makes sense. Thank you for your further studies.
Erik Johnson	Occassionaly	89436	It's a minor issue	Yes	3	4	2	1	5	Explore other transportation solutions to address th	I oppose the optional La Posada connector, but understand the need for the Golden Eagle to I-80 connector. Take the optional La Posada connector out of the study it will be too disruptive to long established neighborhoods.
Ronda Johnson	Daily	89441	Yes, it's critical	No						Build it as soon as possible	
John Louie	Occassionaly	89503	Yes, it's critical	Yes	1	2	5	4	3	Explore other transportation solutions to address th	It's time to build Nevada's first commuter rail line between Reno and TRIC.
Greg Hamersly	Rarely	89436	Unsure/Need more information	Yes				1		Continue evaluating connection options to Sparks/S	
Andy Jones	Occassionaly	89436	Unsure/Need more information	Yes			1			Explore other transportation solutions to address th	Adding the Northwest connector on Vista and LaPasada would be addressing a problem with another problem. While something should be explored to address the traffic issues on I80, it should have been addressed before the added all those businesses at USA Parkway. To allow thousands of vehicles a day go through residential areas is not a solution to the issue that they have on I80. Cars would be busting through residential streets whose speed limit is 25 mph, people ride bikes in this area, school buses use these streets to pickup students and residents mailboxes are on these streets. Allowing thousands and trucks to access these areas would create noise and added pollution for these areas. People already drive water too fast on these streets and treat stop signs as a suggestion. There is no doubt, That accidents will happen in residential areas and possibly injuring or killing someone who use these streets to go to school or recreational activities. Better solution are available and absolutely need to be explored. Adding extra lanes on 80 and light rail should implemented first and see how that works. I'm sure that if anyone who serves on the city council and city government would not want commuters busting through the streets where they live.. DONT TRY TO FIX A PROBLEM, WITH ANOTHER PROBLEM!!!
Bryan	Daily	89506	Yes, it's critical	No						Build it as soon as possible	
Diego del Valle	Daily	89431	Yes, it's critical	No						Build it as soon as possible	
Scott Weese	Rarely	89436	It's a minor issue	Yes	2	4	1	3	5	Explore other transportation solutions to address th	I am concerned about the costs and having semi trucks in the neighborhood trying to access the connector. Just because there are signs prohibiting trucks, they still do. Just look at other roads, like South Meadows.
Yetsy	Several times per week	89434	Yes, it's critical	No						Build it as soon as possible	
Alysha Trotter	Several times per week	89408	Yes, it's critical	No						Build it as soon as possible	As a Fernley resident, it's very frustrating to sit in traffic on USA Parkway for 20 extra minutes because of all the traffic going west. 80 east is always clear but takes forever to get to the ramp. I wish there was a separate route so we wouldn't be affected by traffic going the other way.
Mike Cosinger	Occassionaly	89436	It's a minor issue	Yes	3		1	2		Explore other transportation solutions to address th	Widen 1-80 (add more lanes each direction); explore light rail from Reno/Sparks to Tahoe/Reno Industrial Center; build more homes out by TRIC - less commuting from Spanish Springs/Sparks.
Chase Ewing	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	Another option would be a tunnel or expanding the highway
Kaitlyn Johnson	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	
lori pietronino	Occassionaly	89436	Yes, it's critical	Yes	4	3	1	2	5	Explore other transportation solutions to address th	I live on the corner of Desert Vista & Cobra. I oppose the LaPosada route of this RTC Connector. Desert Vista will be more of a major artery for traffic getting on and off the connector. To date some feel Desert Vista is a speedway, add more cars to this road will further complicate traffic and speeding. There is a notable slope to this road that adds to the speeding. This street is also a main street for walking, bike riding, cycling since the path is extra wide and quite scenic. There are no notable crosswalks which makes crossing Desert Vista to side roads quite treacherous. Furthermore, there are no speed calming devices to slow down traffic. For the past 2 seasons the community has had wild horses visit and reside in the community. Signs alerting traffic to slow down were posted yet had little effect on speed. A few years ago speed monitoring devices were erected yet in my opinion they have done little to slow down traffic. Hubble, another main artery in this community has several traffic circles to calm traffic. With the horses, pedestrian & community use of Desert Vista, heavy traffic and violators, LaPesada should not be part of the RTC Connector.
Julie Morrison	Occassionaly	89523	Yes, it's critical	Yes	3	1		4	2	Explore other transportation solutions to address th	
Jesse Black	Several times per week	89506	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
Derek Mitchell	Several times per week	89703	Yes, it's critical	No						Build it as soon as possible	
Matt	Daily	89510	Yes, it's critical	No						Build it as soon as possible	Is there any other options that could alleviate the congestion on 1-80 in parallel with the northeast connector? Such as a southeast connector that would connect the USA parkway traffic with south meadows parkway? I understand it is mainly private land, owned by developers. I would like to think that the developers would graciously give up the land for access. Please email me if you would like to talk more about this.
Matt Pinkerton	Daily	89523	Yes, it's critical	Yes	3	2	1	5	4	Build it as soon as possible	If there will be any building/expanding happening during the night to avoid affecting traffic, have the roads cleared and ready for use again at least before 4am. Most people are already driving to work by then
Terry	Occassionaly	89434	Yes, it's critical	No						Build it as soon as possible	
Brandon Hill	Several times per week	89408	Yes, it's critical	No						Build it as soon as possible	Make this a limited access highway or even a freeway. Build it through Spanish Springs to eventually connect to 395 in Stead
Dillon	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	
Jeff Nicholson	Several times per week	89502	Yes, it's critical	Yes	5	2	4	3	1	Build it as soon as possible	Build this ASAP. Please provide a timetable for installation and commissioning to the public.
Brian Bitner	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	Living in the Spanish Springs area and commuting to TRIC is stressful most days. It's always a crapshoot on whether you will make it to work on time or not. I am all for either the La Posada route or the extension of Vista by the Golden Eagle fields. I think this project should be expedited and would be willing to pay tolls on this route if needed to pay for a safer way to work.
Joanne Amy	Never	89436	It's a minor issue	Yes	5	2	1	3	4	Explore other transportation solutions to address th	A comprehensive environmental study by an independent group that has no stake in the outcome must be completed. The study should include the ecological impact on odor, noise, air and light pollution, the heat index, wildlife, native plants and any changes to wildfire danger caused by construction and traffic. It should also address drainage and how it will affect the homes below the proposed construction areas. Safety is another large concern for many reason, i.e., the increase in traffic affects school bus routes, pedestrian crosswalks, driveways, people cutting through neighborhoods, increase in crime, increase in the already subpar maintenance of Vista Boulevard and La Posada Drive. An environmental study should also address the increase in noxious weeds that will take over all the construction areas due to erosion. An environmental study should also address the danger posed to neighboring communities along La Posada, Vista and the proposed connector regarding the possibility of trucks traveling these roads with hazardous materials so close to residential areas. RTC needs to provide mitigation solutions to any environmental impact caused by their proposal. RTC and the city of Sparks must explain how they will increase police and fire protection for the areas affected by their proposal and provide emergency protocols in case of a catastrophic event caused by their proposal.
Kenisha McCrainey	Daily	89506	Yes, it's critical	No						Build it as soon as possible	
Greg Scott	Several times per week	89523	Yes, it's critical	No						Build it as soon as possible	
Eric	Daily	89441	Yes, it's critical	Yes	1	5	3	4	2	Build it as soon as possible	Rtc is 10 years behind on the roads for the growth. Studies shouldn't take so long, hire the right people for the job, if study is takibg a long time, they are not doing there job properly
Barbara Shates	Rarely	89436	Not an issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	Increased traffic is a major safety issue on 20-25 mile an hour streets where children play and school buses stop

SURVEY RESPONSES/COMMENTS

William and Carolyn Seidler	Occassionaly	89436	It's a minor issue	Yes			1			Explore other transportation solutions to address th		Our concerns are neighborhood noise and increased traffic, overall increased traffic on Vista Blvd especially during the months that all sporting events are happening at the Golden Eagle Ball and Soccer Park. There is a big increase in traffic during the 8:00 am to 9:00 pm hours every day, every week during this season. We are also concerned about possible future commercial and residential development along the new corridor creating more traffic and congestion. You must also take into consideration the request for map change at the Redhawk Golf Course for the construction of approximately 750 new homes and 150 townhouses that will increase traffic congestion and noise. You must consider alternative studies to include Pyramid Hwy and Sparks as an interstate freeway and the widening of I80. This existing study and possible buildout is only a temporary solution that will only create additional traffic issues.
Pamela	Occassionaly	89436	Yes, it's critical	Yes	5	3	1	2	4	Explore other transportation solutions to address th		Plan options that do not degrade residential areas.
Ed Edgecomb	Occassionaly	89436	Not an issue	Yes			1			Explore other transportation solutions to address th		What I don't understand why all of sudden this so call road supposed to help with traffic to the USAparkway when they already are widening Vista and there is going to be winding and putting in more roads on 80, this is redundant that you think this road is gonna help. It's only gonna help those who have a gain in it. You should take in consideration of this area because the traffic's gonna be horrendous. You're gonna hurt property values. You're gonna hurt the people that walk on the street and you're gonna end up having accidents and whose fault is that gonna be yours. You need to listen to the people for a change instead of thinking that you know better and you don't.
Sharon Webber	Occassionaly	89436	Yes, it's critical	Yes	5	4	2	1	3	Explore other transportation solutions to address th		Development and use of alternative transportation methods such as high speed train in lieu of no new roads through neighborhoods.
E Moore	Never	89436	Yes, it's critical	Yes	4	3	1	2	5	Explore other transportation solutions to address th		RTC has not done enough in exploring rail options which is greatly needed for the entire Reno-Sparks area which would actually decrease vehicle usage, traffic, accidents. This study compounds the traffic issues and does nothing to eliminate vehicle usage, congestion, pollution. All while destroying open spaces, existing neighborhoods, environment and at a cost which will do nothing to alleviate the traffic, especially by the time it would be completed. RAIL, RAIL, RAIL solves many issues at the same time. This proposal solves nothing, creates more issues and wastes money overall for weak, at best, results.
	Daily	89431	Yes, it's critical	No						Build it as soon as possible		
	Daily	89431	Yes, it's critical	Yes	2		1			Explore other transportation solutions to address th		
Janice L. Moulian	Rarely	89436	Yes, it's critical	Yes	5	3	1	2	4	Explore other transportation solutions to address th		This is not a feasible plan for this area. It will increase traffic on Pyramid and La Posada
Michael Moulian	Rarely	89436	Yes, it's critical	Yes	3	2	1	4	5	Explore other transportation solutions to address th		
	Rarely	89506	It's a minor issue	Yes	2	5	4	1	3	Explore other transportation solutions to address th		The proposed area goes through a protected wilderness area and I'm concerned how it will affect the delicate ecosystem with massive roads cutting through an area that animal species need to travel between and exponentially adding more levels of pollution from exhaust, tire and road wear, noise, and general trash accumulation. Adding another road option will not solve the traffic congestion problem and will create another traffic bottleneck, as we see time and time again both without our area and across the country with the evidence feedback loop where creating more highways to ease congestion on existing highways increase the amount of drivers on the road and thus repeating congestion in more areas. I believe the only true way to ease traffic congestion long-term is greater mass transit options. Rail already runs through the northern Nevada region and I would heavily support greater commuter rail or light rail options in the area. While this may be more ambitious than simply another highway, this would be the long-term solution to traffic congestion and reduce environmental impact as well.
Dallyss parker	Several times per week	89508	Yes, it's critical	No						Build it as soon as possible		
Ben M	Daily	89519	Yes, it's critical	No						Build it as soon as possible		There's one major artery to TRIC and over 10,000 use that road daily. You've had 20 years to plan for this. Do a better job and work on a solution
Maria Golf	Rarely	89436	Yes, it's critical	No						Build it as soon as possible		Travel on 80, Vista, Sparks Blvd & Pyramid is a huge issue for those of us just trying to live our life in the area. Sitting in traffic is common. Needs to be addressed asap.
Daniel Chittock	Daily	89434	Yes, it's critical	Yes	1	2	5	4	3	Build it as soon as possible		How will this impact traffic on USA parkway to electric Avenue. Traffic there is already slow, that many more people all converging at the same point is going to cause its own traffic nightmare.
Maria Deras	Daily	89434	Yes, it's critical	No						Build it as soon as possible		
	Daily	89509	Yes, it's critical	Yes	3		2			Build it as soon as possible		
	Daily	89434	Yes, it's critical	No						Build it as soon as possible		
	Occassionaly	89521	Yes, it's critical	No						Continue evaluating connection options to Sparks/S		
Angela	Occassionaly	89431	Yes, it's critical	Yes		2	1		3	Explore other transportation solutions to address th		You will never stop progressing, but if you learn from the past (spaghetti bowl) there should be alternatives to the problem. Like cooperation on Different commuting times, frontage roads
Drake Rosasco	Several times per week	89436	Yes, it's critical	Yes	3		4		2	Explore other transportation solutions to address th		Commuter train
Aqib Chowdhury	Occassionaly	89512	Yes, it's critical	No						Build it as soon as possible		
Randall Castro	Occassionaly	89441	Unsure/Need more information	Yes	5	2	4	3	1	Take no action at this time		And who is going to pay for this? Traffic issues should have been considered long before the industrial Park was established with a consideration of who was going to pay for all these improvements>
Caelum	Several times per week	89503	Yes, it's critical	Yes	2	3				Explore other transportation solutions to address th		Commuter trains will ultimately be cheaper and more reliable
	Occassionaly	89436	Yes, it's critical	Yes	1	2	4	3		Take no action at this time		
Tom and LuAnne Schuhmacher	Never	89436	It's a minor issue	Yes	5	3	1	2	4	Explore other transportation solutions to address th		Why is there not more conversation about an underground railway system/parking area for people who work in the Fernley area. Tesla, for one is making a lot of money. They should be contributing to an underground railway system. Neighborhoods should remain peaceful, not a major highway going through them. We bought out here for that reason.
Carolina	Occassionaly	88436	Yes, it's critical	No						Explore other transportation solutions to address th		
Kai Carl	Daily	89436	Yes, it's critical	Yes	5	3	1	2	4	Build it as soon as possible		
Chris	Rarely	89436	It's a minor issue	Yes			1			Explore other transportation solutions to address th		If you have traffic issue on I80 East and the road is blocked. You are now pushing all that traffic through small connector roads north to Spanish springs. No no wants that traffic. You have all that open land south of I80 to use. Even a major power line route exists. Looks like you are wanting to develop only that land in Washoe County.
Marybeth Reames	Rarely	89436	Yes, it's critical	Yes			1			Explore other transportation solutions to address th		I think a Golden Eagle connection is the most feasible solution. It does not impact homes or the safety of children. Expanding LaPosada and adding a connector behind Orange Plains Drive is a quick solution but deadly. The road behind OPD will absolutely lead to cars landing in the backyards of the family homes with children.
Kobe Recinos	Daily	89433	Yes, it's critical	No						Build it as soon as possible		
	Daily	89521	Yes, it's critical	No						Explore other transportation solutions to address th		There's train tracks that go right there, why are we taking about building more roads? Run passenger line from Fallon to Reno to Truckee more oftan
James Gardner	Several times per week	89436	Yes, it's critical	No						Continue evaluating connection options to Sparks/S		
Beverly Johnson	Rarely	89441	Unsure/Need more information	Yes	4	3	1	2	5	Explore other transportation solutions to address th		The people's that live in the spanish springs area selected it because it was away from the freeway and congestion. The amount of building in the area can't be supported by Pyramid Highway. Other alternatives that don't cut into open Bureau of Land Management should be pursued.
Ryan	Occassionaly	89523	Yes, it's critical	No						Build it as soon as possible		
Nick Brooks	Daily	89441	Yes, it's critical	Yes	2	1	3	4	5	Build it as soon as possible		Two lanes for the connector will not be enough
Joel	Occassionaly	89512	Yes, it's critical	Yes	4	1	3	5	2	Continue evaluating connection options to Sparks/S		
Lena Babin	Occassionaly	89441	Yes, it's critical	No						Build it as soon as possible		
Michael P	Several times per week	89509	Yes, it's critical	Yes	1	2	3	4	5	Build it as soon as possible		The congestion is causing backups all over the Spanish springs area. It affects drives to college on a daily basis. I may not drive 80 everyday but I drive pyramid and sparks and there is congestion everywhere. It can take me an hour to get out of Spanish springs sometimes. Please add these roads as quickly as possible I use and need I-80 Eastbound to get to work. It has never been as full of traffic until about a year ago, and among the causes I heard it was Apple company adding more vehicles on the road at the same time my Tesla shuttle tries to drive to GFNV. AN ALTERNATE ROAD TO I-80 NEEDS TO BE BUILT NOW. Everyday I am late to work because of traffic congestion on I-80 resulting in lost productivity and increased stress. Another road Eastbound from Sparks should already be there, we're using an outdated infrastructure not designed to handle traffic and population in 2028. One source of funding is the companies that recently located to TRIC that added more vehicles and commuters on the road at the same time as other commuters. During construction which can take who knows how long also build on-site housing for commuters to TRIC so they are not late to work every day from gridlock on I-80 around Vista Blvd. in Sparks.
J North	Several times per week	89441	Yes, it's critical	No						Build it as soon as possible		I drive 80 from Spanish springs to usa parkway 3 to 4 times a week for work, alternating. Adding new lanes will not be a permanent solution to the congestion. There needs to be alternate routes. One from north sparks to usa parkway and another from south veterans parkway to usa parkway. These two additional routes are necessary to the locale and market
Amy	Never	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th		You will ruin the neighborhood of Wingfield Springs if you continue with this project. You will create more accidents in an area that is far from any hospital. There will be more accidents more fatalities, more delays. I work 14 miles from my home. If I leave at 5 pm it will easily take 45 minutes to 1 hour now. If you reroute this traffic this will easily increase this time by 15 to 30 minutes. I need to be with my family and not sitting in my vehicle. We need to expand I-80 or find another solution!!!!
Nathan Nachazel	Daily	89521	Yes, it's critical	No						Build it as soon as possible		Build this thing yesterday. The RTIC is a major economic driver in our region and it's success is limited by the amount of people that can get there.
Crystal	Daily	89436	Yes, it's critical	No						Build it as soon as possible		
Shawn Taylor III	Several times per week	89521	Yes, it's critical	No						Build it as soon as possible		
Stephen Kunkel	Daily	89511	Yes, it's critical	No						Build it as soon as possible		
Meghana Hattarke	Daily	89434	Yes, it's critical	No						Build it as soon as possible		
Adriano Rizo Ortiz	Several times per week	89503	Yes, it's critical	No						Build it as soon as possible		
Nicole	Daily	89408	Yes, it's critical	No						Build it as soon as possible		
Avery	Several times per week	89434	Yes, it's critical	No						Build it as soon as possible		n/a
	Daily	89434	Yes, it's critical	No						Build it as soon as possible		
Genevieve Costa	Several times per week	89501	Yes, it's critical	No						Continue evaluating connection options to Sparks/S		The congestion espically leaving work is worst. A stop light on Milan Dr would be a great solution to traffic trying to get out onto Electric Ave.
Francisco Tamayo	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible		
John Miller	Daily	89441	Yes, it's critical	Yes	3	4	1	2	5	Build it as soon as possible		
Kody	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible		
Patrick	Daily	89431	Yes, it's critical	No						Build it as soon as possible		
Lucy	Several times per week	89506	Yes, it's critical	No						Build it as soon as possible		There are crashes almost every week and congestion from the hours of 4:30-6 am, as well as 4:30-7 pm that is so bad it takes 1.5 hours to complete a 30 minutes drive. It is every single weekday the road is like this
kelly miller	Occassionaly	89436	Yes, it's critical	Yes	1	3	5	4	2	Continue evaluating connection options to Sparks/S		
Spencer Greenhill	Daily	89506	Yes, it's critical	No						Build it as soon as possible		I also think exploring additional transportation options like public transportation is a good idea
	Never	89511	Yes, it's critical	No						Build it as soon as possible		
Artur Dudziak	Several times per week	89512	Yes, it's critical	No						Continue evaluating connection options to Sparks/S		
	Several times per week	89521	Yes, it's critical	No						Build it as soon as possible		
Jose Ortega	Several times per week	89436	Yes, it's critical	Yes			1			Build it as soon as possible		The sooner, the better.
Dawn Johnson	Rarely	89436	Yes, it's critical	Yes	5	3	1	2	4	Explore other transportation solutions to address th		Create public transportation options such as rail, etc.
Travis McClinton	Several times per week	89436	Yes, it's critical	Yes	5	2	1	4	3	Explore other transportation solutions to address th		I have too many concerns with the current project. 1. A single 2 lane road is unsafe and unlikely to reduce enough traffic on I-80 to be worth the cost. 2. There should be a multi-lane main thoroughfare with off ramps to the connections optioned in the connector project, this would provide more safety as well as a more long-term solution to congestion on I-80 from commuters to Sparks and the North Vallays. 3. There should be bus routes. Less people in individual vehicles means less vehicles on the roads.
Matt	Daily	89431	Yes, it's critical	No						Build it as soon as possible		
	Occassionaly	89503	Yes, it's critical	No						Explore other transportation solutions to address th		Public transit-based, including bus and rail, solutions should also be considered, as additional roadways may alleviate traffic issues temporarily but will inevitably need to be expanded as demand increases.
	Daily	89506	Yes, it's critical	No						Build it as soon as possible		
Jim	Daily	89511	Yes, it's critical	No						Explore other transportation solutions to address th		
Chris Pace	Daily	89436	Yes, it's critical	Yes	4	3	1	2	5	Build it as soon as possible		The proposed project will already take years to complete, as we have seen with every other road improvement in the area. With the volume of permitted construction now projected for the TRIC, traffic congestion will only continue to worsen. A single vehicle accident has already cost millions of dollars in lost production for businesses at the TRIC and for truck traffic on I-80. The next phase of Pyramid Highway must also be considered, as it is already 15 years behind in addressing current and future traffic demands.
	Daily	89523	Yes, it's critical	No						Build it as soon as possible		
Hagen Sandoval	Daily	89441	Yes, it's critical	No						Build it as soon as possible		

SURVEY RESPONSES/COMMENTS

Patrick Belton	Daily	89523	Yes, it's critical	No						Build it as soon as possible	
Mark	Occassionaly	89436	Yes, it's critical	Yes	3	4	1	2	5	Explore other transportation solutions to address th	We do not want corridor road on La Posada or Golden Eagle. Widen 80 and if needed a road on Prater to the new Corridor to the industrial park.
Vera Perdue	Occassionaly	89436	Yes, it's critical	Yes	3		1	2		Explore other transportation solutions to address th	This does not make sense. The majority of people who need this do NOT live in Spanish Springs. You are not solving a problem you are creating one for us our here.
Mr freeze	Rarely	89523	Yes, it's critical	Yes	1					Build it as soon as possible	
Walter Wirth	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
	Daily		Yes, it's critical	No						Build it as soon as possible	
Carmelo Guzman	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	Hopefully they get working on it the sooner the better but also be safe and make sure it works for everyone!
Andres Aguilera	Daily	89431	Yes, it's critical	No						Build it as soon as possible	
	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
D Olson	Occassionaly	89441	It's a minor issue	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Enlarge the I80 or have a commuter train on existing tracks or a park and ride option. Traffic congestion in Sparks and Spanish Springs is at a very dangerous level. Wr do not have an existing evacuation plan that would work. Use commons sense please!
Alicia Naves-Durio	Occassionaly	89436	It's a minor issue	Yes	1	5	2	3	4	Continue evaluating connection options to Sparks/S	It is important that we begin building the infrastructure for this cities growth. However, we need to take into account the financial impact it will have on the community. I know there are 2 proposals in play at the moment. From option 1 to option 2 there is a 200 million dollar price increase. It seems clear we do not have the funds nor justification to invest in such a largely added expense. We need to make decisions that affect this community based on clear data and financial responsibility. Building a roadway to I 80 east may be a necessity, but connecting that roadway to La Pasada at the expense of your existing residence seems more like a convenience, expensive one at that.
Phillip L Barton	Occassionaly	89436	Yes, it's critical	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Fix the I 80 corridor. Don't bring more traffic to our already overcrowded neighborhood roads.
	Daily	89506	Yes, it's critical	Yes	5	1	4	2	3	Build it as soon as possible	
Tammie astor	Occassionaly	89441	Yes, it's critical	Yes		5				Explore other transportation solutions to address th	
Ramon gomez	Several times per week	89436	It's a minor issue	Yes		1				Explore other transportation solutions to address th	
Raymond grainer	Several times per week	89441	It's a minor issue	No						Continue evaluating connection options to Sparks/S	
Sara kane	Several times per week	89441	It's a minor issue	No						Explore other transportation solutions to address th	
Thomas Duncan	Daily	89506	Yes, it's critical	Yes			2			Build it as soon as possible	
R R	Several times per week	89509	Yes, it's critical	No						Build it as soon as possible	
Tomoatsu Kato		89521	Yes, it's critical	No						Build it as soon as possible	
Josh	Occassionaly	89521	Yes, it's critical	No						Explore other transportation solutions to address th	While I believe expensive connectors would help alleviate some of the congestion experienced on I-80, the build out times are going to be very long and the reduction in traffic only a moderate impact that doesn't address the future growth of the area and the USA parkway area. I believe the connector along with other options like light rail lines would make a lasting impact that can grow with the Reno/Sparks area.
Amvesh Loka	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
Elliott Petterson	Occassionaly	89509	Yes, it's critical	Yes	4	2	5	3	1	Explore other transportation solutions to address th	This is a fantastic opportunity to investigate other transportation options to give people an alternative to driving. Please include bicycle and transit routes as critical elements of your planning. By only focusing on personal motor vehicles, driving becomes the only option, creating more congestion and offering no alternatives.
Jerilynn Wattenburg	Occassionaly	89436	Yes, it's critical	Yes	3	4	1	2	5	Explore other transportation solutions to address th	
JH	Never	89436	Unsure/Need more information	Yes	2		1	3		Explore other transportation solutions to address th	
Mark Smith	Daily	89408	Yes, it's critical	Yes	5	3	2	1	4	Build it as soon as possible	All options need to be explored. For instance, USA Pkwy needs to be widened from I-80 to Waltham—at least. Waltham needs to be widened from USA Pkwy to I-80, and there needs to be another access point east of TRIC that connects to I-80 so that those of us going east have another route besides being stuck in traffic on USA Pkwy during rush hour.
Jacob	Occassionaly	89509	Yes, it's critical	Yes	1	2	3	5		Explore other transportation solutions to address th	I think that a commuter rail or Regional connector is a more feasible and responsible solution to this issue. Induced demand will occur with a new regional road, and we will deal with the same issue at a much higher cost in the future if we continue with capacity projects for single-occupancy vehicles.
Seth Mueller	Several times per week	89442	Yes, it's critical	Yes	1	2	3	5	4	Explore other transportation solutions to address th	Regional Rail and separating mode share is the best way to reduce traffic long term.
Lee Sean Henry	Occassionaly	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	
Sulo Henry	Occassionaly	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	
Lisa Duffey	Several times per week	89441	Yes, it's critical	No						Build it as soon as possible	
Mary Kay Altenburg	Daily	89434	Yes, it's critical	No						Build it as soon as possible	My only concern with using Vista/ Golden Eagle as the connector is whether northbound traffic on Vista would need more than two lanes to handle the increase in traffic.
Donald Crank	Rarely	89441	It's a minor issue	Yes	5	2	1	3	4	Explore other transportation solutions to address th	I think there are better routes to be looked at instead of the routes being looked at, at this time. I fill that a connector should be further north on Pyramid highway then what you are looking at currently. Due to traffic congestion that already exists at current proposed routes. I don't believe La Posada Drive is the answer to transportation issues that the regional is faced with now or in the future.
Ben McMullen	Rarely	89434	Yes, it's critical	Yes	2	3	1	4	5	Explore other transportation solutions to address th	RTC and departments like NDOT should make sure to include active transportation options including walking/bike lanes/paths on projects like this. If traffic is a major concern for the area, more studies should be completed to encourage mass transit options to places like TRIC. It should always be recognized that any increase in capacity on our roads will lead to more air pollution from motor vehicles. This will disproportionately effect those close to the road including the thousands that live near where this road will originate in Sparks.
Elizabeth Vanden Brink	Several times per week	89408	Yes, it's critical	No						Build it as soon as possible	
Allyn Jones	Several times per week	89436	Yes, it's critical	Yes		3	2	1	4	Explore other transportation solutions to address th	I think the addition of public transit options (such as rail) would be more environmentally sound and would better mitigate future growth issues
Karen Barton	Occassionaly	89436	Yes, it's critical	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Fix the interstate highway. Don't bring the problem to the neighborhoods of Sparks.
Jim Lockwood	Occassionaly	89441	Yes, it's critical	Yes	2	5	1	3	4	Explore other transportation solutions to address th	The reason the connector is being routed through Sparks is because they say 85% of the traffic going to the RTIC comes from Sparks. Love to see how they came up with that number. Start by fixing the intersection where I80 traffic merges into RTIC so there is less congestion and reduce the accidents, then work on widening I80 back to Sparks.
Hunter Rand	Occassionaly	89431	Yes, it's critical	Yes	1	4	3	5	2	Explore other transportation solutions to address th	Haar me out - commuter rail!
Amanda Aitchison	Occassionaly	89436	Yes, it's critical	Yes	4	3	2	1	5	Explore other transportation solutions to address th	
Gary Troyer	Occassionaly	89436	Yes, it's critical	Yes	1		2			Explore other transportation solutions to address th	1. Believe affordability is beyond our resources based on our current obligations. The debt on Veterans parkway is +/- 280 million owed still and you want to add additional 3-6 hundred million to the debt with this project 2. La Posada is a non starter "solution " and BAD choice for many reasons . 3. Cut through Routes through neighborhoods will adversely affect quality of life and be very dangerous , example Desert Vista is a school buss route and that is a primary cut through route.3. If this project goes forward in any format two lane is absolutely not wall thought out , consider snow or any accidents effect on the roadway . Final thought our county roads are in terrible repair let's fix those issues before we go after this "solution " and force NDOT to expand I-80 to relieve the issue . Thank You for your time Gary Troyer
	Several times per week	89436	Yes, it's critical	Yes	3	2	5	4	1	Explore other transportation solutions to address th	
BJM	Daily	89519	Yes, it's critical	No						Build it as soon as possible	Both washoe and storey counties have had 20 years to plan for this increase in traffic and now it seems as if it's too late to actually do something meaningful. We need more arteries into and out of USA Parkway via bus, cars, or trains. Maybe a light rail would help.
Richard Bednarski	Occassionaly	89502	Yes, it's critical	Yes	1	5	4	3	2	Explore other transportation solutions to address th	More roads is not a viable solution. This connector will only spur more development and in 5-7 years time, the congestions will be worse than it is now. RTC and local municipalities should be looking at a light rail system. The solution to congestion is not more roads, but less cars. This is an ill fated, short-sighted bandaid that will loose tack and fall off.
							2			Build it as soon as possible	
Henry Hebebrand	Several times per week	89509	Yes, it's critical	Yes	2	1	4	5	3	Continue evaluating connection options to Sparks/S	I think the area would be better served by making use of the existing railroad infrastructure, adding bike lanes/paths, and improving public transit options to the TRIC area. The problem is that there are too many cars on the roads; the answer should be focused on reducing that number instead of catering to it. Currently there are often cyclists on I-80 who are at severe risk of being hit by cars, and they are allowed to be on the interstate because there is no other viable path for them to take. I actually ride my e-bike to/from the TRIC area once a week in the summer months, taking a 2-hour route over the Virginia range mountains and along the Tahoe Pyramid Trail (TPT). The TPT board is trying to get approval for funding to add bridges over the Truckee to complete the route, which would make an e-bike commute possible in ~1 hour. If the Northeast Connector ends up being the approved method of opening up more access to TRIC, please at least add safe bike infrastructure with it.
Tim	Occassionaly	89436	It's a minor issue	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Why are they only adding one lane to highway 80? Adding additional lanes would be better than routing commuters through residential streets. Someone mentioned expanding the rail trains would be an option. I've not seen any studies on this option. Why not require commuters to the tech center to take shuttle busses vs having single occupancy commuters clogging the freeway? This seems rushed and appears the decision makers have already decided on directing traffic through Wingfield Springs.
Kendall Yoshisato	Rarely	89436	Unsure/Need more information	Yes	3	4	1	2	5	Continue evaluating connection options to Sparks/S	Unclear on how much traffic there is and how wide the road and/or type of road it will be.
Isabel S	Several times per week	89434	It's a minor issue	Yes	3	4	1	2	5	Explore other transportation solutions to address th	
Christine Stair	Rarely	89436	Not an issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	I am passionately OPPOSED to the connector road option to Vista and especially to La Posada. These routes are extremely close to and impede on established residential communities and have a negative impact on thousands of residents with regard to safety, security, well-being, finances, and overall welfare. These roads and residential neighborhoods were not built to withstand the traffic, congestion, noise, pollution, and sheer volume of vehicles the connector will bring. The La Posada option is literally just beyond the backyard of homes in the Upper Highlands and continues to invade neighborhoods heading west to meet Pyramid Highway. These connector options will also dump high volume traffic into and around neighborhoods that have 20-25 mph streets that will now be used as "shortcuts" as well as school bus routes servicing the thousands of homes. The increase of accidents and safety issues to these residential neighborhoods will be catastrophic. Major safety issues! PLEASE terminate the La Posada and Vista options and have the connector road go further north and meet up with Pyramid Highway north and away from any already established neighborhoods. Thank you!
Erin	Rarely	89521	Yes, it's critical	No						Build it as soon as possible	The amount of congestion is ridiculously cumbersome for the entire community. With all the development out there it is heartbreaking to see people transporting to/from work each day often 3x's longer than it should take. Please take action immediately.
Mark Cameron	Occassionaly	89506	Yes, it's critical	No						Explore other transportation solutions to address th	
Dana De Bernardi	Rarely	89502	Yes, it's critical	No						Build it as soon as possible	
Maggie Medlin	Daily	89436	Yes, it's critical	Yes			1			Build it as soon as possible	Start making all the out of state people that have purchased homes here pay to transfer their vehicles and drivers license to Nevada, instead of paying to their state where they don't live. Businesses should also pay.
Victor Sherbondy	Occassionaly	89436	Yes, it's critical	Yes	3	4	2	1	5	Explore other transportation solutions to address th	The northeast connector is an awful idea and would adversely impact the quality of life for hundreds of families. The last thing we need is more traffic in the wing field springs/spanish springs community.
Mark hawkins	Rarely	89436	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
Mark	Occassionaly	89521	Yes, it's critical	No						Build it as soon as possible	I avoid that stretch of I80 as much as possible due to safety concerns
Jenny Yeager	Daily	89436	Yes, it's critical	Yes			1			Build it as soon as possible	Aside from the connector, what additional infrastructure is being considered to support this proposed increase in traffic into Sparks and Spanish Springs
Jeannie Blom	Occassionaly	89436	Yes, it's critical	Yes	1	3	5	4	2	Explore other transportation solutions to address th	
Dave Thompson	Rarely	89436	It's a minor issue	Yes	3	4	2	1	5	Explore other transportation solutions to address th	
Anne Knapp	Never	89436	Not an issue	Yes	4	1	3	2		Take no action at this time	Negatively impact property values. Residents moved to Spanish Springs for quality of life and small town atmosphere. This proposed project is not a benefit.
james werre	Daily	89441	Yes, it's critical	No						Build it as soon as possible	Time is your enemy, I moved here from Seattle, I have been driving down I-80 for 20 months and see it getting much worse. do not hesitate or you will be like Seattle. the parkway has another 10 years to the boom, build now as fast as you can, if needed add a toll. people will pay it as we are getting over paid for the work we are doing.
Gary Iarotte	Rarely	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	

SURVEY RESPONSES/COMMENTS

Rick Bumgardner	Rarely	89436	It's a minor issue	Yes	3	4	1	2	5	Explore other transportation solutions to address th	You have indicated that the majority of workers live in Sparks. If you look at west bound HWY80 during the commute time it is backed up just past Vista Blvd to HWY395. So, the connector will not solve the east and west bound commutes. You are just moving traffic into the Wingfield Springs area. I would like our county taxes used to improve infrastructure in Washoe county. Not build a connector to benefit businesses in Story county.
Nancy Ford	Rarely	89436	Not an issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	My entire family is against this connector, especially to La Posada and Vista! This route is way too close to and affects residential communities. The increase in traffic will lead to more accidents and less safety for thousands of people. Do you even need to do a connector when the widening of I-80 was just approved and going to be funded? There are many other options, as well, such as a commuter train or if a connector road is still needed, build one that is not so close to neighborhoods. This plan to connect a road to La Posada and Vista also doesn't make total sense when the majority of people going to and from USA Parkway do not live in Wingfield Springs/Spanish Springs. Why ruin those residential areas with a high traffic volume of cars passing through? This increases safety liability due to the fact these planned routes of Vista and La Posada are in residential communities with schools, pedestrians, houses, etc. I urge you to please look at alternate routes away from residential developments if you even need to look at and spend money on a connector road at all. The widening of I-80 and utilizing existing train tracks could solve the issue! Thank you.
Scott merrill	Rarely	89436	Yes, it's critical	Yes	3	2	4	1	5	Build it as soon as possible	
Patricia	Rarely	89431	Yes, it's critical	No						Build it as soon as possible	I really would like to know if a rail alternative has been studied along the existing railroad.
Selena La Rue Hatch	Occassionaly	89523	Yes, it's critical	Yes	3	1	2	5	4	Explore other transportation solutions to address th	Please build light rail, not another road
	Occassionaly	89436	It's a minor issue	Yes	3	5	1	2	4	Continue evaluating connection options to Sparks/I	
Bruce Hicks	Occassionaly	89436	Yes, it's critical	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Commercial Truck traffic should be prohibited on this connector. Otherwise when I-80 is closed between USA Pkwy and Reno we will have Semi-truck traffic through residential neighborhoods. I also haven't heard one bit of discussion on widening Vista/Pyramid Hwy. and other arteries that connect to Pyramid Hwy to accommodate the extra traffic.
Amy Hawkins	Occassionaly	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	RTC should consider expanding the current I-80 freeway and widen it rather than running a very busy connector road through a family community. This road does not help the Spanish Springs community but rather make our community less appealing. It also will bring noise and more accidents to our community where traffic already is congested. Maybe consider using the railway to have trains to take workers to USA Parkway rather than driving. Also, you could use buses to take these workers out to work instead. Running a major roadway through our wildlife range is not a wise idea, leave our rural Nevada alone.
Michael Mastalka	Several times per week	89502	Yes, it's critical	No						Build it as soon as possible	The traffic to get out towards tesla is horrible we definitely need more lanes
Anonymous	Daily	89431	Yes, it's critical	No						Build it as soon as possible	
Patricia Cullinan	Rarely	89436	Yes, it's critical	Yes		3	1	2		Explore other transportation solutions to address th	
Pam Hawkins	Rarely	89436	It's a minor issue	Yes	5	3	1	2	4	Take no action at this time	Firstly, the infrastructure should have been addressed before the building out was approved, secondly, if building keeps being approved the result is more traffic, thirdly, Elon Musk offered a solution & it was rejected . A frontage road parallel to I 80 would address the issue and would not affect established neighborhoods.
Jean Griffith	Occassionaly	89436	Yes, it's critical	Yes	5	3	2	1	4	Explore other transportation solutions to address th	Light rail along existing transportation corridors should be the primary option for alleviating congestion and the companies/corporations located at the TRIC should pay for it.
Linda Sorenson	Occassionaly	89436	Yes, it's critical	Yes	4	3	1	2	5	Explore other transportation solutions to address th	Vista Blvd. is already a VERY busy street!!!! Adding additional traffic with the proposed connector would only create another issue very much like the existing I-80 to USA Parkway route. The only difference is, is that with the connector many vehicles would branch off of Vista and use alternate routes through neighborhoods! Wouldn't it be a cleaner, more efficient solution to build a light railway? With gas prices increasing and the world leaning into a more green lifestyle, wouldn't a railway be ahead of the game!? PLEASE rethink this proposal !!!!!
Gary Munson	Occassionaly	89436	Yes, it's critical	No						Build it as soon as possible	
Howard Huynh	Never	89436	It's a minor issue	Yes	5	3	1	2	4	Take no action at this time	
tom sorenson	Occassionaly	89436	Yes, it's critical	Yes	3	2	1	5	4	Explore other transportation solutions to address th	light rail south of I-80
Jennifer Denoo	Occassionaly	89441	Yes, it's critical	Yes	3	2	5	4	1	Build it as soon as possible	
Natasha Mulqueen	Occassionaly	89441	Yes, it's critical	Yes		1	2	3		Explore other transportation solutions to address th	Use the railroad. Tracks already run that way, make use of them.
Ernie Rohl	Occassionaly	89436	Yes, it's critical	Yes	3	4	1	5	2	Explore other transportation solutions to address th	The information currently available to the Public for review is totally inadequate. Please inform the Public: of the type of road being proposed (# of lanes), The actual route, including terminus near Mustang. Will the connector intersect Interstate 80, or just Tesla? Has the NDOT proposed "expanded I-80 corridor" been considered in lieu of the proposed connector? Have archaeological surveys been completed/published? What areas of private residential properties will be condemned under eminent domain law?
Cheryl Hearn	Daily	89441	Yes, it's critical	Yes	1	3	5	2	4	Build it as soon as possible	For residents who live in Spanish Springs area, the daily commute to USA Parkway is usually 1 hour each way-without accidents
John Orr	Daily	89441	Yes, it's critical	No						Build it as soon as possible	It is very unsafe with the amount of commuters daily!
Daria ubert	Occassionaly	89408	Yes, it's critical	No						Build it as soon as possible	
Nikolai Vasquez	Daily	89521	Yes, it's critical	No						Build it as soon as possible	
Ian Fonken	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Workforce in TRIC area will eventually face high turnover due to lack of road infrastructure. I drive this commute daily for work. There have been many days that it took me over 4 hours to get either home or to work. On average 2-3 hours of my life is spent on a commute that should take 40-60 minutes a day.
Melissa Partyka	Rarely	89436	Yes, it's critical	Yes	4	2	5	3	1	Explore other transportation solutions to address th	I attended the open house tonight at Mendive middle school but did not get up and speak, but I do have two very strong concerns. The first being, at what point does RTC stop their jurisdiction of the connector road ? So the connector road gets built and funnels into Vista Boulevard or to La Posada- does RTC wipe their hands clean and now the jurisdiction of all that traffic turns over to the city of Sparks?? The city of Sparks is a train wreck in terms of their budget and public safety (police and fire departments are understaffed and mandatory overtime shifts in place) and have no way to deal with the infrastructure needed (emergency services, roads, schools, utilities) to support all the 10,000 cars that are going to get funneled into our neighborhoods! My concern is that RTC and the city Of Sparks are either in collusion on this deal wherein the city of Sparks is going to make an exorbitant amount of money off of this(Mayor Lawson and his Toll road idea) Or number two, the RTC walks away as soon as the connector road is built and the problems that were funneled into Spanish Springs now become the city of Sparks problem.? So which is it? Again the city of Sparks cannot as it stands right now, handle that much traffic being funneled onto La Posada, or through the Highlands neighborhood where I live, or onto Vista Boulevard and Winfield Springs as they currently are all at maximum capacity! My second question is one of you mentioned that a study was done analyzing the devices people use that work out at USA Parkway and that's how you determined where these people live? It was mentioned that you used their devices and their location services to determine that they were traveling to Sparks and Spanish Springs? I think that would be illegal to tap into their devices that way but number two where is this study? I would like to see this study and how it was completed and where this data came from. Soooo many questions!! Oh, and I like the way it was just thrown in there that now the more appropriate route was gonna come through Golden Eagle down onto Vista Boulevard versus the la Pasado route, which was previously mentioned as the primary choice... You just snuck that one in there! Interestingly enough, it goes through Washoe County lands not the city of Sparks so you don't have to deal with all of us to put your road in?? Come on RTC you can do better ! We need transparency not secrecy!
	Daily	89503	Yes, it's critical	No						Build it as soon as possible	
Lisa Cassidy	Daily	89434	Yes, it's critical	No						Build it as soon as possible	Help please. We're at a breaking point.
Ashley	Several times per week	89501	Yes, it's critical	No						Explore other transportation solutions to address th	
	Occassionaly		It's a minor issue	Yes	2	5	4	3	1	Explore other transportation solutions to address th	
Cheryl Haines	Occassionaly	89436	Yes, it's critical	Yes	5	3	2	1	4	Explore other transportation solutions to address th	I live within a 1/4 mile from La Posada in a residential neighborhood and moved out here to Sparks for a quiet surrounding. When the TRIC was built in Story County, the developers were to build a separate freeway and a train line. This didn't happen, the companies that operate in that area should pay to build a train for the employees and goods. Nevada is notorious for selling the public a bill of goods with plans and talk that will be paid for by business or developers, and then tax payers are on the hook. We give huge tax breaks, like to Tesla, and then the businesses get to destroy our way of life for their profit. Let them pay for this business road, and stay out of our neighborhoods. I don't want traffic and trucks in my neighborhood.
gladimir	Several times per week	89506	Yes, it's critical	No						Build it as soon as possible	
Veronica Cross	Rarely	89521	Yes, it's critical	No						Continue evaluating connection options to Sparks/I	
	Daily	89441	Yes, it's critical	Yes	1	3	2	4	5	Build it as soon as possible	
Christopher Reilly	Daily	89431	Yes, it's critical	Yes	5	4	3	2	1	Build it as soon as possible	
Kevin	Daily	89408	Yes, it's critical	No						Build it as soon as possible	The I-80 corridor is vital, connecting the east west routes and with the explosive growth in the local area feasibility studies should outline and highlight any all solutions to mitigate the congestion. A connector route may not be enough, a light rail system along side the proposed route could be extremely beneficial and could in fact be constructed faster. Thank you
Maggie Medlin	Daily	89436	Yes, it's critical				2			Build it as soon as possible	Since most of the traffic is due to people going to work at Switch, Tesla, Goggle, Panasonic, Walmart. Chewy's, make those big corporations foot tje bill.
Sean Smith	Several times per week	89441	Yes, it's critical	No						Build it as soon as possible	
Dante	Several times per week	89436	Yes, it's critical	Yes	5	2	1	3	4	Build it as soon as possible	
Thomas M Gathercoal	Rarely	89433	Yes, it's critical	No						Build it as soon as possible	
Karl Niebelein	Occassionaly	89434	Yes, it's critical	Yes	4	2	5	3	1	Build it as soon as possible	
Vera Roberson	Occassionaly	89408	Yes, it's critical	No						Build it as soon as possible	180 is not only dangerous to drive at this time, but is a danger in that emergency vehicles are at times not able to make the trip into Reno! This becomes more important than just commuters being able to get to their place of employment.
John Barron	Daily	89436	Yes, it's critical	Yes	3	4	1	5		Build it as soon as possible	Growth in industry has outpaced road resources. We need additional infrastructure immediately to ease traffic and improve safety.
Lori Bellis	Occassionaly	89509	Yes, it's critical	No						Build it as soon as possible	I support the Vista-Golden Eagle Option. It has the least environmental impact as long as the archeological sites along the route are protected.
Eric Brown	Occassionaly	89436	Yes, it's critical	No						Build it as soon as possible	I would to like to see further widening of Pyramid Highway to support a connector at La Posada east to USA parkway. This would be less disruptive to existing residential communities along Vista Blvd
Kim Cook	Occassionaly	89441	Yes, it's critical	No						Build it as soon as possible	
Holly Flores	Rarely	89436	It's a minor issue	Yes	3	4	2	1	5	Explore other transportation solutions to address th	Please explore and publish other options considered to reduce the expected traffic 2050 ADTs on I80 such as, buses/coaches or rail for commuters to TRIC along the I80 corridor. Surely, this would be more cost effective even if commuters were incentivized than a new roadway. If UPRR won't share the corridor with a commuter train, how about a new light rail system? Light rail has been very successful in Sacramento and other locales. How about light rail from Stead and Spanish Springs and South Truckee Meadows to the city center? I live on Voyage Drive with open fencing in the backyard looking east at the mountains. I am concerned about the optional connection to La Posada Dr./Vista Blvd. resulting in traffic noise and wrecking the view. A roadway here would ruin the peaceful enjoyment of my property. How can this be considered on a cost/benefit basis if there are only 52 2050 ADTs anticipated on this route? I am also concerned to a lesser extent about increased traffic on Vista Blvd. and Spanish Springs in general. Thank you for your consideration of my comments and concerns.
Nicole	Occasionally	89441	Yes, it's critical	No						Build it as soon as possible	
Mike Cleary	Daily	89523	Yes, it's critical	No						Build it as soon as possible	DO SOMETHING PROACTIVE FOR ONCE!!!!
Gavin Rees	Daily	89436	Yes, it's critical	Yes	4	3	5	2	1	Build it as soon as possible	If you're reviewing a roadway, public transportation should also be evaluated along the same potential corridor.
Kelly Larish	Occasionally	89502	Yes, it's critical	No						Build it as soon as possible	
Mary Iwanaga	Occasionally	89441	Yes, it's critical	No						Build it as soon as possible	I live off Pyramid Hwy by Pebble Creek. Many employed USA Parkway. They are traveling to South Pyramid Lake and connect in Fernley to go to work. So much wasted time and gas.plus, if there is an emergency out this way and evacuations needed, Pyramid Hwy will be deadlocked. This is a major safety issue with all the new construction. Development and growth will progress so let's make it safe for everyone. Thank you.
	Daily		Yes, it's critical				5			Build it as soon as possible	
	Occasionally		Yes, it's critical	Yes	3	5	1	2	4	Explore other transportation solutions to address th	Better to fund public transit. Have a busses go from Spanish Springs to Tahoe Industrial. Eventually build a train that connects the area. If they can expand I-80 for a lane, they can put a train.

SURVEY RESPONSES/COMMENTS

Christine Anderson	Occasionally	89509	Yes, it's critical	Yes	4	2	1	5	3	Explore other transportation solutions to address th	Thank you for your interest in relieving congestion with the northeast corridor. As new roads of this type almost always induce new travel demand and create more of the congestion they were supposed to relieve, any connector project must include proven methods to actually reduce congestion such as facilities for mass transit, bikes, and other vulnerable road users. Your draft report does not include these important congestion-reducing elements. Please include facilities for mass transit such as bus pull outs and facilities for vulnerable road users that are appropriate according to the FHWA Bikeway Selection Guide with the anticipated maximum traffic volume. Please begin to address the safety of vulnerable road users in all RTC projects reports.
Susan	Several times per week	89523	Yes, it's critical	No						Build it as soon as possible	
Steve	Rarely	89506	Yes, it's critical	Yes	1	4	2	3	5	Explore other transportation solutions to address th	Work with UP and USA Parkway employers to run a regularly scheduled passenger line between Reno and Sparks, and the manufacturers and warehouses on USA Parkway
Bryan	Daily	89436	Yes, it's critical	Yes	1					Build it as soon as possible	
Dillon Sorenson	Daily	89434	Yes, it's critical	No						Build it as soon as possible	Build more lanes and flush out other routes to south reno and Spanish springs
Spencer	Daily	89502	Yes, it's critical	No						Build it as soon as possible	This should have been done 10 years ago before traffic got this bad. I'm surprised a lawsuit has not been started against the city and state for this completely avoidable situation.
Joan Burke	Rarely	89436	Yes, it's critical	Yes	4	3	1	2	5	Continue evaluating connection options to Sparks/S	This is an opportunity to provide a solution that will withstand growth while providing access. Ours is a beautiful part of the region and we need to respect our surroundings and not opt for a quick fix. This is a definite need but let's do it right.
Lynn Sandell	Several times per week	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	Vista and going through Golden Eagle will put the capacity for Vista above what the road is able to handle already with the huge developments coming in.
C. Buster	Never	89431	Not an issue	Yes	4					Explore other transportation solutions to address th	This Storey County's issue. RTIC knew this. Let Storey County/RTIC figure it out or put a toll on Vista Blvd and I-80. Mayor Lawson my question for you is why the continuous need for construction? What are your financial interests with constant construction? How does consistent construction benefit Sparks residents if there is never an end?
Rigo	Daily	89506	Yes, it's critical	Yes	5	2	4	1	3	Build it as soon as possible	Construction needs to happen now it's already dangerous traveling to work to feed our families
Dominik	Daily	89431	Yes, it's critical	Yes	4	1	3	5	2	Build it as soon as possible	Either expand I-80 or build a new road connecting reno/sparks to usa parkway and if expansion of I-80 isn't feasible make it so semitrucks have to stay in right lane
Angelita	Several times per week	89408	Yes, it's critical	No						Build it as soon as possible	I live in Fernley and work at the TRIC. Going to work isn't an issue at 6am. Leaving work at 6pm however is a total nightmare, even when trying to access the east bound on ramp at USA parkway to Fernley. So many cars are attempting to go westbound to Reno, that it delays getting to Fernley by 15 to 20 minutes depending on if there is an accident in the area, which there usually is. When not working, once it reaches 2pm, my family will not go to reno for shopping, dining, or entertainment until after 8pm, and by then we find some other alternative. If we leave Fernley at 3pm, we will get to Reno about 4:30pm, with no accidents. 2 years ago it was about 45 minutes. Please build something. Adding a other traffic lane won't reduce traffic congestion because by the time its built, even more companies would have moved into the TRIC, thereby creating the same bottleneck we now face. Thank you, Angelita
Jennifer	Several times per week	89523	Yes, it's critical	Yes	5	2	1	4	3	Build it as soon as possible	
	Occasionally	89505	Yes, it's critical	No						Build it as soon as possible	Do something. It's pathetic and ridiculous how bad it is.
Fernando Vazquez	Occasionally	89508	Yes, it's critical	No						Build it as soon as possible	
Shane moss	Several times per week	89436	Yes, it's critical	Yes	1	5	4	3	2	Build it as soon as possible	
MIKE AIELLO	Occasionally	89441	It's a minor issue	No						Explore other transportation solutions to address th	
Chris Smallcomb	Rarely	89436	Yes, it's critical	Yes	5	2	3	1	4	Continue evaluating connection options to Sparks/S	While I sympathize with commuters that have to deal with daily traffic problems on I-80 to TRIC, I feel our communities in Sparks and Spanish Springs should not have bear the brunt of this proposal due to short sightedness and unrestricted growth taking place out at TRIC. These corporations and Storey County should have to be involved in funding transportation options in getting their workers to/from, including mass transit. Widening I-80 and/or adding another road from Spanish Springs will only offer short term relief. I am also concerned over loss of open space in the study area - having wide expanses of easily accessed open space is a reason many of us moved to Nevada and specifically Reno/Sparks to begin with. Having a new busy road cut right through that area potentially to/from quiet neighborhoods in Sparks and Spanish Springs is not acceptable from a quality of life standpoint.
Ace	Several times per week	89509	Yes, it's critical	Yes	5	1	2	4	3	Explore other transportation solutions to address th	Light rail
Rufus M Monts IV	Occasionally	89436	Yes, it's critical	Yes	4	3	1	2	5	Explore other transportation solutions to address th	
Tom	Occasionally	89523	Yes, it's critical	No						Build it as soon as possible	
Douglas	Occasionally	89441	Yes, it's critical	Yes	3	5	1	4	2	Build it as soon as possible	
	Daily		Yes, it's critical	No						Build it as soon as possible	
Karen S	Rarely	89436	Yes, it's critical	No						Build it as soon as possible	The methodology of the study and the Vista recommendation makes sense. However, we as a society need to explore mass transit for situations like this and also have all the companies that are building out there help to foot the bill to get their employees to work.
	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Thousands of us lose many hours a week away from our families because of the traffic. We already work 40-50 maybe 60hrs a week, then sit in traffic for another 10 hours per week. Thats 1 hour each way MINIMUM. Sometimes even longer.
Jeff Seifers	Occasionally	89436	Not an issue	Yes	3	5	1	2	4	Explore other transportation solutions to address th	Let's focus the city on controlled growth, more cost to builders and less expansion in the already overbuilt Spanish Springs area.
William J Barclay jr	Occasionally	89436	It's a minor issue	Yes	1					Take no action at this time	Been to many meetings. The two roads coming into Spanish Springs plus the building of 746 homes in Wingfield will ruin the area permanently... I oppose and the plans I have seen do not make sense, in addition there is NO Money. What are we doing????
Robert	Daily	89521	Yes, it's critical	No						Build it as soon as possible	Make a road going over south meadows to USA parkway
Jason	Daily	89429	Yes, it's critical	Yes	1					Build it as soon as possible	Connect Waltham way to sparks Blvd before you start on i 80 it will eas traffic during construction
Chris	Daily	89503	Yes, it's critical	Yes						Explore other transportation solutions to address th	Commuter train is needed to properly solve the congestion issues, especially as TRIC continues to expand with no nearby housing options.
											The congestion is a drain on the economy!
Guy	Daily		Yes, it's critical	No						Explore other transportation solutions to address th	Install a commuter train service
afra	Daily	89523	Yes, it's critical	No						Build it as soon as possible	
	Daily		Yes, it's critical	No						Build it as soon as possible	
	Daily	89431	Yes, it's critical	Yes	5	3	2	4	1	Explore other transportation solutions to address th	Light railroad or railroad service into the area
Ross Tennison	Several times per week	89445	Yes, it's critical	Yes	1	2	3	4	5	Build it as soon as possible	Its absurd that the state has helped the TRC develop, yet has poured billions upon billions in Las Vegas. Its time the Reno area gets some relief. I surely hope common sense is used however
Morgan lawry	Daily	89406	Yes, it's critical	Yes	2	4	1	3	5	Build it as soon as possible	
Andrew Pellissier	Daily	89509	Yes, it's critical	No						Build it as soon as possible	This is a Critical path start for a problem that is getting exponentially worse year to year
	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
Keanu	Daily	89434	Yes, it's critical	Yes			4			Explore other transportation solutions to address th	A Light rail would be most cost effective and easiest way to resolve traffic issues and accidents I would ride in a train to get to work.
Alejandro Villegas		89436	Yes, it's critical	No						Build it as soon as possible	
Luke	Daily	89436	Yes, it's critical	Yes	3	1	2	4	5	Build it as soon as possible	DO NOT MAKE IT A TOLL. WE DO NOT NEED TOLLS IN NEVADA. WE ARE ALREADY GOUGED ON REGISTRATION FEES WHICH ARE INTENDED TO FUND SUCH PROJECTS
Carlos	Daily	89436	Yes, it's critical	No						Build it as soon as possible	While the connector is great, there needs to be ways from folks closer to pyramid way to access it. Right now they would need to drive through residential areas. Connecting from La Posada is crucial. And I also think completing the missing piece of Stonebrook Parkway would also give folks alternative paths to use the new road.
Christopher Brown	Occasionally	89434	Yes, it's critical	No						Build it as soon as possible	It would be good to see additional options like rail service being added for commuters going to USA parkway. This would alleviate cars and traffic on interstate 80 and would also help with public transportation options for folks and make Mass improvements to the area of USA parkway
Hector	Several times per week	89434	Yes, it's critical	Yes	1	3	2	4		Continue evaluating connection options to Sparks/S	
Jim Lockwood	Occasionally	89441	Yes, it's critical	Yes	2	4	1	3	5	Explore other transportation solutions to address th	Why is it assumed that the majority of traffic going to the industrial center is coming from Sparks. Also, why can't the businesses that are drawing the traffic build residential areas on their property so housing is more accessible for the workers.
Ashley Holt	Daily	88512	Yes, it's critical	No						Build it as soon as possible	
Abby	Daily	89623	Yes, it's critical	Yes	1	2	4		3	Build it as soon as possible	I think this is a better option than expanding the existing highway. Expansion would cause substantial increase in traffic and will take years. This project will also likely takes years to complete. The traffic will have economic impacts on Reno and surrounding areas as people do not want to continue working and drive that route. Also consider better public transport like trains, busses, carpooling/park and ride...
Evan	Daily	89503	Yes, it's critical	Yes	1	3	2	5	4	Explore other transportation solutions to address th	Build a train station at USA parkway and take advantage of existing rail solutions
Justin Daly	Several times per week	89502	Yes, it's critical	No						Build it as soon as possible	The state of nevada should be sued for neglecting to cater to the growth of usa parkway. Giving tax incentives for developers but not factoring in extra lanes is beyond unacceptable. Too little too late.
John bothe	Several times per week	89512	Yes, it's critical	Yes	1	3	2	4	5	Explore other transportation solutions to address th	Trains station on usa parkway
Ivan Espinoza	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
	Occasionally	89503	Yes, it's critical	Yes	4	5	3	1	2	Explore other transportation solutions to address th	I have a master's degree in Urban Planning, so I understand the challenges that this project presents. However, I do not feel that public transportation options have truly been thoroughly investigated. Our region is so heavily dependent on personal vehicles for transportation, and considering the growth that has and will likely continue to occur, it makes no sense to not prioritize public transportation as much as possible. RTIC has a great opportunity here to use the millions of taxpayer dollars to invest in the infrastructure we lack to make public transportation truly feasible for the thousands of people that commute to USA Parkway every day. I fear that we are so stuck in the "one more lane" mindset that if we don't intervene now, it will be impossible to change in the future (to everybody's detriment). There are SO many benefits of public transportation outside of just traffic decongestion that can have potentially bigger impacts on not only the physical health of our community, but also the mental health and overall well being of our citizens. I highly encourage this study to refocus on the bigger picture, and not prioritize short term gains over long term change.
Michael Plummer	Several times per week	89441	Yes, it's critical	Yes	1	3	4	5	2	Build it as soon as possible	
Matthew Adamo	Daily	89512	Yes, it's critical	Yes	2	5	1	3	4	Build it as soon as possible	Demand that developers of the TRI center pay for the infrastructure. Penalize council people for approving developments without existing infrastructure capacity.
Noah McCusker	Several times per week	89506	Yes, it's critical	No						Build it as soon as possible	
Andrew	Several times per week	89436	Yes, it's critical	No						Explore other transportation solutions to address th	The workers out at the continuously growing and developing tech/industrial center need either their own road or a public transportation such as high speed rail or otherwise option. The latter would clear out a significant portion of traffic for other passing through I80 travellers
Ak	Daily	89432	Yes, it's critical	Yes	4	3	1	2		Build it as soon as possible	An alternate route was supposed to be started yesterday. The amount of people commuting this route has gone up exponentially, who even gives these many permits to large scale buildings and not think about traffic? Lane widening should happen immediately, atleast on westbound route. Adding ramp traffic lights should be the first step. Shortening the merge lanes at electric avenue, and I-80 westbound should be controlled. Either shorten or make hard stop for merging length. Too many unruly drivers moving here from California and Texas. Thanks to Elon.
Mersadies	Daily	89503	Yes, it's critical	No						Build it as soon as possible	
Jared	Daily	89523	Yes, it's critical	Yes	3		2	1	4	Build it as soon as possible	
	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
	Daily		Yes, it's critical	No						Build it as soon as possible	
Oscar	Daily	89521	Yes, it's critical	No						Build it as soon as possible	
Maria	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
Gregory Reitz	Occasionally	89419	Yes, it's critical	No						Build it as soon as possible	
April Saccucci	Several times per week	89406	Yes, it's critical	No						Explore other transportation solutions to address th	more public transportation such as train, bus or shuttles would be great.
James	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	
	Occasionally	89503	Yes, it's critical	No						Build it as soon as possible	
Austin Roberts	Daily	89441	Yes, it's critical	No						Build it as soon as possible	
Trish	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
Whitney Hinson	Several times per week	89434	Yes, it's critical	No						Build it as soon as possible	
Jordan Ableman	Daily	89434	Yes, it's critical	Yes	3		4	2	1	Build it as soon as possible	
	Daily		Yes, it's critical		5	2	1	3	4	Build it as soon as possible	
Roda	Daily	89511	Yes, it's critical	No						Build it as soon as possible	

SURVEY RESPONSES/COMMENTS

Julian v	Daily	89506	Yes, it's critical	Yes	1	3	5	2	4	Explore other transportation solutions to address th	
Ezekiel	Several times per week	89436	Yes, it's critical	Yes	1	5	3	2	4	Explore other transportation solutions to address th	If any privately owned land is acquired through imminent domain for this project it should be shut down immediately. Many of these properties have been in families (including my own) for decades. Explore another option and plan better on future projects when projecting the growth of the area.
	Daily	89521	Yes, it's critical	Yes	1	3	2			Build it as soon as possible	
Katie	Daily	89436	Yes, it's critical	No						Build it as soon as possible	I've seen a lot of accidents on this stretch of road, even the head on collision and it's honestly so sad for families that I have severe anxiety driving it but it's how I make a living so I have to.
Pass	Daily		Yes, it's critical	Yes	2	3	1	4	5	Continue evaluating connection options to Sparks/S	
Daniel Morales	Daily	89512	Yes, it's critical	No						Build it as soon as possible	
Ken Zemach	Several times per week	89523	Yes, it's critical	No						Build it as soon as possible	One new route alone won't be enough to solve this issue. Need to execute multiple methods.
	Daily	89506	Yes, it's critical	No						Build it as soon as possible	
Tyler	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
Eric Van Spronsen	Daily	89523	Yes, it's critical	Yes	2	3	1	4	5	Build it as soon as possible	Build four new roads connecting Washoe and Story County, now! Billions of hours of people's time is being wasted!
Kevin Sharp	Several times per week	89506	Yes, it's critical	No						Build it as soon as possible	
Seth	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
George Hayduke	Daily	89511	Yes, it's critical	Yes	3	5	1	2	4	Continue evaluating connection options to Sparks/S	Go big, connect from tric via the pah rah mnts to as far north as possible in Spanish Springs
	Several times per week	89434	Yes, it's critical	No						Build it as soon as possible	
	Several times per week		Yes, it's critical	No						Build it as soon as possible	
Fredy Trujillo	Daily	89503	Yes, it's critical	No						Build it as soon as possible	
Todd	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Also make getting a license in Nv more difficult. Formal training and education
	Daily	89433	Yes, it's critical	No						Build it as soon as possible	
Tara Meisinger	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Must be forward thinking and build more than 1 lane. I work at USA and it will only continue to expand.
Gokul Nath Sivakumar	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
Danny Raden	Daily	89408	Yes, it's critical	No						Build it as soon as possible	This road needs to be completed before building anything new in RTIC. 2 hour drive home once a week is making it difficult to retain employees. The lack of infrastructure here has a significant risk to not only the growth of the area but sustaining the jobs that are currently here.
Jenra Jay	Several times per week	89512	Yes, it's critical	No						Build it as soon as possible	
Rajath	Daily	89431	Yes, it's critical	Yes	4	3	1	2	5	Build it as soon as possible	
Stacey Piro	Occasionally	89436	Yes, it's critical	Yes	4	3	1	2	5	Take no action at this time	Doesn't appear to be a well thought out answer to a problem. Accidents on I80 are a critical concern for truckers and perhaps this trying to get to work from Reno and sparks to TRIC. Not sure why sparks residents are the ones having to bear the brunt of giving up land, accepting noise and increase traffic when employees of TRIC come from all over the truckee meadows. Obvious that RTC didn't plan Spanish springs to accept traffic from north valleys and Spanish springs to cross the pah rah range in 2 lanes. I don't believe the numbers of autos traveling to TRIC are accurate. I'd love to see the top 10 (random number, could be 20) employers provide RTC with the number of employees each company employs by zip code. No names, no address, just the zip code. This would alleviate the range of numbers thrown around by proponents of the project. Also, when we start talking about the project cost, I assume we are including cost of fencing both sides of the road, including bike lanes, including crossings for RV, foot traffic and wildlife. A poorly thought out project to satisfy a limited number of people wanting to annex BLM property for further development.
Sai	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
Sudipta Sen	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Please build this alternate road as it's been a nightmare to drive the I80 in peak hours
Nate	Daily	89502	Yes, it's critical	No						Build it as soon as possible	Commuter train would work too. Tracks are already in place.
Joshua Rodriguez	Daily	89431	Yes, it's critical	No						Build it as soon as possible	Add glow in the dark street lines since it is so dark and maybe some emergency vehicle pass throughs for faster speed to accidents or emergencies
Anthony Fallon	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
	Several times per week	89431	Yes, it's critical	Yes	5	2	1	4	3	Build it as soon as possible	
Skyler	Rarely	89523	Yes, it's critical	Yes	4	3	5	1	2	Explore other transportation solutions to address th	Creating better opportunities for transportation- Light rail, better public transit, employers busing employees to/from Job sites, creating HOV lanes on the freeways to incentivize carpooling. All of these things could help congestion as well as preserving our environment and wildlife. It can help those who don't have a vehicle or have vehicle trouble.
Olga Mesina	Occasionally	89434	Yes, it's critical	Yes	2	1	3	4	5	Explore other transportation solutions to address th	We must move beyond the outdated assumption that expanding individual vehicle traffic is the only solution. It is time to seriously examine light rail, robust public transit improvements, and increased ridership of mass transportation systems. Employer-sponsored shuttle programs — busing workers from urban centers directly to job sites — deserve a place at the table as well. Carpooling incentives and dedicated HOV lanes on I-80, US-395, and I-580 are proven, cost-effective tools that reduce congestion while maximizing the capacity of infrastructure we already have. Safety must also be a central priority. The Patricks area continues to see a troubling number of accidents, and our community deserves real, targeted solutions — not just reactive measures after tragedy strikes. Reducing the volume of individual vehicles on those corridors through smarter transportation alternatives is one of the most effective steps we can take toward making our roads safer for everyone. Our region's resources are finite. Our environment is irreplaceable. Any transportation strategy that fails to account for both is a strategy that falls short. We owe it to this community — and to future generations — to pursue solutions that are bold, multimodal, and sustainable.
Brynne	Several times per week	89506	Yes, it's critical	No						Explore other transportation solutions to address th	
Amresh Loka	Daily	89436	Yes, it's critical	No						Build it as soon as possible	
Dakota Deinfeld	Occasionally	89511	Yes, it's critical	No						Build it as soon as possible	
	Occasionally	89431	Yes, it's critical	No						Build it as soon as possible	
Omed Osmani	Daily	89512	Yes, it's critical	Yes	1	3	5	2	4	Build it as soon as possible	
David Morlat	Occasionally	89434	It's a minor issue	Yes	1	2	3	4	5	Explore other transportation solutions to address th	Do not build a 500 million dollar problem that doesn't solve the actual problem. Reconsider option 6 with connections to vista, Los Altos and prater. A Lockwood connection complements existing I80 improvements.
Scott	Occasionally	89509	It's a minor issue	No						Explore other transportation solutions to address th	Regional light rail would solve so many of these issues, and provide a scalable way to travel in our growing urban area.
Caleb Mozingo	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	The amount of congestion between Sparks and Fernley is absolutely unprecedented, it has become a nuisance to not only employees in the USA parkway area but a nuisance on my vehicle, causing unneeded damage to my engine from bumper to bumper traffic every work day. Sparks and Reno have grown significantly but it seems there has been nothing done to address the amount of people using the roads, everywhere in Sparks and Reno are congested because there is not enough space/infrastructure to support the growth. There needs to be a solution for this problem ASAP. The locals that have lived here for years deserve to live in a place that supports their needs and fixes problems they face on a daily basis. Another thing to be addressed when building the connector road is that it needs to be three or more lanes, having yet another two lane road will just push the problem down the road instead of addressing the root problem. My final thoughts are that this needs to be done as soon as physically possible, not in 2027, not in 2030, now, in 2026.
Rachael	Daily	89433	Yes, it's critical	No						Build it as soon as possible	Please don't make a tunnel. It's going to smell like hobo piss with in a week.
Adora Cardines	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
andrew carey	Several times per week	89502	Yes, it's critical	No						Build it as soon as possible	
Marley Cruz	Several times per week	89506	Yes, it's critical	No						Build it as soon as possible	
Justin	Occasionally	89434	Yes, it's critical	No						Build it as soon as possible	It's a mess, shut down tesla
Clarence McCarthy	Occasionally	89434	Yes, it's critical	Yes	3	1	5	4	2	Explore other transportation solutions to address th	Light rail would be a better option. Now is the time to implement it for the future.
Don Dike-Anukam	Several times per week	89506	Yes, it's critical	No						Build it as soon as possible	I question the speed of the process will take to develop and build this project.
Katie Massey	Occasionally	89512	Yes, it's critical	No						Build it as soon as possible	
Kaytlyn Burton	Occasionally	89512	Yes, it's critical	No						Build it as soon as possible	
Tyson Allen	Daily	89503	Yes, it's critical	Yes	1	2	4	5	3	Build it as soon as possible	
Kyale Rollins	Several times per week	89506	Yes, it's critical	Yes	2	3	5	1	4	Explore other transportation solutions to address th	Other methods of transportations besides cars and buses needs to be looked into. Expanding the freeway will take years to complete. Only making traffic worse and may only help for a couple years. Creating a rail system that runs from Reno through USA parkway to Fernley. Creating a loop from fernley to Dayton, Carson and back to Reno would connect the hole region and opens up dozens of possibilities for expansion
	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	
	Daily	89434	Yes, it's critical	Yes		3				Build it as soon as possible	
Bruce	Occasionally	89441	It's a minor issue	Yes	5					Explore other transportation solutions to address th	There are other alternatives that can be used. A possible rail commuter system. A bus or transit system. Widening I-80. RTC is only doing this study for Sparks Mayor Lawson. Traffic is bad enough right now in Spanish Springs. The additional road traffic would create an impossible commute for the citizens in Spanish Springs.
Chance Brown	Rarely	89521	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
	Daily	89429	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	An alternate route needs to happen before widening of sparks to USA. Alternatively, first step four lanes from Mustang to Vista three lanes from Patrick to Mustang should be the first step with a wider offramp on Vista. Walton Way on ramp could be a carpool only ramp between major commute hours
Jahir Zarate Acosta	Several times per week	89434	Yes, it's critical	No						Explore other transportation solutions to address th	I would like it as soon as possible but it would take long maybe an underground train to the giga factory
Gao	Occasionally	89431	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	Limit building facilities onnear usa pkwy
That should have been completed a decade ago. No	Daily	89506	Yes, it's critical	Yes	5	3	1	4	2	Build it as soon as possible	Also need another way around when accidents happen in between vista and USA parkway. Get this done. Should have been planned and built over ten years ago.
Chuck Norris	Daily	89502	Yes, it's critical	No						Build it as soon as possible	Make sure it has a low speed limit so no one uses it
	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
Jeff Baker	Occasionally	89436	It's a minor issue	Yes	4	3	1	2	5	Explore other transportation solutions to address th	Increased traffic thru community housing where speed limits are already being exceeded by double digit speeds will become worse and cause injuries and danger to those communities if most slowdowns on I-80 are accident related have a better presence of Highway patrol to control the excessive speeding that happens everyday.
Michelle	Several times per week	89441	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
Greg coppola	Several times per week	89436	Yes, it's critical	Yes	5	2	4	3	1	Build it as soon as possible	
Madeline Abele	Daily	89511	Yes, it's critical	No						Build it as soon as possible	
Tarah	Daily	89506	Yes, it's critical	Yes	3	2	1	4	5	Build it as soon as possible	
Alan Sullivan	Several times per week	89434	Yes, it's critical	No						Build it as soon as possible	Roads should have been expanded right after Tesla came. It is only going to get worse when they open the semi truck factory.
Robert Heslop	Occasionally	89433	Yes, it's critical	Yes	1	3	5	4	2	Explore other transportation solutions to address th	
Tim Wiebe	Rarely	89436	Yes, it's critical	Yes	5	3	1	2	4	Explore other transportation solutions to address th	Shared rail use on existing rails seem to be a quicker solution.
Ian Evermann	Daily	89433	Yes, it's critical	No						Build it as soon as possible	Something needs to be done about an alternate route other than what is available. The traffic is only getting worse while accidents seem to be increasing worse as well. Anyone that travels I-80 east or west would agree that there needs to be another way into or out of Reno on 80
Amanda Mulholland	Occasionally	89431	Yes, it's critical	Yes	1	5	2	3	4	Explore other transportation solutions to address th	A commuter rail should be looked at for this area. A station out on vista loading through the same proposed area would reduce emissions, reduce the likelihood of illegal dumping, animal caused vehicular accidents, and roadway accidents still causing traffic.
Douglas Urbani	Occasionally	89441	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
Alex Amedondo	Several times per week	89503	Yes, it's critical		2	3	5	1	4	Build it as soon as possible	
Eric Bates	Several times per week	89433	Yes, it's critical	Yes			1			Continue evaluating connection options to Sparks/S	Expanding I80 will only cause congestion for 5-10 years. Recommend expanding existing alternative routes at intervals to reduce congestion.
Ponce	Daily	89521	Yes, it's critical	Yes						Build it as soon as possible	

SURVEY RESPONSES/COMMENTS

Matthew Breice	Daily	89436	Yes, it's critical	Yes	3	2	1	4	5	Build it as soon as possible	put a passenger train on the pacific union tracks for the workers and some busses, billions are being lost monthly from people sitting in that traffic constantly
The first time	Daily	98210	Yes, it's critical	No						Build it as soon as possible	Make sure people are driving in the correct lanes for their speed, they also need to move over when not passing and let others by
Craig Petersen	Rarely	89436	Yes, it's critical	Yes	1	2	5	4	3	Explore other transportation solutions to address th	
Mike Dougan	Daily	89441	Yes, it's critical	No						Build it as soon as possible	Let's please build some roads to get us moving we keep letting businesses put up out there and we do nothing about the infrastructure it's feels like the actual people that call this place home are an afterthought an no one thinks about us or cares about how unsafe our officials have let this stretch of 80 become how many more accidents and lives need to be lost. Now we are putting up warehouses in Spanish springs where is all this traffic supposed to go with no new roads
James Bunga	Daily	89434	Yes, it's critical	Yes	2	4	3	1	5	Explore other transportation solutions to address th	We want the train
											It boggles my mind that you allowed tesla to have a ten year tax break instead of making them pay to help widen this road. Its obvious to everyone that the bad traffic started when the gigafactory was fully staffed and operational. Yet you waited till now to do anything about it instead of being proactive and doing it at the beginning, before tesla was up to speed. Even knowing that it was creating over 10000 jobs resulting in that many extra cars on 80 east.
Jon	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	We live in the high desert. Any impact to the environment from Reno/Sparks to USA parkway and beyond could be well navigated by wildlife by underpasses and overpasses that have been used in the past. They are called "wildlife bridges" and nature passes. Let's get this done as quickly as possible thank you
Donald wiechers	Daily	89511	Yes, it's critical	No						Build it as soon as possible	any other option to get to the tric is a help...
Charlie Basham	Rarely	89434	Yes, it's critical	Yes	5	2	3	1	4	Explore other transportation solutions to address th	
Neila Hand	Daily	89408	Yes, it's critical	Yes	2	3	1	5	4	Explore other transportation solutions to address th	
Jacob	Occasionally	89509	Yes, it's critical	Yes	5	4	1	3		Explore other transportation solutions to address th	I would prefer to see a regional rail or intercity bus service rather than a new regional road. If completed, there will be relief from today's congestion issues, but induced demand will occur. The only feasible way to avoid that is to diversify our transportation options for the region, including within the cities. There is a reason that major cities with large employers have extensive public transportation: it's more responsible, ethical, and feasible to transport thousands of commuters by bus and train rather than in single-occupant private vehicles. Another consideration is the risk of wildfire ignited from increased vehicular travel. I think that as a region a new road that will induce demand is not a wise investment for the region and other modes should take priority.
Yanna Sharp	Daily	89506	Yes, it's critical	No						Build it as soon as possible	
Damien	Daily	89509	Yes, it's critical	Yes	1					Build it as soon as possible	
Ryan Judson	Several times per week	89521	Yes, it's critical	No						Build it as soon as possible	Let's build this connector! Traffic is a real problem and will act as a constraint on the local economy if we do not act soon.
Erin Olsen	Occasionally	89523	Yes, it's critical	Yes	3	5	4	2	1	Continue evaluating connection options to Sparks/S	
Michael Featherston	Daily	89436	Yes, it's critical	No						Build it as soon as possible	I've been driving this corridor every day since 2017 and every day it gets worse. Wintar time the DOT refuses to plow and black ice forms between Lockwood and Mustang extremely bad in both directions and nothing is done about it. This needed widening 10 years ago and letting that homeless camp exist aftar Lockwood creates even more issues. They walk and ride their bikes on the freeway and again nothing is done about it. It's an unsafe and congested and delaying any longer should come with the state being held liable for all accidents and death or injuries. Northern Nevada deserves the same resources as the town down south
Daniel irwin	Occasionally	89503	Yes, it's critical	Yes	1	2	5	4	3	Continue evaluating connection options to Sparks/S	
Evan	Daily	89506	Yes, it's critical	Yes	3	4	1	2		Build it as soon as possible	
A person who lives in Reno	Daily	89511	Yes, it's critical	Yes	4	1	2	3		Explore other transportation solutions to address th	
Billy Ayakawa	Daily	89436	Yes, it's critical	No						Build it as soon as possible	This issue is growing at an extremely fast rate and taking hours from thousands of people's lives. No one should have to go through this and it reflects the lack of foresight and planning on the government entities involved in this route. Traffic assessments could have been done prior to allowing these massive companies to grow. We're already too late so we really need to do something now. Additional lanes will not do it. A connector is needed.
Amanda Lindemann		89436	Yes, it's critical	Yes			1			Build it as soon as possible	The traffic is absolutely horrendous and often requires a commute of 2+ hours. The northeast connector is vital for individuals who work in that area. This is a plan that needs immediate attention and initiation. There are hundreds of new homes being built with most working in the USA pkwy area. Wingfield is also pending a possible new plan of adding 700+ homes to the area. I imagine this will also impact the drivers headed that direction for work. The northeast connector is absolutely needed and should be started immediately. There are too many people and not enough roads in this city.
Joshua Richmond	Daily	89434	Yes, it's critical	No						Build it as soon as possible	
Cooper Burkey	Daily	89521	Yes, it's critical	No						Build it as soon as possible	
Zakiyya	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Alternative routes like public transportation would also be nice. IE. Train to Bus
Trent Bruce	Daily	85902	Yes, it's critical	No						Build it as soon as possible	
Colby Compston	Several times per week	89503	Yes, it's critical	Yes	4	5	1		2	Build it as soon as possible	
Kurt Walton	Daily	89434	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
	Daily	89433	Yes, it's critical	No						Build it as soon as possible	
	Several times per week	89434	Yes, it's critical	No						Build it as soon as possible	
Bryan Curran	Several times per week	89512	Yes, it's critical	Yes	1		2			Build it as soon as possible	Expanding the available lanes on the freeway from 2 - 4 in one direction vs total available ....with an HOV lane for commuter traffic would be essentially the best thing to do
Not tellingyou	Daily	89433	Yes, it's critical	Yes	1	5	4	3	2	Build it as soon as possible	
Brad	Daily	89511	Yes, it's critical	No						Build it as soon as possible	
Darby Heckathorn	Several times per week	89501	Yes, it's critical	Yes	4	5	2	3	1	Build it as soon as possible	The traffic effectively places emergency services up to an hour away from USA parkway at peak traffic times. I80 has an absurdly high rate of accidents
Christian Manuel Rivera	Daily	89502	Yes, it's critical	Yes	5	2	1			Build it as soon as possible	
Xavier Grindley	Daily	89436	Yes, it's critical	No						Build it as soon as possible	Trains, would be huge for the community. I would utilize daily and know many others who would too. The commute is one of the worst things about living in Reno. A solution would be amazing for the city!
Bobby sanders	Several times per week	89431	Yes, it's critical	No						Build it as soon as possible	Nipe
Brad DeNatty	Daily	89503	Yes, it's critical	Yes	5	1	2	3	4	Build it as soon as possible	
William Mantle	Rarely	89521	Yes, it's critical	Yes	2	1	3	4		Explore other transportation solutions to address th	This feels like a regressive solution to a progressive problem. Roads are extremely expensive for design, build, and upkeep. Every cubic ft of rd is perpetual tax dollar allocations. RTC should've working with our local industries to fund ways to promote shuttle, ride share/cooperation, and also creating special assessments to fund these efforts if necessary. This effort is essentially subsidizing the industries that plop themselves down and don't care what problems they create. Why should we be bailing them out if they don't want to be partners in solutions?
	Several times per week	89502	Yes, it's critical	No						Build it as soon as possible	Build an alternative highway as soon as possible. Widen the freeway in both directions. Explore a commuter or light rail train to connect with USA pkwy. Right now the traffic is unbearable.
	Daily		Yes, it's critical	No						Build it as soon as possible	
Jamie DePeepe	Rarely	89509	Yes, it's critical	No						Build it as soon as possible	
Matthew Anderson	Rarely	89503	Yes, it's critical	No						Build it as soon as possible	
Joe		89431	Yes, it's critical	Yes	5	2	4	3	1	Explore other transportation solutions to address th	RTC can build a commuter rail and work within existing infrastructure to build a way to relieve traffic for those going to work on USA Parkway. There is absolutely no justification for taxpayers to foot the bill for building infrastructure for those businesses. Unless RTC gets the funding directly from the businesses without the possibility of a toll road, the project is not warranted or appropriate.
Tia Millar	Occasionally	89431	Yes, it's critical	No						Explore other transportation solutions to address th	
AJ Fleming	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	Please for the love of all that is holy do something, ANYTHING about the recurring traffic nightmare on I80 between sparks and USA pkwy.
Nathan Thornberry	Occasionally	89436	Yes, it's critical	No						Build it as soon as possible	
	Occasionally	89436	Yes, it's critical	No						Build it as soon as possible	
Bill Schy	Occasionally	89511	Yes, it's critical	No						Continue evaluating connection options to Sparks/S	
Ashly Rethmeier	Daily	89502	Yes, it's critical	Yes			1			Build it as soon as possible	
Yo	Several times per week	89506	Yes, it's critical	Yes	1					Explore other transportation solutions to address th	Onco you finish this supposed stupidity, you will invite developers to overbuild our resources. Continuing down the road that we're already on. Whatever schemes you come up with will takes years to complete and will be obsolete before it's even started if the building doesn't stop. Much like everything in the Truckee meadows at this point. Your organization is 25 years behind schedule, is that on purpose to keep yourselves relevant? Why not be proactive and think out of box and just pave over the Truckee river to make more room for developers to make money. Maybe you could put the Truckee under ground and make I 80 fifteen lanes each way, or 10 lanes each way and let developers build apartments on each side all way to the late great USA Parkway.
Mitchell Graham	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	
Salvador	Daily	89436	Yes, it's critical	No						Build it as soon as possible	A train would be good too
Matt	Several times per week	89431	Not an issue	Yes	1	3	4	2	5	Take no action at this time	
Medwynn Vergara	Rarely	89436	Yes, it's critical	Yes	1	4	2	3	5	Build it as soon as possible	If you're going to build the Northeast connector, you're going to need to have it at least two lanes both ways. It's going to have to dump into Vista or La Posada and those streets need to be at least three lanes after it is built. Build it right the first time so that we don't have any issues with having to build another lane 5 years or 10 years down the road.
Dash Onoff	Several times per week	89431	Yes, it's critical	Yes	5	4	3	2	1	Explore other transportation solutions to address th	Instead of tax breaks for multinational corporations who export their profits, they should be paying for the necessary infrastructure improvements
John Varga	Rarely	89436	Yes, it's critical	Yes	3	4	1	2	5	Explore other transportation solutions to address th	1. This connector will add a large amount of traffic onto Vista BBoulevard, which it was never designed for. If there were to be an accident on I-80 this connection and Vista would turn into I-80. The amount of truck traffic would gridlock neighborhoods. Will Vista need to be widened, like Sparks Boulevard is now? 2.Recently the city of Sparks closed the fire station at Golden Eagle. This extra traffic and possible gridlock would cause response time to increase. There have been several fires in the area. 3.Vista and Hubble to the north turn into 2 lanes and is 25 mph. GPS will have truck traffic going through these as a short cut to pyramid. Hubble has 2 roundabouts that trucks will run over or possibly get stuck. This can cause emergency response times to increase. 4.The city is looking at a request to develop parts of Redhawk golf course into housing which estimates adding 2,000 more cars to Vista daily. Add those cars plus your estimated 4,478 daily trips, making 6,478. Again, one accident could cause gridlock. 5.Has RTC looked to investigate if other road improvements would need to happen first? Doesn't Pater make more sense? The report says that the closer to 80 the less likely it won't be used. People will follow their GPS no matter what. Look at the number of people trying Dog Valley Road when the pass is closed. If 80 is so bad won't anything be better than sitting in traffic? Google Maps and Waze will direct people to that road all the time. I thought the current widening project that already started was going to fix the problem all together. Thank you for the chance to comment.
Robert Aiken	Occasionally	89436	It's a minor issue	Yes	3	4	1	2	5	Explore other transportation solutions to address th	Vista can't support the traffic today, what is going to happen with thousands more cars trying to get to this connector? Vista and Wingfield Hills road will need to have 4 more lanes each to support the traffic.
Nick Cooper	Occasionally	89436	Yes, it's critical	No						Build it as soon as possible	
	Rarely	89509	Yes, it's critical	No						Explore other transportation solutions to address th	Washoe County should not be responsible for infrastructure that primarily supports Storey County. If they have a problem getting people to their industrial park, and people don't want to live in their county, they should be paying to build infrastructure or make their own communities more desirable places to live.
	Several times per week	89511	Yes, it's critical	Yes	1	2	3	4	5	Explore other transportation solutions to address th	
Adam Sawyer	Occasionally	89436	Yes, it's critical	No						Build it as soon as possible	
Blake	Several times per week	89436	Yes, it's critical	No						Build it as soon as possible	Anything to help relieve the traffic to USA parkway would be happily welcomed

SURVEY RESPONSES/COMMENTS

Michael Acosta	Occasionally	89502	Yes, it's critical	Yes	5	2	3	4	1	Explore other transportation solutions to address th	Protect the Pah Rah ACEC. Consult with tribes on alternatives. Don't desecrate tribal culturally significant sites because its "cheaper" than the already agreed upon road. Respect memorandums of agreement/understanding between sparks and tribal governments. Your proposed plan with plow through mountains/hills and ruin protected lands. It will increase pedestrian traffic leading to more destruction of these areas. Wait until the Truckee Meadows Public Lands Management act is either approved or denied. This area is being advocated to become a National Conservation Area.
Jeff Frisch	Occasionally	89523	Unsure/Need more information	Yes	4	1	3	5	2	Continue evaluating connection options to Sparks/S	Please choose a plan that makes no disturbances to the natural landscape such as cuts into hillsides, damage to creeks and marshes.
Brent	Rarely	89436	It's a minor issue	No						Explore other transportation solutions to address th	
Andrew King	Rarely	89436	Yes, it's critical	No						Explore other transportation solutions to address th	A connector would help a bit, but reno/sparks grows too fast. We need more robust public transit.
Katherine Oakley	Rarely	89503	It's a minor issue	Yes	4	5	3	2	1	Explore other transportation solutions to address th	Increased transit infrastructure—including fixed route transit, shuttles, and other solutions—should be seriously considered and analyzed as a potential solution to traffic congestion issues in this corridor. Due to the cost of creating and maintaining a new roadway, the environmental impacts, and the other impacts from a connector, other solutions should first be attempted and prioritized. Building a whole new roadway should, in my opinion, be a last resort option. That so many trips utilize the I-80 corridor is a sign that transit solutions are viable and could have a significant impact on traffic. Even if such a solution isn't selected, it should as a minimum be fully analyzed and considered.
	Occasionally	89512	Yes, it's critical	Yes	1	3		2		Explore other transportation solutions to address th	If third lane should be added, a dedicated bus lane for transportation.
Dalton	Daily	89441	Yes, it's critical	Yes	5	4	1	2	3	Continue evaluating connection options to Sparks/S	
Chad	Occasionally	89436	Yes, it's critical	Yes	2	4	1	3	5	Build it as soon as possible	
Michael Huynh	Occasionally	89436	Yes, it's critical	Yes	2	3	5	4	1	Continue evaluating connection options to Sparks/S	
Ciara Andriola	Occasionally	89436	Yes, it's critical	No						Build it as soon as possible	
Josh Stephan	Daily	89506	Yes, it's critical	No						Build it as soon as possible	80 east is so clogged it is hard to service the tric area and Fernley whenever there is a wreck With the 80 east improvements to start in 2027 I fear 80 east of Reno will be impossible to maintain transportation needs east of sparks
Adrianna Gutierrez	Occasionally	89433	Unsure/Need more information	Yes					4	Explore other transportation solutions to address th	
Nyeli Chacon	Occasionally	89502	Yes, it's critical	No						Build it as soon as possible	
Mariana Garcia Lopez	Rarely	89512	Not an issue	Yes		4				Explore other transportation solutions to address th	
Birdy McCray	Occasionally	89503	Yes, it's critical	Yes	1	2			3	Continue evaluating connection options to Sparks/S	I am against this connector. The road would increase pedestrian traffic near Native American culturally significant sites, including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act, as this act would designate this area as a National Conservation Area, which your proposed road goes through.
Stephanie Lopez	Several times per week	89431	Yes, it's critical	Yes	5				1	Explore other transportation solutions to address th	
Christopher Schmitt	Several times per week		Yes, it's critical	No						Build it as soon as possible	
Ren M	Rarely	89512	It's a minor issue	Yes	3	5	1	2	4	Explore other transportation solutions to address th	I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Samuel Sheridan	Occasionally	89503	It's a minor issue	No						Explore other transportation solutions to address th	I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
William Roser	Never	89523	Yes, it's critical	Yes	5	3	2	1	4	Explore other transportation solutions to address th	Two concerns: First, will the companies that rely on this infrastructure be contributing funds to its construction? Second, I think that alternative solutions would better and more cheaply address the problem including funding public transport or avoiding the traffic and other issues by discouraging development so far from workers' homes and supporting infrastructure instead of incentivizing an industrial center removed from cities and with roads too small to provide sufficient access.
Mike	Several times per week	89502	Not an issue	Yes	1	2	5	4	3	Take no action at this time	The prior version of this project made more sense. Spend more to get this right.
	Rarely		Yes, it's critical	Yes	3	5	2	1	4	Explore other transportation solutions to address th	I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Don't sacrifice Tribal Cultural history, which is priceless, to save dollars. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Alyssa	Several times per week	96150	Yes, it's critical	No						Build it as soon as possible	We need to build as soon as possible. We can't wait for the perfect solution that somehow has no environmental tradeoffs or objections from NIMBYs. There's always going to be impacts from development but right now thousands of people are impacted every day from the lack of action on this severe issue.
	Occasionally		Yes, it's critical	Yes	1	2	4	5	3	Explore other transportation solutions to address th	I have concerns about the accuracy and clarity of the travel data used for the Northeast Connector project. The most recent study feels too broad, especially when it groups trips simply as north or south of I-80. That kind of grouping can hide important differences and make the results seem more significant than they really are. The numbers also do not seem to match what was presented to the RTC Board a couple of years ago. At that time, the data showed about 6.2% of trips coming from the North Valleys and 1.4% from Spanish Springs, for a total of 7.6%. Even if all of those trips were going to TRIC, that is still a small portion of overall traffic. Regardless, the recent study suggests traffic volumes of up to about 4,000 vehicles per day for one of the highest-use alternatives being considered. For a project expected to cost between $200 million and $400 million, even the highest projected traffic level raises serious questions about whether the benefits are worth the expense. There are also concerns about the bigger picture. In public RTC Board discussions and at the Spanish Springs NAB, the Mayor of Sparks and Chair of the RTC has stated that the City of Sparks relies heavily on property tax revenue from new development and is running out of developable land. This raises the question of whether this project is being pushed to support future growth and revenue needs rather than to solve current transportation problems. Given the small share of trips involved, the differences between past and current data, and the high cost, it is hard to see how this project is a fair or responsible use of public funds for residents of Reno and Washoe County.
Joannine	Never	89436	Not an issue	Yes	2	3	4	5	1	Take no action at this time	My concern is the proposed road from La Posada to Golden Eagle. This would put a busy road behind houses that purchased the property because it is BLM and no one can build behind it. We do not want traffic looking in our backyards, noise, pollution, crime, loss of wildlife or losing the view to name a few things. You need to come up with other options to fix the problem you created by building too many homes in the area. Do not ruin the beautiful hills in Spanish Springs.
Wenonah Harjo	Several times per week	89441	It's a minor issue	Yes	4	1	3		2	Explore other transportation solutions to address th	
Joe Greenslade	Never	89436	Unsure/Need more information	Yes	3	5	1	2	4	Explore other transportation solutions to address th	
John & Judi Caldwell	Occasionally	89436	Yes, it's critical	Yes	3	4	1	2	5	Explore other transportation solutions to address th	Instead of disrupting the Wingfield Residential areas and Golden Eagle Park area with a connector (where there is already a large amount of residential housing and considerable traffic), utilize the La Posada option. This would infringe on fewer existing homeowners. Or consider a railroad option with a station somewhere in the vicinity of Vista and I-80. This might even have the least impact on existing homeowners and neighborhood traffic. Charge reasonable riding fees to help offset the cost enabling those who use it to help pay for it.
Daisy	Daily	89436	Yes, it's critical	Yes	5	1	4	3	2	Explore other transportation solutions to address th	I am against this connector. The road would increase pedestrian traffic near native american culturally significant sites including petroglyphs. This could lead to the destruction of them and the surrounding wildlife habitat and pristine land at the Pah Rah ACEC. Look for other connector routes and don't be cheap. Consult with tribes first, not after you spent the resources to design a route. Wait for a decision to be made on the Truckee Meadows Public Lands Management Act as this act would designate this area as National Conservation Area which your proposed road goes through.
Teri Larson	Several times per week	89441	Yes, it's critical	Yes		2	3		1	Explore other transportation solutions to address th	The cultural resources, native plants, wildlife and Indigenous cultural significance of the land is imperative for us to protect, not pave over.
Winn Miller	Never	89436	Yes, it's critical	No						Build it as soon as possible	I am an uber / Lyft driver and I choose to never take fares out to USA parkway because of the traffic. I left Los Angeles to avoid this stand still type traffic. You should simply build anywhere and do it as quickly as possible. No more talk. Hurry.

RENO-SPARKS INDIAN COLONY
★ CHAIRMAN'S OFFICE
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Phone: (775)-329-2936 • www.rsic.org

January 12, 2026

Bill Thomas, Executive Director
Regional Transportation Commission of Washoe County
1105 Terminal Way
Reno, NV 89502

RE: RSIC Comments on Northeast Connector Feasibility Study Draft Final Report

Dear Mr. Thomas:

The Reno-Sparks Indian Colony (RSIC) submits the following comments on the 2025 Draft Final Report of the Northeast Connector Feasibility Study (Feasibility Study). The RSIC is a federally recognized Sovereign Nation with 15,610 acres of land holdings in Reno, Sparks, and unincorporated Washoe County (Spanish Springs and Verdi). The RSIC membership includes Washoe, Paiute and Shoshone members.

The RTC Feasibility Study was initiated to evaluate a potential roadway to connect the Sparks/Spanish Springs region with the Tahoe Reno Industrial Center for the purpose of relieving congestion on Interstate 80. The Feasibility Study examined several possible alignments during 2025 and concluded that the preferred alignment was a Vista Blvd corridor alignment instead of La Posada.

Pah Rah Traditional Cultural Property and ACEC

The preferred alignment (Vista Boulevard to USA Parkway) will forever adversely affect and change the context of the Pah Rah High Basin Petroglyph Area of Critical Environmental Concern (ACEC). The RSIC continuously notifies the public land manager, BLM, that the ACEC is considered a Traditional Cultural Property (TCP). Although, not formerly designated as a TCP, the ACEC has all the elements associated with a TCP and is eligible for listing on the National Register of Historic Places due to the significant cultural resources, cultural heritage, ancestral past, and current lifeways of RSIC tribal members.

The continuing discovery of additional important Native American cultural resources (in 2019 and 2022) outside the ACEC increases eligibility for the National Register of Historic Places. On August 19, 2022, RSIC revealed two additional Native American cultural sites to the BLM that are outside the current ACEC and in the area of RTC's preferred Vista Blvd. corridor. These two important Sites are large in nature and this leads RSIC to believe that the surrounding areas have additional important Native American cultural resources. These surrounding areas have not been recorded nor surveyed for cultural resources and land management issues.

2050 Regional Transportation Plan

The adopted 2050 Regional Transportation Plan included a potential La Posada corridor to TRIC, not Vista Blvd. RSIC did not object to the La Posada corridor provided the alignment stayed outside of the proposed NCA. The only other corridor that RSIC supported was memorialized in the MOU with the City of Sparks (discussed below) as part of the Truckee Meadows Public Lands Management Act.

RTC Outreach to RSIC

Between February and October 2025, RTC held three meetings with NDOT, Sparks, Reno, Washoe County, and Storey County. The Bureau of Land Management was invited to the last meeting in October 2025. RTC also reached out to congressional staff members in Washington D.C. about the Feasibility Study.

RTC failed to notify RSIC about the Feasibility Study until November 2025. On November 6, a virtual meeting was scheduled with Wood Rodgers, the RTC Consultant. This was the first time that RSIC learned about the Feasibility Study.

The lack of consultation with a Sovereign Nation regarding the Feasibility Study is disrespectful to the RSIC and is a clear violation of the mandated trust responsibility by federal agencies involved with the Feasibility Study.

RTC Technical Advisory Committee (TAC)

RSIC is a standing member of the RTC TAC but RTC staff never brought any information to the TAC until the meeting of December 4, 2025. Bringing this to TAC with less than 2 weeks before a public meeting was very shortsighted. The feasibility study should have started with the RTC TAC so that all TAC members, including RSIC, were aware the study was starting and could provide input and concerns at the beginning of the feasibility study. Again, RSIC did know anything about this study until November 2025.

Truckee Meadows Public Lands Management Act

RSIC has made tremendous effort to protect the significant cultural resources in the ACEC. RSIC requested expanding the area of protection by 7,647 acres and designating the area as a National Conservation Area (NCA). RSIC proposed the NCA to ensure greater protection of the known and potential cultural resources from any future ground disturbing projects (i.e. gas lines, electrical, grazing, pipelines and **public transportation corridors**).

The Feasibility Study did examine an alignment of La Posada that would avoid the existing ACEC and the proposed NCA. At the July 2025 stakeholder meeting, which did not include RSIC, Wood Rodgers presented a cost comparison chart which included a La Posada alignment outside of the NCA. Due to the estimated cost of $205 million for earthwork, pavement, and retaining walls, this alignment was dropped from further consideration. This information was not brought to our attention during the November 6 meeting with Wood Rodgers (see enclosed excerpt from July 2025 Stakeholder Meeting).

RSIC-City of Sparks MOU

To protect the ACEC while supporting the City of Spark's request for a transportation corridor to TRIC, RSIC entered into a Memorandum of Understanding with the City of Sparks in October 2023. This MOU confirms both the RSIC and City of Spark's commitment to protect significant cultural resources in the ACEC and the proposed NCA. The MOU states that the City of Sparks will not pursue any public lands

within the proposed NCA. In return, RSIC agreed to support the City's request for a future road along the southern half of Sections 31 and 31 (see enclosed MOU).

RSIC Opposition to Vista Corridor

As a result of the significant concerns described in this letter, RSIC will oppose the recommended Vista Blvd Corridor. This preferred corridor will create negative impacts on the ACEC, the proposed NCA, and will be in conflict with the RSIC-City of Sparks MOU.

Sincerely,

Daryl D. Gardipe
Chairman

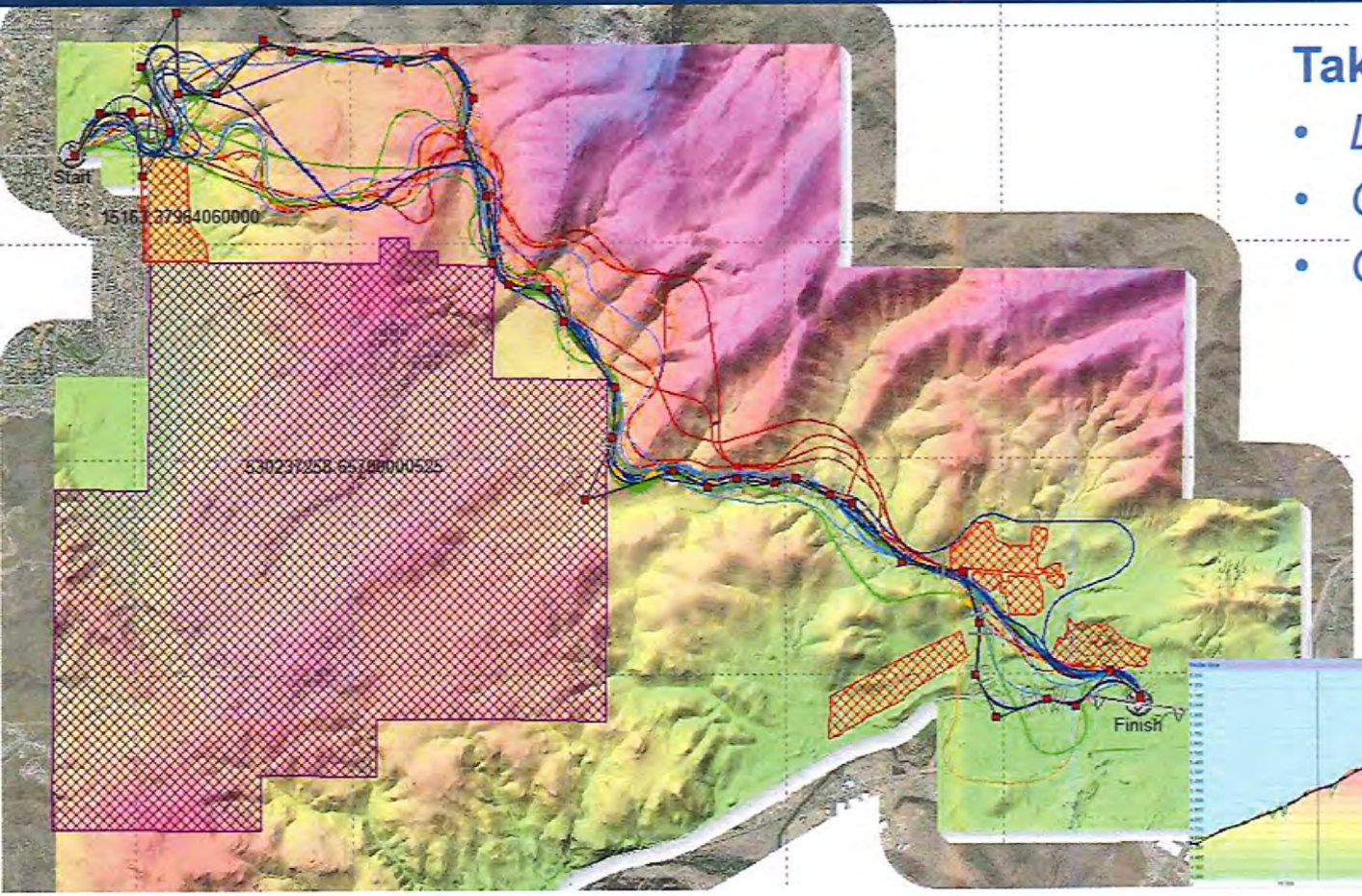
mre/chs/jk

Enclosures:

1. Draft Feasibility Study Analysis of La Posada with NCA Boundary (excerpt from July 2025 Stakeholder Meeting)
2. RSIC-City of Sparks MOU, October 23, 2023

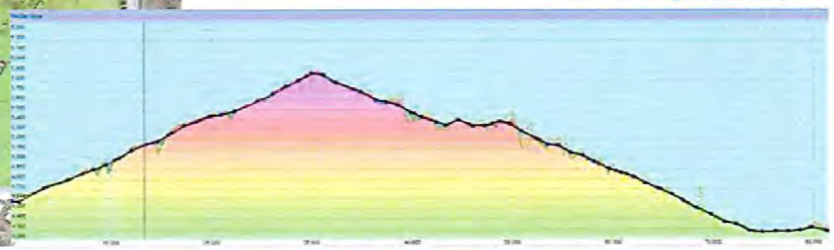
cc: Honorable Mayor Lawson, City of Sparks
Dale Keller, Deputy Executive Director
Kim Dow, District Manager, Bureau of Land Management Carson City District
Scott Carey, Chair RTC Technical Advisory Committee

Quantm Results: La Posada Avoiding NCA



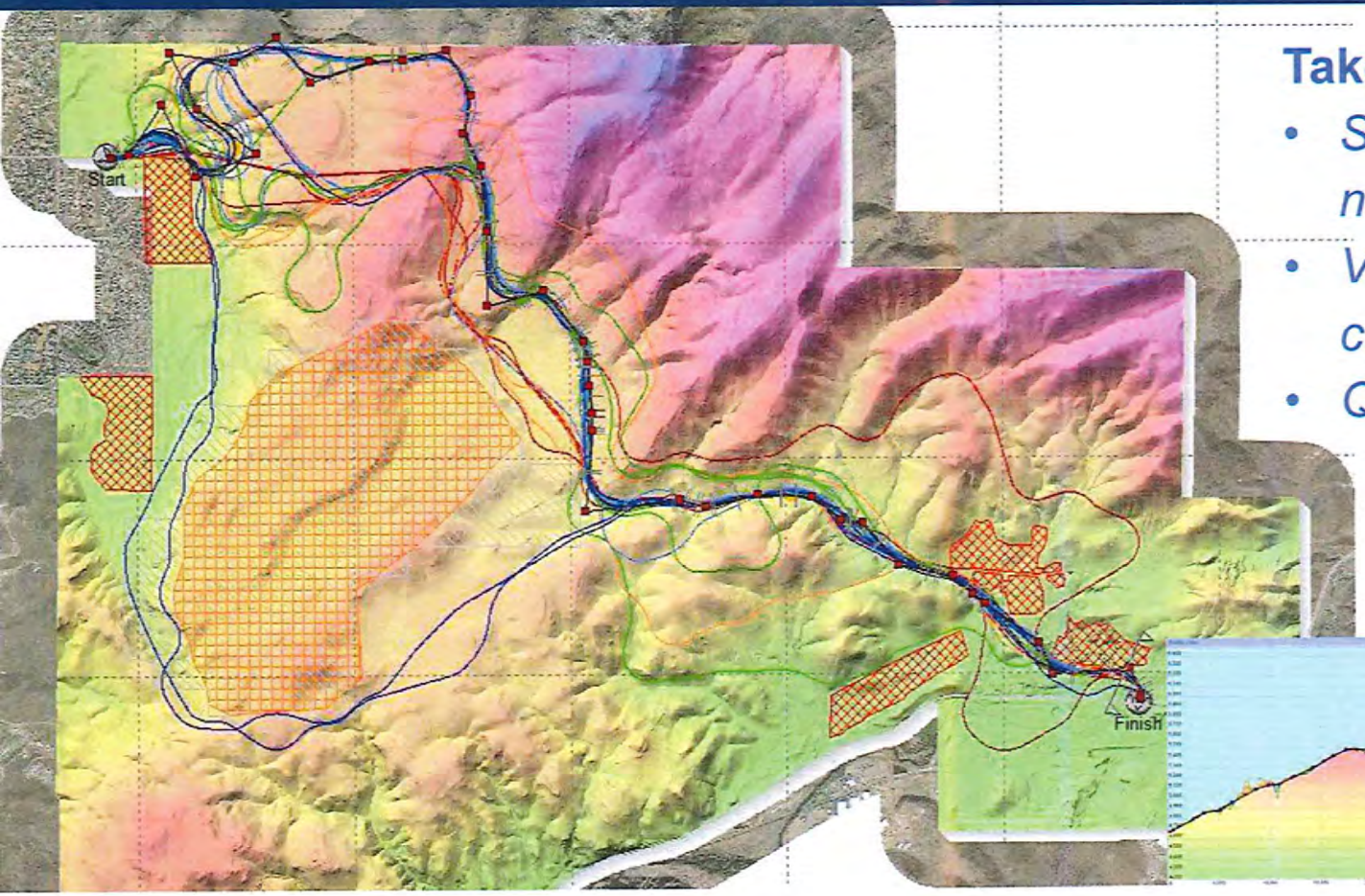
Takeaways:

- *Likes plateau to the north*
- *Creates longer travel times*
- *Quantm cost = **$133M****



** Quantm costs include earthwork, pavement, and retaining walls only*

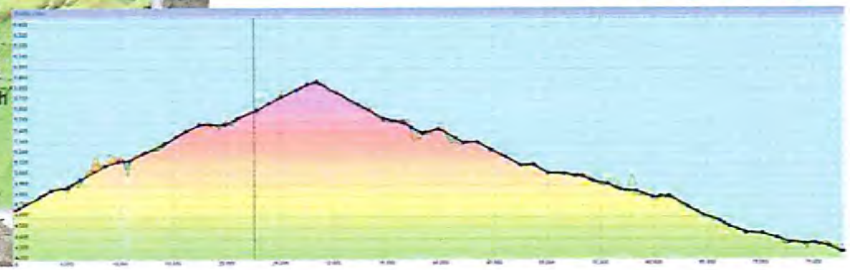
Quantm Results: La Posada Avoiding ACEC



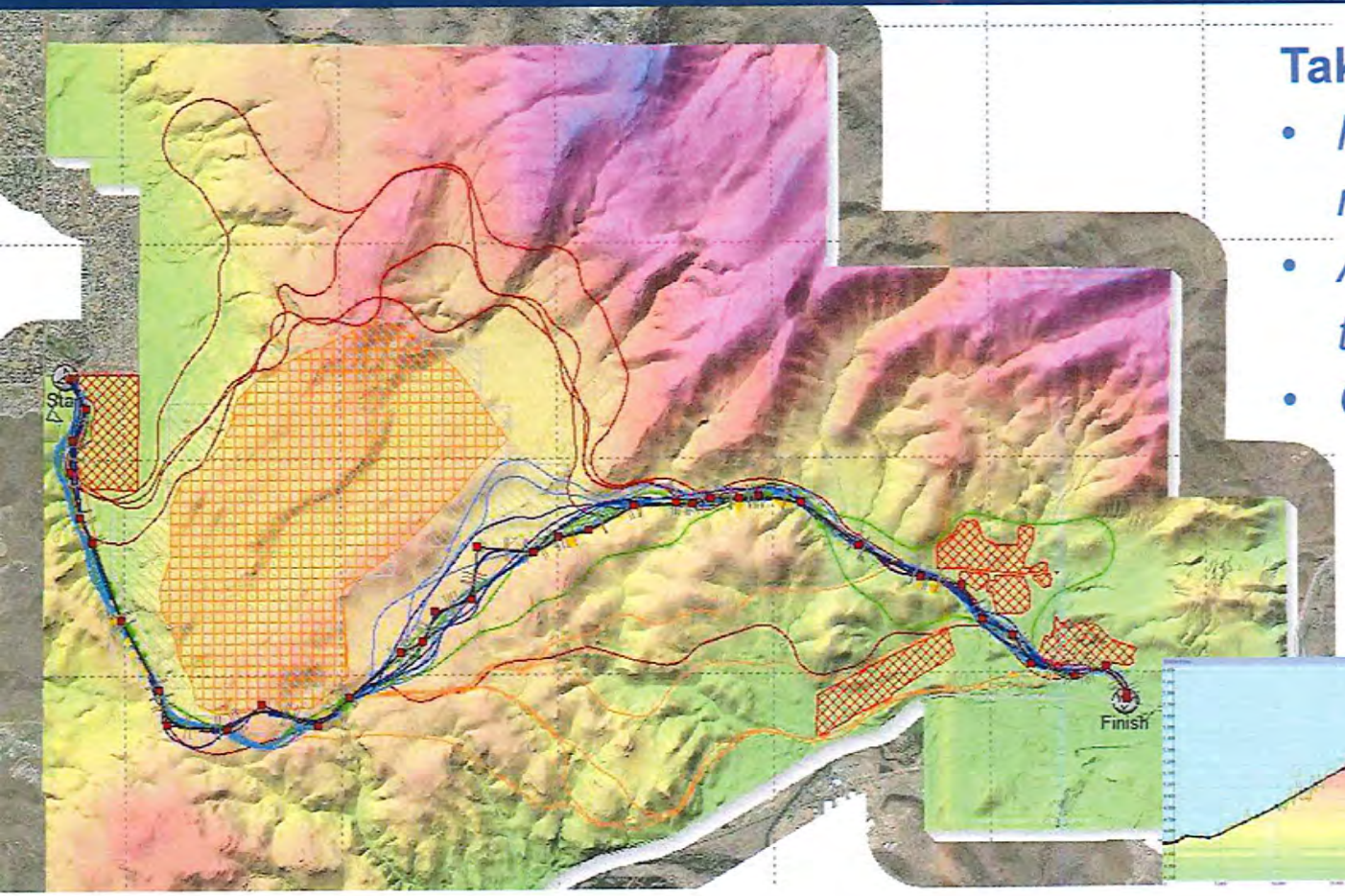
Takeaways:

- *Still likes plateau to the north*
- *Vista Blvd. alignment corridor in the top 5*
- *Quantm cost = **$98.9M****

** Quantm costs include earthwork, pavement, and retaining walls only*



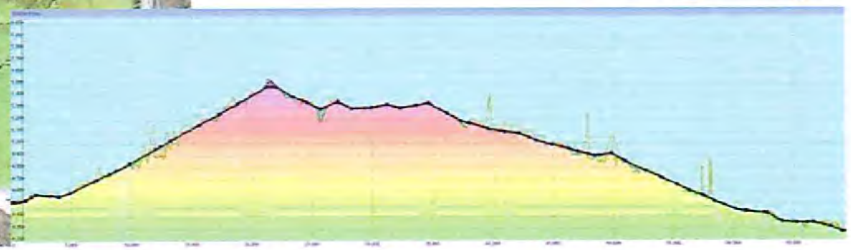
Quantm Results: Vista Blvd. Avoiding ACEC



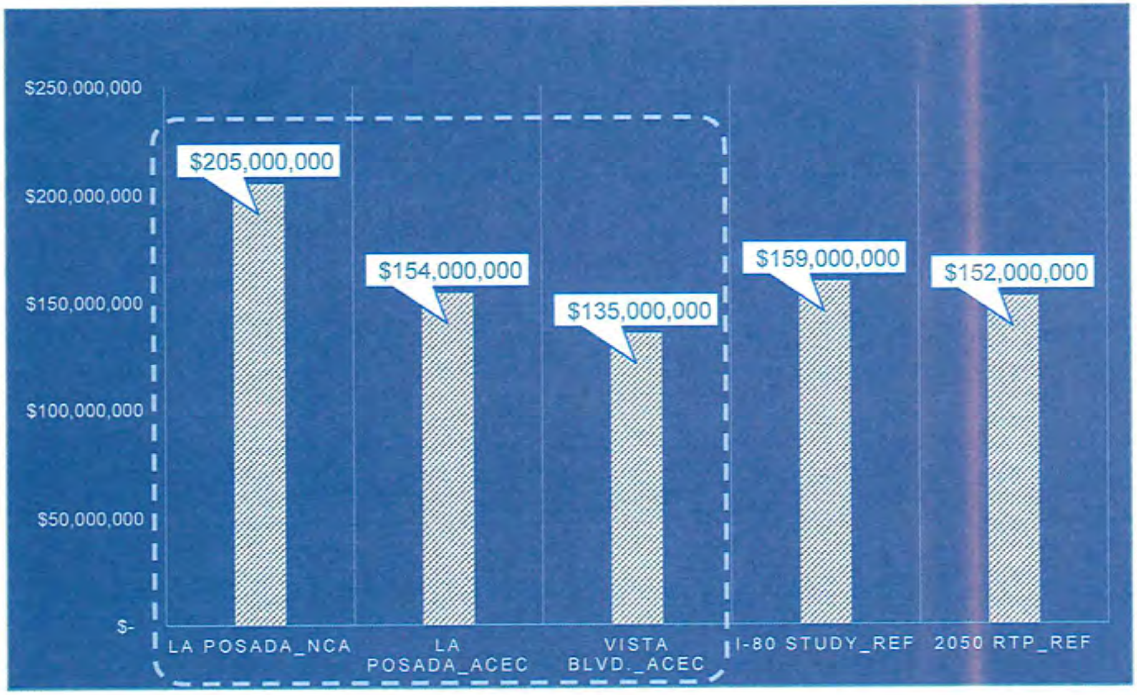
Takeaways:

- *Hugs ridge bottoms regardless of max grade*
- *Avoids significant topography*
- *Quantm cost = **$82.7M****

** Quantm costs include earthwork, pavement, and retaining walls only*



Conceptual Quantm Cost Comparison



Takeaways:

- Avoiding the NCA increases the La Posada option cost by **33%**
- Avoiding the NCA increases the Vista Blvd. option cost by **52%**
- Vista Blvd. option is **14%** less than La Posada option (ACEC)
- ACEC avoidance costs are within range of previous estimates

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is made and entered into by and between the **CITY OF SPARKS, NEVADA ("CITY") and the RENO SPARKS INDIAN COLONY ("RSIC"),** a federally recognized Indian Tribe, located at 34 Reservation Road, Reno, NV 89502. The City and RSIC may be referred to collectively as the "Parties" and each a "Party."

RECITALS

WHEREAS, the City is interested in acquiring and/or seeking the disposal of certain public lands currently owned the United States and managed by the Bureau of Lands Management (the "BLM"), and scheduled to be disposed pursuant to the provisions of the Truckee Meadows Public Lands Management Act (the "Lands Act"), to provide housing and economic development opportunities; and

WHEREAS, RSIC is interested in protecting the Pah Rah Area of Critical Environmental Concern (ACEC) by expanding the current boundary by 7,647 acres of public lands and having the enlarged area designated as a National Conservation Area (NCA) (collectively "Proposed Pah Rah NCA lands") as shown on Exhibit A hereto; and

WHEREAS, the City has expressed its desire to acquire and/or seek the disposal of some of the public lands that the RSIC seeks to have included in the proposed Pah Rah NCA; and

WHEREAS, pursuant to this MOU, the City agrees not to pursue the acquisition of any interest in the public lands within the proposed Pah Rah NCA, other than as set forth herein, and further agrees to support RSIC's request for the expansion and redesignation as described above in exchange for RSIC supporting the City's request for the disposal of those public lands currently owned by the BLM that are identified in Senator Rosen's proposal as well as APNs, 084-030-13, 084-030-19, 084-120-06, and 084-120-07 and to support the City's request for the grant of a right-of-way for construction of a road across a portion of APN's 084-020-03 and 084-020-04 as described hereinbelow and shown on Exhibit B hereto.

COVENANTS

NOW, THEREFORE, in consideration of the mutual covenants and conditions herein contained, the Parties agree as follows:

1. Responsibilities of RSIC.

In consideration of the City's agreement not to pursue the acquisition of any interest in the public lands within the boundary of the proposed Pah Rah NCA, and further agreement to support RSIC's request for the expansion and redesignation of the Pah Rah ACEC to the Pah Rah NCA as described above, RSIC will support the City's request for the disposal of those public lands currently owned by the BLM that are included in Senator Rosen's proposal as well as APNs 084-030-13, 084-030-19, 084-120-06, and 084-120-07. RSIC further agrees to support the City's request for the grant of a right-of-way for construction of a road across the southern half of APN's 084-020-03 and 084-020-04 to be located as may be agreed between RSIC and the City. RSIC agrees to coordinate with the City to identify a preferred alignment and roadway corridor for the roadway.

2. Responsibilities of SPARKS.

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2. Responsibilities of SPARKS.

In consideration of RSIC's agreement to support the City's request for the disposal of those public lands currently owned by the BLM which are not included in the proposed Pah Rah NCA, as shown on Exhibit A attached hereto, the City agrees not to pursue the acquisition of any interest in the public lands contained in the proposed Pah Rah NCA other than for the roadway described herein, and further agrees to support RSIC's request for the expansion and redesignation of the Pah Rah ACEC to the Pah Rah NCA as described above. The City agrees to coordinate with the RSIC to identify a preferred alignment and roadway corridor for the roadway. The City further agrees that any such roadway constructed shall not have public access from the roadway into the Pah Rah NCA, and shall be fenced in a manner to prevent such access.

3. Responsibilities of the Parties.

The City and RSIC shall at all times cooperate for the purposes of fulfilling their obligations pursuant to this MOU and shall share information as appropriate and necessary to fulfill such purposes, including but not limited to any notices received from any governmental or regulatory body concerning any activities that may affect the performance of any Party to the MOU.

4. Term and Termination. This MOU shall be in effect for the term of the date of last signing until such time as the Truckee Meadows Public Lands Act has been approved by Congress and signed into law and the road through the NCA described herein has been constructed.

5. Notices. Any notice or other communication required or permitted to be given to the other party shall be in writing and shall be deemed to have been properly given and effective: (a) on the date of delivery, if delivered in person during recipient's normal business hours; or (b) on the date of delivery, if delivered by courier, express mail service or first-class mail, registered or certified, return receipt requested. Such notice shall be sent or delivered to the respective addresses given below, or to such other address as either party shall designate by written notice given to the other party as follows:

To SPARKS:
City of Sparks, Nevada
431 Prater Way
Sparks, Nevada 89431
Attn: City Clerk

To RSIC:
Reno Sparks Indian Colony
34 Reservation Road
Reno, NV 89502
Attn: Chairman Arlan Melendez

7. Independent Entities. Party recognizes that each is an independent entity and agrees that no Party shall be liable for any other Party's contracts, obligations, torts, or any action of the other Party's representatives. Neither Party shall be liable for the other Party's contracts, obligations, torts, or any action of the other Party's representatives. Neither party shall be responsible for the legal and/or contractual obligations related to employees of the other Party.

8. Entire Agreement, Modifications. This MOU contains the entire understanding between the parties with respect to the subject matter hereof and supersedes all prior and contemporaneous agreements and understandings, express or implied, oral, or written, with respect to the subject matter of this MOU and the Agreement. This MOU may not be altered, modified, or amended except in writing and with the signature of all parties.

IN WITNESS WHEREOF, the parties have caused this MOU to be duly executed as of the dates set forth below.

RENO SPARKS INDIAN COLONY

By: Arlan D Melendy 10/23/2023
Date

CITY OF SPARKS, NEVADA

By: 10/23/23
Date

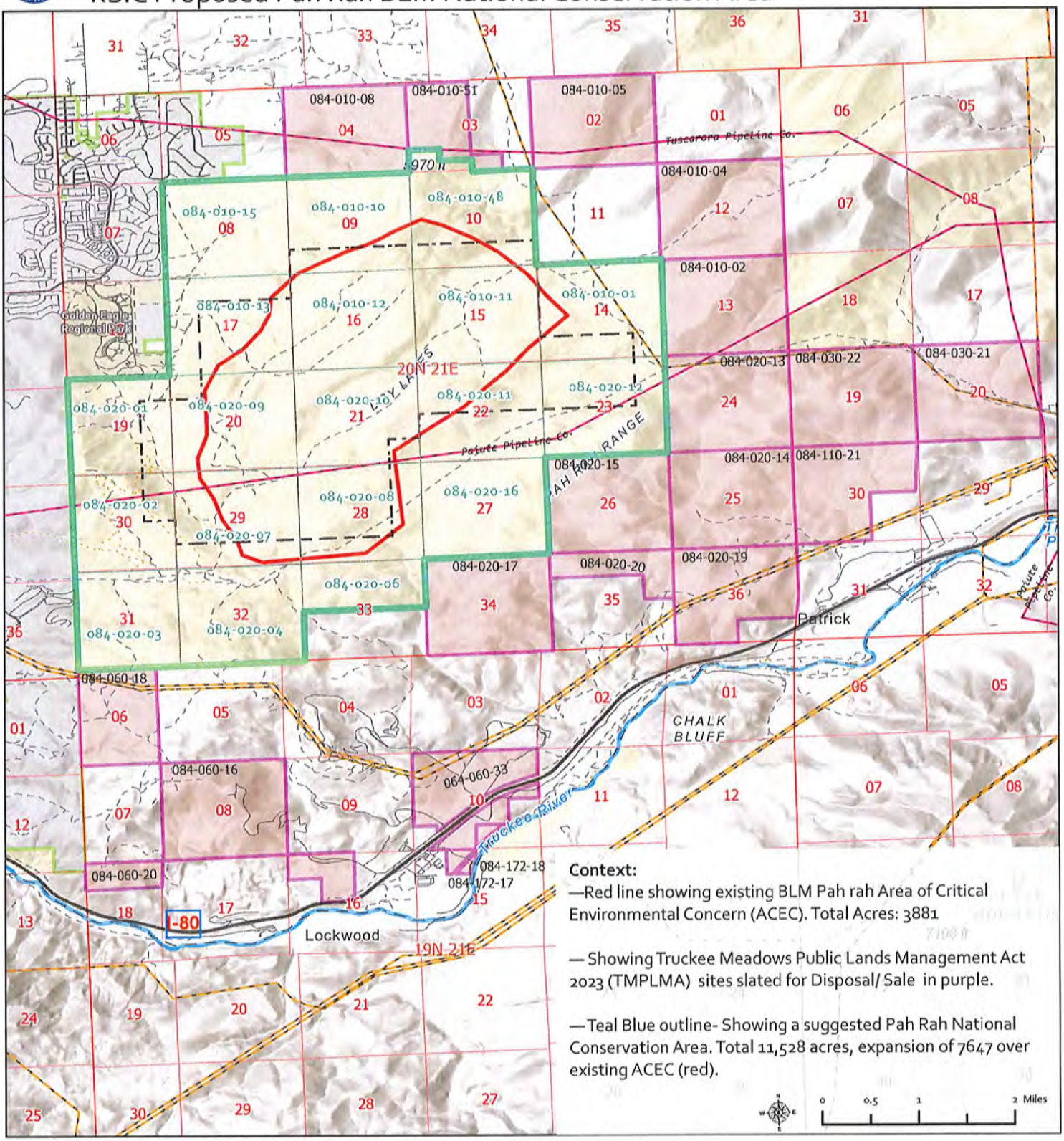
Approved as to form:

Wes Duncan, City Attorney

Attest:

Lisa Hunderman, City Clerk

Exhibit A:
RSIC Proposed Pah Rah BLM National Conservation Area



Context:

—Red line showing existing BLM Pah rah Area of Critical Environmental Concern (ACEC). Total Acres: 3881

—Showing Truckee Meadows Public Lands Management Act 2023 (TMPLMA) sites slated for Disposal/ Sale in purple.

—Teal Blue outline- Showing a suggested Pah Rah National Conservation Area. Total 11,528 acres, expansion of 7647 over existing ACEC (red).

0 0.5 1 2 Miles

- Proposed National Conservation Area (NCA)
- BLM Proposed Pah Rah ACEC 2012
- Existing Pah Rah BLM ACEC
- Truckee Meadows Public Lands Management Act 2023 Disposal Parcels
- Sparks NV City Limits
- Natural Gas Pipelines
- Electric Transmission Corridor
- Highway
- footpath
- Track/Dirt Road
- Streets
- Bureau of Land Management
- Forest Service
- PLSS Township and Range
- PLSS Section

RSIC Planning and Community Development
10/4/2023

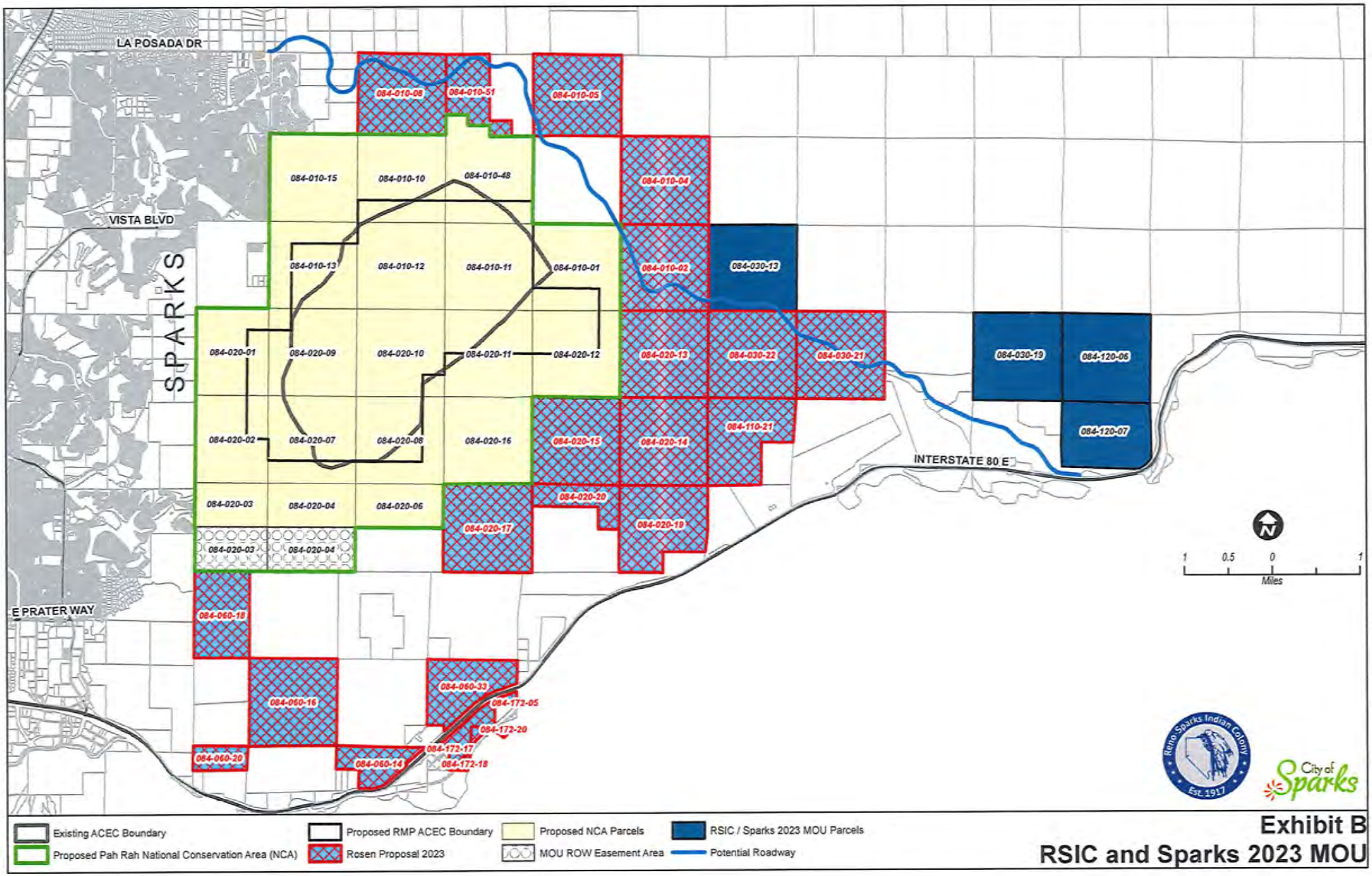


Exhibit B
RSIC and Sparks 2023 MOU

Appendix E
Notification Copies, Press Releases

PUBLIC INFORMATION MEETING

Northeast Connector Project

The Regional Transportation Commission (RTC) of Washoe County invites you to a public information meeting to learn more about the proposed corridor alignment alternatives for the Northeast Connector Feasibility and Alignment Study. The Study explores a potential new corridor alignment that would establish an alternate route, provide additional connectivity, and help alleviate congestion while improving reliability on I-80 between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC).

NORTHEAST CONNECTOR

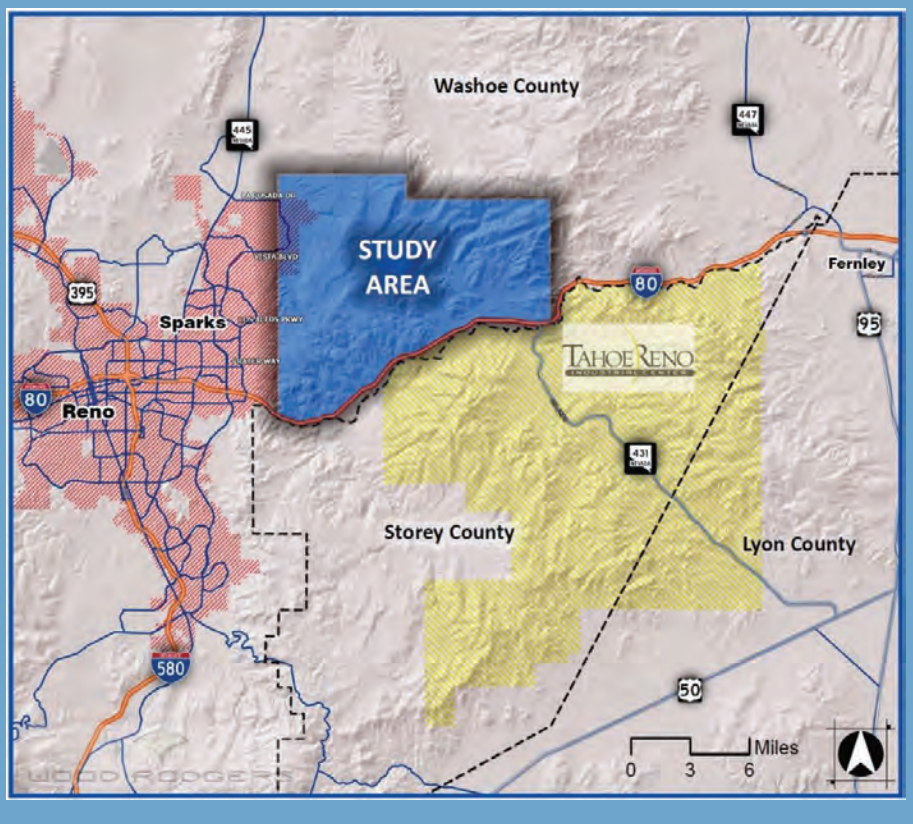
MEETING DETAILS

Wednesday, December 17, 2025
4-7 p.m. with a brief presentation at 5:30 p.m.

Red Hawk Golf Resort - Events Center
6600 N Wingfield Pkwy., Sparks, NV 89436

?

What is a feasibility study?
It is a planning-level assessment that evaluates the issues and opportunities and conceptual viability of a potential project. This is a first step in project development, prior to environmental review, design, and securing funding.



For more information, visit:
rtcwashoe.com/projects/northeast-connector

Scan for more information

REUNIÓN DE INFORMACIÓN PÚBLICA

Proyecto Conector Noreste

La Comisión Regional de Transporte (RTC) del Condado de Washoe le invita a una reunión informativa pública para conocer las alternativas de trazado propuestas para el Estudio de Viabilidad y Trazado del Conector Noreste. El estudio explora un posible nuevo trazado que establecería una ruta alternativa, proporcionaría mayor conectividad y ayudaría a aliviar la congestión, a la vez que mejoraría la fiabilidad de la I-80 entre Reno/Sparks y el Centro Industrial Tahoe Reno (TRIC).

NORTHEAST CONNECTOR

DETALLES DE LA REUNIÓN

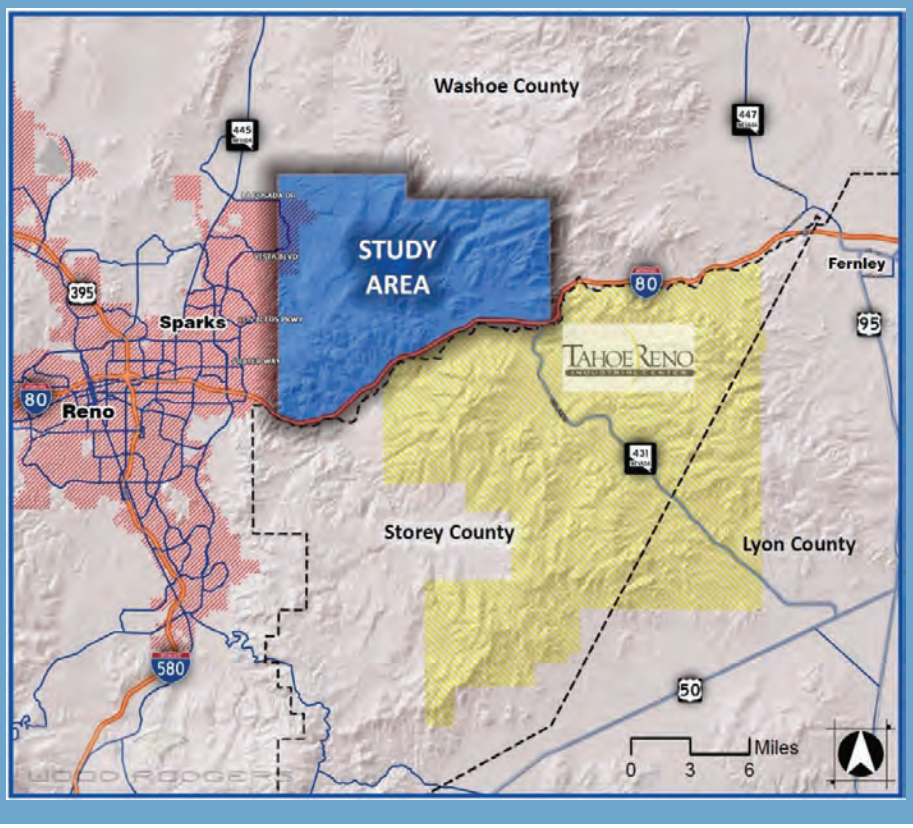
Miércoles, 17 de Diciembre de 2025
4-7 p.m. con una breve presentación a las 5:30 p.m.

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?

¿Qué es un estudio de viabilidad?

Se trata de una evaluación a nivel de planificación que analiza los problemas, las oportunidades y la viabilidad conceptual de un posible proyecto. Este es un primer paso en el desarrollo del proyecto, previo a la evaluación ambiental, el diseño y la obtención de financiación.



Para obtener más información, visite:
rtcwashoe.com/projects/northeast-connector

Escanee para obtener más información

Regional Transportation Commission of Washoe County
1105 Terminal Way
Reno, Nevada 89502

PUBLIC INFORMATION MEETING
REUNIÓN DE INFORMACIÓN PÚBLICA

Northeast Connector Project
The Northeast Connector Feasibility and Alignment Study is exploring a potential new corridor alignment that would establish an alternate route, provide additional connectivity, and help alleviate congestion while improving reliability on I-80 between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC).

Proyecto Conector Noreste
El Estudio de Viabilidad y Alineación del Conector Noreste está explorando una posible nueva alineación de corredor que establecería una ruta alternativa, proporcionaría conectividad adicional y ayudaría a aliviar la congestión al tiempo que mejoraría la confiabilidad de la I-80 entre Reno/Sparks y el Centro Industrial Tahoe Reno (TRIC).

DECEMBER 17 | 17 DE DICIEMBRE
4 P.M. - 7 P.M.
Red Hawk Golf Resort - Events Center
6600 N Wingfield Pkwy., Sparks, NV 89436

rtcwashoe.com/projects/northeast-connector

Scan for more information

RTC

NORTHEAST CONNECTOR

Public Information Meeting

The Regional Transportation Commission (RTC) of Washoe County invites you to a public information meeting to learn more about the proposed corridor alignment alternatives for the Northeast Connector Feasibility and Alignment Study.

What is a feasibility study?

It is a planning-level assessment that evaluates the issues and opportunities and conceptual viability of a potential project. This is a first step in project development, prior to environmental review, design, and securing funding.

Reunión de información pública

La Comisión Regional de Transporte (RTC) del Condado de Washoe le invita a una reunión informativa pública para conocer más sobre las alternativas de alineación del corredor propuestas para el Estudio de Viabilidad y Alineación del Conector Noreste.

¿Qué es un estudio de viabilidad?

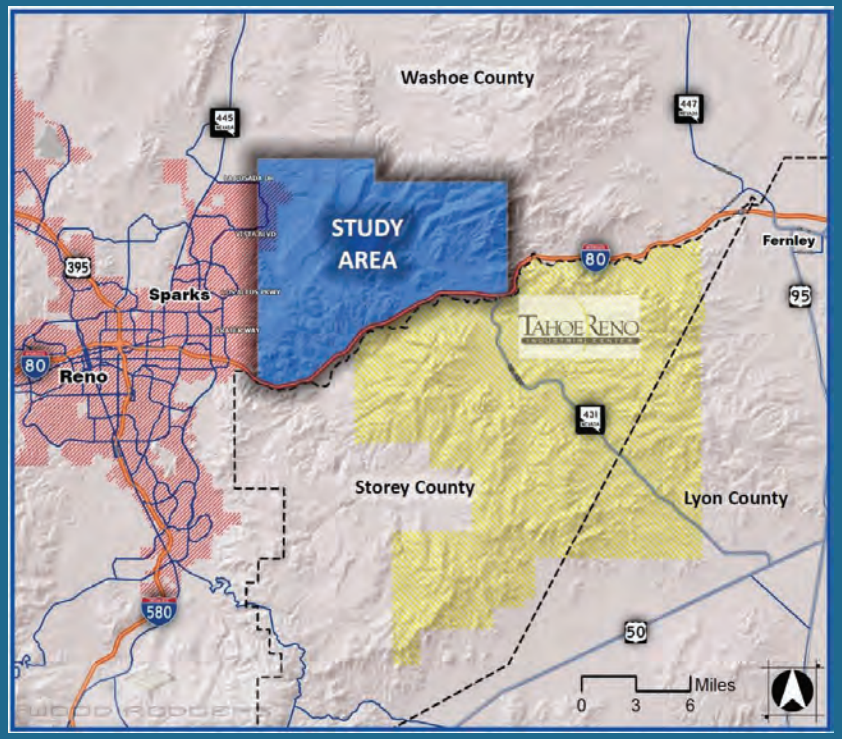
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MEETING DETAILS | DETALLES

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4-7 p.m. con una breve presentación a las 5:30 p.m.

Red Hawk Golf Resort - Events Center
6600 N Wingfield Pkwy., Sparks, NV 89436



PUBLIC INFORMATION MEETING

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The meeting will be held in person at Red Hawk Golf Resort on Wednesday, December 17, 2025 from 4-7 p.m. The event will be an open house format with a presentation at 5:30 p.m.

What is a feasibility study?

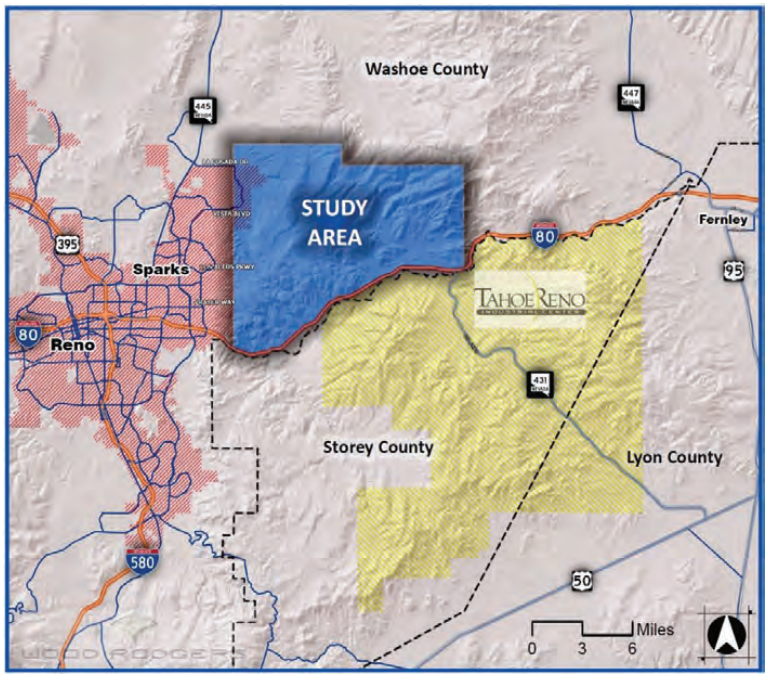
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rtcwashoe.com/projects/northeast-connector

REUNIÓN DE INFORMACIÓN PÚBLICA

Conector Noreste
Estudio de Viabilidad y Alineamiento

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La reunión se llevará a cabo presencialmente en el Red Hawk Golf Resort el Miércoles 17 de Diciembre de 2025, de 4-7 p.m. El evento tendrá una jornada de puertas abiertas con una presentación a las 5:30 p.m.

¿Qué es un estudio de viabilidad?

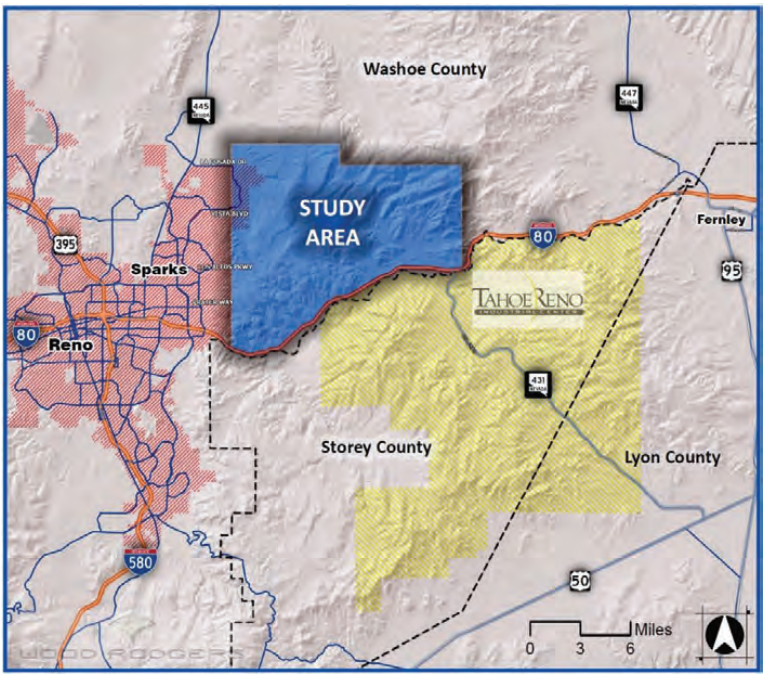
Es una evaluación a nivel de planificación que evalúa los problemas, las oportunidades y la viabilidad conceptual de un posible proyecto. Este es el primer paso en el desarrollo del proyecto, previo a la revisión ambiental, el diseño y la obtención de financiación.

NORTHEAST CONNECTOR

DETALLES DE LA REUNIÓN

Miércoles 17 de Diciembre de 2025
4-7 p.m. con una breve presentación a las 5:30 p.m.

Red Hawk Golf Resort - Events Center
6600 N Wingfield Pkwy., Sparks, NV 89436



rtcwashoe.com/projects/northeast-connector

JOIN US FOR AN OPEN HOUSE & TAKE OUR SURVEY

Northeast Connector Project

The Regional Transportation Commission (RTC) of Washoe County invites you to attend an open house to learn more about the proposed corridor alignment alternatives for the Northeast Connector Feasibility and Alignment Study.

Two open houses will be held to provide additional opportunities for those who were unable to attend the December 2025 public information meeting. Both sessions will include the same information presented previously, along with a summary of public comments and frequently asked questions received to date.

The Study explores a potential new corridor alignment that would establish an alternate route, provide additional connectivity, and help alleviate congestion while improving reliability on I-80 between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC).

NORTHEAST CONNECTOR

TWO OPEN HOUSES

FOR MORE OPPORTUNITIES

TRIC OPEN HOUSE

Tuesday, March 10, 2026
11 a.m. to 1 p.m.

Storey County TRI Training Room
1705 Peru Dr, McCarran, NV 89437

SPANISH SPRINGS OPEN HOUSE

Tuesday, March 10, 2026
4:30 p.m. to 7:30 p.m.

Mendive Middle School
1900 Whitewood Dr, Sparks, NV 89434

SURVEY

FOR GUIDED FEEDBACK

Online: rtcwashoe.com/northeast-connector

Hard copy versions of the survey are available by emailing Bryan Byrne, P.E. at bbyrne@rtcwashoe.com

The survey will be available through March 31, 2026. Comments and feedback on the Study will continue to be collected through March 31, 2026 in all formats. All comments received become a public record subject to disclosure (NRS 239.0107).

Public meeting and open house material are available online at **rtcwashoe.com/northeast-connector**

Scan for more information

ÚNETE A NOSOTROS EN UNA JORNADA DE PUERTAS ABIERTAS Y RESPONDE NUESTRA ENCUESTA

Proyecto del Conector Noreste

La Comisión Regional de Transporte (RTC) del Condado de Washoe le invita a una jornada de puertas abiertas para conocer más sobre las alternativas de trazado del corredor propuestas para el Estudio de Viabilidad y Trazado del Conector Noreste.

Se celebrarán dos jornadas de puertas abiertas para brindar oportunidades adicionales a quienes no pudieron asistir a la reunión informativa pública de Diciembre de 2025. Ambas sesiones incluirán la misma información presentada anteriormente, junto con un resumen de los comentarios públicos y las preguntas frecuentes recibidas hasta la fecha.

El Estudio explora un posible nuevo trazado del corredor que establecería una ruta alternativa, proporcionaría mayor conectividad y ayudaría a aliviar la congestión, a la vez que mejoraría la fiabilidad de la I-80 entre Reno/Sparks y el Centro Industrial Tahoe Reno (TRIC).

DOS JORNADAS DE PUERTAS ABIERTAS

PARA MÁS OPORTUNIDADES

JORNADA DE PUERTAS ABIERTAS DEL TRIC

Martes 10 de Marzo de 2026
11 a.m. to 1 p.m.

Sala de Capacitación TRI del Condado de Storey
1705 Peru Dr, McCarran, NV 89437

JORNADA DE PUERTAS ABIERTAS DEL SPANISH SPRINGS

Martes 10 de Marzo de 2026
4:30 p.m. to 7:30 p.m.

Escuela Secundaria Mendive
1900 Whitewood Dr, Sparks, NV 89434

ENCUESTA

PARA RETROALIMENTACIÓN GUIADA

En línea: rtcwashoe.com/northeast-connector

Las versiones impresas de la encuesta están disponibles enviando un correo electrónico a Bryan Byrne, P.E. a bbyrne@rtcwashoe.com

La encuesta estará disponible hasta el 31 de Marzo de 2026. Se seguirán recopilando comentarios y sugerencias sobre el Estudio hasta el 31 de Marzo de 2026 en todos los formatos. Todos los comentarios recibidos se convierten en un registro público sujeto a divulgación (NRS 239.0107).

El material para reuniones públicas y jornadas de puertas abiertas está disponible en línea en **rtcwashoe.com/northeast-connector**

Escanee para obtener más información

Regional Transportation Commission of Washoe County
1105 Terminal Way
Reno, Nevada 89502

NOTICE FOR OPEN HOUSE

AVISO DE PUERTAS ABIERTAS

Northeast Connector Project

The Northeast Connector Feasibility and Alignment Study is exploring a potential new corridor alignment that would establish an alternate route, provide additional connectivity, and help alleviate congestion while improving reliability on I-80 between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC).

Due to increased public interest and engagement in the study, two open houses are being held for additional opportunities for the community to learn about the study.

Proyecto Conector Noreste

El Estudio de Viabilidad y Alineación del Conector Noreste está explorando una posible nueva alineación de corredor que establecería una ruta alternativa, proporcionaría conectividad adicional y ayudaría a aliviar la congestión al tiempo que mejoraría la confiabilidad de la I-80 entre Reno/Sparks y el Centro Industrial Tahoe Reno (TRIC).

Debido al creciente interés y participación pública en el estudio, se realizarán dos jornadas de puertas abiertas para brindar oportunidades adicionales para que la comunidad aprenda sobre el estudio.

Scan for more information

RTC

NORTHEAST CONNECTOR

Join us for an Open House

The Regional Transportation Commission (RTC) of Washoe County invites you to attend an open house to learn more about the proposed corridor alignment alternatives for the Northeast Connector Feasibility and Alignment Study.

Two open houses will be held to provide additional opportunities for those who were unable to attend the December 2025 public information meeting. Both sessions will include the same information presented previously, along with a summary of public comments and frequently asked questions received to date.

Únete a nosotras para una casa abierta

La Comisión Regional de Transporte (RTC) del Condado de Washoe le invita a una jornada de puertas abiertas para conocer más sobre las alternativas de alineación del corredor propuestas para el Estudio de Viabilidad y Alineación del Conector Noreste.

Se realizarán dos jornadas de puertas abiertas para brindar oportunidades adicionales a quienes no pudieron asistir a la reunión informativa pública de diciembre de 2025. Ambas sesiones incluirán la misma información presentada anteriormente, junto con un resumen de los comentarios públicos y las preguntas frecuentes recibidas hasta la fecha.

TRIC OPEN HOUSE

JORNADA DE PUERTAS ABIERTAS DEL TRIC

Tuesday, March 10, 2026 | 11 a.m. to 1 p.m.
Martes 10 de Marzo de 2026 | 11 a.m. a 1 p.m.

Storey County TRI Training Room
1705 Peru Dr, McCarran, NV 89437

Sala de Capacitación TRI del Condado de Storey
1705 Peru Dr, McCarran, NV 89437

SPANISH SPRINGS OPEN HOUSE

JORNADA DE PUERTAS ABIERTAS DE SPANISH SPRINGS

Tuesday, March 10, 2026 | 4:30 p.m. to 7:30 p.m.
Martes 10 de Marzo de 2026 | 4:30 p.m. a 7:30 p.m.

Mendive Middle School
1900 Whitewood Dr, Sparks, NV 89434

Escuela Secundaria Mendive
1900 Whitewood Dr, Sparks, NV 89434

View materials, leave comments, and take our survey at: **rtcwashoe.com/northeast-connector**

NOTICE FOR OPEN HOUSE

Northeast Connector Project

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SURVEY

FOR GUIDED FEEDBACK

Online: rtcwashoe.com/northeast-connector

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The survey will be available through March 31, 2026. Comments and feedback on the Study will continue to be collected through March 31, 2026 in all formats. All comments received become a public record subject to disclosure (NRS 239.0107).

NORTHEAST CONNECTOR

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AVISO DE PUERTAS ABIERTAS

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Se celebrarán dos jornadas de puertas abiertas para brindar oportunidades adicionales a quienes no pudieron asistir a la reunión informativa pública de Diciembre de 2025. Ambas sesiones incluirán la misma información presentada anteriormente, junto con un resumen de los comentarios públicos y las preguntas frecuentes recibidas hasta la fecha.

El Estudio explora un posible nuevo trazado del corredor que establecería una ruta alternativa, proporcionaría mayor conectividad y ayudaría a aliviar la congestión, a la vez que mejoraría la fiabilidad de la I-80 entre Reno/Sparks y el Centro Industrial Tahoe Reno (TRIC).

DOS JORNADAS DE PUERTAS ABIERTAS

PARA MÁS OPORTUNIDADES

JORNADA DE PUERTAS ABIERTAS DEL TRIC

Martes 10 de Marzo de 2026
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NORTHEAST CONNECTOR

El material para reuniones públicas y jornadas de puertas abiertas está disponible en línea en **rtcwashoe.com/northeast-connector**

RTC Hosts Public Information Meeting on Northeast Connector Study Wednesday, Dec. 17

December 11, 2025

FOR IMMEDIATE RELEASE

Contact: Josh MacEachern, *Public Information Officer*
jmaceachern@rtcwashoe.com | RTC Media Phone: 775-420-1727

RENO, Nev. (Dec. 11, 2025) – The Regional Transportation Commission (RTC) of Washoe County invites the community to a public information meeting to learn about the findings of the Northeast Connector Feasibility and Alignment Study.

The meeting will be held Wednesday, Dec. 17, from 4 to 7 p.m. at the Red Hawk Golf Resort Events Center. It will include information about the feasibility study process, proposed alternatives and key findings. A formal presentation will begin at 5:30 p.m., and RTC project team members will be available throughout the meeting to answer questions and discuss the study's insights and next steps.

What is the Northeast Connector Feasibility and Alignment Study?

The Northeast Connector Feasibility and Alignment Study explores whether a new roadway between northeast Sparks/Spanish Springs and the Tahoe-Reno Industrial Center is feasible and beneficial for the region. It examines traffic patterns, environmental considerations, potential alignments, construction factors and conceptual costs to determine which connection should move forward for further analysis.

What is a feasibility study?

A feasibility study is the first step in evaluating a major transportation project. It identifies opportunities, challenges and high-level viability before any detailed engineering or environmental review begins. The study helps regional decision-makers understand whether a project is worth advancing to future phases.

Meeting materials and an online version of the presentation will be available after the meeting at rtcwashoe.com/northeast-connector.

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Get Notifications | Sign Up for our Newsletter

FOR RELEASE: RTC invites public to Northeast Connector open houses March 10

March 4, 2026

FOR IMMEDIATE RELEASE

Contact: Josh MacEachern, *Public Information Officer*
jmaceachern@rtcwashoe.com | RTC Media Phone: 775-420-1727

RTC invites public to Northeast Connector open houses March 10

Two sessions offer opportunities to learn about proposed I-80 corridor alternatives and share feedback

RENO, Nev. (March 4, 2026) – The Regional Transportation Commission (RTC) of Washoe County is inviting the public to attend one of two open house events on Tuesday, March 10, to learn more about proposed corridor alignment alternatives being studied as part of the Northeast Connector Feasibility and Alignment Study.

The open houses are designed to provide additional opportunities for community members who were unable to attend the December 2025 public information meeting. Both sessions will present the same information shared previously, along with a summary of public comments and frequently asked questions received to date.

The Northeast Connector study explores a potential new corridor alignment that would establish an alternate route between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC), improving connectivity and helping alleviate congestion and reliability issues along I-80.

TRIC Open House March 10, 2026 | 11 a.m.–1 p.m. at the Storey County TRI Training Room | 1705 Peru Drive, McCarran NV.

Spanish Springs Open House March 10, 2026 | 4:30–7:30 p.m. at Mendive Middle School | 1900 Whitewood Drive, Sparks NV.

Community members are also encouraged to take the project survey, available online at rtcwashoe.com/northeast-connector through March 31, 2026. Hard copy versions of the survey are available by emailing Bryan Byrne, P.E., at bbyrne@rtcwashoe.com. All comments received become part of the public record subject to disclosure by NRS 239.0107.

For more information about the Northeast Connector study and to view open house materials, visit rtcwashoe.com/northeast-connector or follow RTC on social media at **@RTCWashoe**.

###

***About RTC**: The Regional Transportation Commission of Washoe County, Nevada serves the citizens of Reno, Sparks and unincorporated areas of Washoe County. As the federally designated Metropolitan Planning Organization for the region, the RTC provides leadership in planning and implements quality transportation systems to meet the community's present and future transportation needs. For more information about RTC projects visit rtcwashoe.com and sign up for email updates using MyRTC or call (775) 348-0400. Follow RTC on Facebook , X , Instagram and YouTube .*

Regional Transportation Commission of Washoe County
1105 Terminal Way | Reno, NV 89502

Building a Better Community Through Quality Transportation.

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Get Notifications | Sign Up for our Newsletter

FOR RELEASE: RTC Reminds Public to Provide Input on the Northeast Connector Study by March 31

March 30, 2026

FOR IMMEDIATE RELEASE

Contact: Josh MacEachern, *Public Information Officer*
jmaceachern@rtcwashoe.com | RTC Media Phone: 775-420-1727

RTC Reminds Public to Provide Input on the Northeast Connector Study by March 31

RENO, Nev. (March 30, 2026) – The Regional Transportation Commission (RTC) of Washoe County is reminding community members that the public comment period and survey on the Northeast Connector Feasibility and Alignment Study will close on Tuesday, March 31, 2026.

Residents, commuters and stakeholders are encouraged to review proposed corridor alternatives and share feedback through the online survey before the deadline.

"We've seen strong community interest throughout this process," said RTC Project Manager Bryan Byrne. "From December through March, more than 400 people attended our public meetings, and we've received over 600 survey responses and more than 700 public comments online. We encourage anyone who hasn't participated yet to take a few minutes to share their input before the March 31 deadline."

The Northeast Connector study explores a potential new corridor alignment that would establish an alternate route between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC), improving connectivity and helping alleviate congestion and reliability issues along I-80.

Community members can access the survey and learn more about the study at rtcwashoe.com/northeast-connector.

###

***About RTC**: The Regional Transportation Commission of Washoe County, Nevada serves the citizens of Reno, Sparks and unincorporated areas of Washoe County. As the federally designated Metropolitan Planning Organization for the region, the RTC provides leadership in planning and implements quality transportation systems to meet the community's present and future transportation needs. For more information about RTC projects visit rtcwashoe.com and sign up*

APPENDIX G:
TRAFFIC DEMAND MODEL CALIBRATION MEMO

Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: Regional Transportation Commission of Washoe County

From: Mario Tambellini, PE, TE
Noor Feyli

Date: April 25, 2025

Subject: **RTC Washoe Travel Demand Model Calibration**
La Posada-TRIC Connection Alignment and Feasibility Study

INTRODUCTION

This memorandum has been prepared to describe the calibration and validation process of the Regional Transportation Commission of Washoe County (RTC Washoe) Travel Demand Model (TDM) for use in the La Posada – Tahoe Reno Industrial Center (TRIC) Connection Alignment and Feasibility Study. Included is a discussion of the following:

- Project Background and Limits
- Existing Conditions Data
- Model Background
- Validation Criteria
- TDM Calibration Process and Results
- Origin-Destination Calibration

Final validation results are included in Attachment A at the end of this memorandum.

PROJECT BACKGROUND AND LIMITS

The TRIC is an extensive industrial development located approximately 13 miles east of Sparks, Nevada on State Route (SR) 439 (USA Parkway). Approximately 80% of TRIC commuters originate from the Reno/Sparks area and make their commute via I-80. Additionally, approximately 80% of this traffic originates north of I-80 in the Truckee Meadows area. TRIC has continued to see substantial growth which has generated a significant increase in safety and congestion concerns along the I-80 corridor.

The La Posada to TRIC Connection is a potential new alignment that would establish an alternate route, provide additional connectivity, and potentially alleviate congestion while improving reliability on I-80 between the Reno/Sparks area and the TRIC. The La Posada to TRIC Connection Project is included in the RTC Washoe 2050 Regional Transportation Plan in the 2031-2050 timeframe.

The La Posada to TRIC Connection would generally start in the Spanish Springs or northeastern Sparks area, connecting to a one of a number of potential existing roadways in the area including La Posada Drive. The La Posada to TRIC Connection would then extend east and terminate at a connection with SR 439 (USA Parkway) near I-80.

As part of the Alignment and Feasibility Study being performed for the La Posada to TRIC Connection, build and no build traffic data is needed for the La Posada to TRIC Connection study area under horizon year 2050 conditions. The project study area is defined as all major roadways that would experience a significant change in travel patterns and/or volumes due to construction of the proposed La Posada to TRIC Connection. Roadways anticipated to be affected by the project include major parallel routes (I-80), roadways being

considered as potential western/eastern termini (La Posada Drive, Vista Boulevard, Los Altos Parkway, Prater Way, USA Parkway), and major connecting roads between the proposed connector and I-80 (Pyramid Highway, Sparks Boulevard, McCarran Boulevard).

The RTC Washoe TDM was selected as the best tool to estimate traffic data for the project. Since the RTC Washoe TDM is a large, regional model, it is good practice to perform a study area calibration and validation of the Base Year 2022 scenario to ensure the model is reliably modeling traffic in the project area. This memorandum details the process of the RTC Washoe TDM study area validation.

EXISTING CONDITIONS DATA

Existing conditions traffic volume data was obtained for all freeway mainline segments (between interchanges) and freeway on- and off-ramps for I-80 between Pyramid Way and USA Parkway. Traffic volume data was also obtained for Pyramid Way, McCarran Boulevard, Sparks Boulevard, Vista Boulevard, La Posada Drive, USA Parkway, Eagle Canyon Drive, Highland Ranch Parkway, Prater Way, Baring Boulevard, and Los Altos Parkway. Latest available year 2023 Annual Average Daily Traffic (AADT) data was obtained for all facilities from the Nevada Department of Transportation (NDOT) Traffic Records Information Access (TRINA) application available online.

Origin-destination (OD) Spring 2024 trip data was obtained from the location-based services data vendor Replica. Replica data is based on multiple anonymous data sources including GPS and cell phone data. Additional information on Replica can be found here: https://replicahq.com/about/.

MODEL BACKGROUND

The RTC Washoe TDM is maintained by the Regional Transportation Commission of Washoe County. The RTC Washoe TDM was most recently updated by Caliper Corporation and RTC Washoe in 2024/2025 to incorporate latest available land use and roadway improvement data, update model scenarios, expand the model area to include the City of Fernley, incorporate more detailed non-motorized and special market components, and perform a regional validation, among other upgrades. The current version of the TDM has scenario years of 2022 (base year), 2025, 2030, 2040, and 2050.

Wood Rodgers received a copy of the latest RTC Washoe TDM from RTC Washoe via email on March 11, 2025. The TDM was last updated and calibrated to run using TransCAD version 10.0, build 40615 software for all analysis.

VALIDATION CRITERIA

Before using the RTC Washoe TDM to forecast traffic data, the study area links in the base year 2022 model had to be calibrated and validated against existing AADT counts obtained from NDOT TRINA. TDM forecasting thresholds contained in *NDOT Traffic Forecasting Guidelines* (dated August 2012) were used when validating the base year 2022 TDM within the study area. In particular, individual TDM link volumes within the study area were compared against NDOT's Percent Deviation Thresholds defined in Table 1.

Table 1. Link Percent Deviation Thresholds

AADT Range	Maximum Allowable Percent Deviation
< 50,000	+/- 10%
50,000 - 249,999	+/- 7.5%
≥ 250,000	+/- 5%
Note: AADT = Annual Average Daily Traffic	

In addition, Coefficient of Variation of Root Mean Square Error (CV[RMSE]) values were calculated separately for groups of study area links that fell within six ranges of AADTs, as recommended by NDOT guidelines. Each calculated CV(RMSE) was then compared against NDOT's maximum allowable CV(RMSE) thresholds defined in Table 2.

Table 2. Link CV(RMSE) Thresholds

AADT Range	Maximum Allowable Percent Deviation
< 5,000	45%
5,000 - 9,999	35%
10,000 - 14,999	30%
15,000 - 19,999	25%
20,000 - 49,999	20%
≥ 50,000	10%

Several other statistics were calculated to determine accuracy of overall volumes within the base year TDM study area. Percent deviation was calculated for the groups of links that fell within the AADT ranges defined in Table 1. Correlation Coefficient, Root Mean Square Error (RMSE), and overall Model to Count Ratios were calculated for the total study area volumes and compared against thresholds used by other agencies (such as Caltrans). This step was done to ensure that the base year TDM did not have an overall deficit or surplus of volumes within the study area.

TDM CALIBRATION PROCESS AND RESULTS

Iterative refinements that included adjustment of network link speeds, capacities, turn penalties, and geometries were performed on the base year 2022 RTC Washoe TDM scenario to achieve acceptable levels of validation between traffic counts and forecasted traffic volumes under daily conditions within the study area. The base year 2022 TDM was validated for daily link volumes on 72 roadway segments, including freeways, ramps, and arterials. A detailed daily validation summary report is included as Attachment A at the end of this memorandum. The resulting validation statistics are summarized in Table 3**,** Table 4**,** and Table 5 below and on the following page**.**

Table 3. AADT Range CV(RMSE)

Existing AADT Range	Max Allowable CV(RMSE)	Model CV(RMSE)	Met Target?
< 5,000	45%	41%	YES
5,000 - 9,999	35%	14%	YES
10,000 - 14,999	30%	13%	YES
15,000 - 19,999	25%	13%	YES
20,000 - 49,999	20%	13%	YES
≥ 50,000	10%	7%	YES
Note: Max Allowable CV(RMSE) based NDOT Traffic Forecasting Guidelines (August 2012)			

Table 4. AADT Range Percent Error

Roadway Functional Classification	% Error Target	Total Count (AADT)	Total Model Volume (ADT)	% Error	Met FC Target?
< 50,000	< +/-10%	1,152,550	1,144,994	-1%	YES
50,000-249,999	< +/-7.5%	364,500	358,946	-2%	YES
Total:		**1,517,050**	**1,503,940**	**-1%**	-
Note: % Error Targets based NDOT Traffic Forecasting Guidelines (August 2012)					

Table 5. Overall Project Corridor Targets

Overall TDM Validation Statistic (Total Number of Links Analyzed = 72)	Link Validation Target	Validated Model Results	Met Validation Criteria?
Correlation Coefficient	> 88%	99%	YES
Percent Root Mean Square Error (%RMSE)	< 40%	13%	YES
Overall TDM Volume to Count Percent Error	< +/-5%	-1%	YES
Percent of Project Corridor Links Meeting Percent Deviation Target	76%		
Note: Overall TDM Link Validation Targets based on Caltrans Travel Forecasting Guidelines (November 1992)			

As shown in Table 3, Table 4, and Table 5, the calibrated base year 2022 RTC Washoe TDM generates results that meet or exceed NDOT's model validation criteria in the study area. 76 percent of Project Corridor links meet the individual link percent deviation criteria defined in Table 1. However, model forecasts for all facilities were generally found to reasonably estimate existing AADT conditions and further refinements were deemed to be infeasible.

ORIGIN-DESTINATION CALIBRATION

The *NDOT Traffic Forecasting Guidelines* do not require that trip origin-destination patterns in a TDM be validated for a project analysis. However, since the Project is primarily intended to serve commute patterns between northern Reno/Sparks and the TRIC, a high-level validation of the RTC Washoe TDM origin-destination travel patterns was performed in the study area for informational purposes.

The area contained in the RTC TDM was divided into eight (8) origin-destination subareas. The eight (8) origin-destination subareas are shown in Attachment B. Using Replica data, the total number of commute trips traveling to the TRIC were summarized by which subarea they originated in. RTC Washoe TDM forecasted commute trips traveling to the TRIC were also summarized by the subarea they originated in and compared against Replica data. The resulting TRIC commute trips by origin subarea are shown in Table 6 on the following page.

Upon initial review, it was found that the RTC Washoe TDM forecasted slightly low existing daily volumes and commute trips to TRIC in the Spanish Springs area (Subarea 2) compared to counts. Therefore, model inputs in Subarea 2 were adjusted to increase vehicle trips in the area.

As shown in Table 6, the calibrated RTC Washoe TDM forecasts origin-destination travel patterns between Reno/Sparks and TRIC that generally match Replica origin-destination data reasonably well, with a few differences. One difference of note for the Project is that even after calibration, the RTC Washoe TDM underestimates commute trips to TRIC originating in the Spanish Springs area (Subarea 2), but overestimates commute trips to TRIC originating in the Central Sparks area (Subarea 4). Therefore, post-processing adjustments may be applied to La Posada to TRIC Connection traffic forecasts from the RTC Washoe TDM to account for the observed origin-destination differences.

Table 6. Origin-Destination Trips by Subarea Summary

Subarea	Replica		Travel Demand Model	
	Number of Origin Trips	Percent of Trips from Subarea to TRIC	Number of Origin Trips	Percent of Trips from Subarea to TRIC
1	1,105	13.5%	1,195	14.6%
2	2,165	26.4%	1,669	20.4%
3	593	7.2%	1,030	12.6%
4	1,763	21.5%	2,458	30.0%
5	1,095	13.4%	877	10.7%
6	834	10.2%	270	3.3%
7	332	4.0%	202	2.5%
8	314	3.8%	499	6.1%
Total	**8,201**	**100.0%**	**8,200**	**100.0%**

ATTACHMENT A

BASE YEAR (2022) RTC WASHOE TRAVEL DEMAND MODEL VALIDATION TABLE

ATTACHMENT A

Base Year (2022) RTC Washoe Travel Demand Model Validation
La Posada -TRIC Connection Alignment and Feasibility Study

#	Route	Roadway Segment	Functional Classification (FC)	TRINA ID	Exist AADT TRINA Count	Base Year Model AADT Volume	Diff (Base Year Model AADT Volume - Exist AADT Count)	Diff Squared	Allowable Link % Deviation (+/-)	Link % Deviation (Base Year Model AADT - Exist AADT Count)	Link % Deviation Met?
1	I-80 Mainline	b/w Pyramid Way and McCarran Boulevard	Freeway	0311220	92,500	82,034	-10,466	109,529,843	7.5%	-11.3%	NO
2		b/w McCarran Boulevard and Sparks Boulevard	Freeway	0310810	51,000	53,784	2,784	7,749,704	7.5%	5.5%	YES
3		b/w Sparks Boulevard and E Greg Street	Freeway	0310620	60,500	61,402	902	814,083	7.5%	1.5%	YES
4		b/w E Greg Street and Canyon Road	Freeway	0311110	49,500	61,203	11,703	136,950,788	10.0%	23.6%	NO
5		b/w Lockwood Road and Mustang Ranch Road	Freeway	0310070	51,500	52,768	1,268	1,606,654	7.5%	2.5%	YES
6		b/w Mustang Ranch Road and Waltham Way	Freeway	0310071	42,000	44,008	2,008	4,031,125	10.0%	4.8%	YES
7		b/w Waltham Way and USA Parkway	Freeway	0312290	39,500	42,232	2,732	7,462,456	10.0%	6.9%	YES
8	EB I-80 Ramps & Connectors	EB I-80 On-Ramp from Pyramid Highway	Ramp	0310055	3,000	3,147	147	21,755	10.0%	4.9%	YES
9		EB I-80 Off-Ramp to Pyramid Highway	Ramp	0310306	9,400	9,978	578	334,414	10.0%	6.2%	YES
10		EB I-80 Off-Ramp to McCarran Boulevard	Ramp	0310310	10,800	11,687	887	787,522	10.0%	8.2%	YES
11		E/B I-80 On-Ramp from the SR659 (E McCarran Blvd)	Ramp	0310040	3,450	3,823	373	139,458	10.0%	10.8%	YES
12		E/B I-80 Off-Ramp to Sparks Boulevard	Ramp	0310830	12,900	11,458	-1,442	2,079,109	10.0%	-11.2%	NO
13		E/B I-80 On-Ramp from Sparks Boulevard	Ramp	0310814	3,800	3,782	-18	328	10.0%	-0.5%	YES
14		E/B I-80 Off-Ramp to Vista Boulevard	Ramp	0310044	9,600	7,302	-2,298	5,278,783	10.0%	-23.9%	NO
15		E/B I-80 On-Ramp from Vista Boulevard	Ramp	0310047	4,600	7,822	3,222	10,380,754	10.0%	70.0%	NO
16		E/B I-80 Off-Ramp to USA Parkway	Ramp	0311073	8,650	7,252	-1,398	1,953,403	10.0%	-16.2%	NO
17		E/B I-80 On-Ramp from USA Parkway	Ramp	0311074	1,800	1,088	-712	506,920	10.0%	-39.6%	NO
18	WB I-80 Ramps & Connectors	W/B I-80 On-Ramp from Pyramid Highway	Ramp	0310304	11,500	16,160	4,660	21,713,574	10.0%	40.5%	NO
19		W/B I-80 Off-Ramp to Pyramid Highway	Ramp	0310048	2,500	3,296	796	634,017	10.0%	31.9%	NO
20		W/B I-80 Loop On-Ramp from McCarran Boulevard	Ramp	0310469	2,850	3,249	399	158,891	10.0%	14.0%	YES
21		W/B I-80 On-Ramp from McCarran Boulevard	Ramp	0310311	7,700	7,434	-266	70,869	10.0%	-3.5%	YES
22		W/B I-80 Off-Ramp to McCarran Boulevard	Ramp	0310042	4,250	5,489	1,239	1,534,917	10.0%	29.2%	NO
23		W/B I-80 On-Ramp from Sparks Boulevard	Ramp	0310792	12,000	11,169	-831	690,969	10.0%	-6.9%	YES
24		W/B I-80 Off-Ramp to Sparks Boulevard	Ramp	0310815	3,850	3,837	-13	181	10.0%	-0.3%	YES
25		W/B I-80 On-Ramp from Vista Boulevard	Ramp	0310052	7,900	7,430	-470	221,228	10.0%	-6.0%	YES
26		W/B I-80 Off-Ramp to Vista Boulevard	Ramp	0310049	4,200	6,711	2,511	6,302,637	10.0%	59.8%	NO
27		W/B I-80 On-Ramp to USA Parkway	Ramp	0311076	9,200	11,718	2,518	6,342,192	10.0%	27.4%	NO
28		W/B I-80 Off-Ramp from USA Parkway	Ramp	0311075	1,800	1,848	48	2,323	10.0%	2.7%	YES
29	Pyramid Highway	b/w E Street and F Street	MajorArterial	0310334	25,400	24,057	-1,343	1,803,995	10.0%	-5.3%	YES
30		b/w J Street and K Street	MajorArterial	0310336	31,500	28,935	-2,565	6,579,105	10.0%	-8.1%	YES
31		b/w York Way and Roberta Lane	MajorArterial	0310337	24,100	25,464	1,364	1,859,984	10.0%	5.7%	YES
32		b/w Emerson Way and Queen Way	MajorArterial	0310338	54,500	55,421	921	847,405	7.5%	1.7%	YES
33		b/w Villa Jimenez Way and Disc Drive	MajorArterial	0310340	54,500	53,537	-963	926,719	7.5%	-1.8%	YES
34		b/w Shoppers Way and Los Altos Parkway	MajorArterial	0311127	39,500	43,043	3,543	12,550,991	10.0%	9.0%	YES
35		b/w Sparks Boulevard and Wingfield Hill Road	MajorArterial	0311128	40,500	43,538	3,038	9,232,000	10.0%	7.5%	YES
36		b/w Robert Banks Boulevard and Dakota Hills Drive	MajorArterial	0311041	39,000	36,074	-2,926	8,559,922	10.0%	-7.5%	YES
37		b/w Sunset Springs Road and Calle De La Plata	MajorArterial	0311032	18,700	17,102	-1,598	2,555,075	10.0%	-8.5%	YES
38		b/w Calle De La Plata and Sha Neva Road	MajorArterial	0311034	10,300	9,670	-630	397,374	10.0%	-6.1%	YES
39		b/w Sha Neva Road and Horizon View Ave	MajorArterial	0312270	9,500	9,670	170	28,772	10.0%	1.8%	YES
40	McCarran Boulevard	b/w Lincoln Way and E Prater Way	MajorArterial	0310517	29,900	29,798	-102	10,459	10.0%	-0.3%	YES
41		b/w E Prater Way and Gleeson Way	MajorArterial	0312320	22,600	23,329	729	531,008	10.0%	3.2%	YES
42		b/w E York Way and Baring Boulevard	MajorArterial	0310316	15,500	14,734	-766	586,992	10.0%	-4.9%	YES
43		b/w Probasco Way and Dana Way	MajorArterial	0310466	18,400	18,302	-98	9,615	10.0%	-0.5%	YES
44		b/w 4th St and Pyramid Highway	MajorArterial	0310467	22,500	21,188	-1,312	1,721,826	10.0%	-5.8%	YES

ATTACHMENT A

Base Year (2022) RTC Washoe Travel Demand Model Validation
La Posada -TRIC Connection Alignment and Feasibility Study

#	Route	Roadway Segment	Functional Classification (FC)	TRINA ID	Exist AADT TRINA Count	Base Year Model AADT Volume	Diff (Base Year Model AADT Volume - Exist AADT Count)	Diff Squared	Allowable Link % Deviation (+/-)	Link % Deviation (Base Year Model AADT - Exist AADT Count)	Link % Deviation Met?
45	Sparks Boulevard	b/w McCabe Park Street and E Prater Way	MajorArterial	0312300	34,500	27,412	-7,088	50,239,758	10.0%	-20.5%	NO
46		b/w E Prater Way and Express Street	MajorArterial	0310720	26,400	24,651	-1,749	3,057,857	10.0%	-6.6%	YES
47		b/w Springland Drive and Howard Drive	MajorArterial	0310721	22,700	19,201	-3,499	12,241,912	10.0%	-15.4%	NO
48		b/w Baring Blvd and Shadow Ln	MajorArterial	0311061	24,300	25,770	1,470	2,160,428	10.0%	6.0%	YES
49		b/w Shadow Lane and Vintage Hills Parkway	MajorArterial	0311062	24,800	25,824	1,024	1,048,105	10.0%	4.1%	YES
50		b/w Disc Drive and Winery Drive	Local	0311137	22,800	22,406	-394	155,543	10.0%	-1.7%	YES
51		b/w Kiley Parkway and Pyramid Highway	MajorArterial	0311132	15,300	16,622	1,322	1,747,080	10.0%	8.6%	YES
52	Highland Ranch Pkwy	west of Pyramid Highway	Arterial	0311126	13,900	13,398	-502	252,270	10.0%	-3.6%	YES
53	Vista Boulevard	b/w W/B off-ramp of I-80 and Brierley Way	MajorArterial	0310050	29,600	27,363	-2,237	5,002,164	10.0%	-7.6%	YES
54		b/w Loop Road and Cola Ct	MajorArterial	0311157	23,300	21,029	-2,271	5,155,533	10.0%	-9.7%	YES
55		b/w Frisco Way and Jitney Drive	MajorArterial	0310713	23,200	23,587	387	150,136	10.0%	1.7%	YES
56		b/w Baring Boulevard and Alpland Lane	MajorArterial	0311064	21,800	21,011	-789	622,660	10.0%	-3.6%	YES
57		b/w Iratcabal Dr/Domaine Dr and Basco Way	MajorArterial	0311136	22,000	14,544	-7,456	55,593,248	10.0%	-33.9%	NO
58		b/w Los Altos Parkway and Vista Del Rancho Parkway	Arterial	0311140	28,100	22,816	-5,284	27,922,938	10.0%	-18.8%	NO
59		b/w Vista del Rancho Pkwy & Wingfield Springs Rd	Arterial	0311135	22,900	23,317	417	174,194	10.0%	1.8%	YES
60		East of of Wingfield Hills Road	Arterial	0311133	21,200	21,593	393	154,596	10.0%	1.9%	YES
61	Eagle Canyon Drive	West of Pyramid Way	Arterial	0311130	15,700	10,854	-4,846	23,485,901	10.0%	-30.9%	NO
62	La Posada Drive	b/w Terra Del Sol Parkway and Stonebrook Parkway	Arterial	0311131	11,400	11,276	-124	15,381	10.0%	-1.1%	YES
63	USA Parkway	south of I-80 USA Parkway Interchange	MajorArterial	0311077	23,400	21,873	-1,527	2,330,478	10.0%	-6.5%	YES
64	Prater Way	b/w Pyramid Way and 6th Street	MajorArterial	0310497	12,600	13,119	519	268,886	10.0%	4.1%	YES
65		b/w E I Street and McCarran Blvd	MajorArterial	0310500	14,700	13,675	-1,025	1,051,443	10.0%	-7.0%	YES
66		b/w McCarran Blvd and Woodside Dr	MajorArterial	0310314	18,100	19,444	1,344	1,805,383	10.0%	7.4%	YES
67		b/w Howard Dr and E Greenbrae Dr	MajorArterial	0310684	13,400	13,887	487	236,782	10.0%	3.6%	YES
68		b/w Sparks Blvd and Lillard Dr	MajorArterial	0310687	8,350	8,061	-289	83,501	10.0%	-3.5%	YES
69	Baring Blvd	b/w McCarran Blvd and Sparks Blvd	MajorArterial	0310717	12,700	11,810	-890	792,510	10.0%	-7.0%	YES
70		b/w Sparks Blvd and Vista Blvd	MajorArterial	0310715	7,850	8,450	600	360,401	10.0%	7.6%	YES
71	Los Altos Parkway	b/w Sparks Blvd and Vista Blvd	MajorArterial	0311147	16,100	17,081	981	963,164	10.0%	6.1%	YES
72		b/w Vista Blvd and Santa Barbara Ave	Arterial	0311139	7,300	6,895	-405	163,811	10.0%	-5.5%	YES
				TOTAL:	**1,517,050**	**1,503,940**	**-13,110**	**572,736,200**		**Total "YES":**	**55**

Note: Dir = Direction, FC = Functional Classification, FC # = Functional Classification Number, AADT = Annual Average Daily Traffic, Diff = Difference, Exist = Existing, NB = Northbound, SB = Southbound
Diff Squared = [Diff (Base Year (2022) Model AADT - Exist AADT Count)]^2
Allowable Link % Deviation (+/-) is based on NDOT Traffic Forecasting Guidelines (August 2012)
Link Deviation % Met = If absolute value of Percent Difference is less than the Allowable Link Deviation Percentage **or** the absolute value of the Difference is less than 500, then "YES", otherwise "NO"

AADT Range CV(RMSE)

Exist AADT Range	Max Allowable CV(RMSE)	Model CV(RMSE)	Met Target?
< 5,000	45%	41%	YES
5,000-9,999	35%	14%	YES
10,000-14,999	30%	13%	YES
15,000-19,999	25%	13%	YES
20,000-49,999	20%	13%	YES
>= 50,000	10%	7%	YES

Notes: CV(RMSE) was calculated and compared to targets as defined NDOT Traffic Forecasting Guidelines (August 2012)

AADT Range Percent Error

Exist AADT Range	Target % Error	Total Model	% Error	Met FC Target?
< 50,000	+/- 10%	1,144,994	-1%	YES
50,000-249,999	+/- 7.5%	358,946	-2%	YES
Total		**1,503,940**	**-1%**	**-**

Notes: Met FC Target = If absolute value of Actual % Error is less than the Target % Error, then "YES", otherwise "NO"
Target % Error for each AADT Range based on NDOT Traffic Forecasting Guidelines (August 2012)

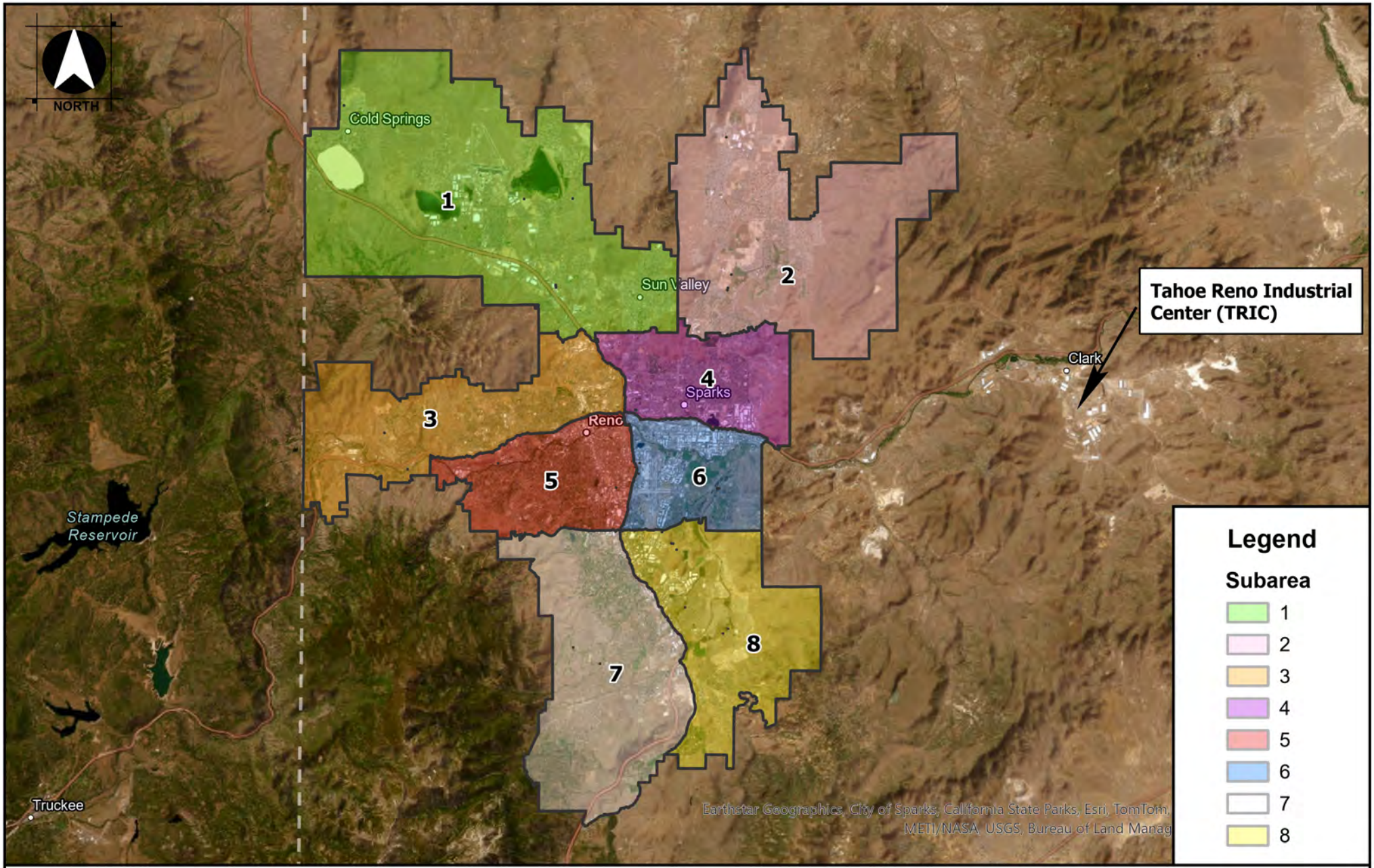
Overall Project Corridor Targets

Validation Statistic	Target	Model	Met Target?
Correlation Coefficient	> 88%	99%	YES
Root Mean Square Error (%RMSE)	< 40%	13%	YES
Model to Count Ratio	< 5%	-1%	YES
Total Links	72		
% of Links Meeting % Deviation	76%		

Notes: %RMSE = [(Difference Squared)/(Total Links - 1)]^(0.5)/[(Total Exist AADT Count)/(Total Links)], and is based on Model Validation and Reasonableness Checking Manual, dated February 1997.
Correlation Coefficient, %RMSE, and Model to County Ratio targets are based on Caltrans Travel Forecasting Guidelines (November 1992)

ATTACHMENT B

RENO/SPARKS TO TRIC ORIGIN-DESTINATION SUBAREAS



ATTACHMENT B

RENO/SPARKS TO TRIC ORIGIN-DESTINATION SUBAREAS

LA POSADA -TRIC CONNECTION ALIGNMENT AND FEASIBILITY STUDY

WASHOE COUNTY, NV

APRIL 2025

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APPENDIX H:
ENVIRONMENTAL ANALYSIS METHODOLOGY MEMO

TECHNICAL MEMORANDUM: ENVIRONMENTAL SCREENING METHODOLOGY

PURPOSE

This memorandum outlines the environmental evaluation framework applied to assess potential alignment alternatives for the proposed Northeast Connector highway. It defines the specific environmental measures used to identify and characterize resources that may be affected by corridor development. The findings presented here are intended to complement the Environmental Impact Due Diligence Report (EIDD), which provides a broader inventory of environmental resources within the study area. Additional screening and scoring methodologies are detailed in Section 2 of the Northeast Connector Feasibility Report.

The environmental data referenced in this memorandum was obtained from publicly accessible sources suitable for desktop analysis. These sources provided baseline information for preliminary evaluation. As the project advances into formal coordination under the National Environmental Policy Act (NEPA), resource specialists from the Bureau of Land Management (BLM) will contribute to the refinement of baseline data through field verification and agency consultation.

ANALYSIS AREA

The analysis area for this evaluation was established as the total area where potential highway alignment alternatives were being considered, and within which all project actions would be located, and all potential direct impacts would occur. For this Project, the analysis area is approximately 77,885-acre area (refer to ***Figure 1****: Project Area Map* below).

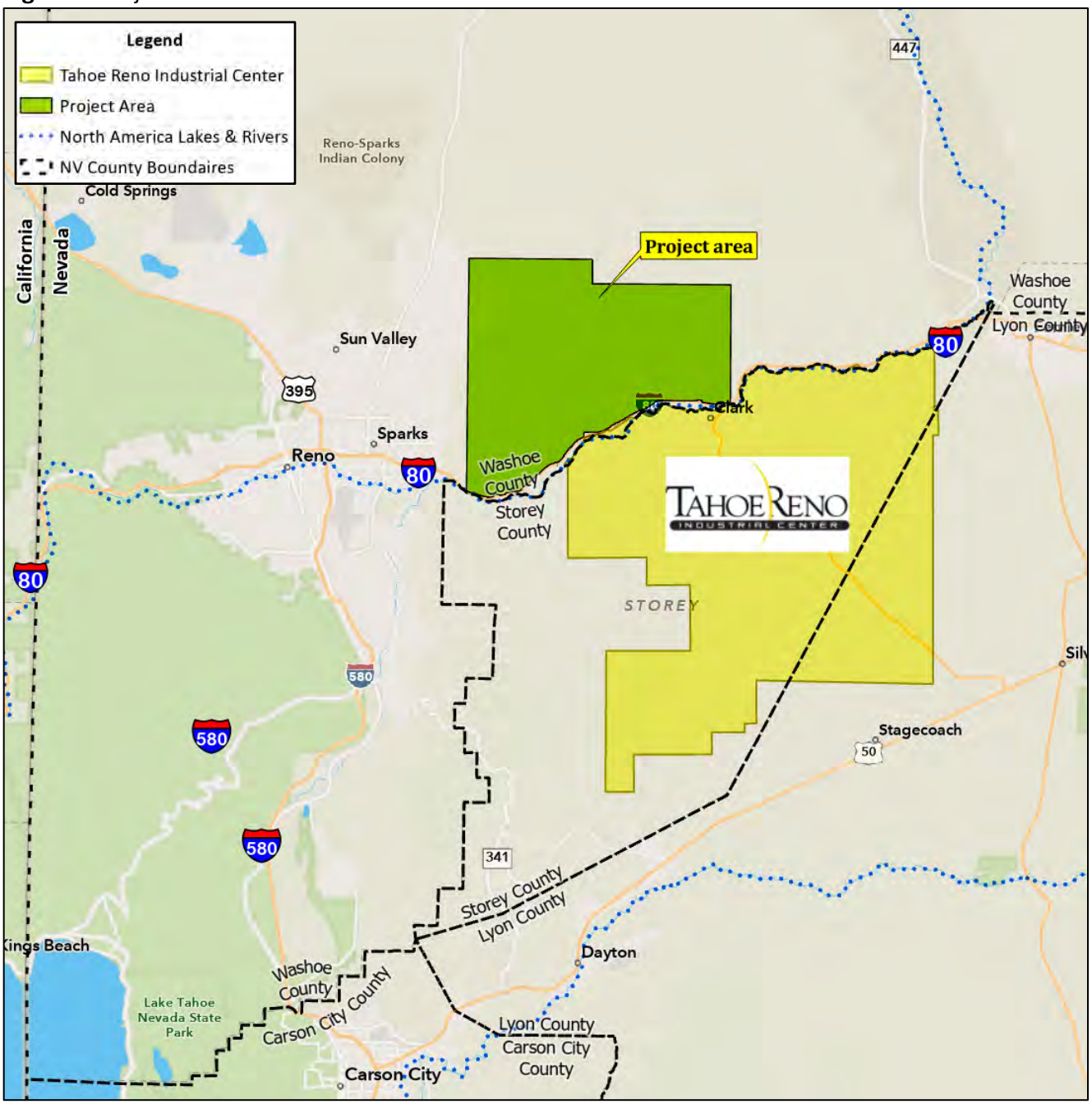
Following level one screening the two alternatives (Vista and La Posada) were identified as the two most feasible routes and thus progressed to the level two screening which included the environmental analysis. The route area used to determine potential direct impacts to environmental resources was the mapped route alternative with a 100ft buffer on each side of the center line, creating a 200ft wide corridor boundary for both corridor alternatives.

AVOIDANCE AREAS

For some resources, specifically the Pah Rah High Pasin Petroglyph Area of Critical Environmental Concern (ACEC), the potential impacts or the constraints on the Project may be sufficiently significant that avoidance of the resource was warranted. Both route alternatives were evaluated with a 200-foot buffer and avoidance of corridor overlap was considered to the extent practicable. Although the Vista route alternative's buffer does have a small but negligible overlap (0.58 acres) with the outer edge of the mapped ACEC, discussions with project engineers have indicated that if required, full avoidance can be achieved during the design process. Other resources, such as some cultural resources or occupied migratory bird

nests, avoidance would be warranted; however, information on the location and status of these resources is not currently available to establish avoidance areas.

Figure 1: Project Area



ENVIRONMENTAL RESOURCES & QUALITATIVE MEASURES

WATER OF THE UNITED STATES

The National Wetlands Inventory (NWI) is a database of all the NWI wetlands and other aquatic habitats within the identified project area subject to regulation under Section 404 of the Clean Water Act, or other State and Federal statutes.

Source: National Wetlands Inventory; U.S. Fish and Wildlife Service (USFWS)

Measure: Shortest distance between the corridor alternative's boundary and a mapped aquatic resource. *Proximity.*

Measure: The number of first, second, or third order waterways (connected to the Truckee River) the corridor alternative either contains or crosses. *Direct impact.*

Direct Impact: YES

SENSITIVE VEGETATION, WILDLIFE SPECIES, AND HABITAT

A data inquiry submitted to the Nevada Division of Natural Heritage (NDNH) revealed that there are nine (9) endangered, threatened, candidate, and/or at-risk plant and animal species recorded within or near the project area.

Source: Nevada Division of Natural Heritage data inquiry

Measure: Shortest distance between the corridor alternative boundary and the boundary of the identified species habitat (9 measures for each corridor alternative). If the proximity measure was zero, direct impacts were quantifiable (see below). *Proximity.*

Measure: Total area of corridor alternative which overlaps potential sensitive species habitat. *Direct impact.*

Direct Impact: YES

GREATER SAGE GROUSE HABITAT

Pursuant the Bureau of Land Management's (BLM's) 2024 Habitat Management Area (HMA) maps the project area does contain Greater Sage-Grouse Habitat. Each corridor alternative was analyzed for impact to sage-grouse habitat. HMAs have varying degrees of classification: General HMA (GHMA), Other HMA (OHMA), Priority HMA, and Priority+HMA (PHMA+). The area of each route that overlaps each different classification of HMA was measured.

Source: Bureau of Land Management (BLM) 2024 Habitat Management Area (HMA) Maps

Measure: Total area of corridor alternative which overlaps each of the four types of BLM Habitat Management Areas (HMAs) identified within the project area. *Direct impact.*

- Corridor alternative area which overlaps General HMA (GHMA)
- Corridor alternative area which overlaps Other HMA (OHMA)
- Corridor alternative area which overlaps Priority HMA (PHMA)
- Corridor alternative area which overlaps Priority+ HMA (PHMA+)

Direct Impact: YES

SPRINGS (USGS QUAD)

The United States Geological Survey topographical quad maps include data regarding water resources. Although there are no identified USGS water resources with the identified project area, there are two springs just outside the project area, in proximity to the site.

Source: USGS 7.5 Minute Quadrangles

Measure: Shortest linear distance between the corridor alternative boundary and both of the two identified water sources, averaged. *Proximity.*

Direct Impact: NO

FEMA FLOOD HAZARD AREAS

The project area contains varying degrees of FEMA hazard zones including X (0.2% Annual Chance Flood Hazard) A, AE, and AO (1% Annual Chance Flood Hazard), and AE (Regulatory Floodway). The closest distance between the corridor alternative and FEMA Hazard Zone A (Regulatory Floodway) was measured. It is worth noting the Regulatory Floodway contained within the project area is the Truckee River, and both route alternatives terminate in relatively the same location and have the same proximity to the Truckee River. Although it is important to know the routes proximity to FEMA A zones, this measure, being equal for both routes, does not affect the environmental feasibility score for the route.

Source: Federal Emergency Management Agency. (n.d.). *Flood hazard area maps*. FEMA Flood Map Service Center. Retrieved September, 2025, from https://msc.fema.gov/portal/home

Measure: Shortest linear distance between the corridor alternative boundary and FEMA Flood Zone A (Regulatory Floodway). *Proximity.*

Direct Impact: NO

GRAZING ALLOTMENTS

The BLM has identified two livestock grazing allotments within the project area, the Spanish Springs/Mustang and the Olinghouse. The two identified grazing allotments make up the vast majority of the identified potential project area. The measure chosen for this environmental indicator is the area of the corridor route contained within one of the two identified grazing allotments within the project area. It is worth noting that since the grazing allotments cover the vast majority of the project area, it is likely the measure is the same or similar the actual area of the route itself.

Source: Bureau of Land Management. (2025). *BLM National Grazing Pasture Polygons* [Map]. U.S. Department of the Interior. Retrieved September, 2025

Measure: Area of the corridor route which overlaps a mapped BLM grazing allotment. *Direct impact.*

Direct Impact: YES

WELLS (NDWR)

There are 218 wells within the project area, as permitted by NDWR, classified into 13 different types of wells. Direct impacts were measured by identifying the number of mapped wells within each of the corridor boundaries. Four wells occur within the La Posada corridor and five within the Vista corridor.

Source: Nevada Division of Water Resources. (2025). *Well Driller Reports (Well Logs)* [Dataset]. Nevada Department of Conservation and Natural Resources. Retrieved September 2025

Measure: Number of mapped drilled wells within the boundary of the corridor alternative. *Direct impact.*

Direct Impact: YES

VISUAL RESOURCE INVENTORY (VRI) CLASS

Visual resource classes are categories assigned to public lands to portray a relative value of the visual resource, ultimately used as a management tool inline with management objectives. The project area contains three of the four visual resource inventory classes identified by the BLM: Class II, Class III, and Class IV. There is also a portion of the project area that is classified as "not inventoried." Each route was analyzed for the area of the route overlapping each respective VRI Class as well as areas identified as "not inventoried."

Source: **Bureau of Land Management.** (n.d.). *BLM National Visual Resource Inventory Classes Polygon*. ArcGIS Hub. Retrieved September 2025

Measure: Total area of corridor alternative which overlaps VRI Class II-IV. *Direct impact.*

- Area of corridor route which overlaps VRI Class II.
- Area of corridor route which overlaps VRI Class III.
- Area of corridor route which overlaps area identifies as “not inventoried.”

Direct Impact: YES

VISUAL RESOURCE SENSITIVITY LEVEL RATING

Within the VRI process, the BLM evaluates public land with regard to visual sensitivity. Sensitivity is determined by evaluating types of potential viewers for a specific area, public interest in the area, adjacent land uses, and the presence of any special areas. Sensitivity levels are described by the BLM as high, medium, or low. The project area contains VRI areas that have high and moderate sensitivity ratings, with much of the project area classified with a high sensitivity value.

Source: **Bureau of Land Management.** (n.d.). *BLM CO VRI Sensitivity Level Rating Unit Polygons*. Data.gov. Retrieved September 2025

Measure: Area of corridor route which overlaps HIGH value Visual Quality Maintenance area. *Direct impact.*
Measure: Area of corridor route which overlaps MODERATE value Visual Quality Maintenance area. *Direct impact.*

Direct Impact: YES

MINING CLAIMS

There are two mining claims (Lode Claim, Placer Claim) located within the identified project area, but both are outside of the boundary of both of the identified corridor route alternatives. The closest linear distance from the corridor boundary to the mining claim was measured.

Source: **Nevada Division of Minerals.** (n.d.). Mining Claims (NDOM) [Map]. Nevada Division of Minerals Open Data Site. Retrieved September 2025.

Measure: Shortest linear distance between the corridor route boundary and the nearest mapped NDOM mining claim. *Proximity.*

Direct Impact: NO

HERD MANAGEMENT AREAS

The project area contains a portion of the Pah Rah Mountains Herd (Management) Area, which is part of the BLM's national dataset of wild horse and burro herd areas. The dataset includes polygon features representing original herd areas across BLM-managed lands, including Nevada. No portion of either corridor route alternative overlaps the mapped herd management area within the project area. As such, the closest linear distance between the corridor route and the Pah Rah Mountains Herd Area was used as a measure.

Source: **Bureau of Land Management.** (2025). *BLM OR Wild Horse and Burro Herd Area Polygons Hub* [Map]. Data.gov. Retrieved September 2025.

Measure: Shortest linear distance between the corridor route boundary and the mapped Pah Rah Mountains Herd Management Area. *Proximity.*

Direct Impact: NO

AREAS OF CRITICAL ENVIRONMENTAL CONCERN (ACEC) PAH RAH HIGH BASIN PETROGLYPH

The project area contains the Pah Rah High Basin Petroglyph Area of Critical Environmental Concern (ACEC) a portion of the Pah Rah Mountains Herd Area, which is part of the BLM's national dataset of wild horse and burro herd areas. The dataset includes polygon features representing original herd areas across BLM-managed lands, including Nevada. Neither route poses to substantially impact the ACEC. Although the 200 ft wide corridor buffer offset for the Vista alternative has negligible (0.58 acres) overlap to the edge of the ACEC, conversations with project engineers have indicated this negligible overlap can be easily removed during the design process. As such, the closest linear distance between the corridor route and the ACEC was used as a measure as well.

Source: **Bureau of Land Management.** (2013). *Carson City District Resource Management Plan Revision, Area of Critical Environmental Concern. Report on the Application of the Relevance and Importance Criteria*

Measure: Area of the corridor route which overlaps the Pah Rah High Basin Petroglyph ACEC. *Direct Impact.*

Measure: Shortest linear distance between the corridor route boundary and the ACEC boundary. *Proximity.*

Direct Impact: Negligible.

CULTURAL RESOURCES

A Class I Archive Search overview assessment was conducted for the project area which indicated that cultural resources do exist within the project area. Although information regarding cultural resource locations is confidential, it was possible to analyze potential impacts of the corridor routes on existing mapped survey areas. To represent impact, the area of corridor route area which overlaps mapped cultural resources was calculated. It is important to note, the archaeologist has indicated that based on the findings of existing surveys, the study area has a high sensitivity for cultural resources.

Source: Nevada Cultural Resource Inventory System

Measure: Area of corridor route which overlaps with existing cultural resource inventory area. *Direct Impact.*

Direct Impact: YES

Table X: Environmental Analysis Data Measures		
	Corridor Alternative	
	Vista	La Posada
Waters of the United States		
Proximity to Regulated Floodway	0.14 mi	0.14 mi
Waterways Crossed	18	20
Sensitive Vegetation/Wildlife/Habitat		
Sensitive Habitat Impacted [1][2]	54.62 acres	53.52
Proximity to Actinemys marmorata	3.1 miles	3.14 miles
Proximity to Astragalus porrectus	2.0 miles	4.68 miles
Proximity to Danaus plexippus	1.03 miles	1.45 miles
Proximity to Elgaria coerulea palmeri	0.20 miles	0.12 miles
Proximity to Eremothera nevadensis Impact [1] to Eremothera nevadensis Habitat [3]	0 miles 0.08 acres [3]	0 miles 0.02 acres [3]
Proximity to Lithobates pipiens	2.56 miles	5.03 miles
Proximity to Riparia riparia	0.06 miles	0.04 miles
Proximity to Aquila chrysaetos	2.62 miles	2.92 miles
Proximity to Grusonia pulchella Impact[1] to Grusonia pulchella Habitat [3]	0 miles 54.54 acers [3]	0 miles 53.50 acres [3]
Greater Sage-Grouse Habitat Impact [1]		
General HMA (GHMA)	9.2 acres	10.39 acres
Other HMA (OHMA)	50.50 acres	55.07 acres
Priority HMA (PHMA)	13.58 acres	102.75 acres
Priority +HMA (PHMA+)	0 acres	0 acres
Springs		
Proximity to Mapped Water Source 1	4.8 miles	3.76 miles
Proximity to Mapped Water Source 2	5.08 miles	5.08 miles
Springs Impacted	0	0
FEMA Flood Hazard Areas		
Proximity to Regulated Floodway	0.18 miles	0.18 miles
Regulated Floodway Impacted [1]	0 acres	0 acres
Grazing Allotments		
Grazing Allotment Impacted [1]	305.70 acres	251.67 acres
Wells		
Number of Wells Impacted [1]	5	4
Visual Resource Inventory Class		
VRI Cass II Impacted [1]	111.63 acres	192.88 acres
VRI Class III Impacted [1]	195.16 acres	163.51 acres
VRI Class IV Impacted [1]	0 acres	0 acres
VRI “not inventoried” impacted [1]	0.19 acres	0.19 acres
Visual Resource Sensitivity Rating		
HIGH Value Visual Quality Maintenance Area Impacted [1]	251.28 acres	302.14 acres
MODERATE Value Visual Quality Maintenance Area Impacted [1]	55.51 acres	54.26 acres
Mining Claims		
Proximity to Mining Claim	2.41 miles	6.25 miles

Mining Claims Impacted [1]	0	0
Herd Management Areas		
Proximity to Pah Rah Mountains Herd Area	3.32 miles	1.29 miles
Areas of Critical Environmental Concern (ACEC) – Pah Rah Basin Petroglyph ACEC		
Pah Rah Basin Petroglyph ACEC Impacted [1]	0.58 acres [4]	0 acres
Average Distance to Pah Rah Basin Petroglyph ACEC	1.79 miles	2.23 miles
Cultural Resources		
Percent of Corridor Area Impacting [1] Cultural Resource Survey Areas	23.43%	15.46%

[1] For purposes of this data set, Impact is defined as whether any portion of the corridor overlaps an area of the identified resource.
[2] Both routes impact two mapped sensitive species habitats. The total area of impact for both impacted habitat areas are added together to create this measure.
[3] Impact to the individual species habitats were added together to create the Sensitive Species Habitat Impact measure. Measures with this footnote were combined to create a total impact across all species habitat.
[4] The corridor offset (200 ft buffer) has a negligible overlap (0.58 acres) to the far edge of the ACEC boundary, which is likely a buffer area for the petroglyph basin as well. Project engineers have indicated this minor buffer overlap could be easily removed during design.

APPENDIX I:
CONCEPTUAL COST ESTIMATES

RTC NORTHEAST CONNECTOR FEASIBILITY - CONCEPTUAL COST ESTIMATE
REGIONAL TRANSPORTATION COMMISSION
RTC PROJECT 8312057

Prepared by Wood Rodgers
10/30/2025

				VISTA TAKEOFF		LA POSADA TAKEOFF	
ITEM NO.	**ITEM DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**TOTAL COST**	**QUANTITY**	**TOTAL COST**
1	PROVIDE TRAFFIC CONTROL	LS	$ 3,000,000.00	1	$ 3,000,000.00	1	$ 2,500,000.00
2	MOBILIZATION	LS	$ 14,000,000.00	1	$ 14,000,000.00	1	$ 14,000,000.00
3	CUT MATERIAL (VISTA)	CY	$ 46.00	1,281,000	$ 58,926,000.00		
4	CUT MATERIAL (LA POSADA)	CY	$ 55.00			2,351,000	$ 129,305,000.00
5	BORROW MATERIAL	CY	$ 40.00	273,200	$ 10,928,000.00	856,100	$ 34,244,000.00
6	FILL MATERIAL	CY	$ 3.00	900,000	$ 2,700,000.00	2,150,000	$ 6,450,000.00
7	DUMP	CY	$ 5.00	204,500	$ 1,022,500.00	262,000	$ 1,310,000.00
8	PAVEMENT	CY	$ 400.00	54,339	$ 21,735,674.07	63,144	$ 25,257,629.63
9	BASE MATERIAL	CY	$ 100.00	108,678	$ 10,867,837.04	126,288	$ 12,628,814.81
10	MASS HAUL	CY*MILE	$ 2.00	1,776,300	$ 3,552,600.00	3,890,000	$ 7,780,000.00
11	UTILITY MODIFICATION	LS	PER ALT	1	$ 1,500,000.00	1	$ 1,000,000.00
12	SIGNAGE AND STRIPING	MI	$ 50,000.00	12.6	$ 640,000.00	14.7	$ 740,000.00
13	GALVANIZED GUARDRAIL	LINFT	$ 140.00	17,000	$ 2,380,000.00	27,200	$ 3,808,000.00
14	BRIDGE	SQFT	$ 600.00	25,600	$ 15,360,000.00	46,900	$ 28,140,000.00
15	RETAINING WALL	SQFT	$ 150.00	22,600	$ 3,390,000.00	5,600	$ 840,000.00
16	VISTA BLVD TRAFFIC IMPROVEMENTS	LS	$ 250,000.00	1	$ 250,000.00		
17	LA POSADA REALIGNMENT IMPROVEMENTS	LS	$ 300,000.00			1	$ 300,000.00
18	USA PARKWAY TRAFFIC IMPROVEMENTS	LS	$ 2,000,000.00	1	$ 2,000,000.00	1	$ 2,000,000.00
19	GOLDEN EAGLE PARK ACCESS MANAGEMENT IMPROVEMENTS	LS	$ 2,000,000.00	1	$ 2,000,000.00		
20	ROW FENCING	LINFT	$ 30.00	134,000	$ 4,020,000.00	156,000	$ 4,680,000.00
21	ITS	LS	$ 3,000,000.00	1	$ 3,000,000.00	1	$ 3,000,000.00
22	STORMWATER INFASTRUCTURE	LS	$ 18,100,000.00	1	$ 18,100,000.00	1	$ 18,100,000.00
23	TEMPORARY POLLUTION CONTROL	LS	$ 3,000,000.00	1	$ 3,000,000.00	1	$ 3,000,000.00
24	DUST CONTROL	LS	$ 3,000,000.00	1	$ 3,000,000.00	1	$ 3,000,000.00
		SUBTOTAL		$ 185,373,000		$ 302,084,000	
		30% CONTINGENCY		$ 55,612,000		$ 90,626,000	
		CONST. TOTAL		**$ 240,985,000**		**$ 392,710,000**	
		RIGHT-OF-WAY		$ 770,000		$ 3,390,000	
		NEPA/DESIGN (5.5%)		$ 13,255,000		$ 21,600,000	
		CONSTRUCTION ADMIN. (8%)		$ 19,279,000		$ 31,417,000	
		GRAND TOTAL		**$ 274,289,000**		**$ 449,117,000**	

All costs are preliminary for feasibility purposes only