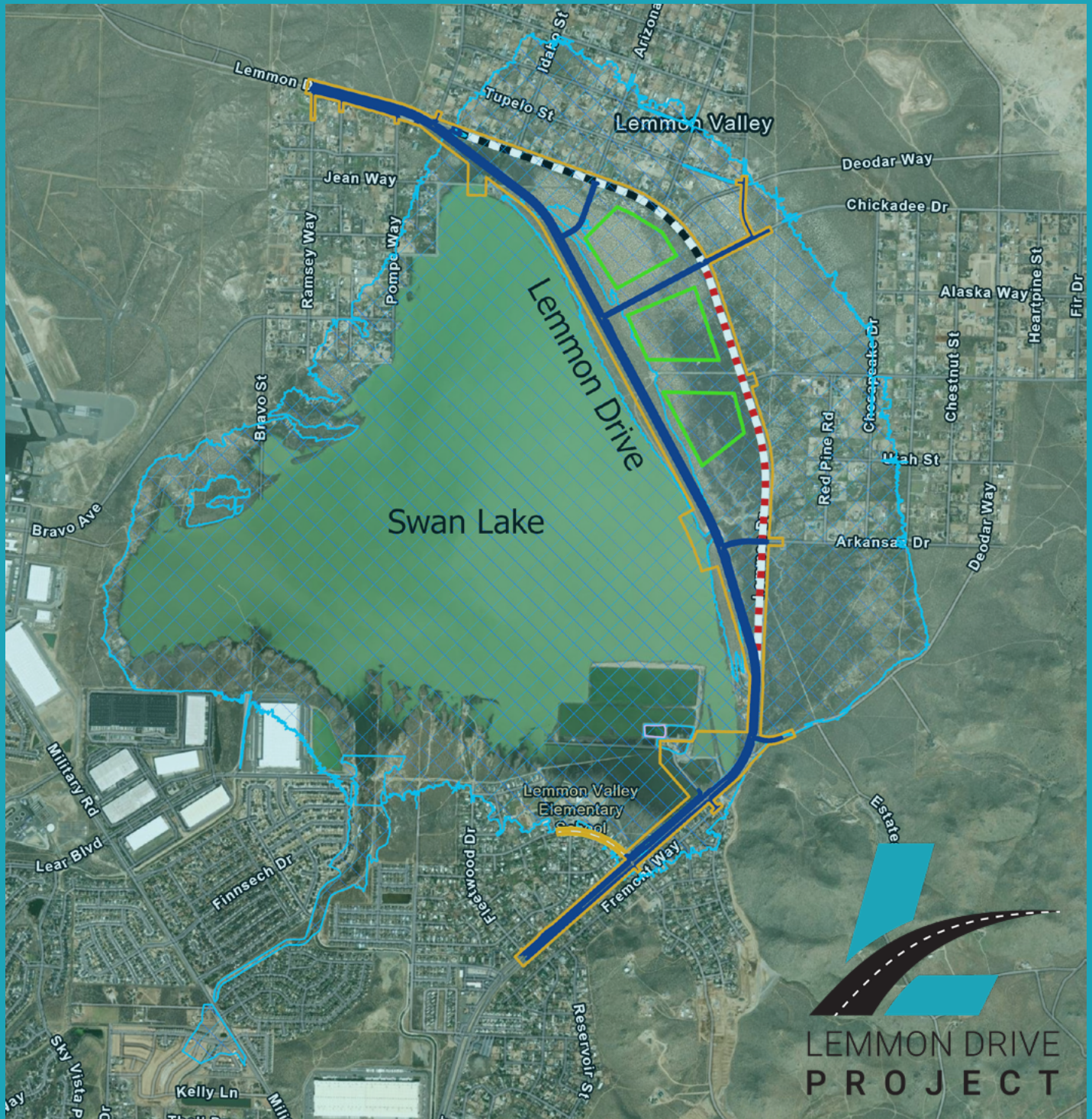


Federal Highway Administration

Finding of No Significant Impact (FONSI) for the Lemmon Drive Traffic Improvements and Resiliency Project



1.0 Study Area Description

The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) have prepared an Environmental Assessment (EA) as required by the National Environmental Policy Act (NEPA) for the Lemmon Drive Traffic Improvements and Resiliency Project. The proposed project will improve safety and reduce travel delays on Lemmon Drive between Fleetwood Drive and Ramsey Way.

The study area is in the Northern area of the City of Reno and in unincorporated Washoe County, Nevada and involves realigning 3.7 miles of Lemmon Drive between Fleetwood Drive and Ramsey Way (Figure 1).

2.0 Purpose and Need

The purpose of the project is to:

- » Provide reliable community access
- » Reduce travel delays
- » Provide a safe and reliable regional road during flood events
- » Reduce maintenance costs and burdens on Washoe County and City of Reno during flood events
- » Reconstruct, realign, and upgrade Lemmon Drive to meet current design standards, 2050 Regional Transportation Plan (RTP) regional needs, and address any deficiencies or safety concerns in the existing roadway alignment

The need to improve this segment of Lemmon Drive is demonstrated by the following:

- » Lemmon Drive faced emergency closures during flood events, highlighting a need for a more resilient roadway with reliable community access.
- » Washoe County's limited resources to continuously provide flood mitigation for Lemmon Drive and adjacent private property.
- » This segment of Lemmon Drive was identified as needing multimodal improvements according to local master plans.

3.0 Public and Agency Coordination

Public involvement and agency coordination were conducted during the development of the EA. A Technical Advisory Committee (TAC) was established to participate in developing evaluation criteria and potential project recommendations. The TAC and stakeholders included representatives from FHWA, NDOT, Regional Transportation Commission of Washoe County (RTC Washoe), Washoe County, and City of Reno. Agency and public outreach for the project began in 2023 as part of the Lemmon Drive Traffic Improvements and Resiliency Project NEPA process. A kickoff meeting was held in September 2023 to introduce the project, identify existing problems, develop decision making criteria, and identify potential alternative solutions for Lemmon Drive. Stakeholder meetings were conducted with TAC members to collaborate on project alternatives and solicit feedback for alternative analysis and to refine the proposed build alternative.

On March 5, 2024, NDOT and RTC Washoe emailed invitations to the U.S. Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACOE), and Bureau of Land Management (BLM) to participate in the Lemmon Drive Traffic Improvements and Resiliency Project as a Cooperating Agency in accordance with 23 CFR 771. Participation of the Cooperating Agencies was sought throughout all stages of the EA for technical information, resolution of issues, and identification of specific review and approval requirements. EPA and BLM accepted the invitation and have participated in developing the EA as Cooperating Agencies and have been involved throughout the project development process.

On March 5, 2024, NDOT and RTC Washoe emailed invitations to Washoe County, the City of Reno, and the Reno Sparks Indian Colony to participate as a Participating Agency. Washoe County and the City of Reno accepted the invitation to join as a Participating Agency and have been involved throughout the project development process.

Monthly Agency Meetings were held virtually throughout the project, to present the project to interested agencies and stakeholders and keep them informed of the process. The project location, purpose and need, alternatives development process, and build alternative were reviewed with meeting attendees during these meetings as well as regular status updates.

A Public Outreach and Agency Coordination Plan (Public Involvement Plan) was prepared in October 2023 to identify NDOT's outreach efforts for the environmental review process. The Outreach Plan focuses on facilitating public and governmental agencies' awareness and understanding of the study process, key milestones, project development details, and decision points.

A virtual public meeting was available at [northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project](https://www.northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project) from January 24 through February 26, 2024 and an in-person event was held on February 7, 2024 at Lemmon Valley Elementary School, located at 255 W. Patrician Drive, Reno NV 89506. A second virtual meeting was available at [northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project](https://www.northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project) from August 5 through September 6, 2024 and an in-person event was held on August 21, 2024 at Lemmon Valley Elementary School, located at 255 W. Patrician Drive, Reno NV 89506. RTC Washoe updated their website in April 2026 and all previous public meeting materials are available at <https://www.lemmondribeproject.com/presentations>.

Approximately 56 people attended the in-person Public Hearing on February 19, 2026. Attendees could provide comments by speaking with a court reporter, commenting during the question and answer session after the formal presentation, completing the comment form, or by email after the meeting.

The virtual public hearing website was available at [northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project](https://www.northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project) during the 30-day comment period, which was from February 5, 2026 through March 9, 2026. The website was available in English and Spanish. Comments could be provided by a comment form on the website or by email. RTC Washoe updated their website in April 2026 and all previous public meeting materials are available at <https://www.lemmondribeproject.com/presentations>.

Five comment forms were received at the in-person public hearing. Fourteen questions were received from attendees during the question-and-answer period of the hearing. Appendix A contains a transcript of the public hearing. Twenty-four comments were received via the website or email during the 30-day public review period.

Table 1 summarizes comments received and provides responses.

Table 1. Public Comments and Responses

Q&A Received at the In-Person Meeting

Comment	Response
<p>Hello. My name is [redacted], and I have a couple of questions.</p> <p>First, I have questions about the budgeting and funding. What is the official cost figure for the project? Why is there such a large difference between the \$55 million listed in the environmental assessment and the \$88.47 million shown on the RTC page? Which of these is the official number? In addition, of the official project cost, how much is being covered by federal funding through the RAISE Grant Program, and how much is being covered through the RTC fuel tax?</p> <p>My second question relates to the environmental study. Chad may be the best person to address this. You are aware of the PFAS present in Swan Lake. The project includes retention ponds, which would increase the surface area of the water. Some PFAS compounds are volatile and can aerosolize into the atmosphere as water evaporates. Increasing the surface area could therefore increase the rate of aerosolization. Have you evaluated the presence of these specific volatile PFAS?</p> <p>So, just to clarify, is the \$88.47 million figure the total project cost before the \$25 million from the grant is applied?</p> <p>I also reviewed the presentations from the August 2024 meeting. Those materials indicated that the Natural Berm Alternative 6 had been selected and showed a cost estimate of approximately \$32 to \$38 million. However, you also stated that the RTC’s current projected project cost is \$88.47 million. Why is there roughly a \$50 million difference? What am I missing?</p> <p>That appears to be about a \$50 million increase in less than two years, which seems significant.</p> <p>And regarding the PFAS issue, you mentioned that there are no studies on that specific concern. I understand. I just wanted to point out that, in a sense, we would effectively become the study. Thank you.</p>	<p>The project construction cost is estimated between \$55 and \$65 million. Overall project cost including NEPA clearance, final design, right-of-way, and construction is approximately \$73 million. RTC was awarded a \$25 million federal grant for specifically for construction costs.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p>

Comment	Response
<p>Hello, my name is [redacted]. I'm a resident here. I just heard about tonight's information for the first time, and I believe we've attended every meeting you've held. I'm very concerned about the frontage road proposed from Ramsey to Pompe, and I have a couple of questions. I would like you to explain why this needs to be done.</p> <p>First, Ramsey is the main alternative route for getting out of Lemmon Valley. During the flooding, everyone had to use that route. Adding another very tight turnaround area where there is already speeding and people running stop signs seems extremely risky to me. It creates a serious public safety concern. People also take their dogs, animals, and side-by-sides out to the desert there, and this could create a situation where someone is going to get hit.</p> <p>In addition, people go off the ditch there all the time. It's simply a very bad location for something like this. I'm also concerned about the people who live nearby. I have friends who live right off Ramsey—sorry, Lemmon Drive. How will they be able to get horse trailers or recreational vehicles from that frontage road into their driveways? That seems like it would be a very difficult and unsafe spot for that kind of access.</p> <p>I'm also confused because I've never heard this proposal mentioned before, and we've attended what I believe has been every meeting. I'm concerned that this hasn't been clearly brought up, and I'm worried about the impact on residents in that area.</p> <p>Yes, exactly—that's the issue. It would essentially create a U-turn right there, which seems like it would be a terrible location for one. Drivers would have to slow down to turn left or possibly access the dirt road. Why is it so important to remove the existing accesses there when people shouldn't be speeding up that hill in the first place?</p> <p>Personally, I don't see how this reduces conflicts in that area. It seems like it would simply funnel everyone into one conflict point, and the area is already very busy. I'm very concerned about that and hope you will reconsider this plan.</p>	<p>Providing the frontage road reduces conflicting movements on a higher speed road (45 mph) and places them on slower speed roads (25 mph) providing safer and less severe crashes.</p> <p>The frontage road has been included as part of the Preferred Alternative since the beginning of the NEPA process.</p> <p>City of Reno standard curve radii will be used to accommodate trailers and larger vehicles.</p>

Comment	Response
<p>I'm a resident. We've already had some lengthy discussions about this, but I wanted to bring up the flood mitigation because many residents may not have had the opportunity to hear the explanation that I received earlier.</p> <p>My understanding is that this road is not intended to stop flooding to the residences. Instead, it is meant to provide an access point by raising the roadway elevation, correct? There will still be culverts under the road that allow water to move from the lake to the ditches, so if the lake were to breach again, it could still potentially flood residences. Is that correct?</p> <p>Okay, I just wanted to make sure everyone understood the explanation that I was given earlier. I am also glad to see that the frontage road will extend all the way to Chickadee, because I was concerned about traffic from the back of the valley cutting through my neighborhood on Tupelo at high speeds. So thank you. That's all I have to say on that point.</p> <p>You will be digging mitigation holes—ponds, or whatever you want to call them—to hold water, correct? We all know there is PFAS in the lake and in the soil. What safety measures will you take during construction? I've lived here for over 30 years, and since the flood I've had ongoing breathing problems. What will you do while digging those ponds to ensure that PFAS is not released into the air and affecting residents? When you disturb that soil, what steps will be taken to prevent contamination? What studies have been done to determine how contaminated the soil is? We know there are dust-control measures, but given that PFAS is present in both the soil and the water, what additional precautions will be taken to ensure residents are not facing serious health risks years from now?</p> <p>Have you taken soil samples down to the depth that will be excavated to determine how much PFAS is present in the soil? It's unfortunate if that extra step has not been taken.</p>	<p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p>

Comment	Response
<p>My name is [redacted]. I'm a more recent member of the community—I moved here about a year ago. I know I discussed this with Chad and with you, Bryan, but I wanted to share the question with the broader group as well.</p> <p>With the proposed Lemmon Valley Road being straighter, and based on the information provided in the packets, the roadway—particularly with the center left-turn lane—appears significantly wider. Based on studies by NAFTA and the Federal Highway Administration on driver psychology, roadway designs that appear wider can encourage higher driving speeds. Given that, what measures are you planning to implement to mitigate speeds and encourage drivers to slow down on the new alignment?</p> <p>My other question is something we also discussed earlier, but I'd like it on the record for the larger group. Considering possible winter conditions, if a driver were on the Swan Lake side of the road and experienced a spinout, is there concern about vehicles potentially ending up in the lake, or will there be sufficient recovery area to prevent that?</p>	<p>Raised median islands will be utilized to help control speeds. Speed limits will remain as they are currently.</p> <p>Widened paved and gravel shoulders providing AASHTO clear zone distance are being utilized on the realigned area.</p>
<p>Hi, my name is [redacted], and I have a question. For the people who live along the frontage road and will be accessing it, how will services such as garbage trucks, mail delivery, and fire trucks reach those homes? What about delivery services like Amazon? Will the frontage road have a different street name or address designation? I'm concerned that this could become confusing for residents and service providers. Does that make sense?</p>	<p>Frontage roads are open to the general public and will operate as they do today for all public services. Existing street names and addresses will stay the same.</p>

Comment	Response
<p>My name is [redacted], and I live on [redacted] in Lemmon Valley. I have concerns regarding flooding, road safety, and community impacts from development.</p> <p>First, I want to know how this project will affect water flow in our area, particularly near Patrician Drive and Fremont Way. Will the project impact flooding or drainage in these locations? Will road repairs or improvements be conducted as part of this project, and who will be responsible for paying for them?</p> <p>Given the history of flooding in Lemmon Valley (including the 2017 flood and previous floods over the decades) I am concerned about future events. If a severe flood occurs after this project, who will be responsible for mitigating damage, ensuring safety, and providing funding for recovery?</p> <p>I am also concerned about housing developments in the area. New homes and apartments must be safe for residents, especially children, and the community should not bear the financial burden of infrastructure or repairs that result from these developments. Taxes are already high, and the small community of Lemmon Valley should not be expected to pay for costs created by developers.</p> <p>Additionally, I want to emphasize street safety. Ice, snow, and poor road conditions can create hazards for residents, including near schools. Proper maintenance, including clearing snow and ensuring safe streets, is critical to protect the community.</p> <p>Finally, I urge transparency and warning to residents about potential risks, including flood hazards, so that people can make informed decisions and avoid unnecessary danger. Communities must be protected from unsafe conditions, and accountability is essential to prevent harm and potential lawsuits.</p> <p>Thank you for accepting these comments.</p>	<p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. In addition, equalization culverts will be utilized to best perpetuate water flows from the east-to-west and west-to-east across the berm. These mitigation basins are sized only for this project and cannot be utilized by future developers for mitigation credit.</p> <p>Washoe County is responsible for Swan Lake flooding mitigation in this area. City of Reno and Washoe County will be responsible for daily maintenance of the roadways within the project limits.</p>

Comment	Response
<p>Hello, my name is [redacted], for the record. My concern is that the focus seems to be entirely on the road itself, without considering the surrounding infrastructure or broader community impacts. There appears to be no accountability for flood mitigation or related issues.</p> <p>The City of Reno has effectively cut off communication with the east side of the lake, including the Heppner subdivision. There is no drainage from those areas into the lake because of berms, and your road would worsen that situation. While there is supposedly some drainage under the road for high water levels, the reality is more complicated. Many new developments, including warehouses, have placed homes into the 100-year floodplain. On the northeast side of the homes, drainage is blocked by a wall, and currently only portable pumps are used.</p> <p>If you're building a permanent road, shouldn't it be part of RTC's responsibility, including Reno, Washoe County, and Sparks, to ensure proper flood management? This should include a holding pond or engineered process to evacuate water from the closed basin, rather than relying on temporary, backhoe-dug holes.</p> <p>Earlier engineering reports, such as those from Quad-Knopf, indicate that the lake does not naturally drain. This is partly because the City of Reno and Washoe County are dumping effluent, including Class C waste, into it. So this is far more than just building a road, it affects the entire community. Thank you.</p>	<p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p> <p>The project is designed to accommodate the RTC's 2050 Regional Transportation Plan forecasted traffic.</p>

Comment	Response
<p>[redacted]. I live at [redacted] and [redacted], and I have several concerns regarding the upcoming road project. I'm worried that it will reduce the area available for water during storms, pushing more water into our properties, as has happened with previous flooding. I'm also concerned that Arizona may see increased traffic and that the new traffic signal could impact our properties.</p> <p>I'm concerned about the holding ponds as well, how they may be used to support new developments or additional water routing. When these ponds reach capacity, I worry about the negative effects on existing properties.</p> <p>I appreciate that you are trying to help and I'm very grateful for that. However, many of us were not previously in flood zones, and we are now. Many residents were impacted by the flood and had to spend considerable time, money, and resources helping ourselves and our neighbors. I understand that different areas fall under different rules and government agencies, but I ask that you be mindful that we cannot simply lift our homes or protect ourselves at the expense of our neighbors. Please consider looking at additional ways to support long-term community members so that we are not overlooked in these decisions. Greater communication with residents could help identify positive solutions that protect both our properties and the broader community, ensuring we don't continue to lose property value or face negative impacts from other government actions. Thank you.</p>	<p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. In addition, equalization culverts will be utilized to best perpetuate water flows from the east-to-west and west-to-east across the berm. These mitigation basins are sized only for this project and cannot be utilized by future developers for mitigation credit. The proposed mitigation basin is also a permanent facility.</p> <p>No traffic signals are part of the project, only school flashers and a Rectangular Rapid Flashing Beacon for pedestrians at Patrician Drive. Some cross streets will see minor increases of traffic due balanced access to Lemmon Drive, however, those delays will not be significant.</p>

Comment	Response
<p>For the record, my name is [redacted].</p> <p>I have serious concerns about the proposed project and its impact on Lemmon Valley and the North Valleys. The intersection to access the freeway is already problematic, and recent improvements, including the new traffic light, have not addressed the issues. This proposed road seems unnecessary and poorly located.</p> <p>The new alignment is being planned on silt, which will likely perform the same as the existing Lemmon Drive. If the goal is to improve flood management, this project will not help. Lemmon Drive itself needs repair and elevation to address flooding rather than building a new road elsewhere. Additionally, Swan Lake is polluted, as independent studies have shown, raising concerns about moving road construction closer to it.</p> <p>The proposed plan creates a bottleneck, reducing multiple lanes to one in some areas. This will increase congestion and delays for local residents rather than improving access or safety. It appears the primary benefit is for developers in Silver Knolls, who would gain a secondary access route, rather than addressing community needs.</p> <p>Since the previous projects in Lemmon Valley, accidents and traffic delays have increased compared to the decades prior. Residents' questions at public meetings are often unanswered, and there is no clear explanation of why building on silt or creating bottlenecks is considered beneficial. Environmental concerns are also significant; the soil in the area now causes itching for people and pets, which did not occur before flooding, suggesting possible contamination.</p> <p>In summary, this project does not improve flood protection, creates unnecessary traffic issues, and primarily serves development interests. I urge RTC, Washoe County, and the City of Reno to answer residents' questions, reconsider the alignment, and focus on repairing and improving existing roads for public safety.</p>	<p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p> <p>The project is designed to accommodate the RTC's 2050 Regional Transportation Plan forecasted traffic.</p>

Comment	Response
<p>My name is [redacted]. You're using \$25 million from the flood mitigation funds—is that correct? That money is supposed to be for flood mitigation, right? Shouldn't it be directly tied to reducing flood risk?</p> <p>So you're using those funds to build the retention or detention ponds you mentioned?</p> <p>Okay. What is the criteria for using that money? Is it simply that it helps mitigate flooding in some way?</p> <p>Does this \$25 million go back through Washoe County?</p> <p>You mentioned Washoe County—so it's handled through them?</p> <p>Don't you think those funds could be used more effectively for flood mitigation beyond just the ponds, rather than simply being used to qualify for your grant?</p>	<p>The \$25 million is from a USDOT BUILD grant which must be used for the specified project which the specific Lemmon Drive project being discussed. The grant scope did not include flood mitigation.</p> <p>The mitigation area is part of the proposed Lemmon Drive project being discussed.</p> <p>The funding is transferred from the USDOT/FHWA to NDOT, who then provides to RTC through an Interlocal Agreement.</p>
<p>[redacted], Oregon Boulevard. From what I understand, the frontage road from Chickadee to Lemmon Drive—or Oregon Drive—will allow everyone to access it as usual. Is that correct?</p>	<p>Yes, frontage roads are open to the general public.</p>
<p>[redacted]. First, I'd like to ask about the core samples. I've asked before, is there a place where we can access the results? These samples were taken some time ago, and I understand that the person conducting them noted the lake was around 24 feet, 24.2 or so. What were the results of those samples? That seems very high for when the measurements were taken.</p> <p>Second, has there been any correspondence—emails, phone calls, or other communication—with developer Lissner or Bill Thomas from the Reno City Council regarding this project? I understand that Mr. Lissner is building a subdivision in Silver Knolls and may need a traffic outlet through this area. I'm not making any accusations; I'd just like to know if he's involved.</p> <p>Also, if it's been two years since the core samples were taken, how often do these samples need to be updated before moving forward with the project? The core samples are very important.</p>	<p>Access to the cores can be requested through a Public Information Request. Our team will still need to see if those cores are still in storage since they were taken and evaluated a year ago. Evaluation results will be part of the final geotechnical report that is in development. Core samples are not updated unless significant changes in geological conditions occur.</p> <p>The project team has only provided project updates to adjacent development as requested.</p>

Comment	Response
<p>My name is [redacted]. I live on [redacted], near what used to be our fire station, which is no longer operational. That building now belongs to the wildland fire team, which does not respond to fires in our neighborhood or surrounding areas. I'm concerned about emergency access, getting equipment in and out, especially with Nectar being cut off and traffic being redirected onto side streets. This is already causing frustration among residents.</p> <p>We don't get good snow plowing, and our road maintenance is poor. The county isn't taking care of us, even though we pay taxes for these services. I understand there's a pipe along the berm that drains water from the lake to the other side, but I'm trying to figure out how we would evacuate if the valley floods again, there really is no way out.</p> <p>Looking at past plans, like the 2021 plan showing four lanes from Fleetwood to Chickadee, it seems like it might make sense to extend four lanes up to Ramsey if that's going to happen anyway.</p> <p>I'm also concerned about new developments. Houses are going to be built in that pit; Prado has already purchased land, and it seems like the plan is to move people out of the area to make room for development. I've lived here for 40 years and have seen this area flood multiple times. The county has historically done a poor job managing infrastructure, and now the city is in charge. I'm a retired city employee, and I think they do a poor job as well.</p> <p>I'm not necessarily opposed to all of this, but I hope a solid plan is put in place that ensures residents can safely evacuate during floods. The current congestion near the freeway only adds to the concern. This is just something I wanted to bring to your attention.</p>	<p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p> <p>Gated emergency access will be provided on existing Lemmon Drive from Arkansas Drive to Chickadee Drive.</p>

Comment	Response
<p>My name is [redacted]. I'd like to follow up on a couple of answers from earlier. You mentioned a 1.3-to-1 ratio for material moved and removed, is that correct?</p> <p>Given that this road project isn't intended for flood mitigation, why has it only met the bare minimum requirements under Washoe County code? Why not 1.4 or 1.5 and killing two birds with one stone? We could be helping residents while building the new road. Why stick to the minimum?</p> <p>Also, we've heard a lot about PFAS tonight, which is a major concern. You mentioned permitting for dust control for the contractor awarded this project. What enforcement actions will be taken if the contractor tries to cut corners? Thank you for your time.</p>	<p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Dust control enforcement is conducted by Northern Nevada Public Health.</p>
Hard Copy Comment Forms	
Comment	Response
<p>When does bottlenecking ever work on a road? How does this help residents during flooding if we will not be able to reach our homes anyway? Emergency response times will increase, which will only make traffic in the housing area worse.</p>	<p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback.</p> <p>The project is designed to accommodate the RTC's 2050 Regional Transportation Plan forecasted traffic.</p> <p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p>
<p>I have no issues with relocating and raising Lemmon Drive. However, the warehouse proposed between Arkansas and Deodar is very concerning. We do not need semi-trucks on Lemmon Drive, especially through school zones and single-lane sections. I drive in this crazy, unfortunate traffic mess every day, and it needs to be corrected. I am a fourth-generation Reno resident and have lived in Lemmon Valley for 43 years. The City of Reno has damaged our community in a very short time. We need a "real" artery to get out of the Valley and into town. I do not think this plan is the answer.</p>	<p>RTC Washoe does not have authority over land use or development determination or approvals.</p>

Comment	Response
<p>Bad:</p> <ol style="list-style-type: none"> 1. Five road access/exit points removed. 2. More floodplain consumed; BFE increases. 3. Increased emergency response times. 4. A new two-lane road while adding Red Rock traffic. 5. Lemmon Drive and Sky Vista are already a congested mess. 6. A new road built on silt. <p>Good:</p> <ol style="list-style-type: none"> 1. Elevate the existing road and expand it to three or four lanes to Red Rock. 2. Provide a professionally engineered drainage system. 3. Provide a means to remove stormwater and effluent from the area. 	<p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p> <p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p> <p>The proposed overall capacity is designed to meet the projected 2050 RTP traffic needs.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p>
<p>I am writing in opposition to the placement of a frontage road from Ramsey Way to Pompe Way. Ramsey Way is the only paved alternative route out of Lemmon Valley in an emergency or for access to Stead. Adding additional exits and entrances would be a detriment to this area.</p> <p>It is already a very busy street and intersection, with speeding and running stop signs as common problems. Placing a frontage road in this area would put the public at greater risk and likely increase accidents. It would also be a significant inconvenience for community members who live along that stretch of Lemmon Drive to access their driveways with large trailers or recreational vehicles.</p> <p>Please reconsider this part of the plan. Thank you.</p>	<p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback. Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access.</p> <p>The proejct will include incorporate City of Reno standards for intersection curve radii to provide standard curves for trailer and larger vehicle turning radius.</p>

Comment	Response
<p>Washoe County, RTC, and the City of Reno still have not addressed flood mitigation or explained how flooding will be reduced in this closed basin. You claim it is cheaper to build an entirely new road on a currently faulty levee and then remove and replace the road where it currently exists. I work in construction—this is my industry—and I am not buying that line of nonsense.</p> <p>You are cutting access from five routes down to two or three. How is that safer? You are going to have to haul millions of tons of material to build up this glorified levee (the Swan Lake Berm). When you displace the floodplain, where will the water go?</p> <p>There is currently standing water between the berm and the existing Lemmon Drive. This is a closed basin—there is nowhere for that water to go. So why the big push for this realignment berm project?</p> <p>After this new road is finished, what happens next? Will this road be approved for truck traffic (semi-trucks)? Where have our tax dollars been going to maintain the current road?</p> <p>I am firmly against this project. It is hard to believe claims that it is cheaper to build an entirely new road than to maintain the current one. RTC still owes the Hepner Subdivision a neighborhood park that remains a dirt lot after 50 years. How do you expect residents to approve this proposal when nothing has been done for maintenance or flood prevention, yet our tax dollars continue to be taken?</p>	<p>The project’s purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p> <p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback.</p> <p>RTC Washoe does not have jurisdiction over Washoe County or City of Reno park projects.</p>

Email and Web Comment Forms

Comment	Response
<p>Does this project this project have private funding?</p>	<p>No. All funding is federal or local RTC Washoe funding.</p>
<p>The proposed improvements seem logical and reasonable. Thanks for sharing this information in a well organized package. Thanks.</p>	<p>Thank you for your comment.</p>

Comment	Response
<p>Is this just step one for Prada Ranch? More houses, more manufacturing, all of which no one wants out here. Years ago, they wanted to put a kitty litter plant in the back of the valley, but it was voted down because of big rigs going through our school zone. What has changed now?</p> <p>Moving the road now seems like just an excuse to acquire more land that won't flood. The City of Reno caused the 2017 flood in the first place by pumping water into the dry lake. They were found responsible, so why are we being told the road will flood again? Not if they don't pump water here so homes flood instead of warehouses.</p>	<p>The realigned segment of Lemmon Drive would run along the east side of an existing berm, allowing the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year base flood elevation (1% chance of flooding in a year). With the relocation, a portion of the road is able to moved outside of the FMEA flood area.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p>
<p>Matterhorn Drive services several streets in the Lemmon Valley Estates, as well as all of Antelope Valley. This is a major road and should connect directly to Lemmon Valley Road. With this project, all major road turnoffs, such as Nectar and Chickadee, should have turnouts. My wife and I were almost killed while waiting to turn onto Chickadee when we were hit from the rear and pushed into a head-on collision. Just a couple of suggestions.</p>	<p>A new connection from the Matterhorn Drive and Tupelo Street intersection to Chickadee Drive would provide a more direct connection to the new Lemmon Drive for Antelope Valley residents.</p> <p>Dedicated right- and left-turn pockets are being provided at cross street intersections with Lemmon Drive from Patrician Drive to Oregon Drive.</p>

Comment	Response
<p>Hello, I'm contacting you regarding the Lemmon Valley project. I have lived in Lemmon Valley my entire life (34 years). I've witnessed flooding here multiple times and have seen the area neglected by both the county and RTC in terms of maintenance. Yet, the planning proposal for Lemmon Drive seems like just another way to frustrate residents, as has been voiced in several meetings.</p> <p>The purpose of this email is to express that moving Lemmon Drive near Swan Lake is a terrible planning idea. I know my opinion may not carry much weight, but I live in Lemmon Valley. This project directly impacts my home area.</p> <p>Why can't the funding be used to improve the current Lemmon Drive, making it more resilient to flooding? Why move the road closer to Swan Lake, which is partially a nature preserve? I don't understand why it wouldn't make more sense for the road to remain accessible to residents' homes and perhaps align closer to Oregon Boulevard. The additional traffic this plan will create on extended roads is likely to cause more problems.</p> <p>Additionally, there are multiple access roads to Lemmon, such as Arizona Street, Idaho Street, Waterash Street, and others. What happens to these roads under this plan? Will access be eliminated?</p> <p>Why are the opinions and opposition of Lemmon Valley residents being ignored? Doesn't our input matter?</p>	<p>Raising existing Lemmon Drive would result in substantially higher project costs along with impacting traffic and travel times during construction. Raising existing Lemmon Drive would create a barrier immediately adjacent to the existing homes along the northern portion of the project, resulting in impacts to drainage and requiring over ten times the volumetric mitigation excavation compared to the Preferred Alternative to avoid impacts to the 100-year floodplain. Raising existing Lemmon Drive would also require additional temporary and/or permanent easements/right-of-way acquisitions.</p> <p>Access to the new Lemmon Drive is not being eliminated. Oregon Drive, Arizona Street, and Chickadee Drive will have access to the new Lemmon Drive from the northern neighborhood area. Access at Arizona Street and Arkansas Street (farther south) were added to the Preferred Alternative based on public feedback after the January 2024 Public Information Meeting.</p>

Comment	Response
<p>(Part 1) The Conservation Committee of Northwest Nevada Bird Alliance (the new name of Lahontan Audubon Society) would like to express our appreciation that many of our concerns were considered in the initial planning of the Lemmon Drive Traffic and Resiliency Project (LDTRP). We recognize that this project will bring significant changes to the Swan Lake environment. We are therefore pleased that the design and planning team has valued and integrated many of our questions and concerns into the proposed construction plans for the realigned Lemmon Drive.</p> <p>In particular, we are very glad that the proposal avoids locating the road on the very crest of the dune bordering the east shore of Swan Lake, and that instead, the road will run slightly to the east of the dune. This alignment will hopefully minimize the amount of garbage—a common companion of roadways—that could be swept into Swan Lake.</p> <p>In addition, we hope there are plans to divert as much traffic-associated pollution as possible (microplastics from tires and automotive petrochemicals) to prevent further degradation of water quality in the already highly polluted lake.</p> <p>We appreciate that, according to the information provided in the Environmental Assessment (EA), we can count on RTC’s concern for wildlife, as well as efforts to re-establish as much of the original vegetation as possible where it will be disturbed by construction. Birds, in particular, are likely to be affected by construction activities, especially during the nesting season, which runs approximately from early March through the end of July, depending on the year. We trust that construction supervisors will ensure contractors strictly adhere to the standards of care laid out in the EA, and will take corrective action if necessary. At the public meeting, one staff member mentioned that a binding clause in construction contracts could be used to encourage compliance regarding PFAs. Would a similar clause be an option to ensure adequate protection of nesting birds and their offspring?</p>	<p>During final design, drainage design will ensure that there are no water quality impacts draining to Swan Lake. During final design and pre-construction, NDOT, RTC, the construction contractor, and NDEP will evaluate and identify which Best Management Practices (BMP) will be implemented.</p> <p>Nesting surveys must be conducted on all contractor staging areas, and ground disturbance areas. Contractual limitations regarding nesting bird season will be included in the construction specifications.</p> <p>The list of species discussed in the EA is not meant to be all inclusive of every potential species, but rather reflect the most common species. The project team consulted with the US Fish and Wildlife Service as part of the NEPA evaluation.</p> <p>Right-of-way acquisition is limited to project needs.</p>

Comment	Response
<p>(Part 2) We were disappointed by the minimal number of bird species listed in the EA. Many other birds—including Sage Thrasher, Northern Mockingbird, California Quail, and Loggerhead Shrike—have been observed in the area and may nest in or under the bushy vegetation of the floodplain. We would like to draw particular attention to the Sage Thrasher, a medium-sized bird easily camouflaged by its coloration. NDOW considers the Sage Thrasher a Species of Greatest Conservation Need (2022 Nevada State Wildlife Action Plan, p. 39). It will be crucial to inform and monitor for this bird, especially during nesting season, because it can be so easily overlooked.</p> <p>We would also reiterate our concern regarding the construction of culverts/underpasses for wildlife. Currently, birds and other wildlife can follow the natural terrain to reach the lake if they venture onto the floodplain. With a roadway corridor over 100 feet wide, creating wildlife- (and especially waterbird-) friendly underpasses/culverts will be a special challenge. We request that the engineering division apply design recommendations informed by animal behavior to ensure that animals actually use the passages.</p> <p>Finally, the new Lemmon Drive will cut through several privately owned parcels. During the public meeting, we learned that the plan is to acquire only the land necessary for the right-of-way. We hope, however, that the project team will work with other offices and authorities to purchase the entire parcels, especially those bordering Swan Lake, so that people can access the lakeshore in its entirety. Transferring these parcels into public hands also increases the likelihood that they can be kept free of trash, as both individuals and KTMB would have access. Privately held parcels, such as the empty lot next to the TMWA pump-house behind Lemmon Valley Elementary, are often used as dumping grounds and pollute the environment, including the lake.</p> <p>Thank you for considering our suggestions.</p>	

Comment	Response
<p>My name is [redacted], and I own a home and reside in Lemmon Valley. We met at the February 19th Lemmon Drive Traffic Improvements and Resiliency public hearing, and you mentioned I could follow up with property-specific questions.</p> <p>First, I want to thank you and Chad again for hosting the meeting. I know those discussions can be challenging, and I appreciated the transparency and the time you both took to address community concerns.</p> <p>I do have a few specific concerns related to my property. One of the primary reasons I purchased this home was the open view across Lemmon Drive, not only of the mountains in the distance, but also of the open field directly across from my fence line.</p> <p>I understand that improvements are necessary, but I am concerned that raising Lemmon Drive by two feet could meaningfully reduce my view of the field and increase bypasser/motorist visibility into my backyard. I am already able to see the tops of passing vehicles in the current configuration, so I am trying to better understand how the finished elevation will relate to my fence line and yard. I am also wondering whether a higher roadway elevation could increase nighttime headlight exposure on my property.</p> <p>For reference, I've attached a couple of photos showing the current fence line and sightline from my backyard.</p> <p>Additionally, could you clarify:</p> <p>Whether Lemmon Drive will shift laterally closer to my parcel as part of the realignment?</p> <p>Whether any noise or visual mitigation is planned for properties directly adjacent to the roadway?</p> <p>Whether my rear access gate and the dirt access road behind my property will remain accessible? That gate is currently my only vehicle access point to the backyard.</p> <p>I'm not opposed to improvements in the area, but I would appreciate any clarification you can provide regarding how these changes may affect my lot specifically.</p> <p>Thank you again for your time.</p>	<p>The roadway will be elevated approximately 1-2 feet within this area. The roadway itself is not being raised above the fenceline. As mentioned you currently see cars passing by, this will continue to occur. Direct headlights coming into your backyard would not be anticipated since the road is on a tangent behind your fence.</p> <p>Lemmon Drive is staying on its currently alignment, however the road is being widened bringing the new edge of pavement closer to the back property line. A noise study was conducted with identified that no new soundwalls were required or justified.</p> <p>If the backyard gate is not currently permitted by the City or County this access will not be able to be provided any longer.</p>

Comment	Response
<p>(Part 1) Residents in Lemmon Valley and the North Valleys have concerns regarding RTC’s proposed realignment of Lemmon Drive to the silt berm and into Swan Lake, citing potential safety risks. This document is a full review of both RTC’s website and the North Valleys Improvement website. When comparing the two, there are differences and conflicting information that were not resolved during the meeting. I have put this into a concise document to be used against RTC if Lemmon Drive is moved and something bad does occur.</p> <ul style="list-style-type: none"> • The new alignment will feature only two lanes, leaving no room for vehicles to move over for first responders. If an accident occurs, the road will be blocked until the accident is cleared. • There will be no emergency lanes. • Hepner subdivisions and Antelope Valley residents will have only two (2) or three (3) entry points to reach Lemmon Drive, reduced from the current eight (8). This creates a funnel effect. There are about 1,000 homes, with approximately two cars per home, meaning roughly 2,000 vehicles will use these two locations during peak traffic hours. • Additional vehicles will come from new development areas such as Silver Knolls, on the other side of the airport, connecting to Lemmon Drive on a two-lane road. This could add approximately 4,000 vehicles within the same timeframe. • This plan reduces four lanes to two lanes heading northeast at the old Washoe County Sewer facility before extending Lemmon Drive past the airport toward Silver Knolls, primarily benefiting a development project. With existing homes and heavy traffic, why not maintain four lanes throughout? • This project will disrupt stormwater flow communication with Swan Lake from the current subdivisions on the northeast side of existing Lemmon Drive, causing stormwater to back up in the existing culvert and potentially flood the subdivision. • Swan Lake construction will use essential floodplain needed to prevent flooding like the event in 2017. (This information is from the RTC website. The North Valleys Improvement site places the project lower and not into Swan Lake, which is conflicting information). 	<p>The proposed improvements are designed to accommodate projected 2050 traffic volumes in accordance with the Regional Transportation Plan. Access to Lemmon Drive is being balanced to reduce conflict points while maintaining connectivity, consistent with current roadway design standards and safety best practices.</p> <p>The project has been coordinated with emergency service providers, including Truckee Meadows Fire District, and no concerns were identified regarding emergency response times. Emergency access will be maintained, including provisions such as gated access along the existing alignment where appropriate.</p> <p>Access points are being consolidated to reduce conflict points and improve safety while maintaining necessary connectivity. Additional access locations were incorporated based on public feedback to ensure reasonable and safe access.</p> <p>The project is intended to provide a reliable roadway during flood events and is not intended to eliminate regional flooding. Volumetric mitigation basins will be constructed at a ratio of approximately 1.3 cubic yards of excavation for every 1 cubic yard of embankment. Equalization culverts will maintain hydraulic connectivity and existing drainage patterns.</p> <p>The project includes equalization culverts and engineered drainage features designed to maintain hydraulic connectivity. Final design will incorporate detailed hydraulic analysis to ensure compliance with FEMA floodplain requirements. Existing drainage patterns will be maintained and any culverts removed will have a replacement culvert installed serving the same function. In several cases culverts will be upsized as required to meet current drainage requirements.</p> <p>The project will not increase or change existing PFAS concentrations in surface water, groundwater, or soils. Swan Lake is not a drinking water source and will not be used for construction water. Standard construction BMPs and regulatory oversight will be implemented to minimize exposure.</p>

Comment	Response
<p>(Part 2) • Stormwater runoff offset is proposed to occur on a developer’s property, yet the developer has stated the land is needed for development. The same location cannot serve both purposes. There is not enough land available, nor can it be excavated deeply enough to account for the required 120% volume.</p> <ul style="list-style-type: none"> • Certified tests show Swan Lake and its soils are contaminated just 20 feet above the aquifer, according to staff following core samples. • Existing Lemmon Drive is unstable, often described as a washboard road, because it was built on silt. Why would the new construction perform differently? • Projects costing \$88 million that primarily benefit developers, without improving public safety, should not be approved. • Despite more than \$20 million in federal COVID funds allocated to Lemmon Drive, drainage problems and rough road conditions persist. This raises questions about how the funds were used and where accountability lies. Additionally, \$25 million of the \$88 million project cost is federal funding. • The project may require taking personal property for realignment and associated costs. • According to the maps, one parcel of this project is located on Bureau of Land Management (BLM) property, and most of Swan Lake is also designated as BLM land. • The project appears to be moving forward because a major developer in Silver Knolls wants to increase housing density from three to seven homes per acre, add apartments, and obtain a secondary evacuation route without making an investment. The developer has not followed through on promised infrastructure upgrades to Red Rock Road, which could make conditions more hazardous for current residents if approved. • Contamination of Swan Lake remains a concern, and you already have the related information on this issue. • Commissioner Herman and I also provided RTC information to you when we visited in February last year and discussed this project. 	<p>(Response continued) The roadway structural section is being designed by licensed engineers with experience constructing roadways on similar soil conditions. Geotechnical investigations are being conducted to inform final design and ensure long-term performance.</p> <p>The project is intended to improve safety, reliability, and resiliency of a regional roadway. RTC does not have authority over land use or development decisions, and the project is not tied to any specific development.</p> <p>The project is funded through a combination of federal and local sources. Federal funding must be used for the approved project scope. The project has been evaluated through the environmental review process to ensure it meets transportation needs and provides long-term benefits.</p> <p>Improving the existing alignment was evaluated. Raising the existing roadway would result in greater impacts, including increased right-of-way acquisition, impacts to adjacent properties, and significantly higher floodplain mitigation requirements. The selected alternative minimizes these impacts.</p> <p>The project is designed to provide at least one dry lane in each direction during major flood events, improving regional access and reliability during emergency conditions.</p> <p>The project has included extensive public and agency coordination, including multiple public meetings and a formal comment period. Public input has influenced design refinements, including access locations and project features.</p>

Comment	Response
<p>(Part 3) • The link provided represents only a 30% preliminary design. Placing aggregate fill and asphalt on top of silt is not a viable option for heavy road use, based on homeowner and foundation builder experience dating back to 2011. Additionally, the North Valleys Improvement site provides information that differs from the RTC link. On February 19, 2026, residents brought all of these issues to RTC’s attention, yet there has been no response or accountability.</p> <ul style="list-style-type: none"> • The area has experienced recent earthquakes, with the most recent being a magnitude 3.9 on January 19, 2026. • Swan Lake will never realistically function as a recreational asset or open space for residents. • Bill Thomas (Director of RTC) and Bob Lissner (owner of Lifestyle Homes and developer of the Osage development near the airport) were identified as partners in the Evans Ranch development project on Red Rock in 2020. (Information supplied by another resident in that area.) <p>The reasons listed above explain why Lemmon Drive’s realignment should not proceed as currently planned or at the proposed location, especially without public input.</p> <p>More Efficient Ways to Address the Issues Without Spending Excessive Taxpayer Money:</p> <ul style="list-style-type: none"> • All eight (8) exits to Lemmon Drive have culverts that evacuate stormwater across the field to Swan Lake (Arkansas, Nectar, Chickadee, Deador, Waterash, Arizona, Idaho, and Oregon). • Swan Lake has recently been bermed by Washoe County to prevent stormwater inflow from the Hepner subdivisions, except when pumping is necessary. The effectiveness of this strategy remains uncertain. • The Idaho Street area on the Swan Lake side must be corrected so it drains properly to Swan Lake. As of February 26, 2026, the culverts are full due to the lack of proper drainage on the Swan Lake side, where water sits stagnant in that area and within the Idaho culvert. • Maintain four lanes on Lemmon Drive, including a center turn lane (“suicide lane”), and elevate sections affected by flooding. 	

Comment	Response
<p>(Part 4) Concrete retaining walls could also be installed along the roadway to prevent moisture saturation and soil differential.</p> <p>Additional Alternatives to Save Money and Protect Tax-Paying Residents</p> <ul style="list-style-type: none"> • Swan Lake should be avoided due to contamination concerns and the risk of puncturing the aquifer during road construction. • If the road remains near its current location and is built on piers to allow water flow, certified testing can be conducted quickly in this area for approximately \$500 per test using available testing kits (most expensive option). • Another option is to leave Lemmon Drive where it is, correct the sections that have flooded by elevating them, and install stormwater evacuation systems at all Lemmon Drive intersections with either manual or electronic backflow shut-off systems. This would prevent Swan Lake from flooding as it did in 2017 while still allowing controlled outflow to Swan Lake. 	
<p>I see that bringing in dirt and raising the road could now potentially flood low-lying areas that did not flood before.</p> <p>Blocking the current road ingress and egress would delay services from reaching these areas quickly, as vehicles would have to go around the barriers.</p>	<p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p> <p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p>
<p>I oppose the new alignment of Lemmon Drive because it would close a perfectly good road and replace it with one right on the edge of Swan Lake, a terrible idea if flooding occurs. The idea that a slightly elevated road closer to the lake will help is laughable when houses end up under four feet of water.</p>	<p>Thank you for your comment.</p>

Comment	Response
<p>I'm contacting you regarding the Lemmon Valley project.</p> <p>I've lived in Lemmon Valley my entire life (34 years). I've witnessed the area flood multiple times and have seen it neglected by both the county and RTC in terms of maintenance. Yet, the planning proposal for Lemmon Drive seems like just another way to frustrate residents, as has been voiced in several meetings. Improve Lemmon Drive, don't avoid responsibility. There is such strong opposition to this plan that I feel RTC is not hearing the community's concerns. This project will also create additional issues for the roads you plan to extend, generating heavy traffic on routes that will already be congested.</p> <p>I know what I am saying may not matter, but I live in Lemmon Valley, you probably do not. You should listen to the residents who are directly impacted.</p> <p>Why can't the funding be used to improve the current Lemmon Drive and make it resilient to flooding when it occurs? Why bring the road closer to Swan Lake, which is partially a nature preserve? I don't understand why the road wouldn't remain accessible to residents' homes and perhaps connect via Oregon Boulevard. Why are the voices of Lemmon Valley residents being ignored regarding these changes to Lemmon Drive?</p>	<p>Raising existing Lemmon Drive would result in substantially higher project costs along with impacting traffic and travel times during construction. Raising existing Lemmon Drive would create a barrier immediately adjacent to the existing homes along the northern portion of the project, resulting in impacts to drainage and requiring over ten times the volumetric mitigation excavation compared to the Preferred Alternative to avoid impacts to the 100-year floodplain. Raising existing Lemmon Drive would also require additional temporary and/or permanent easements/right-of-way acquisitions.</p> <p>Access to the new Lemmon Drive is not being eliminated. Oregon Drive, Arizona Street, and Chickadee Drive will have access to the new Lemmon Drive from the northern neighborhood area. Access at Arizona Street and Arkansas Street (farther south) were added to the Preferred Alternative based on public feedback after the January 2024 Public Information Meeting.</p>
<p>I am requesting crash guards and a sound wall at Legacy Pointe HOA, as Highway (aka Military Road) acts as a speedway. With the planned elevation, noise levels will increase, and the area already exceeds the City of Reno noise ordinance of 65 decibels. The levee has already been the site of multiple crashes since 2018, including one fatality at the Finnsech Bridge. The levee is nearly five feet deep. City planning has approved, and the city recommends that RTC install a sound wall and crash guards to help keep Military Road safe.</p> <p>Additionally, I request a maximum truck speed of 35 mph, as speeds typically reach 55 mph, exceeding noise ordinance limits. Moya and Lear trucks are prohibited, and speed should be limited to 35 mph in residential areas. Other sections of Military Road also need a truck speed limit reduced to 35 mph.</p>	<p>Military Road is outside of the Lemmon Drive project limits and study area.</p> <p>A noise study was completed for the Lemmon Drive project and there would be no traffic noise impacts. Speed limits on Lemmon Drive will remain as they are currently.</p>

Comment	Response
<p>The excessive and increasing speeding on Oregon Boulevard, Idaho Street, and Arkansas Street has gotten out of control. I live on [redacted], and I can say that the average speed on this posted 25 mph street is 40 mph, with speeds frequently even higher. This is a residential neighborhood. This speeding is not acceptable.</p> <p>Children wait at the bottom of Oregon in the morning for the school bus, often in the dark, with no school caution signs or blinking lights. Speed bumps are desperately needed to slow traffic.</p> <p>This is also a horse community, yet no horse caution signs are posted. Speed bumps on Oregon Boulevard are urgently needed.</p>	<p>Oregon Drive, Idaho Street, and Arkansas Street are part of Washoe County and not under RTC Washoe’s jurisdiction or included in this project except in those areas that RTC Washoe must extend or improve intersections with the new Lemmon Drive improvements. New intersection safety lighting will be added at new intersections with realigned Lemmon Drive including Oregon Boulevard, Arizona Street, and Arkansas Street. In addition, updated Rectangular Rapid Flashing Beacons will be constructed at Lemmon Drive and Patrician Drive.</p>
<p>The Lemmon Drive improvement isn’t for the benefit of existing residents who have lived north of Patricia for decades. This project is all about “paving” the way for the Prado Ranch development. Since flood improvements following the 2017 floods, there is no risk of flooding on Lemmon Drive.</p> <p>The County continually has its “hand out” for more tax revenue and influence from developers, to the detriment of existing residents. NO warehousing should be permitted that requires transit through residential and retail areas, as is currently a problem on Lemmon Drive due to previously permitted warehouses.</p> <p>Every semi-truck is equivalent to four car lengths, and with existing overdevelopment in the North Valleys, congestion on Lemmon Drive is compounded by slow-moving semi-trucks that cause delays at intersections.</p> <p>In summary, the North Valleys is overbuilt and getting continually worse, as evidenced by congestion on US 395 and at every retail business in the area.</p>	<p>Thank you for your comment.</p>
<p>Honestly, the roads are fine as they are; however, roads that provide access to warehouses should be reinforced to handle increased heavy truck use. Additionally, if immigration laws were properly enforced and subsidized housing and ugly apartments were not built, traffic would decrease.</p>	<p>Pavement design will provide for forecasted 2050 traffic volumes.</p>

Comment	Response
<p>Chickadee Drive is already inundated with commuter traffic from Spanish Springs crossing the valley. At times, it is difficult to get onto Lemmon Drive during peak hours. This new road will bring even more traffic into the neighborhood, as Chickadee Drive will carry additional traffic and serve as a shortcut. It would help to upgrade Deodar Way from Chickadee Drive to Lemmon Drive.</p>	<p>Deodar Way from Chickadee Drive to Lemmon Drive is outside of the project’s study area.</p>
<p>I am a bicycle rider. The current bicycle/walking path from Patricia Drive all the way back to Oregon Boulevard. is absolutely atrocious. I refuse to ride on it anymore because of the hundreds of wide cracks across the blacktop. Please include a new dedicated bicycle lane as part of this project.</p>	<p>From Palace Drive to Oregon Drive, the existing detached sidewalk would be rehabilitated and would be substantially separated from the roadway. From Fleetwood Drive to Palace Drive, separation between the roadway and path is being maximized when possible.</p>
<p>The designs loaded into the PDF viewer are very blurry, making it impossible to read any details. Please fix this.</p> <p>That being said, having only two points of ingress into the neighborhood in the back of the valley (Heppner Subdivision area) via Oregon and Chickadee Drive/Matterhorn Boulevard will undoubtedly turn these roads into dangerous raceways. People already drive dangerously fast on Matterhorn Boulevard, typically at speeds of 50 to 60 miles per hour in a 25 miles per hour zone. Matterhorn will become significantly more dangerous if Washoe County proceeds with these plans as proposed. We need effective speed controls on Matterhorn, or a road that bypasses the residential area altogether should be constructed for the residents of Antelope Valley. I don’t want my small children to be at risk because of thoughtless planning.</p> <p>Additionally, the County should install Jersey barriers or another type of physical separation between traffic lanes and the pedestrian pathway on the new Lemmon Valley Drive. Vehicles frequently leave the road on the current Lemmon Drive due to reckless driving, but the existing bike path is far enough away that pedestrians are relatively protected. Please ensure that pedestrians are safeguarded from potential vehicle collisions. Thank you!</p>	<p>A new connection from the Matterhorn Drive and Tupelo Street intersection to Chickadee Drive would provide a more direct connection to the new Lemmon Drive for Antelope Valley residents, encouraging traffic not to use Oregon Drive, Idaho Street, Arizona Street, or Waterash Street.</p> <p>From Palace Drive to Oregon Drive, the existing detached sidewalk would be rehabilitated and would be substantially separated from the roadway. From Fleetwood Drive to Palace Drive, separation between the roadway and path is being maximized when possible.</p>

Comment	Response
<p>So you are going to move the road next to a lake bed that floods, without considering how big rigs and truck trailers will need to use it. When the flooding happened, you installed pumps that trailers could not cross because they would rip out our plumbing. Now you want to make it even harder for us to make turns and get in and out.</p> <p>Why don't you fix the existing Lemmon Drive and build a frontage road? You are not considering the residents who have a country lifestyle and are only thinking about city folks in small cars. I have lived here my entire life, and no one seems to think about others besides those living a city lifestyle.</p> <p>I know none of this will matter, as it feels like a front, you've already made up your minds and will do whatever the person with the most money wants, without consideration for residents.</p>	<p>Raising existing Lemmon Drive would result in substantially higher project costs along with impacting traffic and travel times during construction. Raising existing Lemmon Drive would create a barrier immediately adjacent to the existing homes along the northern portion of the project, resulting in impacts to drainage and requiring over ten times the volumetric mitigation excavation compared to the Preferred Alternative to avoid impacts to the 100-year floodplain. Raising existing Lemmon Drive would also require additional temporary and/or permanent easements/right-of-way acquisitions.</p> <p>The proejct will include incorporate City of Reno standards for intersection curve radii to provide standard curves for trailer and larger vehicle turning radius.</p>
<p>I am a property owner in Lemmon Valley. I am in favor of improving Lemmon Drive from Fleetwood Drive to Ramsey Way, but when will Lemmon Drive be paved all the way to Red Rock Road? When will there be a paved road from Lemmon Drive all the way to Spanish Springs?</p>	<p>Thank you for your comment. Future projects can be found in the RTC's 2050 Regional Transportation Plan.</p>

Comment	Response
<p>We hope there are plans to divert as much traffic-associated pollution as possible (microplastics from tires and automotive petrochemicals) to avoid further degrading the water quality of the already highly polluted lake.</p> <p>At the public meeting, one staff member addressing concerns about PFAs contamination mentioned that one tool available to project management to ensure compliance would be to include a binding clause in construction contracts. Please use this option to ensure adequate protection of nesting birds and their offspring.</p> <p>We would also reiterate our concern regarding the construction of culverts and underpasses for wildlife. Currently, birds and other wildlife can follow the natural terrain to reach the lake if they venture onto the floodplain. With a roadway corridor over 100 feet wide, creating wildlife- (especially waterbird-) friendly underpasses and culverts will be a special challenge. We request that the engineering division apply design recommendations informed by animal behavior to ensure that animals actually use these passages.</p> <p>We were disappointed by the minimal number of bird species listed in the EA. Many other birds, including Sage Thrasher, Northern Mockingbird, California Quail, and Loggerhead Shrike, have been observed in the area and may nest in or under the bushy vegetation of the floodplain. We would like to draw particular attention to the Sage Thrasher, a medium-sized bird easily camouflaged by its coloration. NDOW considers the Sage Thrasher a Species of Greatest Conservation Need (2022 Nevada State Wildlife Action Plan, p. 39). Furthermore, it is considered of Sensitive Status by BLM-NV (2022 Nevada State Wildlife Action Plan – Bird Species Accounts, p. 182). It will be crucial to inform and monitor for this bird, especially during nesting season, because it can be so easily overlooked.</p>	<p>During final design, drainage design will ensure that there are no water quality impacts draining to Swan Lake. During final design and pre-construction, NDOT, RTC, the construction contractor, and NDEP will evaluate and identify which Best Management Practices (BMP) will be implemented.</p> <p>Nesting surveys must be conducted on all contractor staging areas, and ground disturbance areas. Contractual limitations regarding nesting bird season will be included in the construction specifications.</p> <p>The list of species discussed in the EA is not meant to be all inclusive of every potential species, but rather reflect the most common species. The project team consulted with the US Fish and Wildlife Service as part of the NEPA evaluation.</p>

Comment	Response
<p>I attended the Lemmon Drive Traffic Improvements meeting on February 19, 2026.</p> <p>I have been a resident of Lemmon Valley since 1978 (48 years). As the representatives at the meeting stated, this project has nothing to do with alleviating the flooding issues in the area. Therefore, I do not see how raising and realigning the road will improve traffic flow out of Lemmon Valley, which is a more urgent need at this time.</p> <p>This project seems to be putting the cart before the horse. There are far more immediate and important issues in Lemmon Valley that need to be addressed before a project like this proceeds, including the failed sewer system, water retention, and floodwater management between Swan Lake in Lemmon Valley, Silver Lake in Stead, and the Cold Springs and Red Rock areas. I am sure you are aware of these and many other issues.</p> <p>It was also my understanding that \$25 million for this project would come from funds originally intended to address flooding. Additionally, it is well known that Washoe County, the City of Reno, and the State of Nevada do not communicate or coordinate effectively and frequently pass responsibility from one entity to another. This has always been a problem, but it has been particularly evident since the 2017 "100-year flood." While that flood was severe, since we moved here in 1978, there have been several floods, at least one per decade. Each flood caused road closures for several months, forcing long detours and making it extremely difficult for emergency vehicles to access the valley.</p> <p>In my opinion, the issues mentioned above are far more important and should be addressed before moving forward with this project.</p> <p>Thank you for accepting community comments regarding this project.</p>	<p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood. The project is also needed to reconstruct and upgrade Lemmon Drive to meet current design standards, 2050 RTP regional needs, and address any deficiencies or safety concerns in the existing roadway alignment.</p> <p>Funding for the project is from a Federal grant and RTC local fundings designated specifically for transportation project use.</p>

Comment	Response
<p>(Part 1) Residents in Lemmon Valley and North Valley have serious concerns regarding RTC’s proposed realignment of Lemmon Drive to the silt berm and into Swan Lake, citing potential safety risks. This review draws from both RTC’s website and the North Valley Improvement website. When comparing the two sources, there are differences and conflicting information that were not resolved at the public meeting. I have compiled this concise document to be used if Lemmon Drive is moved and a negative outcome occurs.</p> <p>Key Concerns:</p> <ul style="list-style-type: none"> • The new alignment will feature only two lanes, with no room for first responders; if an accident occurs, the road will remain blocked until cleared. • There will be no emergency lanes. • Residents of Hepner Subdivision and Antelope Valley will have only two or three entry points to Lemmon Drive instead of the current eight (funnel effect). Approximately 1,000 homes (roughly 2,000 vehicles) will rely on these two access points during peak hours. • Additional traffic from areas like Silver Knolls (across the airport) will be funneled onto the same two-lane road, resulting in roughly 4,000 vehicles in a single timeframe. • The plan reduces four lanes to two heading northeast at the old Washoe County Sewer facility before extending Lemmon Drive past the airport toward Silver Knolls, primarily benefiting a development project. With existing homes and heavy traffic, why not maintain four lanes throughout? • The project may disrupt stormwater flow between current subdivisions on the northeast side of Lemmon Drive and Swan Lake, causing backup in existing culverts and flooding in the subdivision. • Swan Lake construction will use essential floodplain needed to prevent flooding like in 2017 (RTC states this; North Valley Improvement shows a lower impact, not into Swan Lake — conflicting information). • Stormwater runoff offset is planned on a developer’s property, 	<p>The proposed improvements are designed to accommodate projected 2050 traffic volumes in accordance with the Regional Transportation Plan. Access to Lemmon Drive is being balanced to reduce conflict points while maintaining connectivity, consistent with current roadway design standards and safety best practices.</p> <p>The project has been coordinated with emergency service providers, including Truckee Meadows Fire District, and no concerns were identified regarding emergency response times. Emergency access will be maintained, including provisions such as gated access along the existing alignment where appropriate.</p> <p>Access points are being consolidated to reduce conflict points and improve safety while maintaining necessary connectivity. Additional access locations were incorporated based on public feedback to ensure reasonable and safe access.</p> <p>The project is intended to provide a reliable roadway during flood events and is not intended to eliminate regional flooding. Volumetric mitigation basins will be constructed at a ratio of approximately 1.3 cubic yards of excavation for every 1 cubic yard of embankment. Equalization culverts will maintain hydraulic connectivity and existing drainage patterns.</p> <p>The project includes equalization culverts and engineered drainage features designed to maintain hydraulic connectivity. Final design will incorporate detailed hydraulic analysis to ensure compliance with FEMA floodplain requirements. Existing drainage patterns will be maintained and any culverts removed will have a replacement culvert installed serving the same function. In several cases culverts will be upsized as required to meet current drainage requirements.</p> <p>The project will not increase or change existing PFAS concentrations in surface water, groundwater, or soils. Swan Lake is not a drinking water source and will not be used for construction water. Standard construction BMPs and regulatory oversight will be implemented to minimize exposure.</p>

Comment	Response
<p>(Part 2) which is also needed for development. There is insufficient land to accommodate the required 120% volume.</p> <ul style="list-style-type: none"> • Certified tests show Swan Lake soil is contaminated, just 20 feet above the aquifer. • Established Lemmon Drive is unstable, built on silt; new construction is unlikely to resolve these issues. • Projects costing \$88 million that benefit only developers, without improving public safety, should not be approved. • Despite over \$20 million in federal COVID funds allocated to Lemmon Drive, drainage problems and rough road conditions persist, raising questions about fund use and accountability. An additional \$25 million of the \$88 million comes from federal funding. • Realignment would require taking personal property. • One parcel is on Bureau of Land Management (BLM) property, and most of Swan Lake is BLM land. • The project is being advanced to benefit a major developer in Silver Knolls who wants to increase housing density, add apartments, and create a secondary evacuation route without completing promised infrastructure upgrades to Red Rock Road. • Swan Lake contamination is an unresolved concern. • Concerns were previously submitted to RTC by Commissioner Herman and myself in February 2025. • The RTC link shows only a 30% preliminary design, with aggregate fill asphalt over silt — not viable for heavy road use based on homeowner and builder experience. North Valley Improvement provides conflicting information. Residents raised these issues at the February 19, 2026 meeting, but RTC provided no response. • Recent earthquakes (most recently a 3.9 on January 19, 2026) further highlight the instability of the area. • Swan Lake will not serve as a recreational or open space asset for residents. 	<p>(Response continued) The roadway structural section is being designed by licensed engineers with experience constructing roadways on similar soil conditions. Geotechnical investigations are being conducted to inform final design and ensure long-term performance.</p> <p>The project is intended to improve safety, reliability, and resiliency of a regional roadway. RTC does not have authority over land use or development decisions, and the project is not tied to any specific development.</p> <p>The project is funded through a combination of federal and local sources. Federal funding must be used for the approved project scope. The project has been evaluated through the environmental review process to ensure it meets transportation needs and provides long-term benefits.</p> <p>Improving the existing alignment was evaluated. Raising the existing roadway would result in greater impacts, including increased right-of-way acquisition, impacts to adjacent properties, and significantly higher floodplain mitigation requirements. The selected alternative minimizes these impacts.</p> <p>The project is designed to provide at least one dry lane in each direction during major flood events, improving regional access and reliability during emergency conditions.</p> <p>The project has included extensive public and agency coordination, including multiple public meetings and a formal comment period. Public input has influenced design refinements, including access locations and project features.</p>

Comment	Response
<p>(Part 3) • The link provided represents only a 30% preliminary design. Placing aggregate fill and asphalt on top of silt is not a viable option for heavy road use, based on homeowner and foundation builder experience dating back to 2011. Additionally, the North Valleys Improvement site provides information that differs from the RTC link. On February 19, 2026, residents brought all of these issues to RTC’s attention, yet there has been no response or accountability.</p> <ul style="list-style-type: none"> • The area has experienced recent earthquakes, with the most recent being a magnitude 3.9 on January 19, 2026. • Swan Lake will never realistically function as a recreational asset or open space for residents. • Bill Thomas (Director of RTC) and Bob Lissner (owner of Lifestyle Homes and developer of the Osage development near the airport) were identified as partners in the Evans Ranch development project on Red Rock in 2020. (Information supplied by another resident in that area.) <p>The reasons listed above explain why Lemmon Drive’s realignment should not proceed as currently planned or at the proposed location, especially without public input.</p> <p>More Efficient Ways to Address the Issues Without Spending Excessive Taxpayer Money:</p> <ul style="list-style-type: none"> • All eight (8) exits to Lemmon Drive have culverts that evacuate stormwater across the field to Swan Lake (Arkansas, Nectar, Chickadee, Deador, Waterash, Arizona, Idaho, and Oregon). • Swan Lake has recently been bermed by Washoe County to prevent stormwater inflow from the Hepner subdivisions, except when pumping is necessary. The effectiveness of this strategy remains uncertain. • The Idaho Street area on the Swan Lake side must be corrected so it drains properly to Swan Lake. As of February 26, 2026, the culverts are full due to the lack of proper drainage on the Swan Lake side, where water sits stagnant in that area and within the Idaho culvert. • Maintain four lanes on Lemmon Drive, including a center turn lane (“suicide lane”), and elevate sections affected by flooding. 	

Comment	Response
<p>(Part 4) • Bill Thomas (RTC Director) and Bob Lissner (Lifestyle Homes/ Osage development) were identified as partners in the Evans Ranch development project in 2020 (information provided by a resident).</p> <p>Recommendations / Alternatives:</p> <ul style="list-style-type: none"> • All eight current exits to Lemmon Drive (Arkansas, Nectar, Chickadee, Deodar, Waterash, Arizona, Idaho, Oregon) should maintain culverts to evacuate stormwater to Swan Lake. • Swan Lake has been recently bermed to prevent stormwater inflow from Hepner Subdivision, except when pumping is necessary. Effectiveness remains uncertain. Idaho culverts on the Swan Lake side must be corrected, as of 2/26/2026, culverts are full and water sits stagnant. • Maintain four lanes, including a center turn lane, and elevate areas affected by flooding. Concrete retaining walls could be added to prevent moisture saturation and soil differential. • Swan Lake must be avoided due to contamination and risk to the aquifer. • If the road remains near its current location, it could be built on piers to allow water flow. Certified tests in this area cost roughly \$500 each. • Elevate areas prone to flooding and install stormwater evacuation at all Lemmon Drive intersections with manual or electronic backflow prevention. This would prevent flooding like 2017 while still allowing controlled outflow to Swan Lake. 	
<p>I feel like this road is only being improved to allow Prada Ranch to move forward. If that's the case, leave our road alone, Lemmon Valley doesn't need to turn into Spanish Springs. That seems to be the goal, which is why you're "fixing" this road. You've already moved the berm up against the lake so the road wouldn't flood, and it never would have flooded if the City of Reno hadn't pumped gallons of water into it in the first place!</p>	<p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p>

4.0 Selected Alternative

The Build Alternative (Preferred Alternative) would reconstruct and raise the existing roadway profile from Fleetwood Drive to Palace Drive along the existing alignment. Dedicated left- and right-turn lanes would be provided at the intersections of Fleetwood Drive, Patrician Drive, and Palace Drive. As the roadway extends north, the roadway would be one lane in each direction with a center median. In the northbound direction, dedicated right-turn pockets would be provided at Arkansas Street, Chickadee Drive, Arizona Street, and Oregon Drive. Just north of Deodar Way, the roadway alignment would shift west of the existing Lemmon Drive roadway. This realigned segment of the roadway would run along the east side of an existing berm, allowing the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year flood elevation. Arkansas Street, Chickadee Drive, and Arizona Street would be extended to tie into the new, realigned roadway. Near Oregon Drive, the roadway alignment would tie into the existing roadway alignment with full reconstruction extending to Ramsey Way.

After publication of the EA, right-of-way needs have been updated as design progresses. The total amount of partial property acquisitions has been reduced. Table 2 replaces Table 3.4 in the EA. Figure 4 through Figure 9 replace Figure 3.5 through Figure 3.10 in the EA.

Table 2. Areas of New Right-of-Way

Parcel Owner	Parcel Number	Proposed Right-of-Way (acres)	Volumetric Mitigation (acres)
Lansing-Arcus LLC	080-461-30	0.496	0
	080-671-55	7.260	0
	080-671-56	3.744	0
	080-671-57	12.291	0
	080-721-04	2.174	0
	080-722-03	16.244	30.946
	080-730-16	0.757	0
Barlett, Edwin W	080-502-30	0.048	0
Morgan, James & Wendy	080-532-28	0.012	0
USA	080-671-39	1.342	0
	080-671-43	1.027	0
	080-722-02	12.600	0.820
JC Sierra Vista LLC	080-730-35	0.647	0
Mudge Trust	086-288-03	0.164	0
North Valleys Investment Group, LLC	080-461-33	0.161	0
	080-461-34	0.143	0
Bumstead et al, Joseph	080-461-03	0.034	0
Gomez et al, Julissa	080-671-04	0.017	0

3.0 Impacts and Mitigation

Table 2 lists measures that will be implemented during the design or construction phases of the project to avoid, reduce, or otherwise mitigate potential impacts associated with the proposed project. Mitigation measures and requirements for compliance with federal, state, and local laws will be specified in the construction contractor’s contract with RTC and NDOT. No changes have been made to the mitigation measures since the release of the EA.

The mitigation measures and commitments shown in Table 2 are not subject to change or modification without prior written approval from FHWA. This list does not include any FHWA permits, approvals, or reviews that are required related to plans, specifications, and estimates; right-of-way; contracts; or other design or administrative aspects of the project.

Resource	Mitigation
Land Use: Additional Right-of-Way (EA Section 3.2.3)	Residents (both owners and tenants) and businesses are protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). As required by the Uniform Act, NDOT will pay fair market value for any property acquired.
Land Use: Construction Impacts (EA Section 3.2.3)	RTC will develop a plan to communicate with the public and property owners regarding construction schedule, street closures, and detours throughout construction. Access to residences and businesses will be maintained during construction.
Water Resources: Surface Water (EA Section 3.3.3)	During final design, the drainage design will ensure that runoff from the widened and relocated Lemmon Drive is adequately collected by the drainage system that includes drop inlets, storm drain, channels and culverts, and conveyed to mitigation basins and in a manner that maintains historic drainage patterns to the maximum extent practical.
Water Resources: Floodplain (EA Section 3.3.3)	As described in Table 3.6 in the EA, approximately 68 acre-feet of volumetric mitigation would be required. Locations of volumetric mitigation are shown on Figure 2.2 in Chapter 2 of the EA. Final volumetric mitigation calculations will be confirmed during final design.
Water Resources: Water Quality (EA Section 3.3.3)	During final design, drainage design will ensure that there are no water quality impacts draining to Swan Lake. The NDOT Construction Site BMP Manual and Stormwater Quality Manuals (NDOT, 2023; 2017) identify numerous best management practice (BMP) measures that may be implemented to address specific site conditions, construction processes, and other features unique to various projects. During final design and pre-construction, NDOT, the construction contractor, and NDEP will evaluate the Build Alternative and identify which BMPs will be implemented.

Resource	Mitigation
<p>Water Resources: Construction (EA Section 3.3.3)</p>	<p>Best Management Practices (BMPs) will be implemented during construction. As part of the development of BMPs for the project, RTC Washoe’s construction contractor must file a Notice of Intent with NDEP’s Bureau of Water Pollution Control to obtain coverage under the General Permit for Stormwater Discharges Associated with Construction Activity (NVR100000). A Stormwater Pollution Prevention Plan (SWPPP) will be developed before the Notice of Intent is submitted. The SWPPP will outline temporary and permanent erosion and sediment controls, locate stormwater discharge points, and describe BMPs to be implemented to prevent or reduce stormwater pollutant discharge associated with construction activities to the maximum extent practical.</p>
<p>Biological Resources: Migratory Birds (EA Section 3.4.3)</p>	<p>Construction activities can impact nesting migratory birds, especially during the nesting season (March 1 – July 31) when noise may cause birds to flee their nests. Nesting surveys must be conducted on all Contractor staging areas, including stockpiles. Materials containing nests cannot be used until cleared by a biologist.</p> <p>Protect stockpile openings, like culverts, to prevent wildlife nesting. Minimize construction during nesting season, but if unavoidable, follow these guidelines:</p> <ul style="list-style-type: none"> • Within seven days before construction, a qualified biologist must survey for active nests within the construction zone and 500 feet beyond. • If active nests are found, establish setbacks before starting construction (25 feet for urban-adapted species, up to 500 feet for raptors)
<p>Biological Resources: Habitat (EA Section 3.4.3)</p>	<p>Identify and protect large trees and shrubs where feasible. Clearing vegetation can increase noxious weeds and reduce prey species for raptors, other birds, and pollinators. If vegetation is removed, restore forage and nesting habitats by re-seeding with native species (forbs and shrubs) to support monarch butterflies and other invertebrates. Identify areas containing native milkweed resources to ensure conservation of monarch butterfly habitat and other pollinator species. Adjustments to mitigation strategies will be made as necessary, based on pre-construction surveys and observations of site conditions, including nesting activity and vegetation health.</p>

Resource	Mitigation
<p>Biological Resources: Construction (EA Section 3.4.3)</p>	<p>Implement noise reduction strategies, such as using quieter equipment and scheduling noisy activities outside of critical wildlife breeding seasons. Establish buffer zones around sensitive habitats, and where feasible, use noise barriers or acoustic screens. Monitor noise levels regularly to ensure compliance with guidelines. Designate specific routes and staging areas for vehicle and equipment movement to minimize impacts. Use matting or temporary roadways where necessary to reduce soil compaction. Restrict access to sensitive areas and provide training for operators on minimizing ecological impacts. Apply dust suppression measures, such as water spraying, particularly during dry and windy conditions. Use soil stabilizers or mulching on exposed soil surfaces to minimize dust generation. Monitor dust levels and adjust mitigation measures as needed to protect nearby vegetation.</p>
<p>Biological Resources: Noxious Weeds (EA Section 3.4.3)</p>	<p>Areas disturbed in association with construction of the Build Alternative that are documented with noxious weeds will be treated with herbicide prior to revegetation. RTC Washoe’s contractor will develop and follow a Noxious Weed Management Plan to prevent the establishment and spread of Nevada State-listed noxious weeds per Nevada Revised Statute 555. The management plan will include mapping of existing noxious weed populations; appropriate eradication/control methods based on weed type and location; applicator certification; monitoring and retreatment as necessary; and methods for keeping equipment, personnel, staging areas, construction and excavation sites, and roadways clear of noxious weed plants and seeds. The plan will also address the treatment of weeds in topsoil salvage material.</p>
<p>Visual Resources (EA Section 3.5.3)</p>	<p>Impacts to visual resources will be mitigated through landscaping and aesthetic enhancements.</p>

6.0 FONSI Requirements

This Finding of No Significant Impact (FONSI) is based on an environmental assessment of the potential impacts of the project and stakeholders' input. In addition to mitigation commitments described in the EA, a list of mitigation measures is part of this FONSI (Table 2). These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA and its attachments.

With respect to a FONSI, 23 Code of Federal Regulations 771.111(f) requires evaluation of the following:

1. The project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. The project must have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
3. The project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The proposed construction limits or termini of the Lemmon Drive Traffic Improvements and Resiliency Project encapsulate the traffic operations and safety issues at this location, are of sufficient length to address environmental impacts, provide a section of study that has independent utility, and would neither require nor preclude other future transportation improvements identified in RTC Washoe's Regional Transportation Plan.

The specific project characteristics and attributes that justify its logical termini and independent utility are as follows:

- » The project boundaries are set to meet the design requirements and traffic flow needs of the arterial road, while also addressing the environmental concerns related to these changes.
- » The improvements are independent of future enhancements to Lemmon Drive but do not preclude or restrict any future improvements, nor do they require other adjacent roadway improvements to be fully functional.

The 3.7-mile segment of Lemmon Drive begins with the southern terminus at Fleetwood Drive in unincorporated Washoe County. The northern terminus at Ramsey Way is a transition point where the pavement of Lemmon Drive ends. These logical termini, shown in Figure 3, allow for the development of a project that could be constructed alone, serving a significant purpose, addressing environmental impacts on a sufficient scale, and without requiring the implementation of other future projects.

7.0 Statute of Limitations

FHWA may publish a notice in the Federal Register, pursuant to 23 United States Code 139(l), stating that one or more federal agencies have taken final action on permits, licenses, or approvals for this project. After the notice is published, claims seeking judicial review of those federal agency actions must be filed within 150 days of the publication date of the notice, or within a shorter time period as specified in the federal laws pursuant to which judicial review of the federal agency action is allowed.

8.0 Concluding Statement and Determination

The project is needed to provide reliable community access, reduce travel delays, improve multimodal access, and provide enhanced safety. FHWA has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, proper mitigation has been provided for impacts resulting from the Selected Alternative.

FHWA has determined that the Selected Alternative, as presented in the EA and described in Section 4, will have no significant impact on the human environment. This FONSI is based on the EA dated January 2026, which was independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

Signed by:
Khoa Nguyen
Approved By: _____
2E42CC732C39464...

Date: 05/21/2026

Khoa Nguyen, P.E.
Division Administrator
Federal Highway Administration

Figure 1. Project Limits



Legend

- Project Limits
- Realignment Limits
- 100-year Floodplain

0 0.25 0.5 1 Miles



Figure 2. Selected Alternative

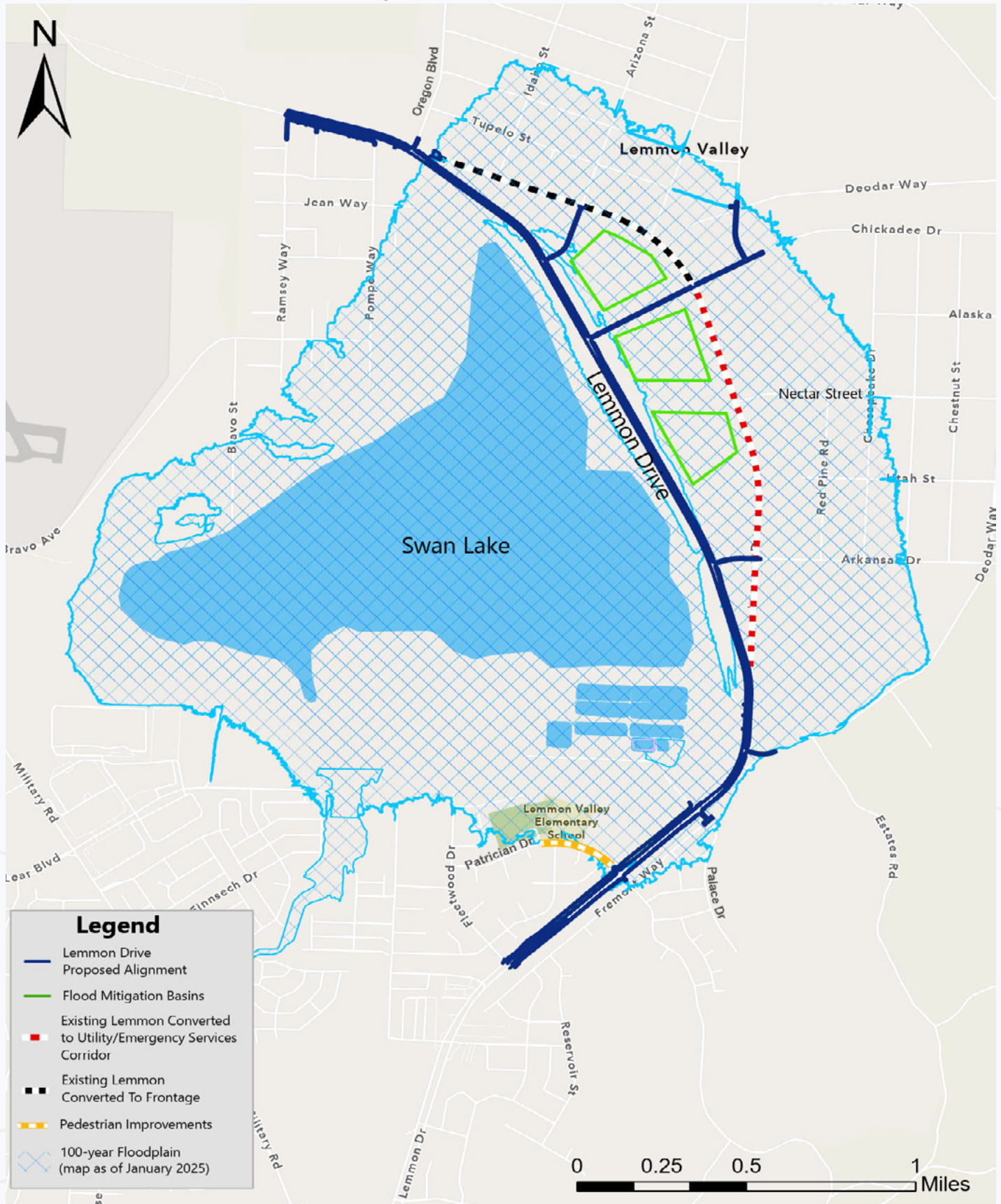


Figure 3. Logical Termini



Figure 4. Areas of New Right-of-Way

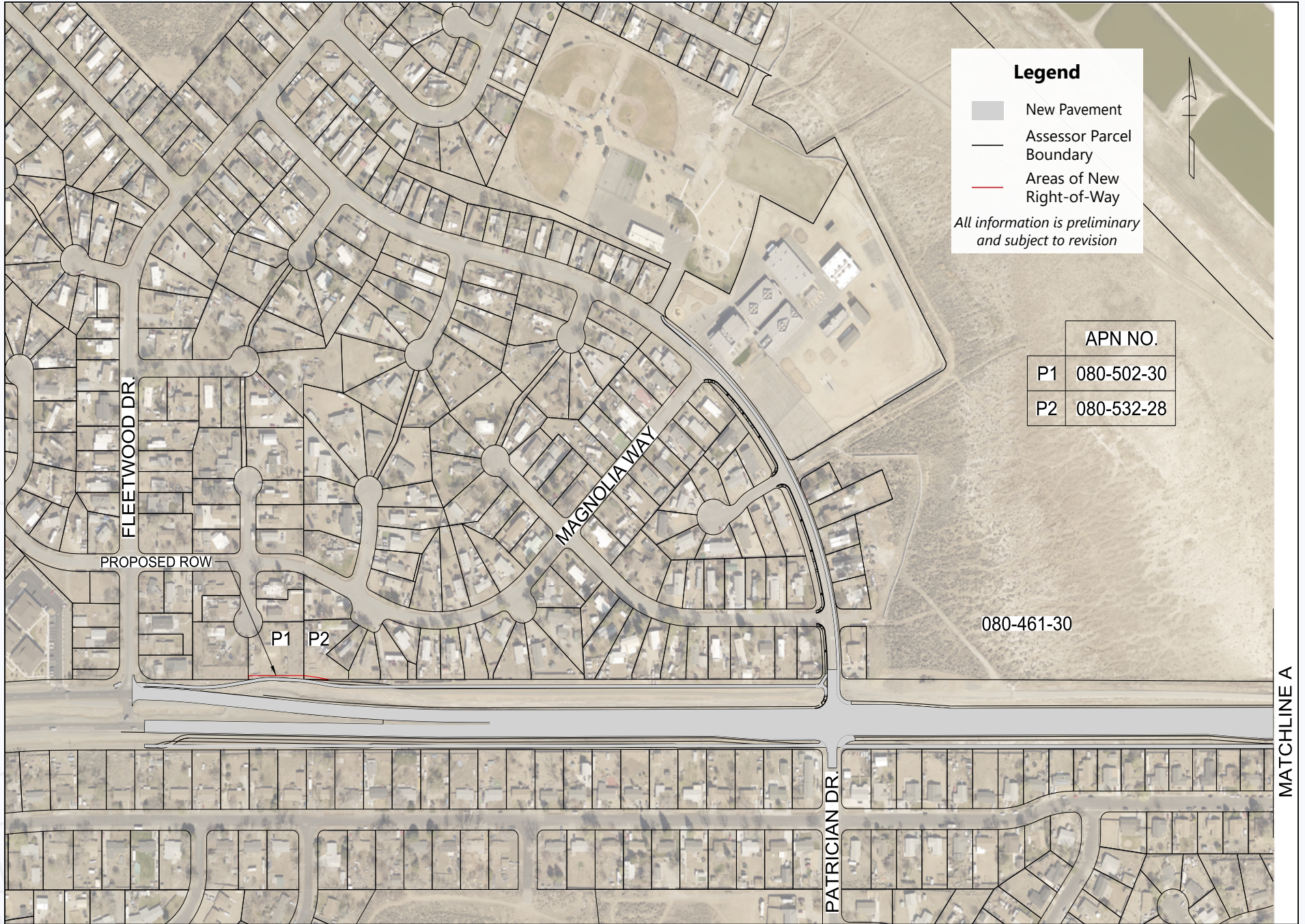


Figure 5. Areas of New Right-of-Way

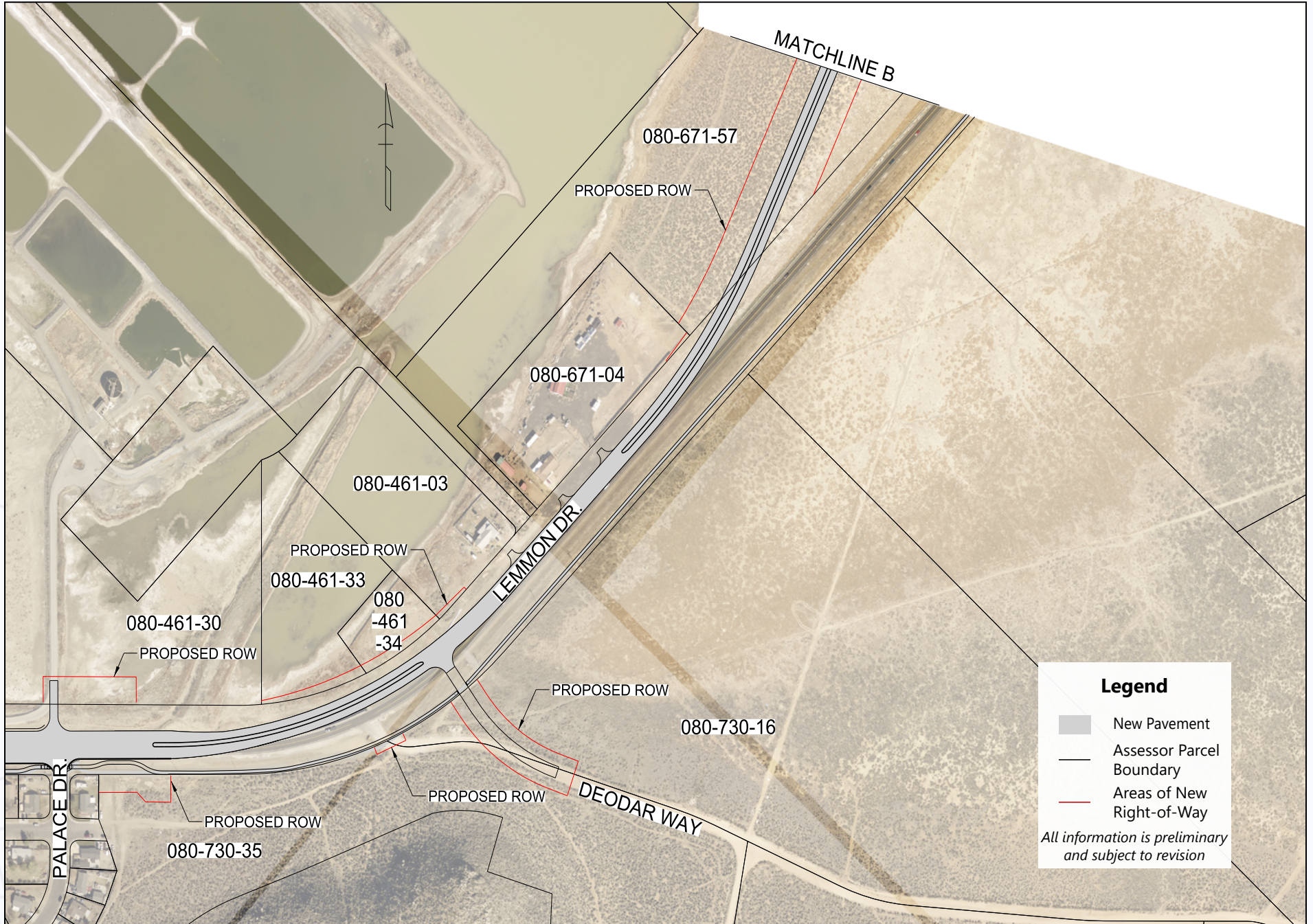


Figure 6. Areas of New Right-of-Way

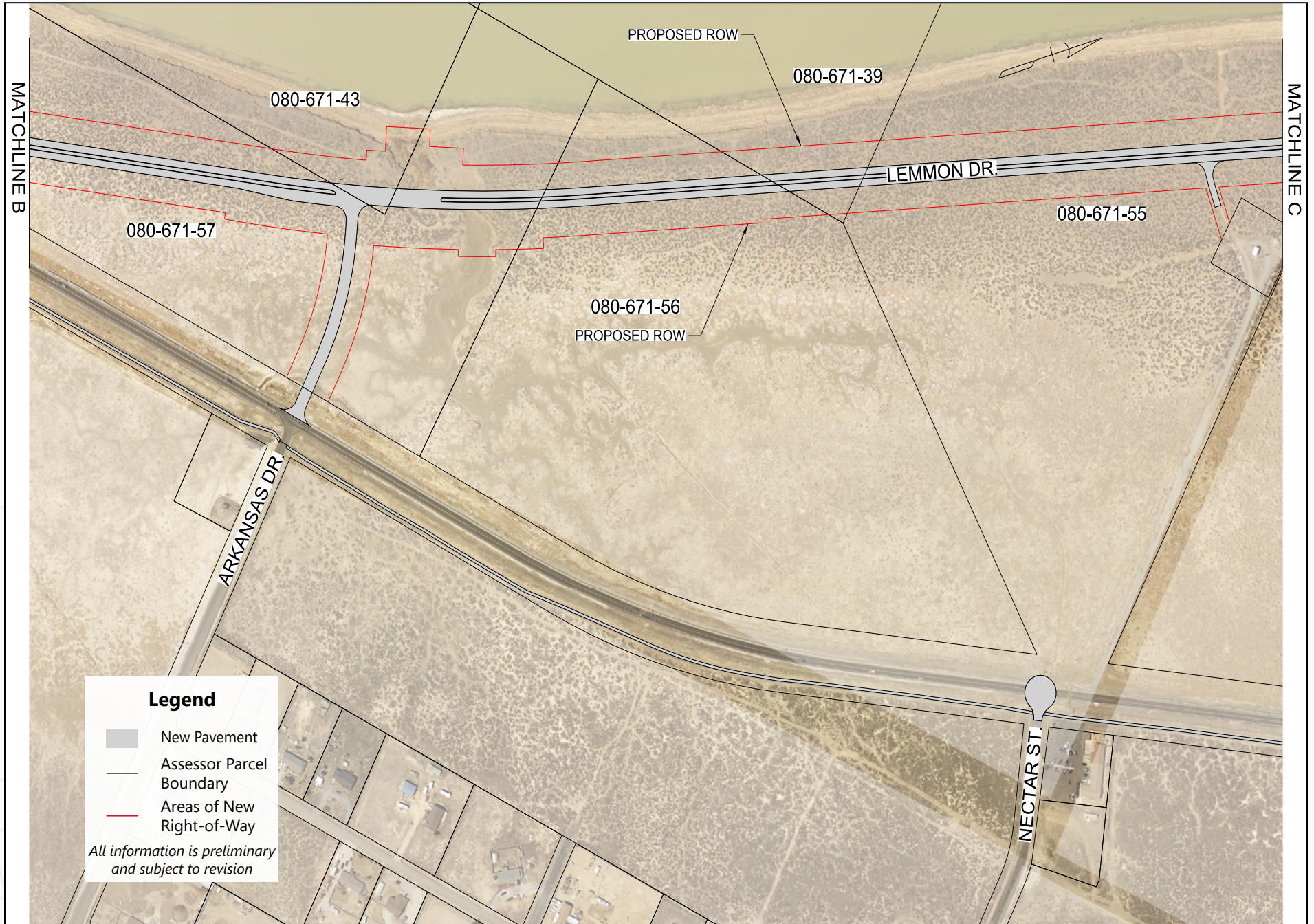


Figure 7. Areas of New Right-of-Way

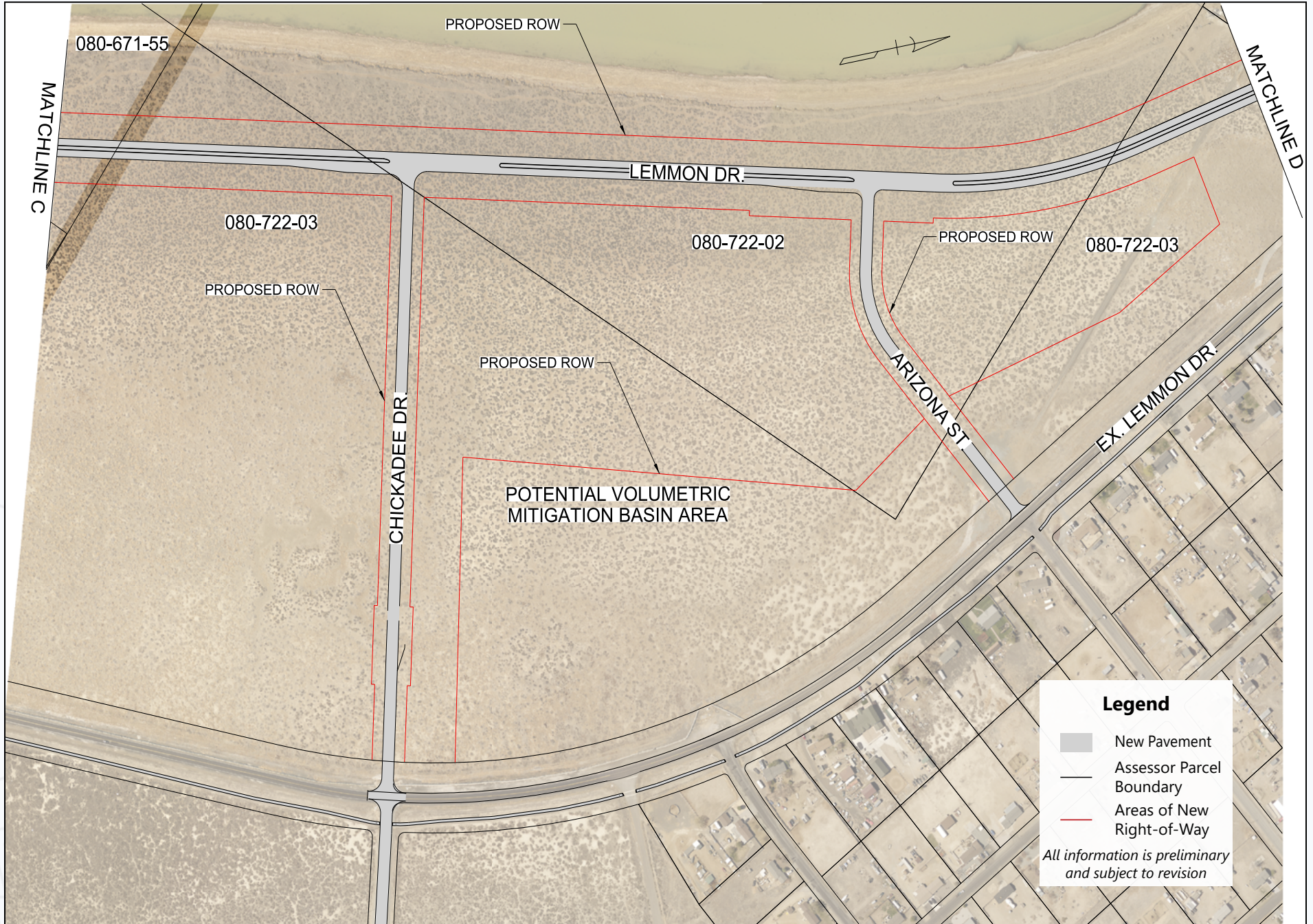


Figure 8. Areas of New Right-of-Way



Figure 9. Areas of New Right-of-Way



Appendix A

Public Hearing Transcript and Comment Log

